

Stakeholder engagement in the Sustainable Urban Logistics Planning: the case of Rome

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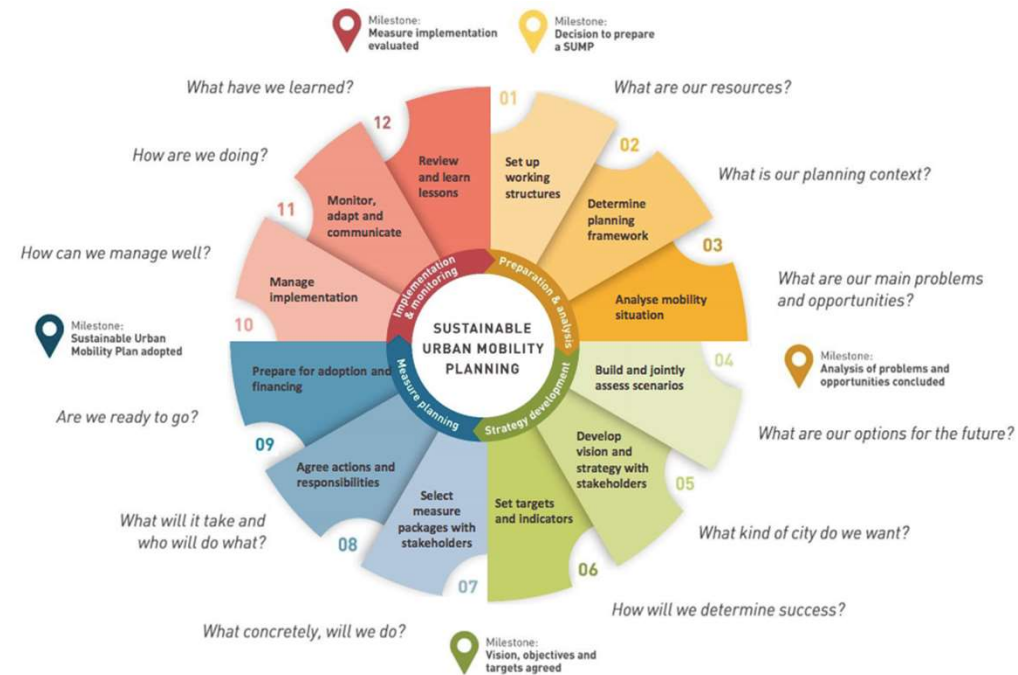


