

Smarter Greener Logistics

Piers for Freight

Chelsea Harbour Pier



Chelsea Harbour Pier



Chelsea Harbour Pier is located in West London on the north side of the River Thames. The pier is situated within the Chelsea Harbour development, a 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: Chelsea Harbour Pier,
London SW10 0XA
Borough: Hammersmith & Fulham
Google map pin: FRFC+H2 London,
UK
what3words: [///nails.crust.prom](https://www.what3words.com/#!/nails.crust.prom)

Landside Access

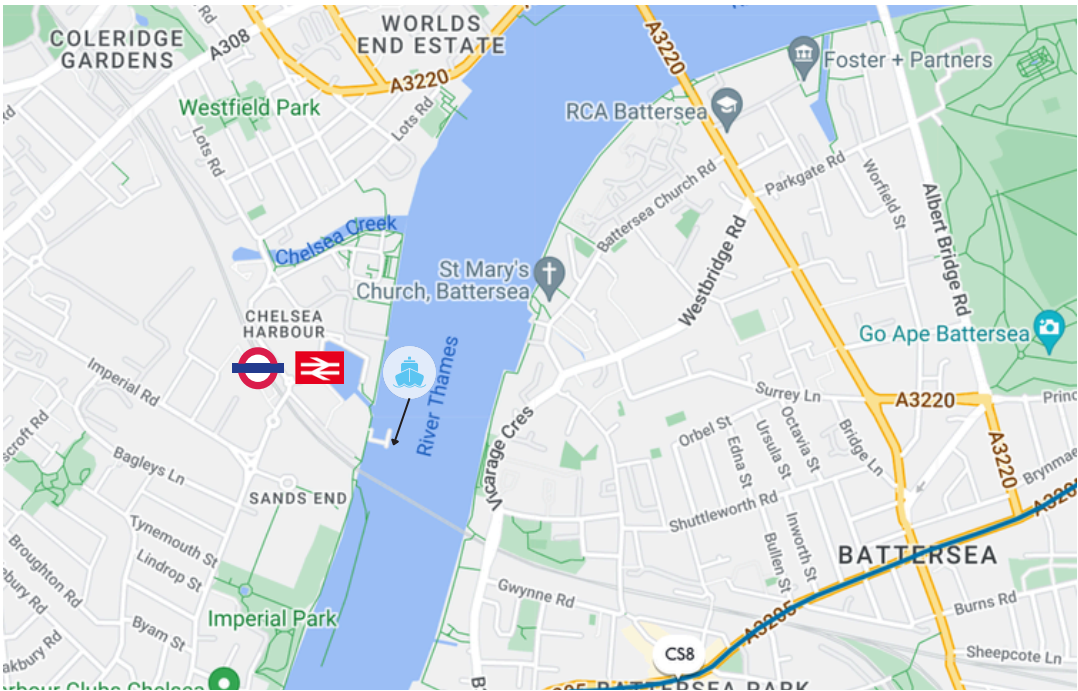
The pier is accessed via The Thames Path, a pedestrian walkway. There are cycling restrictions within Chelsea Harbour Development. Cyclists are required to dismount along the Thames Path.







Chelsea Harbour

Chelsea Harbour is a mixed use development in West London comprised of luxury residential units (Chelsea Waterfront, Hardwick House, Chelsea Harbour Towers), a number of restaurants and the Chelsea Harbour Marina. The area has a strong design focus with businesses such as the Chelsea Harbour Design Centre and Harbour Yard. The Chelsea Harbour Hotel & Spa is also located in the area.

Area Context



 Chelsea Harbour Pier  Overground Station  Train Station
 Cycle Superhighway 8

Chelsea Harbour Pier is located on the north side of the River Thames in West London. Imperial Wharf Marina is located to the south-west and Imperial Wharf railway station is approx. 200m to the north-west. Rail services provided by London Overground and Southern offer direct connections to stations in London and beyond.

No major cycleways are in close proximity to Chelsea Harbour Pier. Cycle Superhighway 8 runs along Battersea Park Road and can be joined by crossing the Thames via Wandsworth Bridge or Battersea Bridge.

Smarter Greener Logistics

Piers for Freight

Chelsea Harbour Pier



Pier Technical Specifications

Brow width: 2m

Height restrictions: 2m

Brow Gradient: 1 : 5.8 (Mean low water springs)

Storage space available: Some space available and a waiting room.

