

Logistics Case Study

London Cycle Superhighways



Background – The Vision

- Mayor's Vision for Cycling (March 2010)
 - A Tube network for the bike
 - Safer streets for the bike
 - More people travelling by bike
 - Better places for everyone
- Implementation of a Cycle Superhighway network
 - Segregated
 - Semi-segregated
 - Two way and one way



Challenges and Opportunities

- Temporary works and disruption
- Final infrastructure design and impact
- Stakeholder Communication
- Access to premises & Supply chain continuity
- Road user conflict & awareness (Dray Demo)
- Circa 100 **DIRECTLY** impacted Pubs

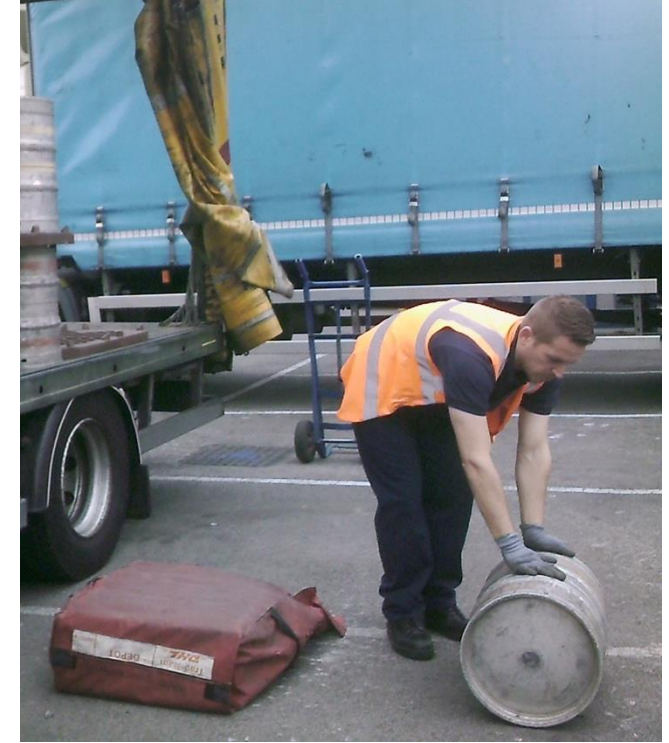


Beer Deliveries to Pubs

- Current HSE guidance advises beer delivery as close to the final delivery point as possible
- Brewery Logistics Group (BLG) has secured MoUs with London Boroughs and TfL to allow kerbside delivery outside pubs
- BLG, FTA & TfL have previously collaborated to produce kerb-side delivery guidance for Brewery logistics operators



Unloading 11 and 22 Gallon Kegs via Drop Pads



Unloading 11 and 22 Gallon Kegs via Drop Pads



11 Gallon – 6ft
minimum distance



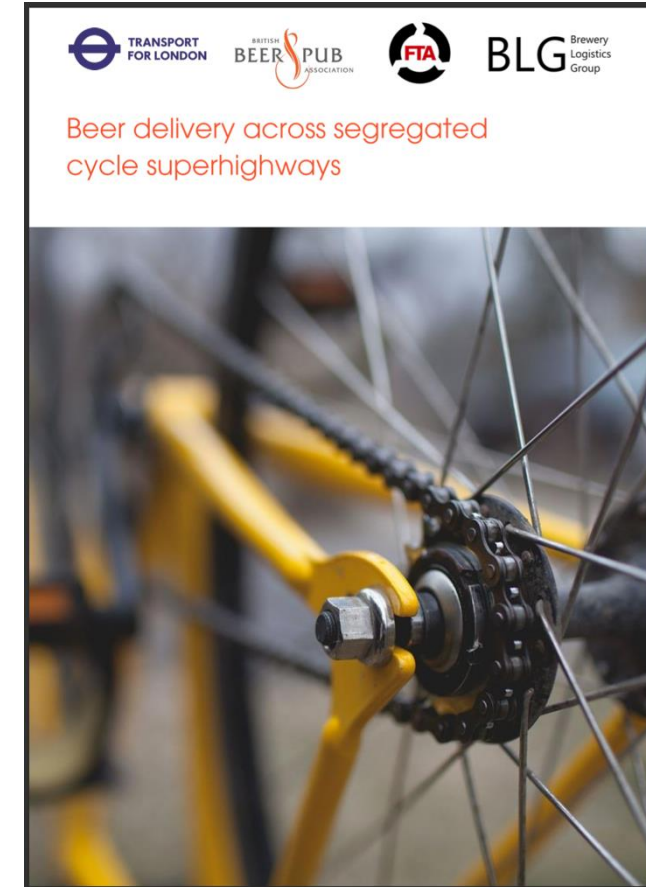
22 Gallon – over
6.5ft minimum
distance

Table 1: Weight of brewery vessels

Goods	Volume	Approx. weight
Lager keg	11 gallon	64kg
	22 gallon	128kg
Beer cask	9 gallon firkin	52kg
	18 gallon kilderkin	104kg

