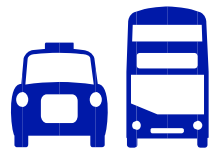


London Bridge Streetspace Scheme



Background

- The London Bridge LSP scheme only allows buses, taxis, motorcyclists and cyclists to use the bridge Monday to Friday 7am to 7pm.
- Tower Bridge has an existing 18 tonne weight limit and is a World Heritage Site.
- The City of London (CoL) operates an existing 7.5t weight limit in the central area including Monument junction
- CoL requested TfL monitor any changes in flow of 18t+ vehicles using Tower Bridge due to the new restrictions on nearby London Bridge

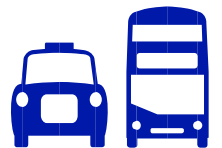


Availability of baseline datasets for Tower Bridge

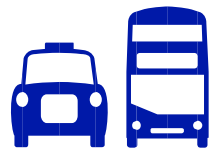
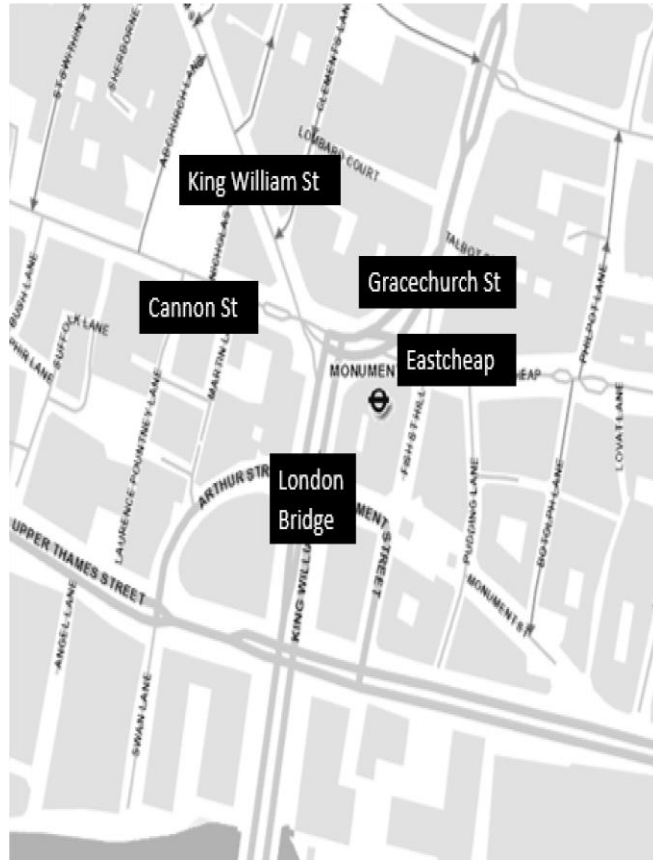
The closure of London Bridge for works (Mar – Sep 2020) and subsequent LSP scheme (Oct 2020 – present) in response to the COVID pandemic meant collection of before data was not possible.

Despite TfL exploring numerous datasets it has proved difficult to establish a reliable baseline flow of vehicles in excess of 18t using Tower Bridge prior to March 2020. PCN issued data began in April 2019 northbound and August 2019 southbound. However camera failures and changes to camera positioning also makes it difficult to establish a reliable baseline. LB Southwark operate the cameras and all enforcement is carried out by the borough.

In addition, changing traffic patterns on the road network in response to lockdowns, as well as covid-related fluctuations in construction and economic activity, have also contributed to data ambiguity.



Existing HGV flows for London Bridge



London Bridge HGVs 2014 (taken for original Monument Safer Junction scheme)

Movement	Peak Periods
Gracechurch St to London Bridge	6
Eastcheap to London Bridge	0
London Bridge to Gracechurch St	12
London Bridge to King William St	5
London Bridge to Cannon St	4
Cannon St to London Bridge	4
King William St to London Bridge	4
Total	35

AM Peak: 7.30 – 9.30 (2 hours)

PM Peak: 16.30 – 19.00 (2.5 hours)



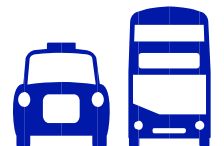
London Bridge HGVs March 2020 (taken as a spot count)

Movement	Peak Periods
Eastcheap to London Bridge	24
London Bridge to Eastcheap	29
London Bridge to Cannon St	6
London Bridge to King William St	0
Cannon St to London Bridge	1
King William St to London Bridge	0
Total	60

AM Peak: 7.00 – 10.00 (3 hours)

PM Peak: 16.00 – 19.00 (3 hours)

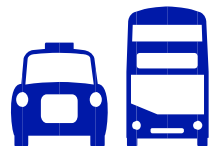
- ***These numbers are potentially inflated due to Bank Station Capacity Upgrade Works***



