50% more traffic in the Circus without damage to the pedestrian concourse or general layout of the Holford scheme, but we have questioned whether such a heavy concentration of traffic would be compatible with the maintenance of good environmental conditions in the Circus at ground level.

117. If the traffic and pedestrian function of the Circus are to be concentrated in this limited space, with good conditions for both, then vertical separation of vehicles and pedestrians on different levels seems the logical answer. The fact that Regent Street and other areas adjoining the Circus may follow this pattern removes many of the obstacles that prevented Lord Holford from fully developing this element in his design. We believe that to redevelop the Circus in this form would be compatible with the basic principles of the Holford scheme, though it would clearly call for a different design solution in both architectural and engineering terms.

118. The concept of vertical separation is inherent in the Holford scheme, which provides for pedestrian circulation at all three levels – below ground, at ground level, and by raised walkways or bridges linking the building blocks on the north, east and south sides of the Circus. Lord Holford noted in his 1962 report (page 11) that 'The upper-level circulation, like the underground concourse, is also capable of extension in the long term as other properties around the Circus are redeveloped'. Lord Holford has told us that he envisaged the eventual extension of this upper level pedestrian route north into Soho and south to Pall Mall.

119. The adoption of vertical separation as the basis for redeveloping the Circus would mean raising the main pedestrian concourse to first floor level and assigning the ground level to traffic, with pedestrian access to both the upper deck and the underground level. It is not practical to think in terms of carrying the traffic below ground level on account of the underground station with its escalators and approaches. To attempt to move the station would add enormously to the cost of redevelopment and would create severe operational problems. To raise the whole traffic junction above ground would so overshadow the ground level and require such extensive approach ramps that it would ruin the opportunity for creating a good pedestrian environment in and around the Circus.

120. We have therefore concentrated attention on the possibility of 'double decking' the Circus – with pedestrians above and below ground, and traffic at the ground level. In principle, such a solution would have a number of advantages as compared with the Swallow Street proposal described in Part 4. It would provide adequate capacity for traffic within the Circus without impinging on the pedestrian environment; it would avoid the great expense and difficulty of providing a relief route outside the Circus; and in the longer term it would facilitate the redevelopment of Regent Street and other adjoining areas on a

similar two level pattern though it would not necessitate this. In short, it offers the possibility of a flexible solution both as regards future traffic requirements and as regards adjoining redevelopment.

Feasibility of 'double decking'

121. At our request the L.C.C. Architect's Department carried out a series of feasibility studies to test the practicability of 'double decking' in the Circus (i.e. vertical separation of traffic and pedestrians) in terms of layout and design, and the aesthetic and environmental implications of this proposition. They were in no sense definitive design solutions but were intended to test whether it would be practicable to produce a satisfactory scheme for the Circus on this basis.

122. The studies were based on the following assumptions and design criteria:

Uses

(a) that the importance of the Circus as a meeting place derives primarily from its position as an entrance to, and pivot between, the main shopping area to the west and the major entertainment area to the east;

(b) that the relationships with Soho immediately to the north and through Leicester Square to Trafalgar Square are also important in the development of an integrated pedestrian system in this area;

(c) that since the main 'place of resort' extends eastwards from the Circus towards Leicester Square, any upper level pedestrian piazza in the Circus will be successful only if extended ultimately towards Leicester Square;

(d) that subsidiary upper-level extensions northwards into Soho are next in importance, and should also be incorporated in the proposals for the Circus;

(e) that Regent Street might have either ground level or upper level shopping when redeveloped, with the latter primarily on the east side where it would adjoin the areas most likely to be redeveloped with upper level pedestrian ways;

(f) that in the St. James's area and to the south of Jermyn Street the main pedestrian level will continue to be at ground level;

Design

(g) that there must be efficient, convenient and attractive pedestrian movement from ground and lower concourse levels to the upper level piazza;

(h) that the elevated piazza itself together with its structural supports and pedestrian ramps or staircases will be a conspicuous structure, the 'external' views of which will be important elements in the townscape, particularly from ground level in Lower Regent Street and Piccadilly, to which a suitable transition must be provided, avoiding any stark 'cliff edge' on the western side of the piazza;

(i) that the main traffic flows would be on the east/west Piccadilly axis, on the north/south Regent Street-Haymarket axis, and on the Piccadilly-Haymarket route, and that the form of the upper level development should be related visually to the general pattern of traffic flow at ground level;

Traffic

(j) that the scheme should provide for at least 50% increase over actual 1960 traffic volume, and that this provision should be made within the Circus at ground level, without the need for relief routes;

(k) that a number of alternative channelised, light-controlled road layouts are feasible, but that if possible two-way working in Piccadilly should be restored, so as to avoid the present traffic diversion through St. James's and provide a more convenient arrangement of bus stops;

(l) the scheme should also take account of future changes in the road system consequent on redevelopment in Covent Garden and other areas;

Staging

(m) that redevelopment is most likely to take place in the following sequence, but that some flexibility should be allowed for, particularly in the later stages:

