

Smarter Greener Logistics

Piers for Freight

Battersea Power Station Pier



Battersea Power Station Pier



Battersea Power Station Pier is located in South West London on the south side of the River Thames. The pier is situated within the Battersea Power Station development, a major mixed-use development, and hosts a regular passenger service operated by Thames Clippers.

The Pier Information Sheet provides key information on the pier and surrounding area for river freight operations and onward journeys via cargo bike.

Location

Address: Battersea Power Station Pier, London SW1V 4BE
Borough: Wandsworth
Google map pin: FVM3+GM London, UK
what3words: [///hype.tone.emerge](https://www.what3words.com/#!/hype.tone.emerge)

Landside Access

The pier is accessed via Riverside Walk, a shared-use walkway, which runs along the bank of the Thames and connects to Queenstown Road (A3216) via Sopwith Way.



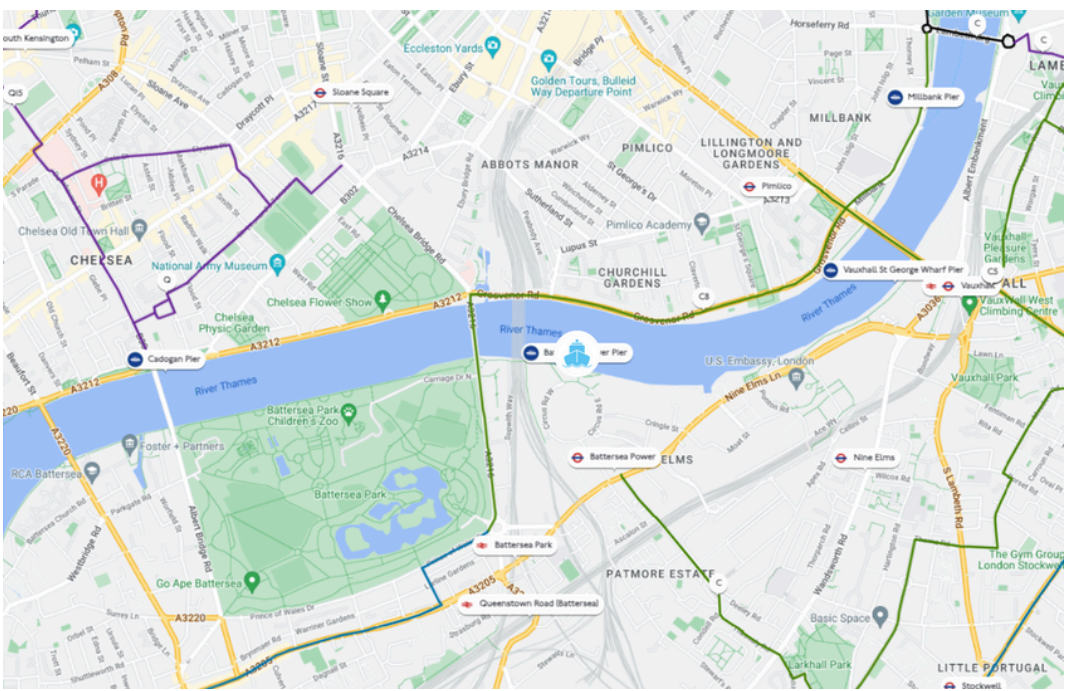
Battersea Power Station Development

The pier is located within Battersea Power Station a major, mixed-use development managed by Battersea Power Station Development Company. Development of the site is divided into eight phases and guided by the [Masterplan](#).

The site has 450m of river frontage, and the pier is located within Circus West Village (Phase 1) which was completed in 2017.

Stage 3C to be completed in 2028.

Area Context



- Battersea Power Station Pier
- Underground Station
- Train Station
- Cycle Superhighway 8
- Cycleway 8
- Quietway

Battersea Power Station Pier is located on the south side of the River Thames within the Battersea Power Station development. Battersea Park is located to the west, Nine Elms in the east and Pimlico to the north. There are 5 miles of Thames riverside within borough boundary.

Cycle Superhighway/Cycleway 8 can be joined to the West of the Pier on Queenstown Road (A3216) and crosses Chelsea Bridge, to the north, into central London. Travelling south-west the Cycle Superhighway 8 leads to Wandsworth Town.

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Pier Technical Specifications

Brow width: 2.4m
Height restrictions: 2.5m
Brow Gradient: 1 in 8.5 at low tide

Operational space (sqft):
Approx. 1,600sqft which is shared with passengers.

Storage space available: Small half height area under ramp potentially suitable for charging equipment.