Work required to the pier to feasibly receive freight. Includes: relocating moorings, new pontoon and new brow. Read study [here](#).

There is step-free access from Thames Path to Chelsea Pier; however, the gradient can be steep, and there are heavy doors at the entrance. Two hairpin bends impede cargo bike movement.

The pier is not sheltered (except for the entrance ramp).

The pier has access to drinking water, power, and existing CCTV cameras.

Vessel Considerations

Speed limit: There is a 12-knot speed limit in Central London. Above Wandsworth Bridge the speed limit is 8 knots.



Existing Pier Use

Pier type: Passenger services

Private and corporate charters, including CPBS

Thames Clipper River Bus services:
RB2 and RB6

Timetable

Eastbound departures

- Weekdays: 06:50 - 22:50
- Weekends: 10:19 - 22:17

Westbound departures

- Weekdays: 06:27 - 22:12
- Weekends: 09:35 - 22:51

Works Schedule

Currently no planned works to pier.



Ownership

Pier Owner: Chelsea Harbour Estates
Landside Owner: Chelsea Harbour Estates

Key Pier Stakeholders

- Chelsea Harbour Estates
- London River Services
- London Borough of Hammersmith & Fulham
- Listed private and corporate charters

Contact Information

POC: Chelsea Harbour Estates
Email: silvialaspada@chelsea-harbour.co.uk
Phone: 020 7351 2300

LB Hammersmith & Fulham Local Plan (February 2018)

“Policy T1 Transport

- Seeking increased use of the River Thames for passenger services and freight use where this is compatible with the capacity of the connecting road network and meets environmental concerns” (p.216)

“Policy RTC1 River Thames

- e. promoting use of the River Thames for transport uses, including passengers and freight”
- f. seeking improvements to the tidal foreshore in line with the requirements of the Thames River Basin Management Plan and the Thames Estuary 2100 Plan.” (p.162)

Smarter Greener Logistics

Piers for Freight

Chelsea Harbour Pier



Nearby Commercial Activity & Industrial Land

Strong commercial design focus in area including Chelsea Harbour Design Centre. The King's Road, Chelsea has over 300 shops as well as restaurants, galleries and cultural institutions.

Chelsea Creek is a 10-acre residential development to the north west of Imperial Wharf station. Meanwhile space for logistics operations could be considered.

Wider Stakeholders

Neighbouring stakeholders potentially impacted by freight activity:

- Chelsea Waterfront, Hardwick House, Chelsea Harbour Towers (residential)
- Chelsea Harbour Design Centre (business)
- Chelsea Harbour Hotel & Spa (business)
- Harbour Yard (business)
- Imperial Wharf Marina

Potential Consolidation Opportunities

Potential consolidation opportunities identified in close proximity to Chelsea Harbour Pier:

Storage Space on Chelsea Harbour Pier



Sheltered waiting area on pier with potential for unloading. Size limited.

Harbour Yard Car Park



Located on Harbour Avenue, car park services businesses at Harbour Yard and the Marina.

Local Logistics Hubs

Chelsea Harbour Sustainable Deliveries Hub



The Hub is located on Harbour Avenue as part of the Chelsea Harbour Estate. The Hub is made up of two cargo bike delivery bays as well as a 'Yeep!' parcel locker. Parcel lockers can be accessed 24 hours a day and present a good opportunity for consolidation to support river freight at Chelsea Harbour Pier.

Find out further information on the hub [here](#).

Read about parcel locker installations and requirements [here](#).

Local Low Emission Couriers

- Absolutely Courier (Acton)
- Ecofleet (Chiswick)
- Finmile (Acton)

Welfare Facilities

Potential welfare facilities identified within Chelsea Harbour Estate including toilets and charging.

However, further conversations would be required with estate management to understand if these facilities could be used for logistics operations.

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](#)