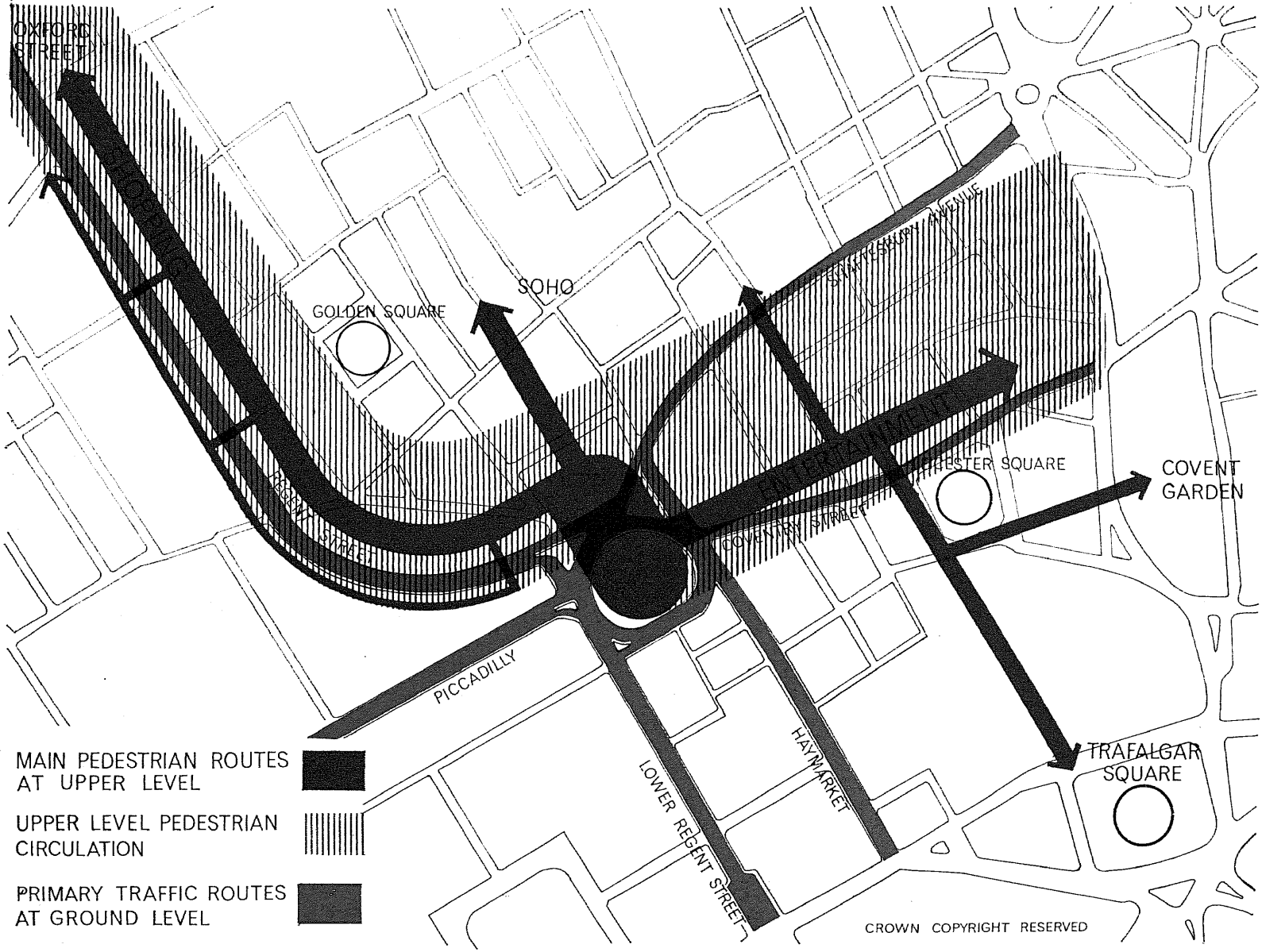
(i) Monico; London Pavilion; Scotts and St. Peter's Church site;
(ii) Trocadero;
(iii) Criterion;
(iv) Regent Street;

(n) that the main upper-level pedestrian deck should be capable of being completed either in one stage or in a number of distinct stages, each having a reasonably finished appearance pending completion of the whole scheme, and should be capable of extension into the adjoining areas as redevelopment proceeds.

123. Figure 10 shows the principal features of this analysis and illustrates the general pattern of pedestrian and vehicular circulation.

124. We would emphasise that these studies have not been carried to the point reached in the Holford report, in terms of detailed allocation of land uses and building bulk. It would be essential to define these before a detailed design could be prepared. But certain important conclusions can reasonably be drawn from the work that has been done.

125. Firstly, we are satisfied that designers working to a similar brief could prepare an exciting and imaginative scheme, expressing the traditional character and popular style of the Circus, and effectively reconciling its pedestrian and traffic functions. It would be practicable to provide the required traffic capacity within the Circus while creating a completely new and highly attractive environment for pedestrians at the upper level.



10 Double decking—feasibility study: analysis (paragraph 123)

126. Secondly, it is practicable to devise a double-deck scheme for the Circus, which can be extended in stages as redevelopment proceeds in and around the Circus, but which would also permit an easy transition to ground level as one moves away from the Circus into the environmental areas of Soho, etc., where traffic is less dominant and conditions are pleasanter for pedestrians at ground level.

127. Initially the pedestrian level would be formed in the north and east sectors of the Circus, and would be linked to the south side when the Criterion site came into redevelopment. The first stage of the scheme would thus produce a fair sized pedestrian concourse and this could be extended, as redevelopment progressed, with further extensions of pedestrian routes into the neighbouring environmental areas.

128. We recognise that the creation of a pedestrian deck of this kind and on this scale is not an easy proposition to accept. It is not an easy solution, nor is it a piecemeal one. There may be misgivings about what it would look like, the impact it would have on the traditional scene and its effect on the general character of this popular and busy part of London.

