



Brewery
Logistics
Group

RESUME OF BEER DELIVERIES IN LONDON

As agreed by

BLG, TfL, BBPA

GENERAL PRINCIPALS

- The risk from mechanical handling which cannot be avoided should be assessed and appropriate measures taken and where possible reduce unnecessary handling
- Parking places should be free from obstruction as far as possible
- Safe entrances and exits from the building should be available for delivery team
- There should be sufficient space to allow safe manoeuvring of kegs which may mean that deliveries/returns may need to be made more frequently to avoid holding large stocks by the pub flap/dray vehicle

EQUIPMENT AVAILABLE FOR VEHICLE TO GROUND AROUND THE DRAY

- Vehicle hoists/cranes
 - + reduces manual handling injuries
 - very slow and will increase the time required delivering and the length of time the vehicle is at the kerbside
- Tail lift
 - + effective in lifting loads to the ground
 - Load has to be preassembled therefore making useful for the first drop
- Dropping beds
 - + can be effective if used properly – popular with the crews for use at the kerbside and for cellar deliveries
 - wear and tear means frequent replacement

and injuries can occur if keg doesn't fall correctly

EQUIPMENT AVAILABLE FROM DRAY TO CELLAR FLAP

- Specialist vehicle with cranes etc
 - + drops straight to cellar and avoids long roll
 - Kerbside space directly outside the drop is not always available
- Barrows with pneumatic tyres
 - + good for improved manoeuvrability and rough ground
 - Punctures will render the barrow unusable

EQUIPMENT AVAILABLE INTO CELLAR

- Cellar lifts
 - + can reduce manual handling injuries
 - longer to deliver and breakdown possibilities which will stop delivery
- Skids
 - + effective if access to cellar floor is sloped
 - portable skids have to be moved manually

UNLOADING THE DRAY AT THE DROP

1. Park the dray as near to the delivery point as possible, making allowances for the safety of the public, parking restrictions and a safe working area
2. Avoid unnecessary off loading to the off side of the dray in busy or narrow streets
3. When offloading to a busy pedestrian or vehicular area protect the draymen and the public by creating a safety barrier of full and or empty kegs around your working area

MAKING THE DELIVERY

1. Kegs being rolled to the delivery point should always be under control and not allowed to run free, to prevent a danger to the public

2. Crates and kegs should be safely stacked on the ground and interlocked where possible before movement on a barrow

3. CO₂ and mixed gas should be delivered in a controlled manner directly from the dray to the delivery point

COLLECTING EMPTIES

Removing empty kegs, crates and gas cylinders before beginning the delivery of full goods may make a significant contribution to the safe environment for manual handling

BEER DELIVERY ACROSS SEGREGATED CYCLE SUPERHIGHWAYS

Whilst cycle lanes are allocated primarily to cyclists, it is recognised that they will need to be crossed to access the kerbside to the cellar flap

The brewing industry is committed to ensuring the safety of all users of the Capital's public highways and pedestrian walkways as well as that of the staff and operators involved in making beer deliveries to retail outlets

In particular, beer deliveries to on trade pub retailers should be undertaken in a particular way such that the delivery is made as close to the final delivery point as possible and typically adjacent to the final delivery point and across the pedestrian walkway.

Load security and theft prevention is a key factor in making beer deliveries and dray vehicles must remain within clear sight of the delivery point and the delivery area at all times of the delivery

Individual risk assessments will need to be carried out across the whole of the cycle network based on specific circumstances affecting individual accounts

The format of brewery drays and the stipulation by the HSE that beer deliveries must be made as close as possible to the delivery point means that

UNLOADING KEGS DIRECTLY ONTO THE CYCLE HIGHWAY IS UNAVOIDABLE

If the cycle superhighway is less than 4 meters wide this is considered not sufficient to protect passing cyclists from the risk of collision with full or empty kegs, in this case the delivery crew may temporarily close the cycle superhighway at the point of delivery with the use of appropriate signage.

Delivery should be undertaken adjacent or as close as possible to the delivery point i.e. to the cellar flap and via an adjoining dropped kerb

When it is decided safe the kegs may be rolled across the cycle lane to the opposite kerb, this should only be when it is considered comfortable to access the pavement area via a dropped kerb adjoining the final delivery point.

Empty kegs should be handled in the same way buy in reverse across the superhighway

Reference documents

[Manual handling in the brewing and licenced retail industry](#)

[Beer delivery across segregated cycle superhighways](#)