

# Construction Logistics Improvement Group (CLIG)

## Meeting 5

**Date:** Monday 24 July 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 actions from the March meeting	<p>All the actions from the March CLIG meeting were advised completed.</p> <p>On the action for TfL to contact Ana Walker from the CILT Construction Logistics Forum to explore bringing the group and CLIG together, this was discussed at the last CILT group meeting which PB and MS attended.</p> <p>James Haig also confirmed that the agreed approach was to combine both groups together as there was a lot of common areas between them.</p> <p><b>Action:</b> JH and GD to discuss next CLIG meeting, diary dates and proposed approach.</p>	GD / JH
2	New Construction Logistics Plan guidance and training	<p>DE presented on the launch of the new CLP guidance and also roll out of the CLP training courses.</p> <p>A copy of the slides detailing the key points from the presentation can be accessed at:</p> <p>Other points:</p> <ul style="list-style-type: none"> <li>TfL colleagues are currently looking at scoping work to develop a London wide framework to help inform the development and provision of consistent data for CLPs in future.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• New CLP guidance including exemplar CLP and tool is now on the TfL website at:  <a href="https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight#on-this-page-1">https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight#on-this-page-1</a></li> <li>• Positive feedback had been received on the CLP training courses so far with good levels of interest from Boroughs as well as developers and contractors.</li> <li>• Anyone interested in attending courses in August, September and October should email:  <a href="mailto:martin.schulz@arup.com">martin.schulz@arup.com</a></li> </ul> <p><b>Action:</b> TfL to circulate forthcoming training dates with the meeting slides</p> <p><u>Points from CLIG:</u></p> <ul style="list-style-type: none"> <li>• What is the appetite for moving the CLP training to elsewhere in the UK?</li> </ul> <p>DE confirmed that TfL had received interest from TFGM and also from the US which will be the subject of a phone call next week. TfL to report back to CLIG.</p> <ul style="list-style-type: none"> <li>• How widely are CLPs used at present?</li> </ul> <p>DE suggested that research had shown that two thirds of London Boroughs are routinely asking for CLP guidance and support. If CLPs are specified within contracts the uptake has been good.</p> <ul style="list-style-type: none"> <li>• Important to recognise that it is often difficult to communicate on CLPs beyond the 'usual suspects'. It's more challenging to engage with smaller operators on CLPs.</li> <li>• What is the process for handover of CLPs once completed – is this covered in the training?</li> </ul>	<p>MT</p> <p>MS</p>

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		<p>DE advised that the training doesn't specify a process for handover, but that potentially this is something that could be looked at for another session. The training does cover responsibilities so if a change in ownership occurs this will be picked up as part of the responsibility element.</p> <p>Points to be discussed at the CLIG Working Group</p>	
3	Investigating the barriers to transporting bulk construction materials and waste by river and rail	<p>SDG summarised the background to the river / rail barriers report. The study identified seven key findings on the key barriers to the moving of bulk waste and construction materials by river and rail.</p> <p>A copy of the slides detailing the key points from the presentation can be accessed at:</p> <p><u>Points from CLIG:</u></p> <ul style="list-style-type: none"> <li>• Action needs to be focussed on safeguarding existing railheads and wharves from competing land uses and educating planners.</li> <li>• There may be a lack of awareness issue, but there is not a lack of demand for these materials. Virtually all contracts requiring primary aggregates already use aggregates delivered via wharves and rail depots – even if the clients and contractors don't realise it. Focus should be more on lack of supply.</li> <li>• What will the toolkit do and what information will be provided?</li> <li>• There is already the Freight by Water tool on the TfL website. However, TfL advised this is not quite as detailed and comprehensive as currently need</li> </ul>	SDG
4	Communicating the Construction Logistics Programme	<p>GD gave a re-cap on the key points from the March CLIG meeting. GD also introduced a new branding format for CLIG, including a new website <a href="http://constructionlogistics.org.uk/">http://constructionlogistics.org.uk/</a></p>	GD

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		<ul style="list-style-type: none"> <li>• Currently there is a mishmash of branding arrangements e.g. for re-timing of deliveries, CLOCS and technical research</li> <li>• The previous CLIG meeting had discussed that there was a lack of consistent approach to branding of current TfL research.</li> <li>• The view from CLIG was that the communications work, website and branding should be industry led.</li> <li>• The CLIG meeting in March thought there would better communications potential through having own Construction Logistics Programme website.</li> <li>• An initial website had been developed and was shown to the group.</li> </ul> <p><b>Action:</b> TfL to circulate the website and link to the meeting slides presented and CLIG to provide constructive feedback and suggestions on the website and branding.</p> <p>The considerations for the way forward and also funding the communications included:</p> <ul style="list-style-type: none"> <li>• Website sponsorship</li> <li>• Signposting commercial planned measures</li> <li>• Signposting CLP development services</li> <li>• Third party support contributions</li> <li>• Communication elements built into research specifications</li> </ul> <p><u>Points from CLIG:</u></p> <ul style="list-style-type: none"> <li>• Can see the value of having a website to promote CLPs. Could benefit from further work on messaging and purpose.</li> <li>• Need to have a “what’s in it for me” theme on the site – what are the pain points that the site can help</li> </ul>	