129. We certainly do not underrate the difficulty of achieving a really good result. But there is every sign that over the next ten or twenty years the familiar West End scene will change out of all recognition as redevelopment gets under way. We believe that this is the right time to be thinking of what the new pattern should be, and that a radically new approach on the lines we envisage will create the right conditions for success.

130. We would like to see the concept of vertical separation developed in an entirely new way. The last thing we want is a barren, exposed platform superimposed on the Circus. We envisage an intimate and protected pedestrian space, shielded from wind and noise, and penetrating through buildings to form a succession of related spaces full of interest and colour. The popular character of the Circus, the pyrotechnic advertising display, and 'Eros' as the focal point, could all be restored. A great variety of uses should be provided – restaurants, hotels, entertainment, shops of all types and other commercial uses including a limited amount of office space. The effect from outside, approaching the Circus, should be lively, vivid, and arresting. The space beneath the pedestrian deck should be as carefully considered as the piazza itself: the underside of the deck could be lit and the result both by day and by night could be highly effective. The whole should restore a strong architectural character and identity which has been lacking since the original Nash Circus was destroyed.

131. In short, there exists here the opportunity for an outstanding achievement in what the Buchanan report calls 'traffic architecture'. The following quotation from that report is singularly pertinent in the context of the Circus and its redevelopment:

'119. Although traffic architecture techniques would involve a "new look" for urban areas, in many ways it could still result in an "old look" freed from the domination of the motor vehicle. To take an extreme but simplified case, the central area of a town might be redeveloped with traffic at ground level underneath a "building deck". This deck would, in effect, comprise a new ground level, and upon it the buildings would rise in a pattern related to but not dictated by the traffic below. On the deck it would be possible to re-create, in an even better form, the things that have delighted man for generations in towns – the snug, close, varied atmosphere, the narrow alleys, the contrasting open squares, the effects of light and shade, and the fountains and the sculpture.'

132. To achieve this will call for architectural and engineering skills of the highest order. But these abilities are available and we have no doubt that they would respond to an opportunity such as this. We are convinced that it offers a unique prospect of recreating the Circus as a vivid, colourful and enjoyable place.

Making a start

133. One of our main objectives has been to reach decisions which will permit an early start to be made on the redevelopment of the Circus. We are satisfied that a scheme on the lines we have described could be put in hand promptly once it was decided to go ahead. We are also satisfied that the first stage of such a scheme, which is likely to comprise the north and east sectors of the Circus (the Monico, London Pavilion, Scotts and St. Peter's church sites) could be completed within a reasonable time. We attach much importance to the early completion of this stage as a whole.

134. We have not carried our examination of the redevelopment potential beyond the initial feasibility studies. The next steps would be to commission a detailed design study on the basis of a careful planning brief setting out the type and quantity of uses that were to be provided, the traffic requirements and the general programme envisaged for redevelopment. We suggest that a consultants' study could best be commissioned jointly by the Greater London Council and the Westminster City Council, who would be responsible for preparing the necessary brief.

135. It should be possible to complete the design study within one year. Following acceptance of the consultants' report, the methods of implementation would have to be worked out in conjunction with site-owners and developers. The technical development of the scheme could proceed at the same time. This preparatory work, site assembly, negotiations, etc., should be completed within two to three years. It may well be possible to make a start on part of the development in advance of this. Once work is underway it should be possible to complete

stage one of the scheme (see para. 133 above) within three to five years. By 1975, therefore, the Circus would be substantially redeveloped, with the upper level pedestrian concourse extending across a large part of the area and capable of further extensions as the south and west sides are redeveloped. The first stage will itself be a major undertaking and will establish the general shape and character of the whole scheme.

136. It is not practicable to make detailed estimates of the cost of such a scheme on the basis of the feasibility studies so far carried out. But a general financial assessment has been made which suggests that the order of costs for both public works and property acquisition will be substantially similar to those required for the Holford scheme. In particular, the public works costs are likely to be of the order of £5 million to £6 million, including all the engineering and highway works, the upper level piazza, connections between the underground, surface and upper levels, etc.

137. The property acquisition costs will be heavy, and similar to those incurred in the Holford scheme. The net loss incurred on redevelopment will depend partly on the type and quantity of uses permitted. Clearly there will be a difficult problem in balancing profitability against considerations of traffic generation and congestion. The financial out-turn could certainly be enhanced if the commercial potential of the area were fully exploited. But we have referred in paragraph 85 to the importance of regulating the amount of new or additional traffic generating development in central London, and there is no doubt that this will have a very significant bearing on the redevelopment of the Circus and adjoining areas.

138. A scheme on the lines proposed would provide substantially improved traffic capacity at this key junction in the road system of central London. It would therefore be a candidate for government grant aid. What proportion of the cost of the scheme would qualify for grant, or which components of the scheme might be included in the grant calculation, will require careful consideration. Even more important are the questions of timing and priority. If an early start is to be made on the redevelopment of the Circus, it will be essential for the scheme to gain an early place in the programme of classified road works for Greater London, which is already likely to be far short of the need for important highway improvements in the Greater London area over the next ten to fifteen years. It does not feature in that programme at present. If it is to be included it may have to displace some other scheme from the programme. But we believe there is a strong case here for taking the Circus 'out of turn'. There can be few schemes that are as significant in terms of both traffic demand and redevelopment needs. And nowhere will public opinion be more alive to the results of further delay. It should find an early place in London's road programme.