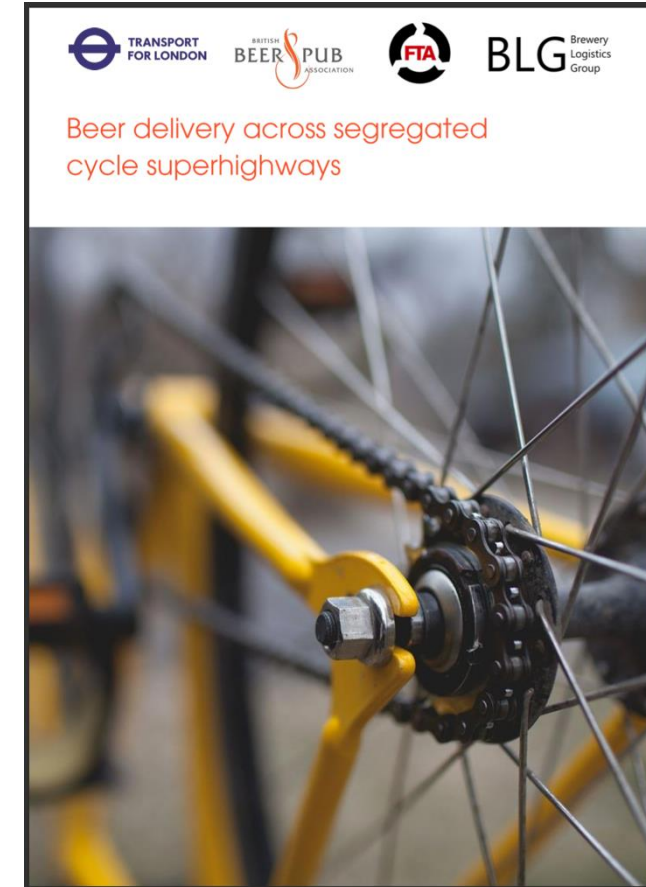
Development of a 'Safe' Delivery Protocol

- Loading bays in original CSH design incompatible:
 - Rear access vehicles only
 - Located 30-50m from the delivery point
- Original plans required delivery of full containers into the active cycle lane without safety provisions
- Meetings between TfL to develop a safe delivery protocol:
 - BBPA, TfL, BLG, FTA, KNDL & TradeTeam DHL
 - Engagement with HSE and the London Cycle Campaign
 - Focus on protecting cyclists without changing the delivery process itself
 - Design changes to original CS format (dropped kerbs, granite kerbs)

