

## Construction Logistics Improvement Group

### CLIG Meeting 2

**Date:** Monday 28 November  
**Time:** 13:30 - 16:30  
**Venue:** Union Jack Club, Sandell Street, London SE1 8UJ  
**Session lead:** Glen Davies and Mark Starosolsky  
**Chair:** Pete Binham  
**Attendees:** As per master attendance list

#### Actions and decisions:

Ref	Item	Action	Lead
1	General update	<p>Update highlighted good progress since CLIG Meeting 1 with a range of work across all Workstreams already underway. CLIG has had early recognition from the DfT and the Rail Minister</p> <p>A discussion question was posed as an icebreaker:</p> <p><i>'Is out of hours working possible in Construction Logistics?'</i></p> <p>Response to this question was that everything is possible. However, there are many limiting factors, i.e. site restrictions, cost of increasing a working day. The discussion highlighted that many projects already work out of hours but there is a need to engage the whole supply chain and not just the site. Borough engagement is also essential, in particular environmental health for noise issues</p> <p>Action: To consider the out of hours discussion points in Workstream 4</p>	GD
2	CLIG Terms of Reference	CLIG Terms of Reference (ToR) were discussed for finalising.	

Ref	Item	Action	Lead
		It was agreed that the ToR is fit for purpose and should be finalised. It was agreed that once the programme develops further an appointed industry representative could the lead for each Workstream. Allowing for the programme to be positioned as industry led rather than TfL owned.	PB
3	Workstream 1 Construction logistics baseline and programme evaluation	<p>MS led a discussion on Workstream 1 including its terms of reference, purpose and scope. It covered the importance of evaluating the success of the programme and actions of the discussion include:</p> <ul style="list-style-type: none"> <li>• Review the composition of the working group</li> <li>• Specify and develop the London Construction Logistics Model, it should cover emissions, congestion and safety. More construction companies need to be involved covering the diversity within construction supply chains</li> <li>• CLIG members to assist with data needs where possible. (Build UK offered assistance)</li> <li>• Engage with Delivery Management System providers to get a more accurate account of vehicle movements</li> <li>• Create a network 'modelling enthusiasts' to help understand the art of the possible</li> <li>• Ensure any political issues are covered off</li> <li>• CLIG members to inform TfL and the programme team with any further ideas or thoughts</li> </ul>	<p>MS</p> <p>TfL</p> <p>All</p> <p>TfL</p> <p>TfL</p> <p>TfL</p> <p>All</p>

4	<p>Workstream 2</p> <p>Embedding construction logistics plans</p>	<p>MS led a discussion on Workstream 1 including its terms of reference, purpose and scope.</p> <p>The discussion covered further progression of the CLP toolkit and training modules being developed by Arup and the timelines for completion. Key outputs of the discussion include:</p> <ul style="list-style-type: none"> <li>• Re-wording of the workstream purpose, in particularly the use of the word 'planning' to avoid confusion with planning authorities</li> <li>• The targeted 200 qualified practitioners to include planners, developers and principal contractors across the full supply chain</li> <li>• Arup to share work to date for peer review with CLIG members and invite comments</li> <li>• Volunteer organisations needed to trial a 'show and tell' of the toolkit</li> <li>• Exemplar CLPs to be identified and investigate an introduction to Multiplex as an exemplar developer</li> </ul>	<p>MS</p> <p>Arup</p> <p>Arup</p> <p>All</p> <p>All City of London</p>
5	<p>Workstream 3</p> <p>Reducing construction road freight volumes</p>	<p>GD led a discussion on Workstream 1 including its terms of reference, purpose and scope.</p> <p>The discussion covered a number of items that should populate a Workstream Action Plan. The key outputs of the discussion include:</p> <ul style="list-style-type: none"> <li>• Taking ownership of the water freight toolkit which soon to be released in electronic format</li> <li>• Identifying existing wharves that are in use, by whom and what capacity they have</li> </ul>	<p>GD</p> <p>TfL</p>