139. Of one thing there can be no doubt: what happens in the redevelopment of the Circus will set the pace, the character and the quality for the redevelopment of the West End. What is more, the early redevelopment of the Circus and the creation there of a lively and attractive environment is the best assurance for the future prosperity of this part of London.

Signed on behalf of the Working Party
J. D. JONES
(Chairman)
J. Delafons
(Secretary)

March 1965

APPENDIX I

Working party on Piccadilly Circus Terms of reference, etc.

The following is the text of the written reply by Sir Keith Joseph, then Minister of Housing and Local Government, to a Parliamentary Question in the House of Commons on 20th February, 1964:

Sir Hamilton Kerr (Cambridge)
To ask the Minister of Housing and Local Government and Minister for Welsh Affairs, if he will now make a further statement about the setting up of the Working Party on Piccadilly Circus.

Sir Keith Joseph: My rt. hon. Friend the Minister of Transport and I have set up a Working Party with the following terms of reference:

> 'To determine the area which is of significance in relation to the traffic passing through Piccadilly Circus, and to consider probable developments in that area affecting the volume and composition of that traffic in the foreseeable future; to consider what measures could be taken in that area during the next twenty years to deal with the traffic expected; and in the light of this to assess the load of traffic for which the Circus will have to provide.'

The Working Party comprises officials of the Ministries of Housing and Local Government and Transport, the London County Council and the Westminster City Council; Mr. O. A. Kerensky, CBE, BSc, MICE, MIStructE, MIHE, an eminent civil engineer and a partner in Freeman, Fox and Partners, consulting engineers, who are responsible for the London Traffic Survey; and Mr. G. L. Drake the Director of the Survey.

The Working Party will need several months to complete its task; I cannot give a close estimate. Its report will be published.

APPENDIX II

Piccadilly Circus Traffic Study

Introduction

1. The London Traffic Survey, which was carried out for the London County Council and the Ministry of Transport in 1962, supplied a large amount of information concerning the general movement of traffic through the West End area, and has been particularly useful in enabling predictions of future traffic to be made. The West End Cordon Study, which was carried out in 1963 for the Ministry of Transport, gave more detailed information about the movements of vehicles entering the West End area from outside. This study did not, however, give any information about vehicle trips with both origin and destination within the West End. As this internal traffic was obviously considerable, and was of great significance in relation to Piccadilly Circus, the Piccadilly Circus Traffic Study was commissioned in order to supplement the data available from the other two studies. The main results of this study are summarised in this appendix.

Description of Study

2. The traffic study was carried out in April 1964 to determine the characteristics of traffic using the Circus. It was decided to obtain this information by interviewing a sample of the traffic crossing two screen lines through the West End (see figure 1). A screen-line study was chosen in preference to a cordon study as it was considered more useful for predicting the flows on any proposed relief roads in the West End. The interviews were obtained on weekdays during the period 7 a.m.–5 p.m. All types of vehicles, except buses and coaches, were interviewed.

3. The following information was obtained from the interviews:

(i) Vehicle Type.
(ii) Occupancy.
(iii) Origin and Destination.
(iv) Journey Purpose for Car and Motor-Cycle Trips.
(v) Land Use and Origin and Destination for Goods Vehicle Trips.
(vi) Proportion of Taxis Hired and Unhired.
(vii) Cars and Motor-Cycles used for trips to work that are also used for additional journeys.

In addition to the interviews, manual classified counts were carried out on all roads entering the Circus and at the screen line stations.

Results

4. To provide a summary of the survey results for this appendix, the area outside the 'Inner Cell' has been divided into four external quadrants (see figure 2). The 'Inner Cell' has been divided into five sectors, numbered 61–65, and these can be seen on figures 5–7.

5. The results are shown in both tabular and diagrammatic form. A brief description is given below.

Figures 3-4

These two diagrams show the pattern of movement of traffic crossing the screen line. The width of a band represents to scale the number of vehicles making each movement. These movements are also shown in greater detail in Tables 1–2.

Figures 5-7

These three diagrams show the desire lines of traffic entering the Circus from the three major approach roads. (A desire line is a straight line joining the origin and destination of a journey; the thickness of the line represents to scale the number of vehicles with this particular desire.) Tables 3–5 show these desires in greater detail.

Figure 8

This bar chart shows the traffic entering the Circus from all roads categorised into class of trip and vehicle type. Internal trips have both their origin and destination inside the 'Inner Cell', external trips have either an origin or a destination within the 'Inner Cell', through trips have neither origin nor destination within the 'Inner Cell'. Table 6 shows a detailed breakdown of traffic entering the Circus from the major approach roads.

Figures 9-10

Figure 9 shows the hourly composition of traffic entering the Circus. It will be seen that from about 8 a.m.–9 p.m. the amount of traffic entering the Circus exceeds 4,000 vehicles an hour, reaching a peak of 5,000 vehicles an hour around mid-day. Figure 10 shows the hourly variation in total traffic on the major approach roads. The peak hours on the approach roads do not coincide with those for the Circus as a whole.

Figure 11

This diagram shows the hourly variation in journey purpose of cars entering the Circus. It will be seen that between 7 a.m. and 10 a.m. work trips form a high proportion of the car journeys; during the 'working day', trips on employers' business form the greatest proportion of car journeys. The number of car journeys for shopping are seen to be very few. A detailed breakdown of journey purpose for cars crossing the two screen lines is shown in Table 7, and Table 8 shows the proportion of cars used for journeys to work which are also used for additional journeys.