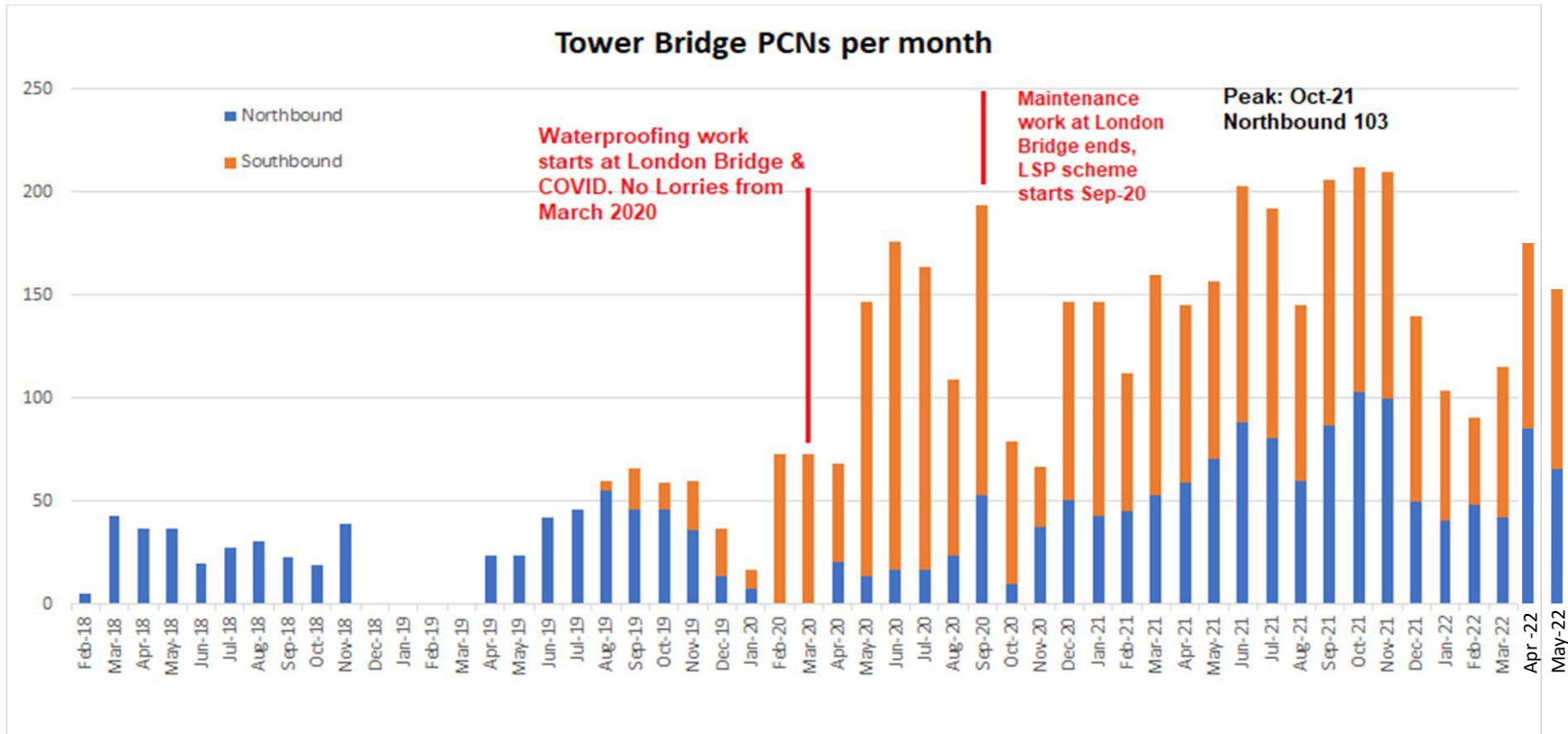
Manual Count on Tower Bridge Tuesday 8th March 2022 7am to 7pm

Direction	Count
Northbound	3
Southbound	2
Total	5
Monthly (both directions)	100-150 (estimate)

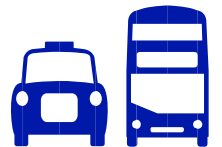
- A daily count of 5 per day suggests a monthly estimated figure in the region of 100-150, which is similar to the number of PCNs issued monthly in 2022
- The relatively low number of daily HGV movements on Tower Bridge indicates that HGVs that formerly used London Bridge have reassigned without using Tower Bridge.
- 5 overweight vehicle contraventions per day remains too high. However, without a clear baseline for overweight vehicles using Tower Bridge it not possible to determine whether the London Bridge scheme contributes to these figures. Despite this TfL remains committed to helping reduce contravention numbers.



