

**CROSS RIVER PARTNERSHIP RELEASE NEW STUDY 'LIGHT FREIGHT: DESIGN SOLUTIONS FOR THAMES FREIGHT INFRASTRUCTURE' TO CONSIDER PIER DESIGN AND MODIFICATION**

Cross River Partnership (CRP), a non-profit and impartial partnership organisation, is excited to announce the launch of new report 'Light Freight: Design Solutions for Thames Freight Infrastructure'.

There is an increased interest and desire to use the River Thames to transport Light Freight, alongside the heavier freight already transported on the river to secure potential environment and logistical benefits. Light Freight services on the Thames could potentially benefit numerous consumers and be a financially viable method of reducing road vehicle movements in central London. The services would contribute towards the Mayor of London's Plan Transport Strategy and the River Action Plan.

As part of the DEFRA-funded Clean Air Villages 4 project, Cross River Partnership (CRP) and the Port of London Authority have commissioned Beckett Rankine to investigate the feasibility of handling Light Freight at London piers. This study provides costing and guidelines on pier adaptation that would be required for different pier structures and operational handling approaches to provide robust and agile solutions.

This study contributes toward the PLA and Government objective of achieving net zero carbon emissions by 2050 as set out in PAS 2080. The study considers two models for a successful Light Freight service: Partial Service and Continuous Service. These represent different visions for how the service could operate and face different challenges in how they could be incorporated on the River Thames.

A finalised shortlist of 7 pier locations is included in this study:

- Wandsworth Riverside Quarter Pier
- Chelsea Harbour Pier
- Battersea Power Station Pier
- Blackfriars Pier
- Bankside Pier
- Tower Bridge Quay
- Masthouse Terrace Pier

A suite of design solutions demonstrate how each of the shortlisted pier locations could be incorporated into the Light Freight service to service either a partial or a continuous service. The cost of this design solution has been provided for each pier to demonstrate the potential costs involved.

This study confirms the intended focus of the Light Freight service which is to be smaller, more manoeuvrable cargo such as letters and parcels, medical supplies, food and drink, and other business supplies. This cargo is to be moved primarily with a Roll On-Roll Off approach, although the ability to manhandle goods is to be allowed for where possible.

Fiona Coull, CRP Project Manager, said: "Within the context of an increased desire to use the Thames to transport Light Freight, CRP is pleased to publish a study into investigating the feasibility of handling Light Freight across London's piers. We hope that this study will contribute to an expanded, sustainable use of the Thames and a better environment for all Londoners."

James Trimmer, Director of Planning and Development, Port of London Authority, said: "Light Freight has much potential for significant growth in the 21<sup>st</sup> century. This study sets out a clear plan for moving forwards for smaller freight along the Thames, with the use of specific desired pier locations and costings to provide a sense of context and value to the future of any Light Freight scheme."

Read the full report [here](#). For more information on the Clean Air Villages 4 programme, please contact CRP Project Manager Kate Fenton, [katefenton@crossriverpartnership.org](mailto:katefenton@crossriverpartnership.org)

**ENDS**

**March 2022**

## **NOTES TO EDITORS**

<https://crossriverpartnership.org/wp-content/uploads/2022/03/Light-Freight-Design-Solutions-for-Thames-Infrastructure.pdf>

### **Cross River Partnership**

[Cross River Partnership](#) (CRP) is a partnership delivering environmental, economic and community-focused projects. We support public, private and voluntary organisations to address creatively challenges around Air Quality, Transport, Placemaking and Wellbeing.

We are experts in delivering positive change. CRP has a history of over 27 years of achievements, spanning public, private, voluntary and community sectors.

### **Clean Air Villages 4**

CRP's [Clean Air Villages 4 \(CAV4\)](#) project is a [Department for Environment, Food and Rural Affairs \(Defra\)](#) funded project led by [Westminster City Council](#). CRP is working with 26 project partners to improve air quality across different London 'villages', where both air pollution and population density levels are high. These locations reflect the Greater London Authority's Air Quality Focus Areas. The CAV4 freight solutions implemented incorporate Consolidation, Distribution, Mode, Technology and Policy.

### **Port of London Authority**

The Port of London Authority (PLA) is a self-financing statutory authority. Their responsibilities include keeping the Tidal Thames open for users and overseeing navigation. Their operations underpin the UK's biggest port, busiest inland waterway, a major route for commuting and tourism, plus the country's largest centre for rowing.

### **Beckett Rankine**

Beckett Rankine is the UK's leading specialist practice of marine consulting engineers. They plan, design and supervise construction of all types of port and coastal structures, dredging, land reclamation, breakwaters, quays, cargo handling, cruise and ferry terminals, historic vessel conservation, fishing harbours and leisure harbours.