

Construction Logistics Improvement Group (CLIG)

Meeting 4

Date: Wednesday 29 March 2017

Time: 13:30 - 16:30

Venue: Union Jack Club, Sandell Street, London SE1 8UJ

Session lead: Glen Davies

Attendees: As per master attendance list

Actions and decisions:

Ref	Item	Action or decision	Lead
1	Introductions and Review of work group actions	<p>The CLIG WGs had met on 3rd March and GD reviewed the actions from those meetings (as per WG minutes).</p> <p>For WG 1 - IB had provided a copy of the London Aggregates Working Group monitoring report and further data was being sought from the MPA on aggregate movements into and out of London.</p> <p>A call had gone out to CLIG to participate in the Tipper Rigid study research</p> <p>A meeting with the C & RT is scheduled for 3rd April to help take forward the planned mapping of active wharves mapping research study.</p> <p>WG 2 actions on the CLP would be covered off in item 2 led by Arup</p> <p>For WG 3 - SDG would not be presenting on barriers study at this session as they were currently continuing to build up the survey interviews and would present the final report at the next CLIG.</p> <p>For WG 3 and 4 it was discussed to merge these groups into one. This had been agreed and GD suggested this be titled 'Planned Measures'.</p> <p>For consideration at a future CLIG:</p> <ul style="list-style-type: none"> CLIG to discuss and agree the criteria that defines a consolidation centre and identify the business benefits and best practices as part of directory 	GD

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		<p>factors. It will be a prediction. The aim is to give the CLP a consistent look and feel, but won't be the ultimate fix for everything</p> <p>Action: DE to incorporate feedback and comments and include the third map (Figure 3) in the guidance.</p> <p><u>Training Update:</u></p> <p>Two days of training in progress and videos to be used as part of programme. Second day of training is more hands on and includes Foundation and Practitioner levels.</p> <p><u>Next steps:</u></p> <ul style="list-style-type: none"> • 14 April: Final draft of guidance submitted • By May: Pilot training delivered • May: Full training begins. There will be 20 training events and Arup is currently holding a register of expressions of interest <p>Action: All to let Dan know if interested in participating. Arup will collate then hand to TfL for final decision.</p>	
3	<p>Discussion: How should we communicate the Construction Logistics Programme?</p>	<p>An overview was given of the TfL standard method of communicating studies, research and programmes e.g. the Re-timing programme.</p> <p>With TfL branded work, there was a restriction on how programmes can be communicated. TfL initiatives are less prominent than other programmes such as FORS and CLOCs which have their own branding and identity.</p> <p>Thoughts on how to communicate programme:</p> <p>Should we leave things as they e.g. continue to use the TfL website or do something different?</p> <p><u>Points from CLIG:</u></p> <p>View from CLIG was to do move things on and take a different approach. In some cases it was difficult to find information on CLIG TfL website.</p> <p>There was a lack of consistent approach to branding on</p>	GD

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		<p>current TfL research.</p> <p>Better communications potential through having own Construction Logistics Programme website and good idea to have own portal.</p> <p>Chance to engage the wider industry and work with stakeholders needs to be done</p> <p>General view from group was to emulate the FORS / CLOCs approach. Approach should be industry led.</p> <p>Use CILT as a Comms channel i.e. articles, press releases, academic pieces.</p> <p>Funding would help towards future data collection / baseline research; promote case studies from research.</p> <p>How to fund the communication?</p> <ul style="list-style-type: none"> • Charge for CLP training after 20 spaces secured; • Sponsorship from organisations; • CILT (UK) can make a contribution (£1k) and TfL could match fund; • CSB Logistics, O'Donovan prepared to look at possible funding; CLOCs would be prepared to support. <p>Action: GD on behalf of TfL to send an Email to CLIG inviting offers of sponsorship / contributions towards a Comm platform</p> <p>Communications on CLPs – need to focus on mandating CLP otherwise this won't happen</p> <p>CLOCS do not currently have CLPs as mandatory but it works successfully</p>	
4	Investigating the construction industry's use of HGV types	<p>WSP presented the study. Presentation distributed on 30 March 2017.</p> <p><u>Points from CLIG:</u></p> <ul style="list-style-type: none"> • Safety concerns with rigid tippers - rigids are more dangerous than artics in London and negotiating 	WSP