Pontoon extension possible and required to feasibly receive cargo freight as continuous service. Read study [here](#).

Step-free access from Riverside Walk pathway.

Pier has a sheltered waiting area for pedestrian use.

The pier has power and existing CCTV cameras.

The pier was designed by Beckett Rankine and opened in 2017. The pier was constructed as part of the Battersea Power Station redevelopment

Vessel Considerations

Vessel size constraints: Designed for biggest operational Thames Clipper (Typhoon Class)

Speed limit: Pier is located within the designated 25-knot speed limit zone



Existing Pier Use

Pier type: Passenger services

Thames Clipper River Bus services: RB1, RB2 and RB6

Timetable

Eastbound departures

- Weekdays: 07:01 - 21:55
- Weekends: 08:30 - 22:40

Westbound departures

- Weekdays: 06:32 - 20:47
- Weekends: 09:23 - 19:23

Works Schedule

Currently no planned works to pier.



Ownership

Pier Owner: Battersea Power Station Management Service (BPSMS)
Landside Owner: BPSMS managed on behalf of investors

Key Pier Stakeholders

- Battersea Power Station Management Services
- London Borough of Wandsworth
- London River Services
- Thames Clippers

Contact Information

POC: Christopher Opoku; Mark Agrippa
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Phone: 0208 176 6500

LB Wandsworth Local Plan (July 2023)

“Ambition to maximise the use of piers and infrastructure for public transport and the delivery of small-scale freight in line with LP49 Sustainable Transport and LP52 Public Transport and Infrastructure” (p.435)

PM9 Wandsworth’s Riverside (Strategic Policy)

- Five working wharfs safeguarded for waterborne freight.
- Supports use of river for large- and small-scale freight.

LP49 Sustainable Transport (Strategic Policy)

- Improved efficiency and sustainability of waterborne freight through use of Urban Logistics Hubs.

Site Allocations - Kirtling Street Cluster

- 6 sites east of Battersea Power Station
- Thames Tideway Tunnel worksite (until 2025)

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Nearby Commercial Activity & Industrial Land

Vauxhall and Nine Elms Local Map

- Cultural venues, food and drink places, transport links and development sites.

Vauxhall and Nine Elms Development Map

- Developments finished or in progress in Vauxhall and Nine Elms and spacial distribution by use class.

Wider Stakeholders

Neighbouring stakeholders potentially impacted by freight activity:

- Battersea Power Station (mixed-use, commercial & residential)
- Scott House (residential)
- Cringle Dock Solid Waste Transfer Station (commercial)
- Tideway Central (construction)
- U.S Embassy (government)

Potential Consolidation Opportunities

Potential consolidation opportunities identified in close proximity to Battersea Power Station Pier:

Railway Arch Units



Located on Arches Lane and current uses include: bars, restaurants, gym.

Container Units



Situated under railway bridge between Arches Lane & Sopwith Way.

Chelsea Bridge Wharf Car Park



Located on Sopwith Way, Chelsea Bridge Wharf Car Park is part of Chelsea Bridge Wharf development with 4.78m height restriction. Potential micro logistics hub site.

Welfare Facilities

Accessible toilets located on Arches Lane. Approx. 400m from Battersea Power Station Pier.



Local Logistics Hubs

Royal Mail Delivery Office (depot) near Wandsworth Road station (SW8 4TJ)

Local Low Emission Couriers

- Pedivan
- Delivery Mates (within Q-Park Pimlico on the other side of the river)

CRP logistics related reports and guidance:

- SGL Unpacked: Urban Logistics Hubs. Pimlico Micro Logistics Hub Trial
- How to Support a Micro Logistics Hub in your Borough: A Guide for Local Authorities
- Installing Infrastructure to Support Micro Logistics: Developing a hub in the Southside Shopping Centre



Visit CRP's Urban Logistics Hub Map

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Cargo Bike Logistics & River Freight



