

# Construction Logistics Improvement Group (CLIG)

## Meeting 7

**Date:** Wednesday 28 February 2018  
**Time:** 13:30 - 16:30  
**Venue:** City of London, Environmental Services, Walbrook Wharf  
 London EC4R 3TD  
**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 Working Groups	<p>The actions identified from the last WGs which are in progress were:</p> <ul style="list-style-type: none"> <li>Aecom is engaging with logistics service providers with delivery booking systems and with support from CLIG members source additional data for the Baseline Model – update will be given at the next full CLIG</li> <li>CLIG to review list of OAs and identify the stages these are at. For review at the next baseline WG</li> <li>CLIG to do a sift of current documents and agree a glossary of terms so that we have same terminology and standards. (For review at next WG)</li> <li>Aecom to engage with additional stakeholders suggested by CLIG for the baseline model work. (For review at next baseline WG)</li> <li>Arup to follow up with ODPC and other potential contacts for hosting a training course (Arup now approaching LB Kingston)</li> </ul>	<p>Aecom</p> <p>CLIG</p> <p>CLIG</p> <p>Aecom</p> <p>Arup</p>

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		<ul style="list-style-type: none"> <li>• CLIG / CLOCS / CILT to review a strategic approach for promoting the CLP guidance nationally.</li> <li>• Skanska / Mark Star to provide input on opportunities to make the most of current rail heads / rail assets for freight in London (For discussion at next WG)</li> <li>• TfL to develop the Crossrail holding area example with James Haig and to explore other possible examples with LBs. (Current material for review at next WG).</li> <li>• TfL to consult with other LBs about other possible good practice examples of holding areas (For review at next WG).</li> </ul>	<p>CLIG / CLOCS</p> <p>Skanska</p> <p>TfL/JH</p> <p>TfL</p>
2	Progress update: phase 2 of the CLP programme	<p>(Please see separate PDF of for the slides presented).</p> <p>Points from CLIG:</p> <ul style="list-style-type: none"> <li>• What are the metrics to test who has attended the courses so far?</li> <li>• Arup confirmed there were no formal metrics other than the data provided on the feedback sheets at the training e.g. company, location</li> <li>• TfL advised that a call for proposals is now out for the delivery of a third day of advanced CLP training. This would cover areas such as data modelling, metrics, communications and enforcement of CLPs as well as how rail and river can be used. Proposals are being sought to run 10 days of courses and an update on the outcome of the Tender exercise to be given at the next working group meeting.</li> </ul>	Arup

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3	Discussion: joining up work on infrastructure and data sharing across London	(Please see separate PDF of for the slides presented).	GLA
		Context to the work being developed included: <ul style="list-style-type: none"> <li>• GLA is 18 years old</li> <li>• A context of privatisation in the 1980s</li> <li>• A 2050 infrastructure plan is being developed and includes a key focus on major developments e.g. Crossrail 2</li> <li>• Skills, funding, innovation and regulation are also a key part of this</li> <li>• The need to better co-ordinate infrastructure and development data is being developed and a co-ordination unit set up – this has high level buy with the Mayor and also at TfL.</li> </ul>	
		Points from CLIG: <ul style="list-style-type: none"> <li>• This is all very positive but can this work be mandated and enforced? Section 106 Agreements could be a route to help get developers and planners on board</li> <li>• CLP data could possibly be hosted on the GLA Mapping Platform – this would provide a single place for all CLP data as part of the drive to ensure consistency</li> <li>• LB Croydon has a GIS database which is a micro version of the GLA infrastructure mapping tool – worth further discussions between GLA and Croydon on this</li> </ul>	
		<b>Action:</b> GLA to explore the possibility for making the work to be delivered by the IDCU mandatory on developers and planners. GLA to report back at the next full CLIG meeting	GLA
		<b>Action:</b> GLA to share Staffordshire County Council study carried out, funded by Dft,	GLA

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		with LB Croydon	
4	Discussion: what are the challenges and opportunities for construction rail freight?	<p>(Please see separate PDF of for the slides presented).</p> <p>Points from CLIG:</p> <ul style="list-style-type: none"> <li>• Other materials e.g. steel are also worth looking at for rail. Also demolition waste</li> <li>• Network Rail plan to run a freight express urban logistics demonstration later in the year. The focus would be on Paddington or Euston stations</li> <li>• Hs2 would be interested to be part of the demonstration – can they be included?</li> </ul> <p><b>Action:</b> Network Rail to engage with HS2 and provide further information on the demonstration trial</p> <ul style="list-style-type: none"> <li>• At Angerstein wharf there is a residential development that overlooks a rail freight wharf. Angerstein provides around 40% of marine aggregates</li> <li>• Bow is an example of how difficult it is to open a rail freight terminal and there is a real threat to existing rail depots</li> <li>• Residential developers are being permitted to overlook the presence of rail freight depots</li> <li>• CLIG industry partner should consider making representations to the GLA and Mayor’s Office about the threat to rail depots related to planning of housing developments which lead to restriction of their use</li> </ul>	<p>Network Rail</p> <p>Network Rail/HS2</p>



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7	Progress update: The Water freight toolkit	<p>(Please see separate PDF of for the slides presented).</p> <p>A link to the toolkit can be found here:  <a href="https://wft.wspdigital.co.uk/">https://wft.wspdigital.co.uk/</a></p> <p>Points from CLIG:</p> <ul style="list-style-type: none"> <li>• Worth including basic information on the canals and waterways, how they work and whether they are tidal</li> <li>• The toolkit would be suitable for use at a strategic level</li> <li>• What else can/could a wharf handle?</li> <li>• Include the potential for transporting construction elements (e.g. prefabricated items)</li> <li>• Which barge operators do what, and where do they operate – can this be added to the interactive map's database or to the barge operators list?</li> <li>• Are there any link-ups between barge operators and wharves?</li> <li>• Guidance text needed on how waterside locations can be converted to temporary river freight usage. This might be to strengthen the quayside to make a wharf suitable for the type of freight to be moved and the loadings of the equipment to move it. Thames Tideway is an example of</li> <li>• Emphasise the benefits in terms of HGVs removed from the roads, and that the GLA views that as a key metric.</li> <li>• Future aspiration is to have one single toolkit to look at wharves, railheads and construction consolidation centres</li> <li>• Worth including temporary wharves/jettys for duration of</li> </ul>	WSP

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		<p>construction project as well as known opportunity areas for development into toolkit?</p> <p><b>Action:</b> TfL to review the above points from CLIG and include in an update to the toolkit</p>	TfL / WSP
8	Key findings from the Investigating the construction industry's use of HGV types report	<p>(Please see separate PDF of for the slides presented).</p> <p>Points from CLIG:</p> <ul style="list-style-type: none"> <li>Consider what the potential is for rigids to carry more weight. Also mobile concrete batching plans are being allowed by the DfT</li> </ul> <p><b>Action:</b> CLIG / TfL to consider submitting a lobby response to DfT on the key findings from the study – particularly on the safety aspects of artics.</p>	<p>WSP</p> <p>TfL/CLIG</p>
9	Summary and AOB	Next WG meetings were confirmed as taking place on Tuesday 20 March	