Reliability of PCN Data prior to March 2020 makes it difficult to establish a baseline

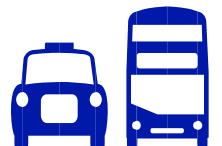


1. Northbound enforcement camera introduced first, Feb-18
2. Southbound camera introduced Aug-19 and reconfigured May-20
3. Sharp reduction in PCNs issued in October 2020
4. Peak PCNs in Oct-21 and Nov-21. Steep decline in PCN numbers since.



Measures taken

- TfL has put up additional advance warning signage of weight limit (2020/21) following a CPOS Environmental Visual Audit; a walkthrough has shown that it is impossible to approach Tower Bridge without meeting one of these signs.
- The London Bridge scheme signage strategy directs vehicles towards other suitable crossings such as Southwark Bridge.
- We have spoken with freight operators to re-iterate the importance of diverting away from Tower Bridge.



New Monitoring

Vivacity camera

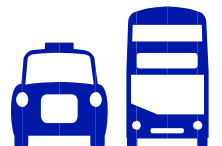
- Vivacity system using Artificial Intelligence appears to be overcounting compared to enforcement data and manual count. This is likely to be due to classifying vehicles based on the number of axles rather than weight.

Manual count

- Data collected for 8 March 2022 and will continue to be collected as part of the monitoring plan.

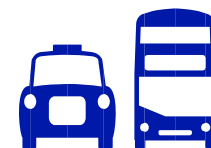
PCN data

- Continue to be collected via Southwark Council



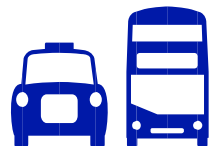
Summary

- It has not been possible to obtain a robust baseline of HGVs >18T using Tower Bridge prior to 2020.
- A manual count of 5 HGVs per day in March 2022 suggests a monthly figure in the region of 100150, which is similar to the number of PCNs issued monthly in 2022.
- The relatively low number of daily HGV movements on Tower Bridge indicates that HGVs that formerly used London Bridge have reassigned without diverting to Tower Bridge.
- 5 overweight vehicle contraventions per day remains too high. However, without a clear baseline for overweight vehicles using Tower Bridge it not possible to determine whether the London Bridge scheme contributes to these figures. Despite this TfL remains committed to helping reduce contravention numbers.
- Subject to funding availability, TfL will investigate additional measures to further reduce any possibility that drivers are unaware of the current weight limit (in spite of the clear signage in place).
- Outside of the enforcement process, further communications can be progressed to identify and engage with businesses operating trucks using Tower Bridge, emphasising that drivers must not disregard the weight limit.
- TfL will work with Southwark Council to see if they can impose tougher penalties.

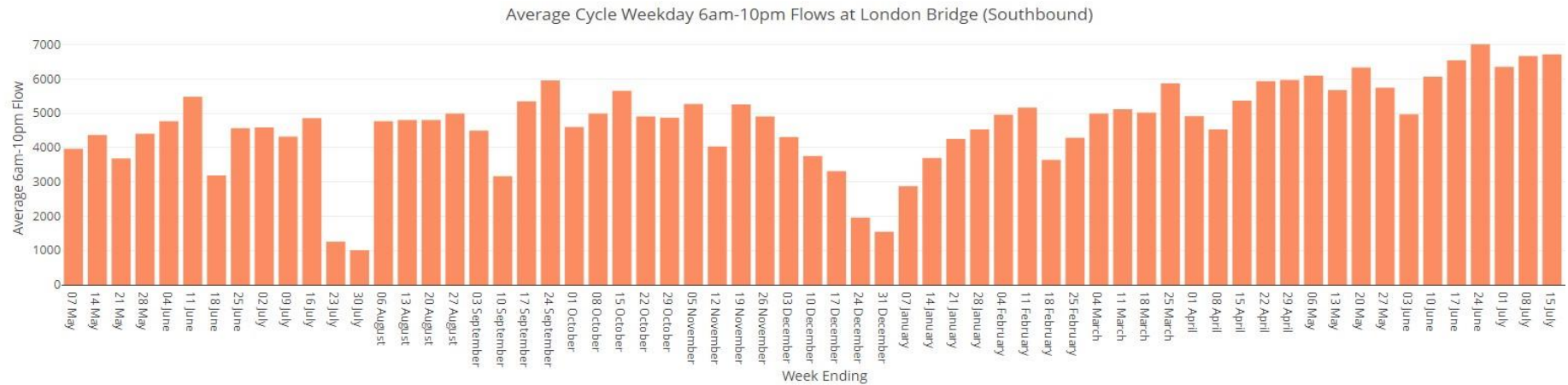


Monitoring Summary

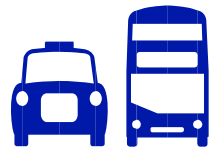
- Bus Journey Times on London Bridge have decreased by over 2 minutes per km northbound, and over 1 minute per km southbound, on average since the inception of the scheme.
- Cycle flow data shows approx. 6000 cyclists per day 6am-10pm traveling southbound over London Bridge in July 2022. Cycle flows are approx. 1500 higher than the same time last year. Although northbound data is not available it is likely similarly high cycling levels are present.
- This shows a strong improvement for sustainable transport modes, and a reason to extend the scheme.