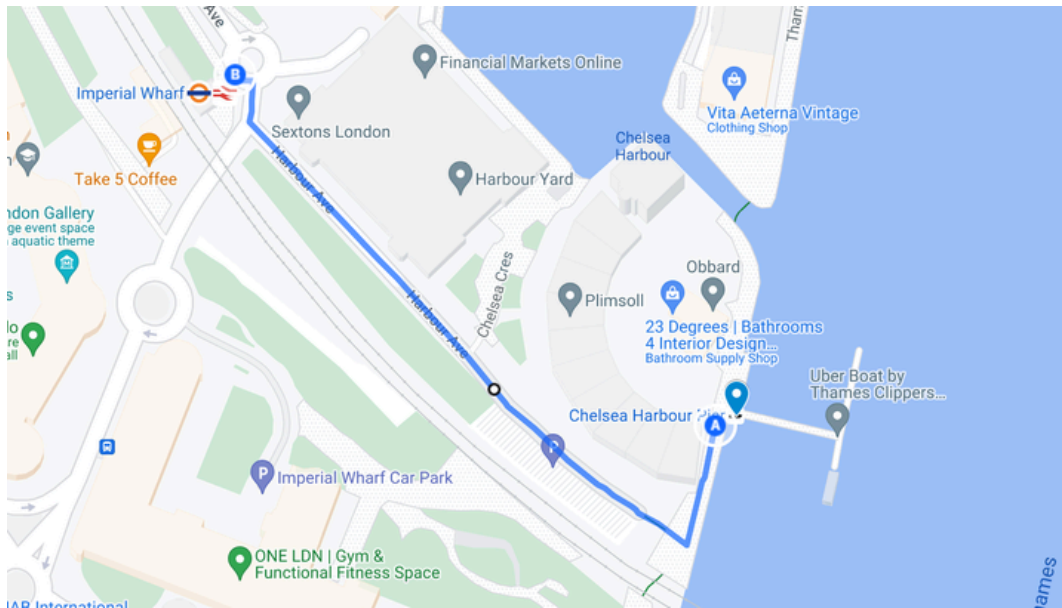
Smarter Greener Logistics

Piers for Freight

Chelsea Harbour Pier



Route A: Chelsea Harbour Pier to Imperial Wharf Station via Harbour Avenue

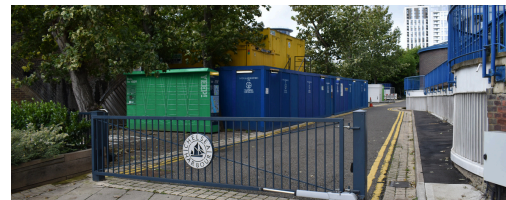


Recommended route starts at Chelsea Harbour Pier. From there proceed north towards the Harbour Avenue. This road is shared with motor vehicles and access through two gates along Harbour Avenue (owned by Chelsea Harbour) would likely be required. At the first gate (closest to the pier) there is space to the side but likely too small for a cargo bike (max 1.4m for the first barrier).

Another barrier hinders the route at the end of Harbour Avenue (towards Imperial Wharf Station). The space on the side is narrower (max 1.3m) and similarly presents challenges to cargo bike movement. Continue along Harbour Avenue and reach Imperial Wharf Station at the junction with Townmead Road (at the roundabout).

Route A Considerations

- Access at 2 gates along Harbour Avenue would need to be provided by Chelsea Harbour Estate.



- Spaces to the side of the gates measure 1.4m for the first gate (above) and 1.3m for the second (below) which would prove narrow for cargo bikes.



- Cycling is prohibited along this section of the Thames Path (signage along section) which would present challenges to cargo bike logistic operations at the start of the journey.



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](#)