Agenda

- Context
- L-3D software
- Real-case application
- Conclusions

CONTEXT

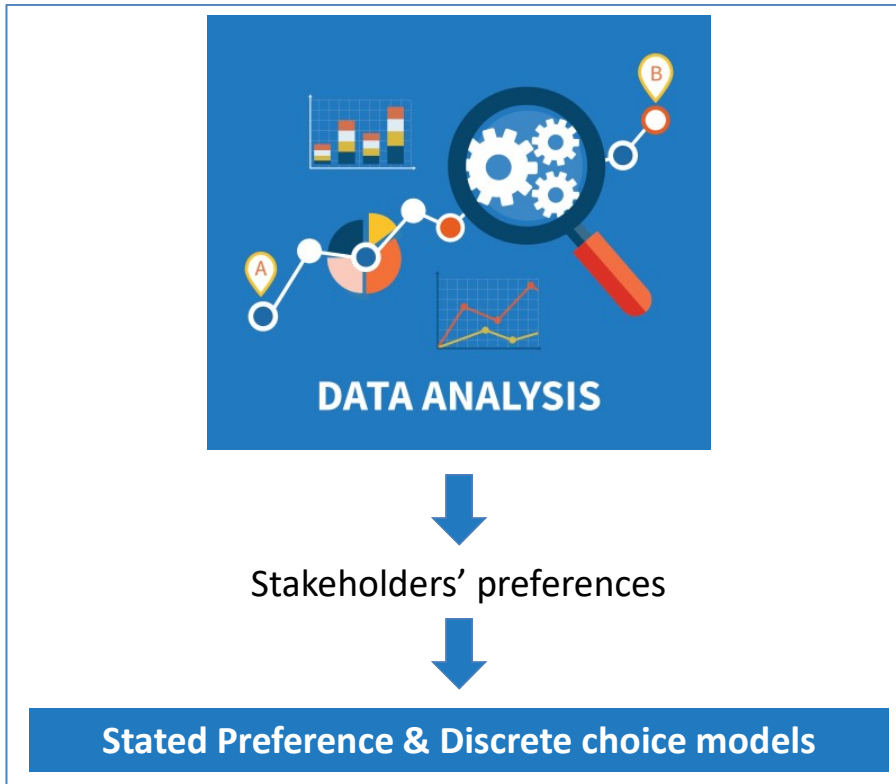
Context



Co-creating sustainable and efficient solutions within Living Labs

L-3D SOFTWARE

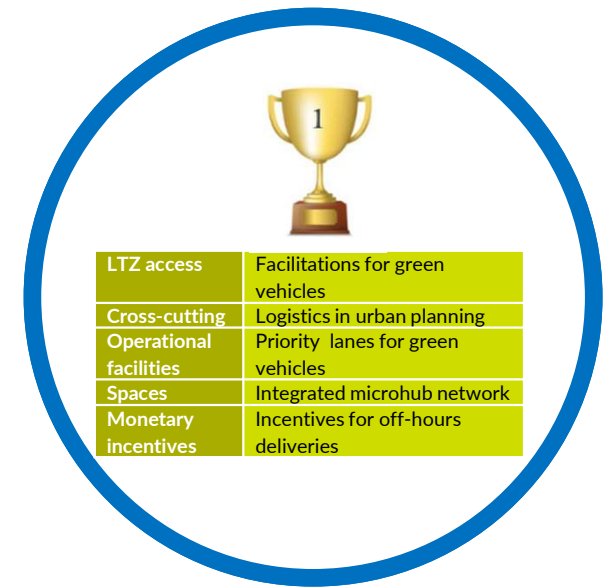
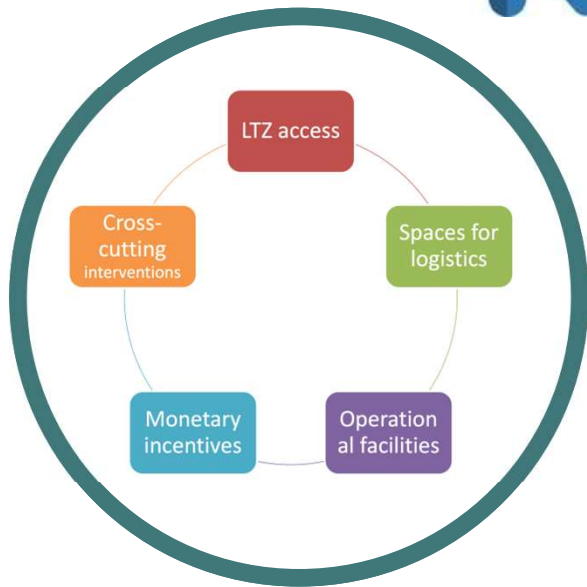
Software structure



L-3D software



- Focused on co-creation processes
- Aimed at heterogeneous stakeholders contexts
- Tailored for workshops (duration up to 2 hours)
- Provides ex-ante policy acceptability analyses
- Produces optimised compromise solutions
- Stimulates engagement/participation via storytelling



Policy co-creation
Selection of the most relevant policy characteristics

Preference elicitation
Creation of stated preference questionnaire to be administered via smartphone or laptop

Policy prioritization
Identification of the top shared policy mix



LTZ access	Facilitations for green vehicles
Cross-cutting	Logistics in urban planning
Operational facilities	Priority lanes for green vehicles
Spaces	Integrated microhub network
Monetary incentives	Incentives for off-hours deliveries

INDICATORS	ENVIRONMENTAL										SOCIAL				ECONOMIC	
	Visual pollution	Air pollution	GHG emissions	Noise pollution	Accessibility	Congestion	Labour conditions	Road safety	Fixed costs	Operational costs	Service level	Average delivery time				
Impact area --																
Reference indicators --																
AREA OF INTEREST --																
ACTIONS --																
LTX access																
Operational facilities																
Monetary incentives																
Cross-cutting interventions																



