

TEACHING MATERIAL GUIDANCE

1. Title of the material

Construction Logistics Plans Guidance (CLP)

https://www.clocs.org.uk/resources/clp_guidance_clocs_final.pdf

2. Which section of the SUMP it is relevant to?

It is relevant to Section 4.1 which refers to developing scenarios of the potential future. Detailed guidance on construction logistics considered in various actor obligations allows to assess the challenges in developing a sustainable urban transport system.

3. Which Mobility Manager knowledge this material is the most relevant to?

The scope of this report is related to logistics and urban freight management (Section 4) regarding the type of movements covered, but content-wise is it related also to strategic planning and public administration involvement (Section 1.f).

4. Problem approached and content overview

The Construction Logistics Plan is an obligatory document required in the construction process. CLPs are complementary to CLOCS – Construction Logistics and Community Safety nationwide standard in the UK and described as the golden thread that runs through CLOCS.

CLPs are an important management tool for planners, developers and construction contractors. They focus on construction supply chains and ways to reduce their impact on the road network. The construction supply chain covers all movement of goods, waste and servicing activities related to the site. A CLP enables to understand and manage construction vehicle activity at a selected premise, encouraging modal shift and reducing overall vehicle numbers. A comprehensive assessment of all phases of construction should be included:

- the amount of construction traffic generated
- the routes that construction vehicles will use
- the impact on relevant Community Considerations (including residential areas, businesses, public institutions, transport hubs, sport facilities and places of worship)
- any traffic management that will be in place
- any policies which encourage modal shift.

The Guidance provides a detailed instructions on the role of CLP in the planning processes and how it should be prepared. It is very practical oriented as CLPs are obligatory and their primary objective is to reduce obstructions related to construction logistics rather than increasing an administrative burden.

Each CLP includes strategies to reduce impacts. Potential measures are categorized as a) committed, which indicates measures that will be implemented and must be included in



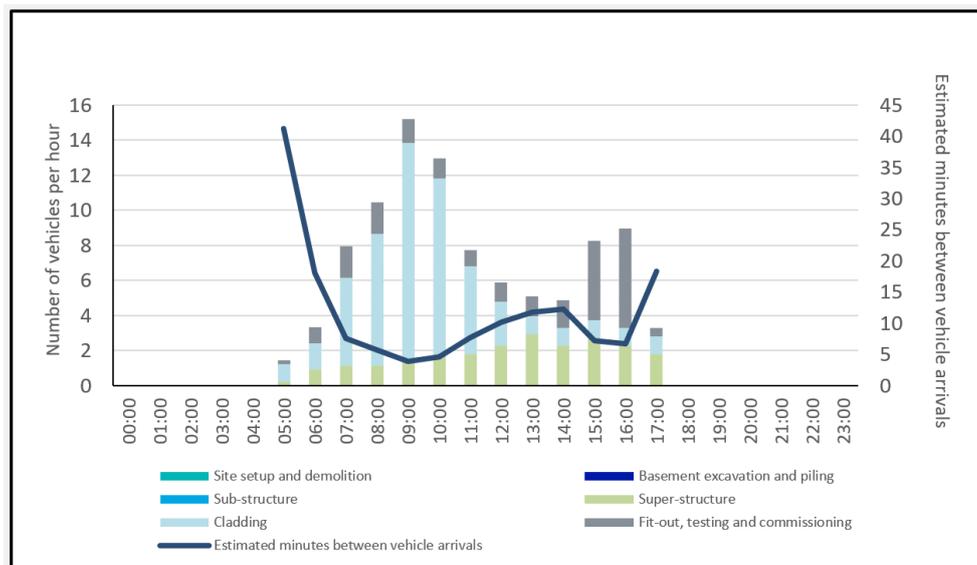
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any tendering documents for the development, b) proposed, including feasible measures which must be evaluated to determine practicability, c) considered, including a measure which may be relevant in the future. Example of planned measures for medium impact

Planned measures checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling		X	
Re-timing for out-of-peak deliveries		X	
Re-timing for out-of-hours deliveries		X	
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Vehicle choice			X
Measures to encourage sustainable freight			
Freight by Water*			X
Freight by Rail			X
Material procurement measures			
DfMA and off-site manufacture			X
Re-use of material on site			X
Smart procurement		X	
Other measures			
Collaboration with other sites in the area			X
Implement a staff travel plan		X	

site are shown below:

Another example of CLP results is an overview of the transport activity related to a construction site which gives a detailed picture of the potential problems to be addressed:



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5. Who could be interested in this material?

There are two main groups of potential recipients of the CLP Guidance. The first are representatives of local authorities and the second advanced students oriented towards construction logistics problems.

6. What is worth mentioning as an innovative factor for the reader?

- a comprehensive example of regulations towards reducing impact of construction logistics
- horizontal approach including all actors in construction logistics supply chain

7. Limitations

It must be noted the CLP Guidance is based on the regulatory framework specific to UK, which differs from other countries. Hence, the direct applicability and transferability of CLP might be limited by local circumstances.