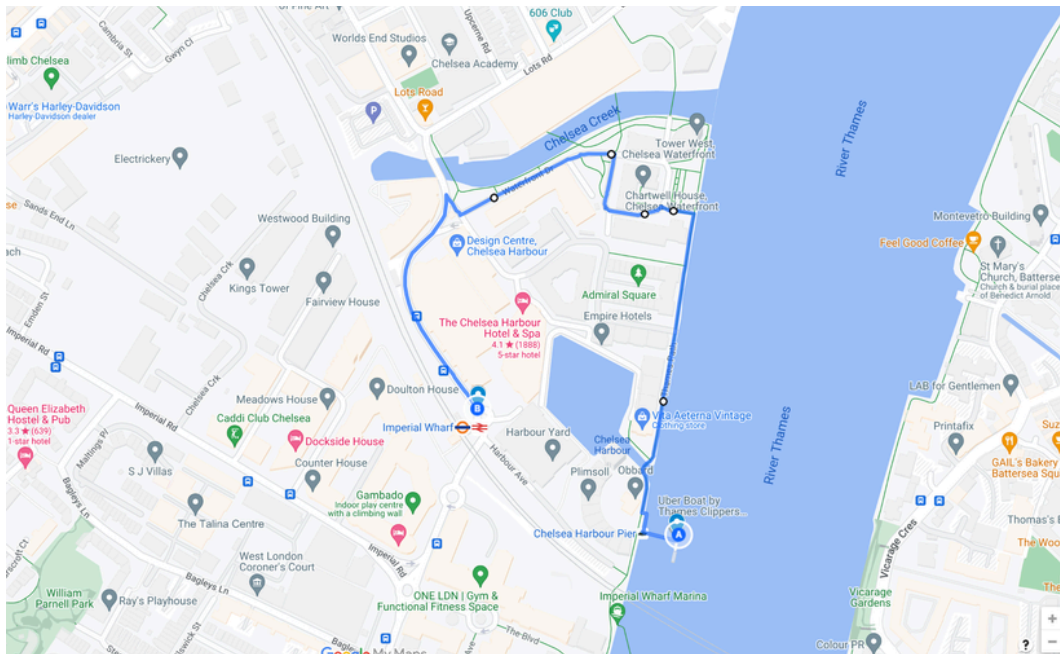
Smarter Greener Logistics

Piers for Freight

Chelsea Harbour Pier



Route B: Chelsea Harbour Pier to Imperial Wharf Station via Waterfront Drive



Route B is an alternative if access through the gates on Harbour Avenue is not possible. The route starts at Chelsea Harbour Pier and proceeds east on the Thames Path (cyclists must dismount). Leave the Path at the end of Chelsea Waterfront. There is an accessible slope. 2 sets of bollards are hindering progression before joining the road.

The distance between bollards is 1.2m for the first set and 1.7 for the second. Once on Waterfront Drive, the road is shared with motor vehicles. At the Design Centre intersection, continue to Harbour Avenue. This road is also shared with motor vehicles. Then, by continuing south, the cargo bike would eventually reach Imperial Wharf Overground station.

Route B Considerations

- 2 sets of bollards (1st and 2nd pictures below)



- Slope to reach Thames Path, gradient where heavy cargo is being transported should be considered.



- Riding of pedal cycles is prohibited on Thames Path



Light Freight - Design Solutions for Thames Freight Infrastructure:

- Chelsea Harbour Pier is a prime location which has a lot of potential but requires work.
- The existing moorings on the downstream end of the arrangement should be relocated close to the landside.
- A new pontoon of more suitable size to be installed (for the Light Freight service).
- The current access brow incorporates 2 hairpin turns. A new brow is required from a new bankseat.
- A more gentle gradient and more accessible turns at the top and bottom of the access brow.



Read CRP's report
[Light Freight - Design Solutions for Thames Freight Infrastructure](#)