		<ul style="list-style-type: none"> <li>• Identify and case study existing rail water and freight activity</li> <li>• Explore larger capacity (20+ tonne payload) vehicle activity</li> <li>• Finalise barriers to water and rail freight research. Due March 2017</li> </ul> <p>The discussion led to second stage priorities that include:</p> <ul style="list-style-type: none"> <li>• Exploring and scoping a Rail Freight Toolkit</li> <li>• Reviewing collaboration and alternative construction methods</li> <li>• Exploring an outline business case for consolidation</li> </ul>	<p>PB</p> <p>MS</p> <p>PB</p> <p>TfL</p> <p>TfL</p> <p>TfL</p>
6	Barriers to River and Rail uptake research	<p>SDG provided an update of the Barriers to River and Rail uptake research. The project presentation is available but an outline update includes:</p> <ul style="list-style-type: none"> <li>• 10% of the 200 stakeholders have been interviewed. Emerging findings of the main barriers are: <ul style="list-style-type: none"> <li>○ Permission/policy</li> <li>○ Cost</li> <li>○ Awareness</li> </ul> </li> </ul> <p>Most stakeholders believe that flexibility is the most efficient way for goods to be delivered.</p> <p>CLIG members are invited to get involved.</p>	<p>SDG</p> <p>All</p>
7	Higher capacity vehicles  Articulated vs Rigid Vehicles	<p>MS led a discussion on the use of higher capacity vehicles. In particular, the use of articulated vehicles against rigid vehicles. Alongside culture issues the discussion exposed that:</p> <ul style="list-style-type: none"> <li>• Trials of using articulated vehicles are</li> </ul>	

		<p>needed as there is a negative perception associated with them</p> <ul style="list-style-type: none"> <li>• A better analysis of opting for articulated vehicles is needed covering contamination, reliability and turnaround times</li> <li>• An education campaign may be needed to communicate the benefits of articulated vehicles</li> </ul>	MS
8	<p>Workstream 4</p> <p>Reducing construction road freight impact</p>	<p>GD led a discussion on Workstream 1 including its terms of reference, purpose and scope.</p> <p>The discussion covered a number of items that should populate a Workstream Action Plan. The key outputs of the discussion include:</p> <ul style="list-style-type: none"> <li>• A definition of impact includes congestion, safety, air quality, noise and infrastructure damage</li> <li>• Finalise local impacts of construction logistics research. Due March 2017</li> <li>• Develop standard lines to take to input into the upcoming consultation on HGV Direct Vision</li> <li>• Develop an engagement plan for CLOCS, LoCITY and Retiming</li> </ul> <p>Action plan second step priorities to include:</p> <ul style="list-style-type: none"> <li>• Scoping the business case for effective holding areas</li> <li>• Scoping needed for a research project on navigation and journey planning</li> <li>• Develop an approach for documenting short, medium and long term infrastructure plans/routes</li> </ul>	<p>GD</p> <p>AECOM</p> <p>GD</p> <p>GD</p> <p>TfL</p> <p>TfL</p> <p>TfL</p>

9	Local impacts of construction logistics research	<p>AECOM provided an update of the local impacts of construction logistics research. The project presentation (and one page briefing note) is available but an outline update includes:</p> <ul style="list-style-type: none"> <li>• Defining information for KPIs, such as, what is classed as a failed delivery</li> <li>• A scope of the sites to be included, including a cost aspect. These include central, inner and outer London</li> <li>• Categories of site as small, medium and large. However, it was raised that these criteria should be consistent with other definitions of small medium and large</li> <li>• A form was circulated for CLIG members are invited to get involved</li> </ul>	
10	Old Oak and Park Royal Opportunity Area (ODPC)	<ul style="list-style-type: none"> <li>• Claire Woodcock of the ODPC provided an overview of the Old Oak and Park Royal Opportunity Area the UK's largest regeneration project. The presentation is available but an outline of the project highlights includes:</li> <li>• An area covering three distinct character areas Park Royal, Old Oak and Wormwood Scrubs</li> <li>• Generation of 25,500 homes and 65,000 jobs</li> <li>• Early work has started and a master plan to be created to start work next year</li> <li>• In discussion with many organisations on collaborative working and social infrastructure is being planned for the area</li> <li>• Developing in the next 20 years. First planning permission granted and to</li> </ul>	

		<p>begin in 2017</p> <ul style="list-style-type: none"> <li>• Use of Grand Union Canal for water freight</li> </ul>	
11	Summary	<ul style="list-style-type: none"> <li>• Actions plans are to be developed for each Workstream identifying who is doing what, where and by when</li> <li>• Identify approach for programme communication to stimulate industry ownership and engagement</li> <li>• Next CLIG is 2 February 2017 at Union Jack Club, Sandell Street, London SE1 8UJ. Timings are: <ul style="list-style-type: none"> <li>○ Lunch 13.00hrs</li> <li>○ Meeting 13:30 - 16:30</li> </ul> </li> </ul>	

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