Monitoring Summary: Cycle flows

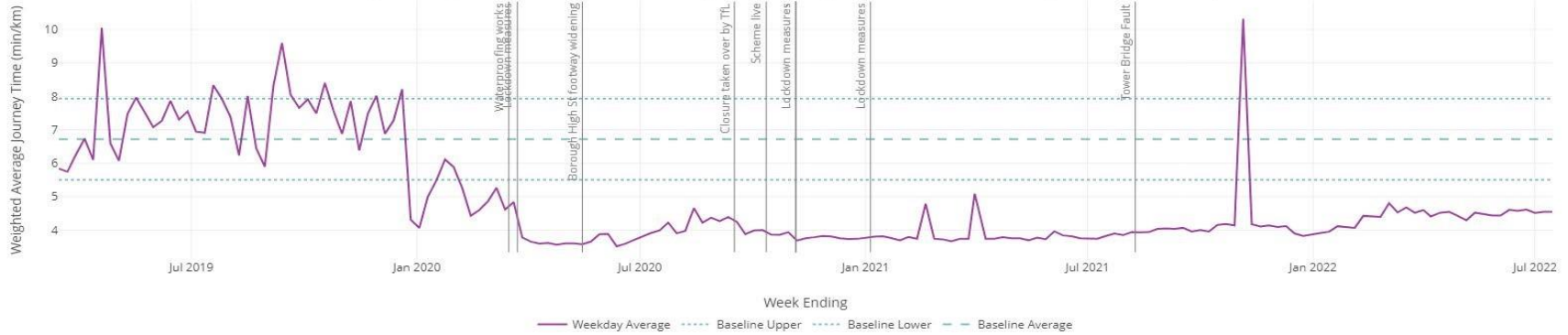


- Cycle flow data shows approx. 6000 cyclists per day 6am-10pm traveling southbound over London Bridge in recent months.
- Northbound data is not available due to a detector issue.

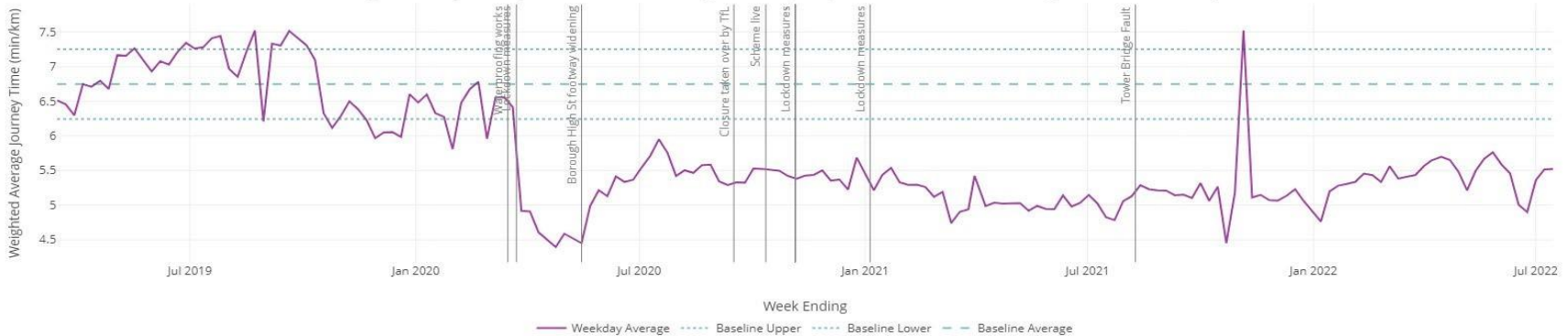


Monitoring Summary: Bus Journey Times

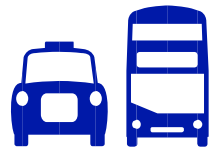
Average Weekday Journey Times on London Bridge - Borough High Street NB Corridor, during 12hr Period (7am-7pm)



Average Weekday Journey Times on London Bridge - Borough High Street SB Corridor, during 12hr Period (7am-7pm)



- Bus journey times on London Bridge have reduced by over 2 minutes per km northbound and over 1 minute per km southbound.



Tommy Smith

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