Fig. 1 Location of screen-line interview stations

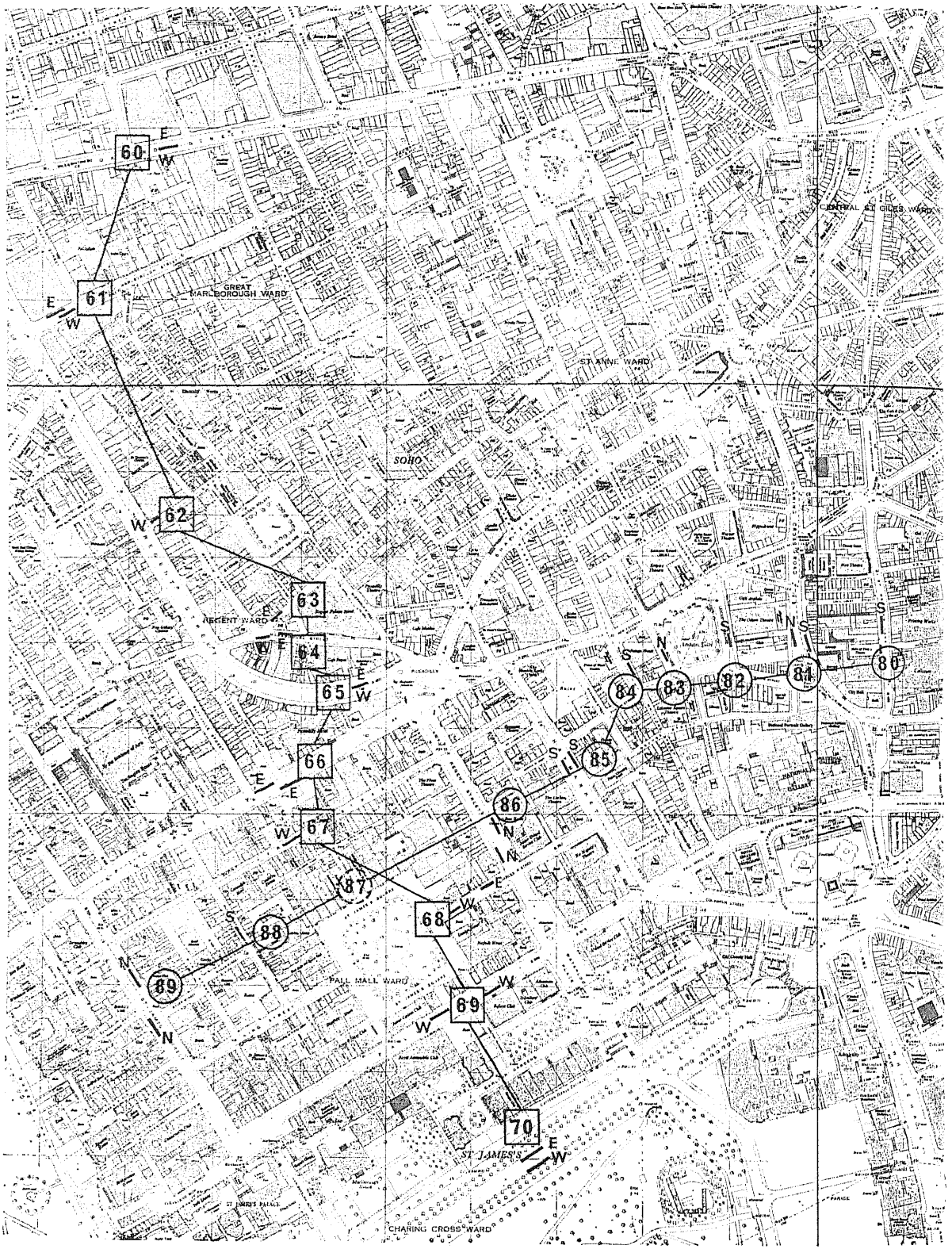
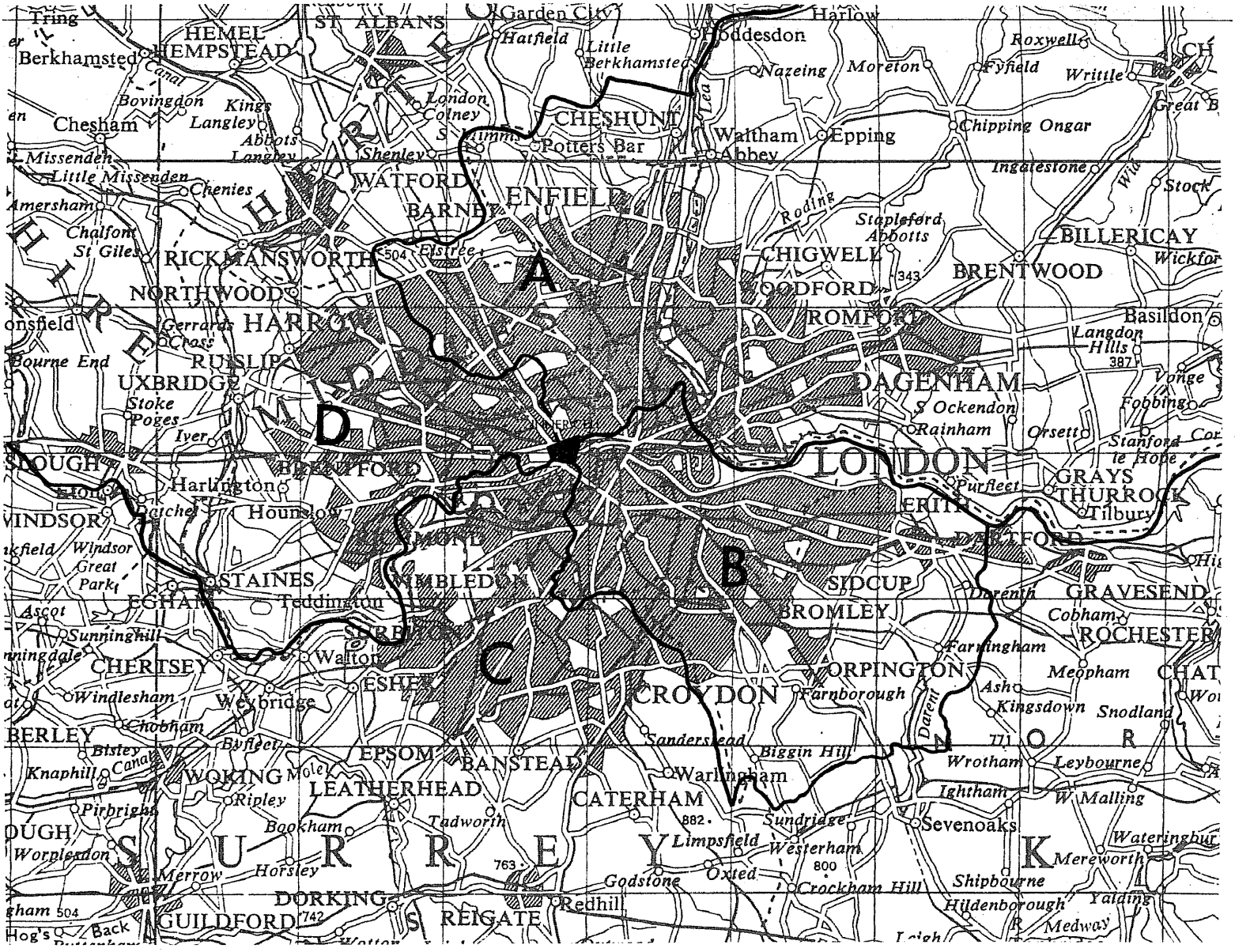


