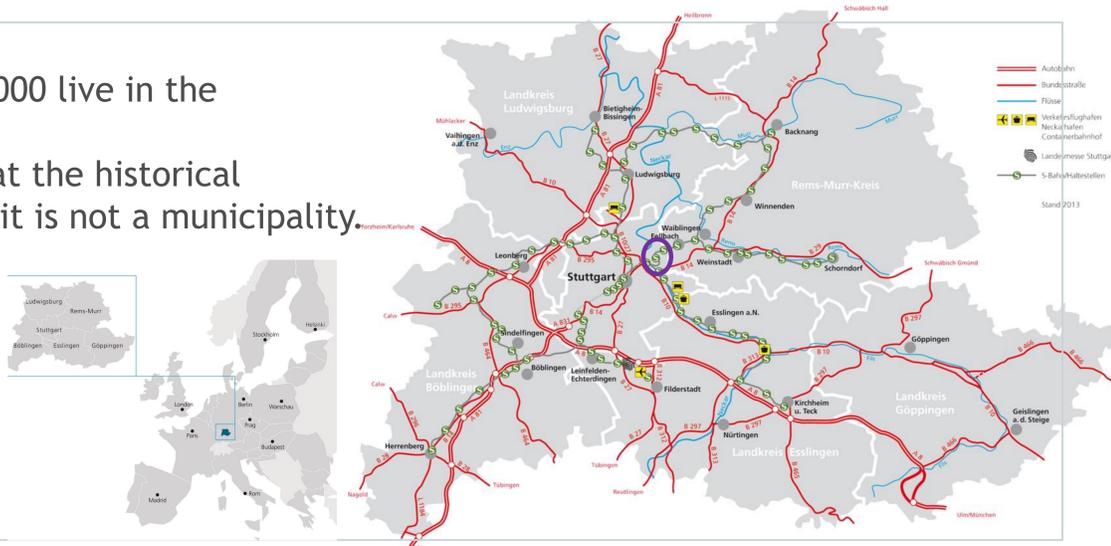


FUA STUTTGART Objectives

- The idea to reduce both CO2 and traffic is seen under the superior goal of enforcing cleaner air.
- Understanding freight traffic flows and its interdependencies with planning and traffic decisions.
- What can we do, and which measures will cause which effects?
- Which cooperations are possible among stakeholders, and how to set them going?
- We were looking for a spatial and economic structure that exists many times across the region, and found it in Bad Cannstatt (see circle on map).

The territorial context

- 2.7 million inhabitants, of which a good 600,000 live in the central city of Stuttgart.
- 178 municipalities on 3,650 km². We also treat the historical town of Bad Cannstatt as an entity, although it is not a municipality.
- For research, the FUA was split into 7 zones, from inner Bad Cannstatt via all of Stuttgart City to the outer counties.
- Zones were created in order to allow an understanding of the flows to and from Bad Cannstatt, as a model of the flows to and from the central places.



Results generated by the tool application

- With over 200 interviews, we covered the retail sector of Bad Cannstatt. A traffic count separately covered all entrance points of both Bad Cannstatt inner precincts.
- The contribution of logistics to traffic problems is limited in numbers, but very visible especially in its disruptive potential (e.g. road blocking).
- Even the newer infrastructure (incl. Pedestrian zone) has no loading zones.
- Logistics is still not part of spatial planning issues.
- Almost all deliveries are organized by stakeholders other than the recipients (store chains, parcel services etc.).
- Most delivery vehicles are not by parcel services, but do one-stop deliveries.
- In the shopping mall, logistics works and does not use public space.

Freight Quality Partnership

Involved (expansion foreseen):

- Stuttgart and regional public stakeholders, logistics association, private stakeholders mainly parcel courier business.

Topics:

- Reducing CO2 means electric or bicycle transport,
- Microhubs consolidation of parcels is an option: A microhub would save 8t of CO2 per van that is made redundant.
- For mixed areas (living and working/shopping): Drop off parcel stations for private users.
- Local council involved: e.g. temporary stops for delivery vans.
- Private stakeholder are willing to cooperate and to sign an agreement.
- Public stakeholders fear any engagement will cause need for same work across the city / region.

Data interpretation

- Thanks to SULPiTER, for the first time we had data from a full-scale survey, and also it is transferable.
- We were surprised about the small average size of the delivery vehicles.
- Almost all deliveries are made by vans and trucks that do just regional runs, whatever the origin of the ware.
- The delivery vehicles are part of logistics chains that are optimized for the region as a whole. There is no significant logistics hub in close proximity. Thus, the «last miles» in the region are rather long.
- Technically, the system would continue to work in the future, producing traffic and pollution. To reduce CO₂-emissions, It needs political decisions. They could create options for better location of interfaces (e.g. micro-hubs) and for different delivery services (e.g. e-bikes).

Logistics Service Indicator Stuttgart: 0.631

The indicator reflects specifically low levels on environment and on policy and measure maturity, while the transport itself appears operative.

There is plenty of room for improvement.

