GRAD SPLIT

Freight TAILS

Freight Traffic Survey in the City of Split

www.urbact.eu/freight-tails
@freight_tails
April 2018

A survey of the city's freight traffic characteristics has helped to identify development needs and potentials regarding freight traffic in Split, Croatia.

The survey collected new statistical data and intelligence on the organisation of delivery, vehicle types used in delivery, frequency and needs of deliveries, delivery time, structure of goods being delivered and more. The respondents, surveyed by email questionnaire, were stakeholders involved in the Freight TAILS URBACT local group, companies and public institutions using delivery services (receivers).

30

30 delivery receivers participated in the survey

Respondents mostly based in city centre where delivery and freight traffic problems are most visible

Respondents reflect general urban freight traffic activity regarding the receiver business type and location

Provided the start of good co-operation with key segment of supply chain in Split

Scope of works

The information and data provided by the survey was used as input to a SWOT analysis exercise designed to explore potentials and problems associated with freight transport in the inner city. The City of Split is in the initial stages of developing a planning framework to guide sustainable urban freight transport activity, which means that addressing issues related to city freight traffic will be resolved within the general traffic planning process. This planning framework is expected to be completed in 2022. This will mean that all issues related to freight transport in the transport policy of the City of Split will be regulated together.

Outcomes

This survey has collected important and until now missing statistical data on freight traffic. Survey results can play a big role in developing the action plan for freight traffic improvement. Survey results included:

- 56% of companies recorded the use of more than one delivery method
- 48% of companies need deliveries on several days of the week. Over half reported no need for regular deliveries every day, but rather as necessary.
- 41% of companies receive freight deliveries from the street,
- 33% of companies receive freight delivers in their yard
- Over 90% of the freight delivery to the end user is done manually, and the rest with a wheelbarrow or a forklift from drop-off location

Lessons learnt

Conducting the survey has shown it is possible and valuable to engage urban freight transport stakeholders in producing/gathering data. It is highly recommended that local stakeholders are engaged via surveys, or other forms of co-operation so that everyone's needs regarding supply/delivery are satisfied.

The survey proved to be a very important input to the process of sustainable urban freight transport planning, providing detailed, first-hand information on the topic.

The survey has demonstrated that receivers (as well as providers, although they did not participate in the survey) are an important source of data and information since they are the ones most familiar with the delivery process to their premises.

Future of the project

Expansion of the survey is planned after the Freight TAILS project, in order to gain a larger and more reliable sample.

Improvement of logistics infrastructure and fleet management enabled

The regulatory-planning framework of the city's freight traffic activity pattern strengthened

Development of a parking system for delivery vehicles informed

Implementation of the ITS system for freight traffic management informed

Institutional support for the development of urban freight traffic strengthened

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Integrated Action Plan for urban freight transport in the City of Split

Creating more sustainable cities by collaborating with partners to reduce the impact of urban freight movements

Freight TAILS consists of 10 European cities and is led by Cross River Partnership, a public-private regeneration delivery agency based in London (UK).