Actors
Identification of the top shared solutions

Plot
Description of the impact/implications of the shared solutions identified

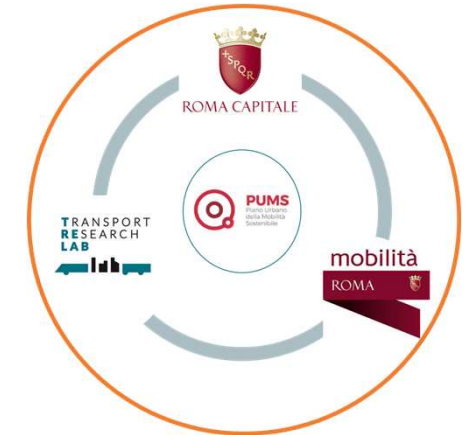
Story
Visual representation of preferred scenarios

REAL-CASE APPLICATION

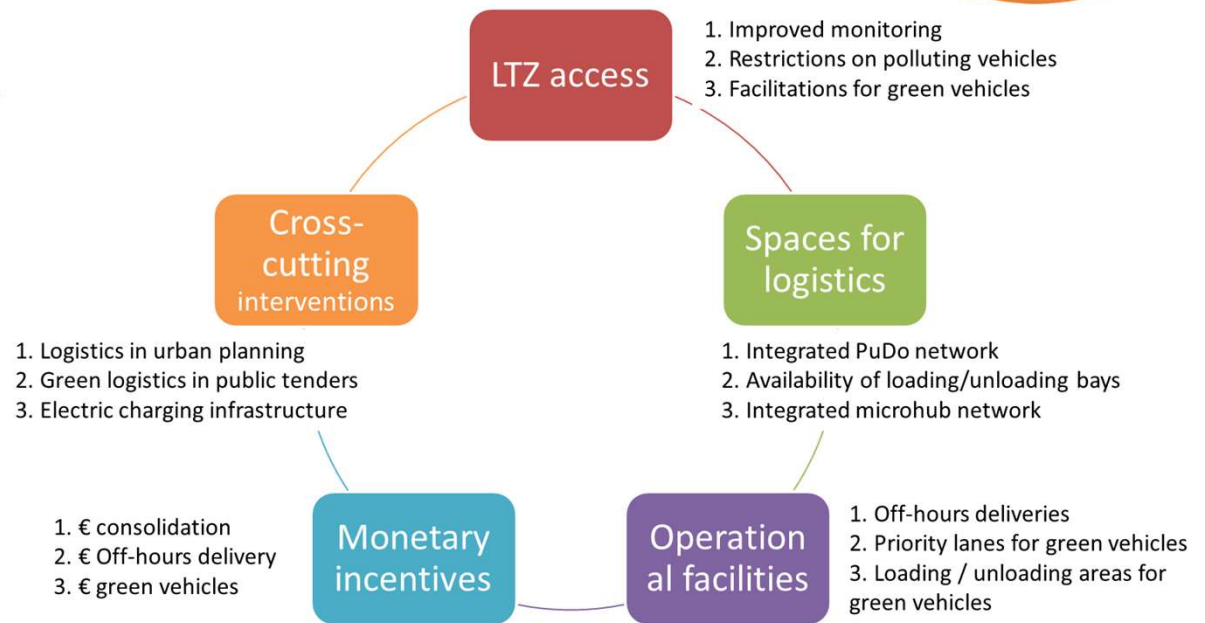
SULP – Metropolitan city of Rome



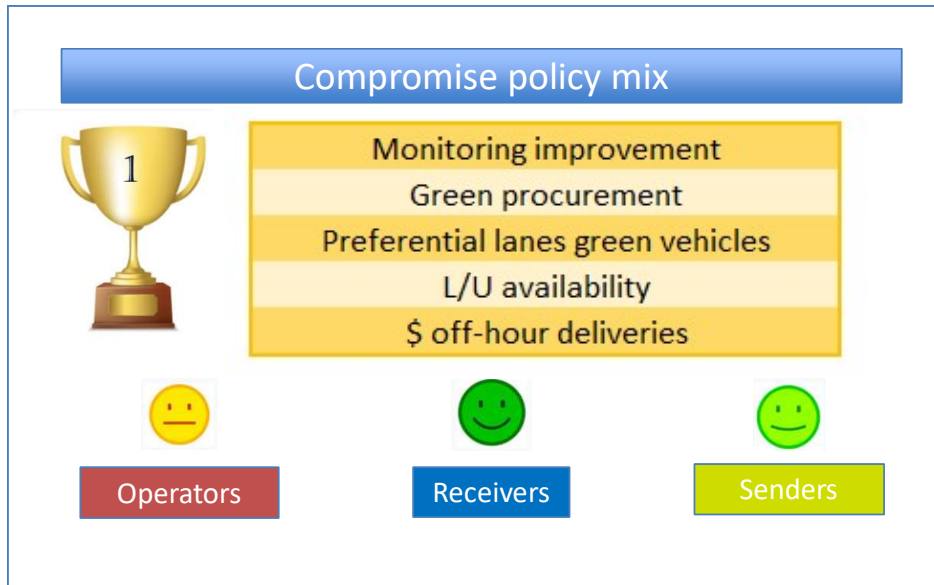
Prioritisation of strategic SULP measures