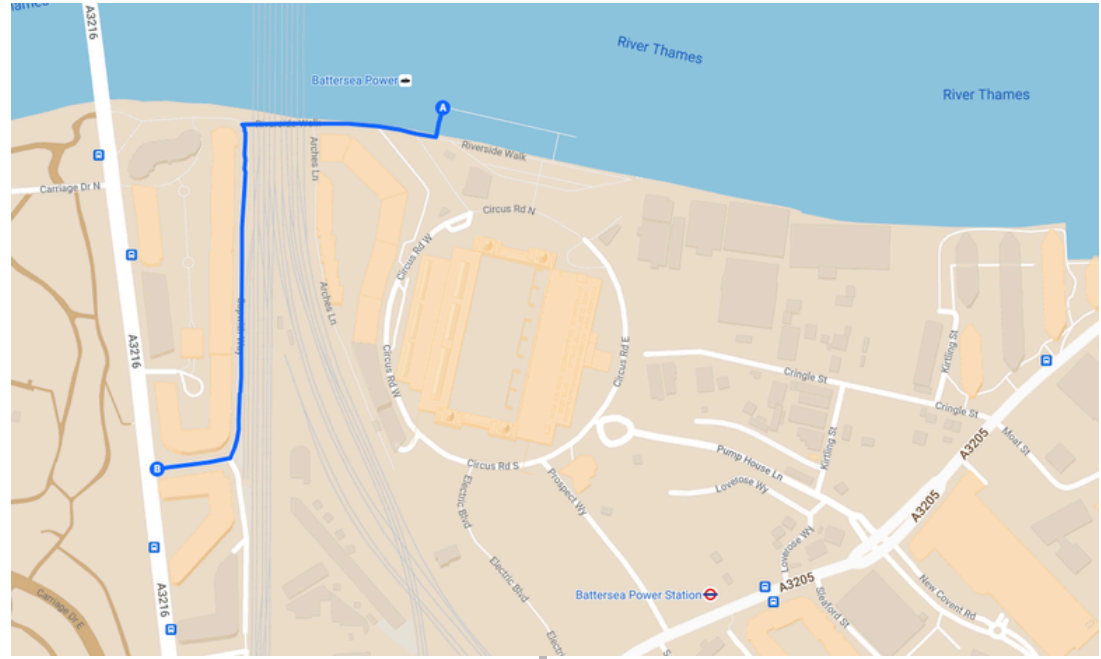
E-cargo bikes are an effective and sustainable onward journey delivery method when transporting goods via the river.

CRP's report Thames Freight Infrastructure: Design Guidelines for Piers provides design guidance for piers to support safe and efficient transfer of light freight between the river and shore and enable onward journeys via e-cargo bikes.

Recommended Cargo Bike Routes

- Route A: Battersea Power Station Pier to Queenstown Road (A3216)
- Route B: Battersea Power Station Pier to Nine Elms Lane (A3205)

Route A: Battersea Power Station Pier to Queenstown Road (A3216)



Recommended route starts at Battersea Power Station Pier with space on Riverside Walk for cargo bike parking. Turn right onto Riverside Walk, a shared-use path for pedestrians and cyclists. Continue along Riverside Walk under the railway bridge. Moveable bollards are in place at the furthest entrance to the bridge with a minimum distance of 1.1m. After the bollards, turn left onto Sopwith Way (restricted-usage

road) for approx. 300m. Bare right on Sopwith Way and exit at the junction with Queenstown Road (A3216).

Route A Considerations

- Recommended route for cargo bikes to exit Battersea Power Station site efficiently with minimal barriers.
- Riverside Walk is a heavily pedestrianised walkway with potential pedestrian/cargo bike conflict.

- Cycle parking located to left of pier entrance, however, heavily utilised by personal cycles.
- Access at moveable bollards at the railway bridge underpass entrance would need to be provided due to 1.1m minimum distance.



- Sopwith Way is a restricted-usage road with low pedestrian footfall therefore reducing pedestrian/cargo bike conflict. Potential waiting areas identified should waiting on Riverside Walk not be suitable.



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Route B: Battersea Power Station Pier to Nine Elms Lane (A3205)



Alternative route starts at Battersea Power Station Pier with space on Riverside Walk for cargo bike parking. From pier, take a sharp left towards Circus Road North along hared-use path measuring 4.3m at widest point.

Turn left onto Circus Road North and travel past the front of Battersea Power Station. Moveable bollards are located close to drop off area with minimum distance 1.2m

Continue on Circus Road East to the security operated barrier at Pump House Lane roundabout. Travel down Pump House Lane and exit on to Nine Elms Lane (A3205) after the traffic lights.

Route B Considerations

- Alternative route would take cargo bikes longer to exit the Battersea Power Station site with more barriers identified.

- Riverside Walk is a heavily pedestrianised walkway with potential pedestrian/cargo bike conflict.
- Circus Road North, Battersea Power Station entrance, has high levels of pedestrian footfall.
- Security access would be required at Pump House Lane roundabout to access Circus Road via automated barrier.



- Bollards would need to be moved on Circus Road East due to min distance of 1.2m.