Fig. 2 Inner cell and external quadrants



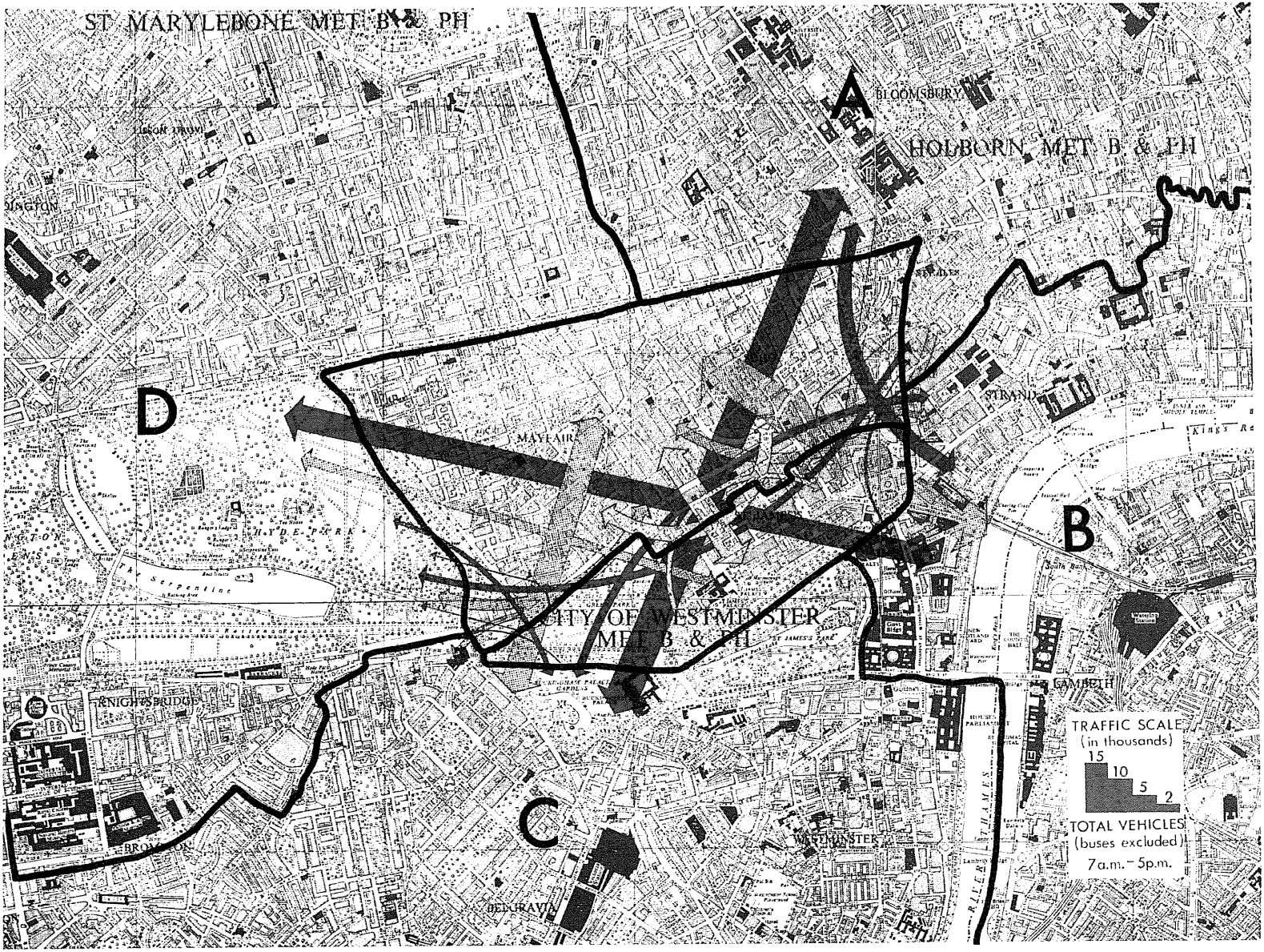


Fig. 4 Origin and destination pattern of traffic crossing east-west screen line

Table 2

Number of vehicles crossing east-west screen line by origins and destinations (7 am to 5 pm)