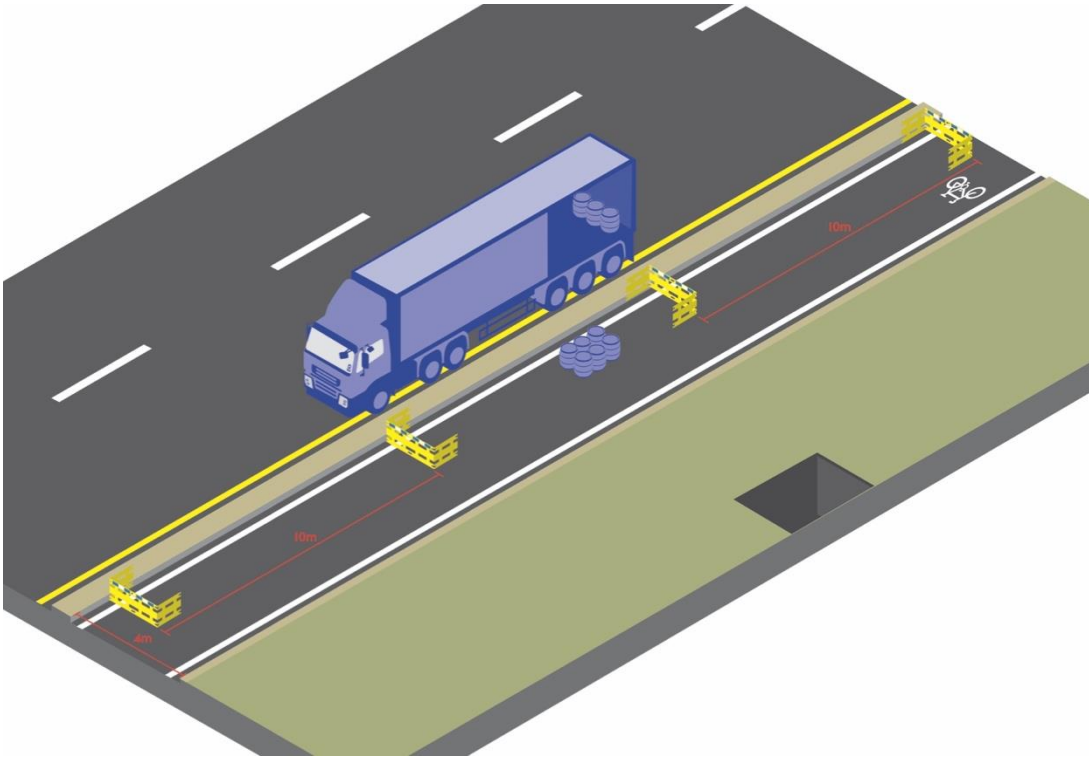


Safe Delivery Protocol – Highlights

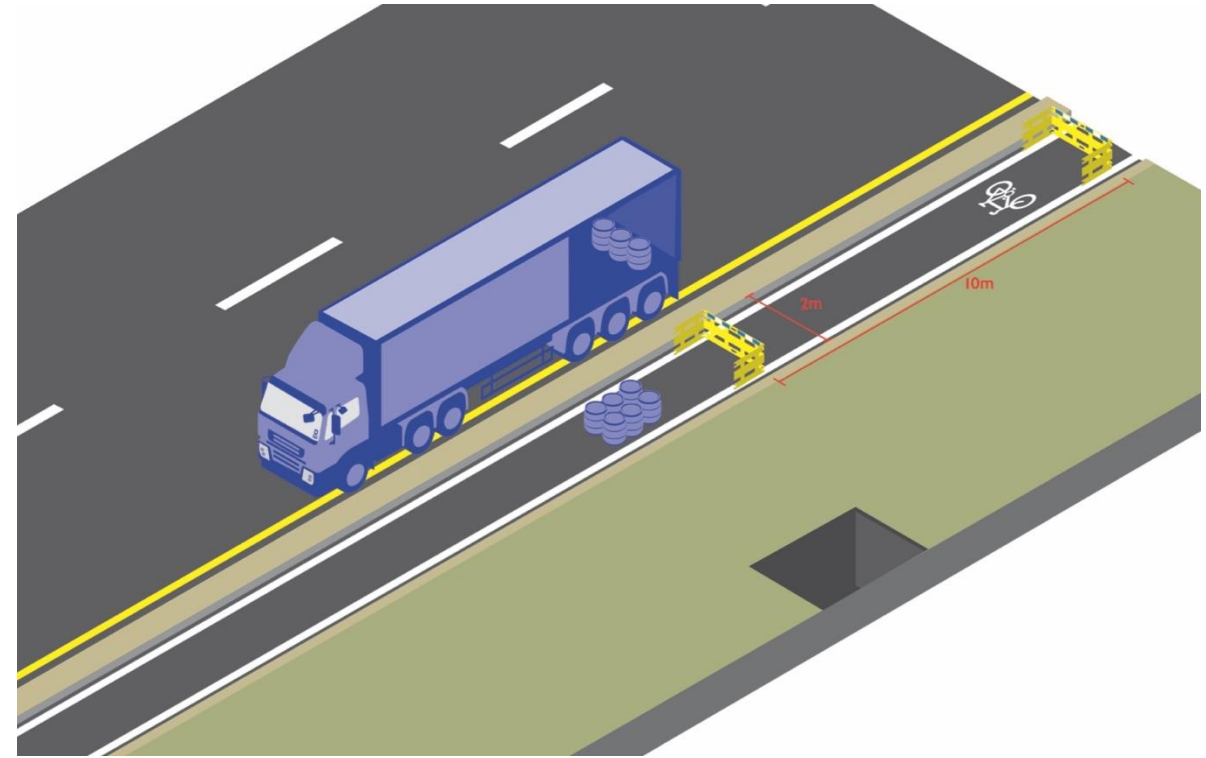
- Retiming deliveries:
 - Avoidance of deliveries during morning and afternoon peak flow times
- Written delivery protocol to be used as a training aid:
 - Tested in simulation by Delivery Operators
 - Shared with HSE and the London Cycle Campaign
- TfL signage to implement full/partial temporary CSH closure:
 - Must be clearly identifiable as TfL signage
 - Based at outlets
 - Care taken not to appear ‘instructional’ in use of wording/labelling
- Outlet risk assessment to be completed prior to any CSH opening



Safe Delivery Protocol – Highlights



CS Bi-directional lanes with 4m width



CS Cycle lanes less than 4m wide

Safe Delivery Protocol – Highlights



Stabilisation & the future

- Advanced notification of new openings by TfL
- Employee training, awareness and adherence
- Customer/Outlet awareness
- Stakeholder feedback mechanism via TfL
- Impact of Social Media



Questions?

.....and maybe Answers!