Key Considerations for Cargo Bike Logistics:

- Location for loading/unloading
- Suitable waiting area for operational cargo bikes & riders
- Welfare facilities for riders (e.g. bike maintenance, toilets, refreshments)
- Potential consolidation locations
- Security access (if required)
- Physical barriers/obstacles along route (e.g. bollards, barriers)
- Pedestrian/cargo bike conflict at different times of the day/week
- Links to road/cycle network
- Road surface quality



Read CRP's report
Mapping the Cycle
Logistics Sector in
London

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Piers for Freight

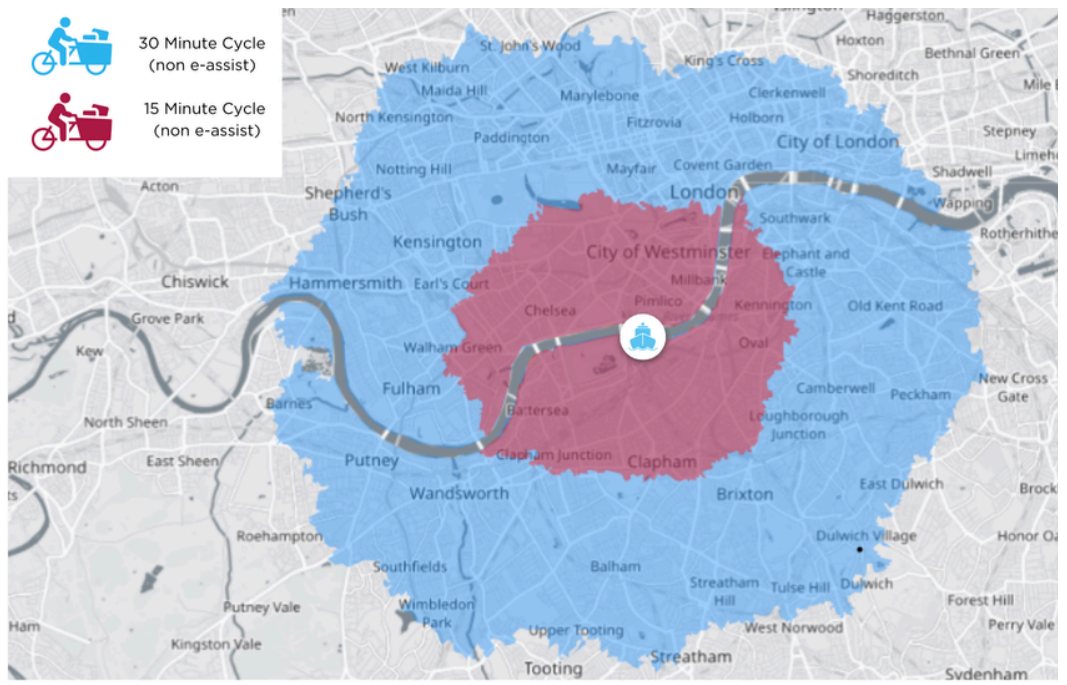
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Onward Journeys

Cycle Radius

-  30 Minute Cycle (non e-assist)
-  15 Minute Cycle (non e-assist)



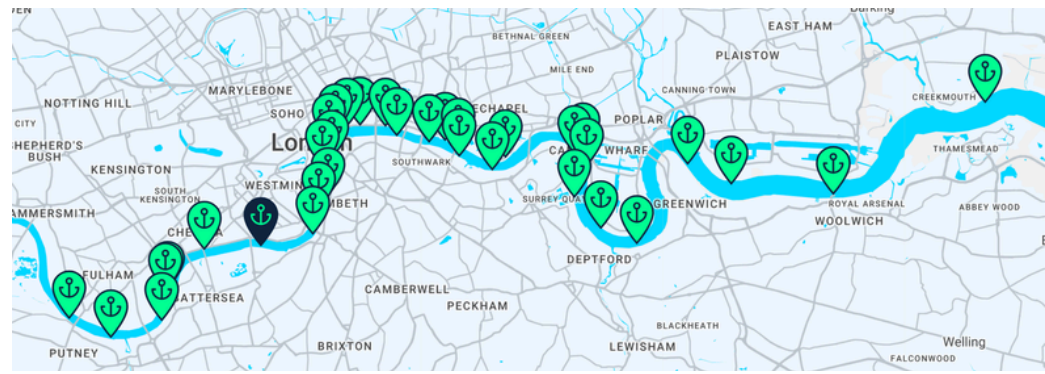
Map shows locations in London that can be reached from Battersea Power Station Pier by non e-assist cycle in 15 and 30 minutes.