Origins	Destinations: External Quadrants A	B	C	D	Internal Sectors 61	62	63	64	65	Total
A	300	2,210	5,800	1,690	650	960	1,260	1,100	470	**14,440**
B	2,330	830	1,310	3,050	390	630	2,830	2,960	1,250	**15,580**
C	3,850	1,170	350	1,040	560	660	2,660	1,840	370	**12,500**
D	700	2,640	920	340	780	850	1,240	740	90	**8,300**
61	500	840	480	790	150	420	530	1,060	160	**4,930**
62	420	380	470	550	150	240	640	490	140	**3,480**
63	540	2,670	2,450	1,140	590	1,530	1,080	1,030	410	**11,440**
64	220	1,630	870	310	600	790	410	340	110	**5,280**
65	60	570	70	40	280	200	230	190	20	**1,660**
Total	**8,920**	**12,940**	**12,720**	**8,950**	**4,150**	**6,280**	**10,880**	**9,750**	**3,020**	**77,610**

N.B. Buses are not included

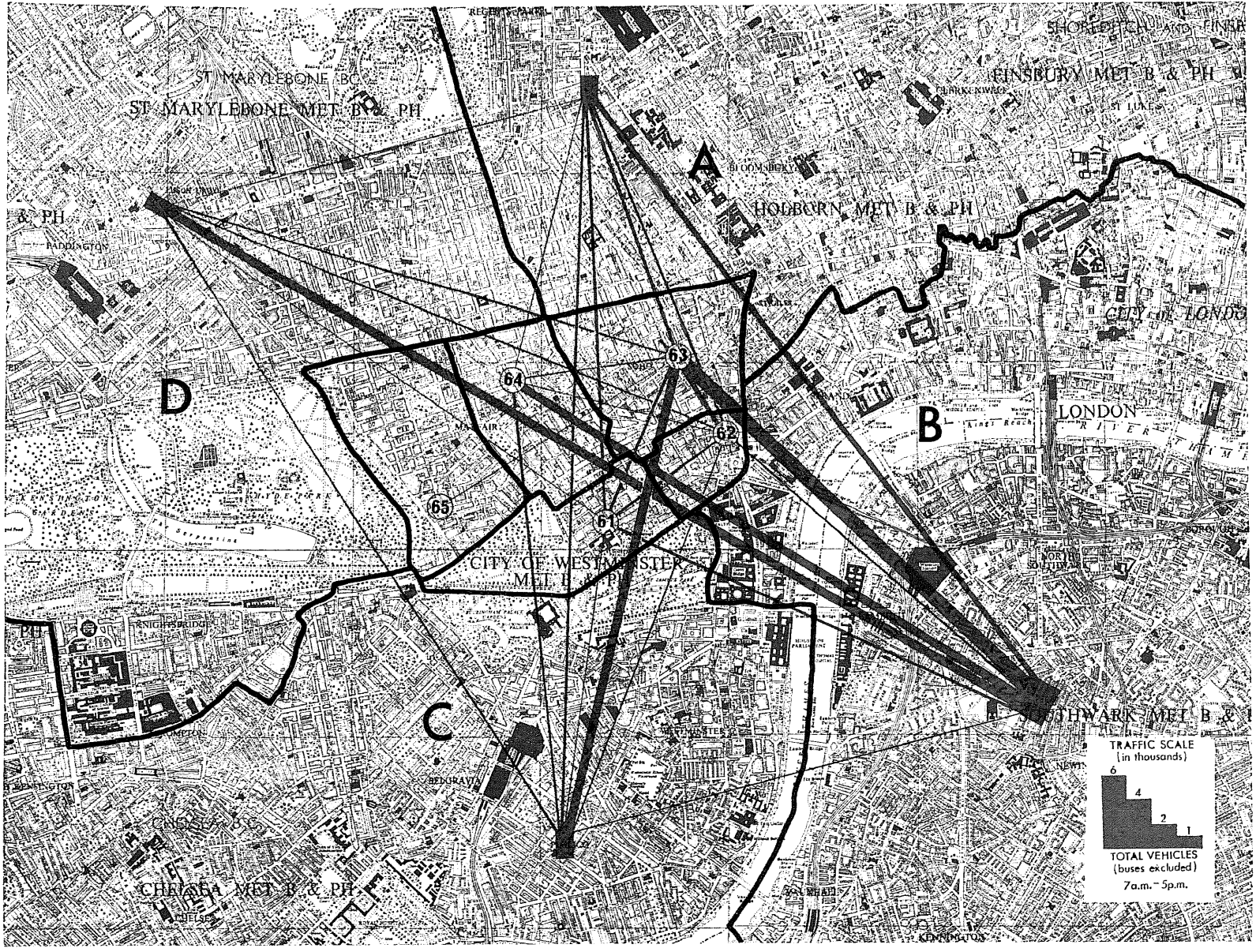


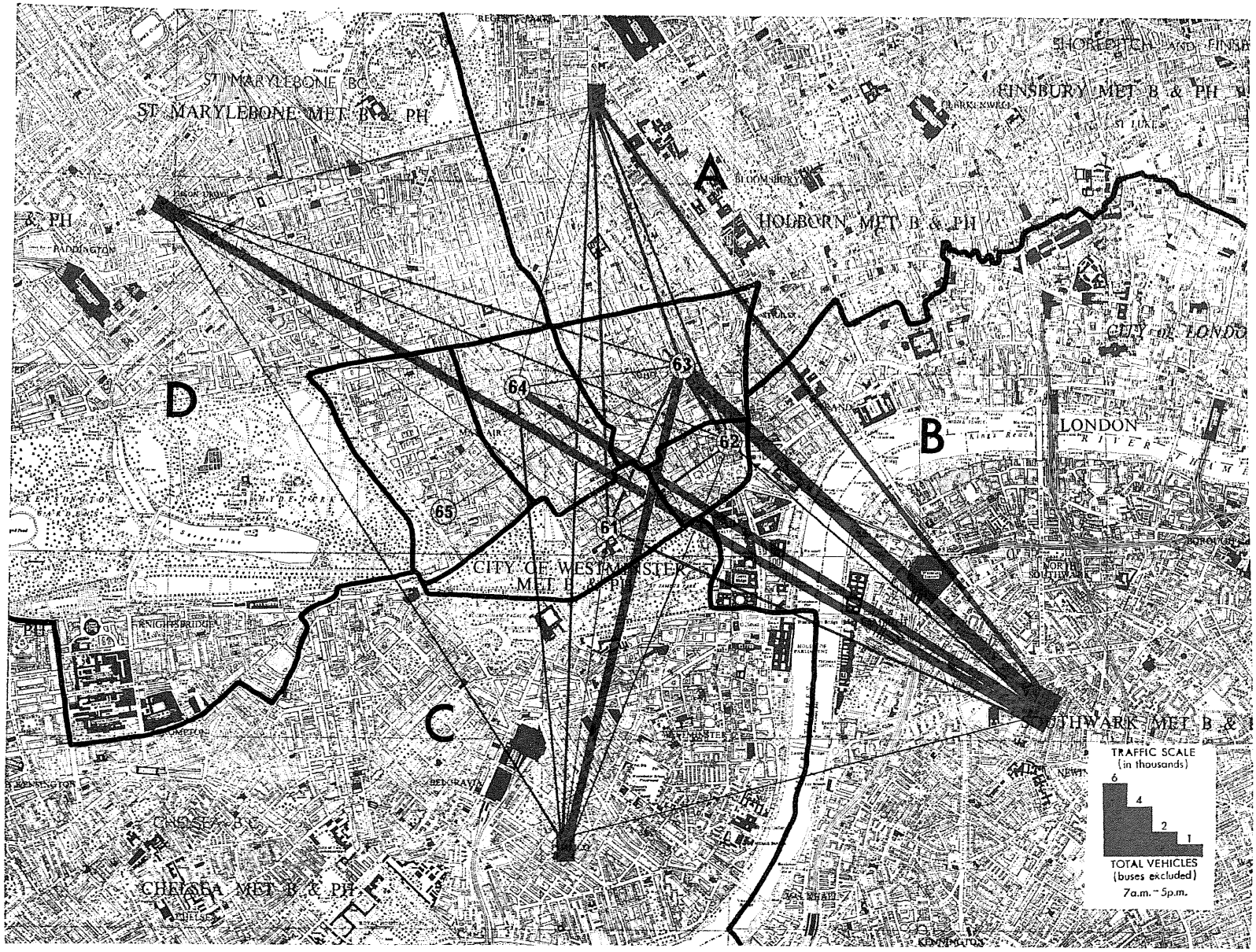
Fig. 5 Desire lines of traffic entering the Circus from Lower Regent Street

Table 3

Number of vehicles entering Circus from Lower Regent Street by origins and destinations (7 am to 5 pm)