Smarter Greener Logistics

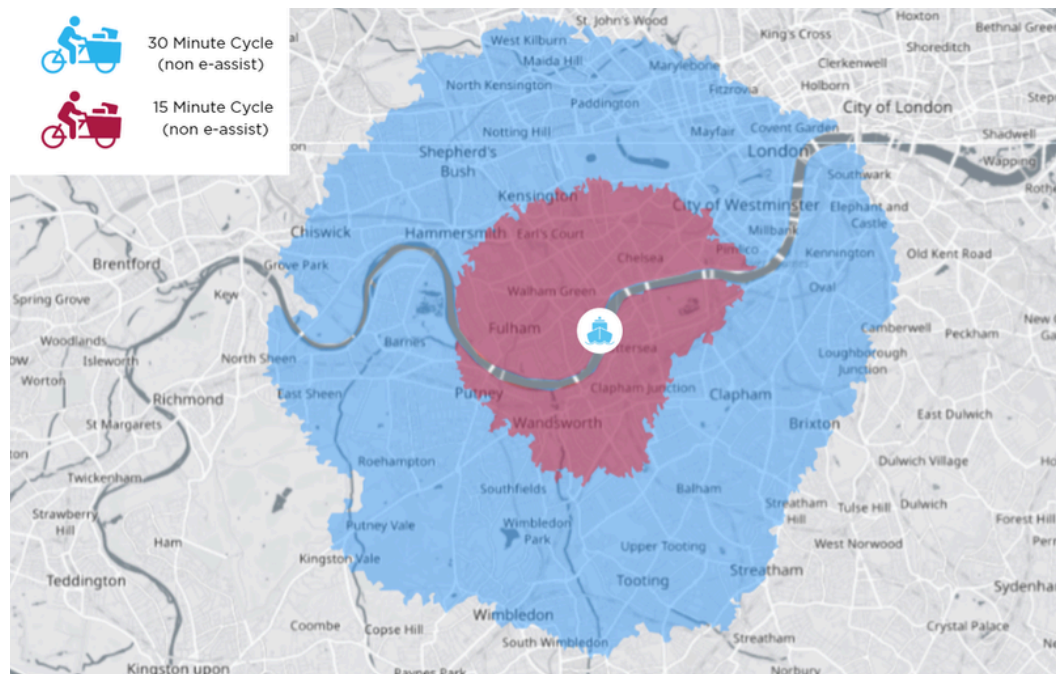
Piers for Freight

Chelsea Harbour Pier



Onward Journeys

Cycle Radius



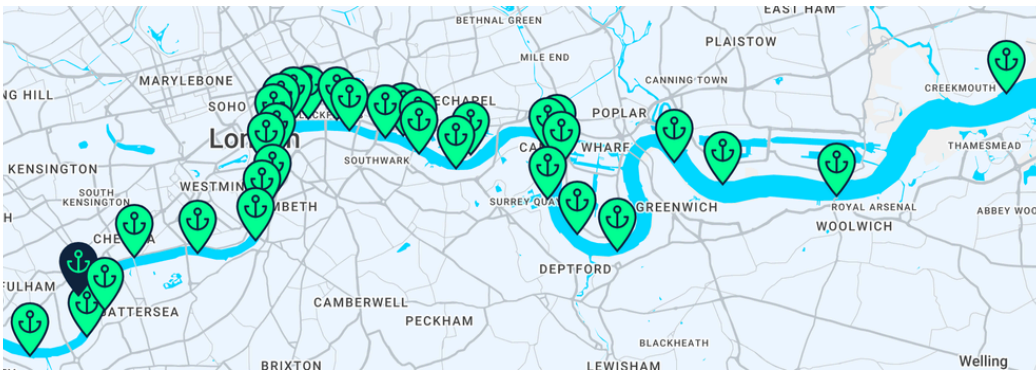
Map shows locations in London that can be reached from Chelsea Harbour Pier by non e-assist cycle in 15 and 30 minutes.

London Boroughs reached within 15 minutes: Lambeth, Wandsworth, Hammersmith and Fulham, Kensington and Chelsea, and the City of Westminster


Additional London Boroughs & Corporations reached within 30 minutes: Richmond, Hounslow, Camden, Brent, Southwark, Merton, Kingston

Central London, Victoria Station, Mayfair, Covent Gardens are key areas/destinations reached by cargo bike from the pier.

London Pier Network



Chelsea Harbour Pier (highlighted above) is located on the north side of the River Thames within the Chelsea Harbour development and forms part of the London Pier network. Adjacent piers include Imperial Wharf Marina to the west and Cadogan Pier to the northeast.

 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](#)

Smarter Greener Logistics

Piers for Freight

Chelsea Harbour Pier



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 Chelsea Harbour Pier:

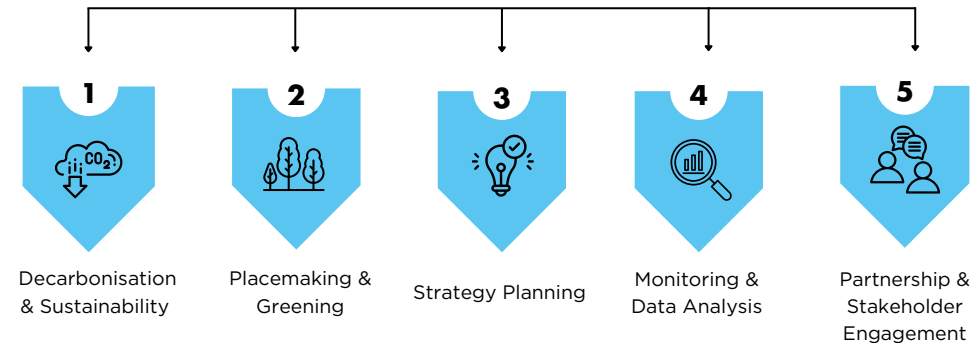
- Engage with Chelsea Harbour Estate to provide access through gates along Harbour Avenue (Route A).
- Explore possibility of micro logistics hubs within nearby car parks, such as Harbour Yard Car Park on Harbour Avenue.
- Explore potential for bookable loading bays along Harbour Avenue to provide managed access for freight operations.
- Use cargo bike bays and parcel locker already there as an interim solution with a view to scale operations.
- Explore storage possibilities on the pier.

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.