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		<p>solve and why audiences must come back to the site.</p> <ul style="list-style-type: none"> <li>• Need to focus on different needs of groups i.e. developers, contractors, planners</li> <li>• Consider how best to reach the harder groups i.e. small operators and engage them through the website</li> <li>• Need to highlight the benefits of improved construction logistics more widely</li> </ul>	
5	Discussion: Defining consolidation, consolidation centres and consolidation activity	<p>MS led the discussion and provided some initial contextual background to construction consolidation centres and activity.</p> <p>A copy of the slides detailing the key points from the presentation can be accessed at:</p> <p>Context:</p> <ul style="list-style-type: none"> <li>• The Mayor’s Transport Strategy (draft 2017) specifies within London a 30-minute drive of a construction consolidation centre and encouraging their use through Construction Logistics Plans and the planning process.</li> <li>• TfL will be updating the London Directory of Consolidation Centres and this is planned for September 2017.</li> </ul> <p>Discussion: What defines a consolidation centre?</p> <ul style="list-style-type: none"> <li>• It’s about maximisation of deliveries in full loads</li> <li>• Push towards consolidation of bulk loads on smaller vehicles</li> <li>• Consolidation should be about providing added value to the end user</li> <li>• Important to value space – often the most valuable commodity</li> </ul>	

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		<ul style="list-style-type: none"> <li>• Consolidation is about reducing waste</li> <li>• Is consolidation the right label? Having the term consolidation centre is limiting as it actually covers a range of services not just consolidation</li> <li>• There should be a role for virtual consolidation</li> <li>• Opportunities for collaboration i.e. sharing space, loads</li> <li>• General view - we should stick with the term consolidation</li> </ul> <p>Discussion: what maximum drive time from consolidation centre to site and how do we get more of it?</p> <ul style="list-style-type: none"> <li>• Its not about time its about the reliability factor</li> <li>• Shared use of space is the future</li> <li>• Space is ever decreasing</li> <li>• This should be the focus of a future working group meeting</li> </ul> <p>Discussion: What does CLIG want to see in the next update of the directory?</p> <ul style="list-style-type: none"> <li>• Ultimate aim should be to align Directory to FORS Silver and CLOCs</li> <li>• Directory should help to reduce the number of vehicles to sites</li> </ul> <p>Points to be discussed at the next Working Group meeting</p>	MS
6	Progress update: Investigating the construction industry's use of HGV types	<p>WSP provided an update on the study of HGV types used by the construction sector. A copy of the slides capturing the key points can be accessed at:</p> <p><u>Points from CLIG:</u></p> <ul style="list-style-type: none"> <li>• What role for CLPs in encouraging more use of arctic trucks?</li> </ul>	

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		<ul style="list-style-type: none"> <li>• Trends show more use of moving floor trailers</li> <li>• Availability of walking floors is an issue – can only get 2 a month (Tarmac)</li> <li>• Driver shortages is another issue</li> <li>• Artics are use more for longer journeys</li> <li>• WSP still need more input particularly contacts among dealers, developers and drivers. Also need more international case studies</li> </ul> <p><b>Action:</b> Call to CLIG to provide contacts for dealers, developers and drivers to support the development of the study</p> <p><b>Action:</b> Call to CLIG to provide any international case studies showing use of Tippers and Artics</p> <p>Points to be discussed at the CLIG Working Group</p>	<p>WSP</p> <p>GD</p>
7	Project overview: Tideway Logistics	<p>GB from Tideway presented on the background and current progress with the Tideway project, including lessons learnt so far.</p> <p>A copy of the presentation is included.</p>	
8	Progress update: Construction Logistics Baseline Model and Water Freight Toolkit	<p>TfL updated the group on two new pieces of work being delivered as part of the Construction Logistics Programme.</p> <p>1). A Water Freight toolkit has been commissioned and the project inception meeting will take place on 31 July.</p> <ul style="list-style-type: none"> <li>• The toolkit will provide an interactive resource for contractors and supply chain operators to become more aware of the opportunities to convey freight by water.</li> <li>• The tool will also provide key information including barge operators, drive time radius from a</li> </ul>	

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		<p>wharf and cargo handling information. An update will be given at the next CLIG.</p> <p>2). A Construction Logistics Baseline Model will be put out to tender weekending 28 July.</p> <ul style="list-style-type: none"> <li>• The work to be commissioned will provide key data and research related to construction vehicle movements across London, including by type, load and mode.</li> <li>• The work will also consider the impact of key construction site developments, taking into account vehicle volumes and trends.</li> </ul> <p>Update to be given at the next CLIG</p>	PB
9	Future meeting dates, summary and AOB	<p>The next CLIG meeting dates were confirmed as:</p> <ul style="list-style-type: none"> <li>• Friday 20 October 2017 at Arup, 13 Fitzroy Street, W1T 4BQ</li> <li>• Wednesday 28 February 2018, City of London Corporation, Guildhall EC2P 2EJ</li> </ul>	