London Boroughs reached within 15 minutes: Camden, Hammersmith & Fulham, Kensington & Chelsea, Lambeth, Wandsworth, Westminster.


Additional London Boroughs & Corporations reached within 30 minutes: City of London Corporation, Islington, Richmond, Southwark.

Key areas and destinations to be reached by cargo bike from the pier include: New Covent Garden Market, Nine Elms, Victoria, Soho, Covent Garden.

London Pier Network



Battersea Power Station Pier (highlighted above) is located in south west London and forms part of the London Pier network. Adjacent piers include Cadogan Pier to the west and Vauxhall (St George Wharf) Pier to the east.

 Visit [CRP's Thames Directory](#) - an interactive web tool providing information on utilising The River Thames to transport goods into London.

CRP river freight related reports and guidance:

- [Light Freight: Design Solutions for Thames Freight Infrastructure](#)
- [River Freight Monitoring: Butler's Wharf and Dartford Pier](#)
- [Getting Started with River Freight: A Guide for Businesses](#)
- [River Freight Pilot Case Study: Summer 2022](#)
- [A Deep Dive: London Light Freight River Trial](#)
- [River Freight Pilot Part Two: Lessons Learned](#)



Next Steps

There is a huge opportunity to transport goods in to central London via the River Thames, providing significant environmental benefits and new business growth for London. Consequently, the following next steps could be taken to encourage river freight operations to Battersea Power Station (BPS) Pier:

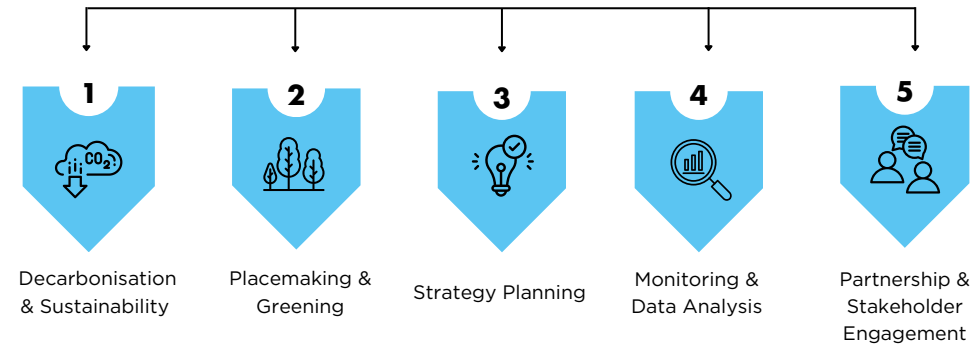
- Engage with BPS Management Services to understand appetite for river freight on private development, including opportunities and challenges.
- Explore electric vessel charging infrastructure to support freight to reach areas in west London. Consider new operating model with electric vessel charging as potential revenue source.
- Identify businesses within BPS development who have appetite to receive goods via river freight, and links to ESG, to market research initial buy-in.
- Consider what/any future plans for the old coaling jetty which may impact operations for river freight at BPS Pier.
- Explore potential for an upriver extension as Victoria Railway Bridge Arch 4 has been permanently closed. This would be subject to NRA of interaction with No.3 arch. A berth at any new extension at the upstream/west end would require dredging.

Additionally, more can be done to encourage river freight operation across London at scale. This includes:

- Raising awareness of river freight including benefits and potential opportunities.
- Prioritising space near / close to piers for freight activities such as consolidation and loading
- Developing a standardised licensing process to allow operators to deliver to central London piers more easily
- Lobbying government to encourage river freight activities through policy updates and increased investment
- Encouraging joint strategic approaches and partnerships to facilitate river freight operations.

CRP Support

Consultancy Services



Cross River Partnership (CRP) is a partnership delivering impactful environmental, economic and community focused projects. We support public, private and community organisations with expert guidance, collaboration and innovation. We believe in a fair and equitable transition towards good and green growth in London.

CRP has project delivery expertise supporting organisations to realise the potential of the river for sustainable logistics. CRP’s delivery portfolio includes:

- Innovative river freight pilots
- Pier feasibility studies
- River freight guidance for businesses

CRP also has project delivery expertise in Decarbonisation & Sustainability, Placemaking & Greening, Strategy Planning, Monitoring & Data Analysis and Partnership & Stakeholder Engagement.

For further information, contact CRP Senior Programme Manager [Fiona Coull](#).

This document was prepared as part of the [Smarter Greener Logistics](#) programme on behalf of [Defra](#), to clean up London’s air, including by more freight coming into central London via river rather than road.