5K km²
5M inhabitants



Results (L-3D Choose)

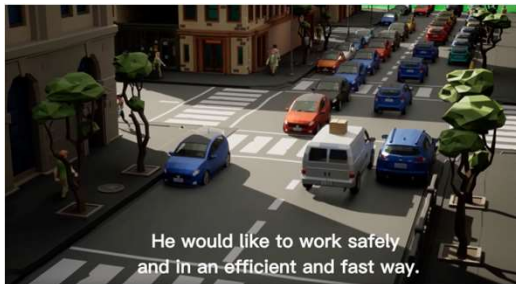


Stakeholder-specific best policy mix

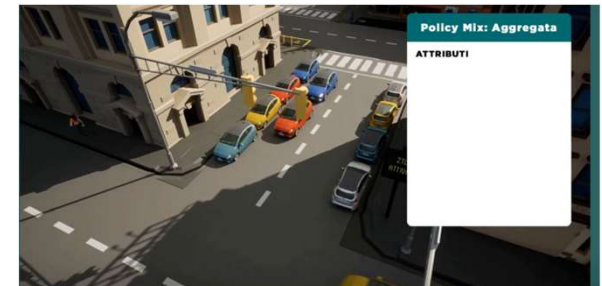
Strategic areas	Operators	Receivers	Senders
LTZ access	Monitoring improvement	Green vehicles facilitation	Monitoring improvement
Cross-cutting interventions	Electric charging infrastructure	Green procurement	Green procurement
Operational facilities	Preferential lanes green vehicles	Preferential lanes green vehicles	Preferential lanes green vehicles
Spaces for logistics	L/U availability	L/U availability	L/U availability
Monetary incentives	\$ green vehicles	\$ off-hour deliveries	\$ consolidation

Results (L-3D Visualise)

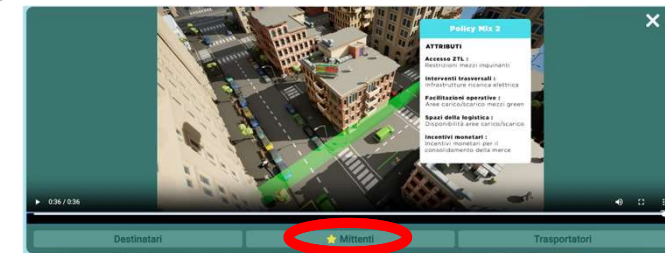
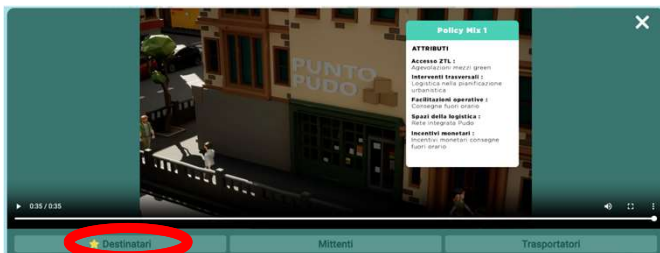
Status quo representation



Shared policy mix



Stakeholder-specific best policy packages



CONCLUSIONS

Conclusions

- Next steps:
 - ✓ L-3D choose → improve experimental design & modeling
 - ✓ L-3D visualise → semi-automatic storytelling creation
 - ✓ Merge the two modules in a single APP
- L-3D is a useful tool for SUMP/SULP
 - ✓ Scalability → standard Stated Preference surveys
 - ✓ Transferability → other contexts

Thanks for your attention!



Questions?