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		<p>London traffic an issue.</p> <ul style="list-style-type: none"> • Design weight is also higher in the UK than in Europe. UK regulation may be a restriction. • Artics used for internal supply (Tarmac) good information from the 'Heason project'. Risk also relates to specific ground conditions. • Suppliers are asking for different rates for artics against rigids • Batching plans are an issue – artics sometimes placed at back of the queue in favour of rigids. • Artic vehicles continue to be refused at sites. • TfL data suggests more accidents with rigid vehicles. • To look at the UK regulations in regards to design weight of rigid vehicles • Case studies needed for further research; need to take account of 'walking floors' • Industry needs to be encouraged to use artic vehicles <p>Action: please contact TfL or WSP to participate in a study interview / suggest who else to involve.</p>	
5	Investigating the impacts caused by construction delivery inefficiencies	<p>AECOM presented the study. Presentation distributed on 30 March 2017.</p> <p><u>Initial findings:</u></p> <ul style="list-style-type: none"> • Time before being allowed on site varies from 19 to 35 minutes • Time of day a factor – and 50% of all deliveries take place within the first hour of booking. Much less uptake in the afternoon • 5% of deliveries were not being accepted <p><u>Points from CLIG:</u></p> <ul style="list-style-type: none"> • Vehicles tend to arrive in batches – process starts 	AECOM

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		<p>at 7 am.</p> <ul style="list-style-type: none"> • How heavily is the DMS system policed as there are significant variances on arrival times • Holding areas are generally working well but are these mandated holding areas? • Potential to reduce times on site by checking FORS / CLOCS by streamlining process / doing at an alternative time. Can we trim times for processing FORS / CLOCs? • Safety issue - Pedestrians trying to walk through logistics zone • Emissions - What impact on CO2 / NOx emissions with vehicles held in holding area? Need to explore this further. <p><u>Next steps:</u></p> <ul style="list-style-type: none"> • Follow up data • Carry out inspections • Data analysis and impact assessment modelling • Review findings <p>Action: AECOM to ensure the data analysis is linked to the approval paper.</p> <p>Action: Any further comments or suggestions for the study please contact AECOM.</p>	
6	Isle of Dogs and South Poplar Opportunity Area – Transport and Movement	<p>Purpose of the study is to support growth within Isle of Dogs and South Poplar area. Canary Wharf is a major centre in London plan with over 115,000 jobs which is set to continue to grow. There is also a mature community that needs to be supported as well as the further significant growth that is in the planning pipeline.</p> <p>Opportunity areas are a major source of brown field land and need to manage these areas carefully. Planning frameworks can set the direction of travel to support these areas.</p> <p>This study focuses on understanding challenges on transport investment, crowding, behavioural change and highway network, as well as how we need to address</p>	TfL

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		<p>them.</p> <p>Maximise investment in public transport network with a new Elizabeth Line and enhancement to Jubilee Line also DLR. Support the continued development of the bus network and need to ensure reliability.</p> <p>New bridge infrastructure is proposed including Rotherhithe – Canary Wharf, South Dock Bridge package, as well as other connections to the Royal Docks.</p> <p>Want to tie work into creating healthy streets and make more effective use of existing road network, Improving on how we travel and promoting alternatives to using a car. We need to focus on the movement of goods and people, rather than vehicles.</p> <p>Addressing severance and enabling local connections is a key part of the strategy. This will be done through 4 key areas: linking, orientating, bridging and upgrading</p> <p><u>Freight dimension:</u></p> <p>Learn lessons from other Opportunity Areas and want to look at forecasting future freight patterns e.g. learn from Old Oak Opportunity Area work.</p> <p>Promote sustainable freight solutions - making freight safer, greener and more efficient</p> <p>Construction Freight, delivery and servicing freight</p> <p>Understanding the challenges, set up process for mitigation and achieve safe, green and efficient freight solutions</p> <p><u>Next Steps:</u></p> <ul style="list-style-type: none"> • Final document will be out in the Summer • Need to get the freight aspect right and further work with Tower Hamlets Council will be carried out to support this • Construction impacts study at early stage of finding funding. 	

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		<ul style="list-style-type: none"> It will be important to learn the lessons from Nine Elms and engage with Old Oak Common work. 	
7	Summary and AOB	<p>CILT (UK) have an active logistics forum – an opportunity to bring this together with CLIG</p> <p>Action: TfL to contact Anna Walker who co-ordinates the CILT group to explore bringing the group and CLIG together</p> <p><u>Future meetings:</u> Proposal to hold three meeting a year from now on (accepted)</p> <p>Sub groups: Dates tbc</p>	GD