Origins	Destinations: External Quadrants A	B	C	D	Internal Sectors 61	62	63	64	65	Total
A	40	370	220	40	190	130	70	40	10	**1,110**
B	20	20	30	80	230	80	60	50		**570**
C					10	20				**30**
D	40	620	190		40	90		10		**990**
61		30	20							**50**
62	40	110	100	70	180	30	30	40	20	**620**
63	230	1,090	710	150	250	340	260	130	40	**3,200**
64		610	130		10	50				**800**
65		20	10							**30**
Total	**370**	**2,870**	**1,410**	**340**	**910**	**740**	**420**	**270**	**70**	**7,400**

N.B. Buses are not included



Regent Street

Table 3

Number of vehicles entering Circus from Lower Regent Street by origins and destinations (7 am to 5 pm)

Origins	Destinations: External Quadrants A	B	C	D	Internal Sectors 61	62	63	64	65	Total
A	40	370	220	40	190	130	70	40	10	**1,110**
B	20	20	30	80	230	80	60	50		**570**
C					10	20				**30**
D	40	620	190		40	90		10		**990**
61		30	20							**50**
62	40	110	100	70	180	30	30	40	20	**620**
63	230	1,090	710	150	250	340	260	130	40	**3,200**
64		610	130		10	50				**800**
65		20	10							**30**
Total	**370**	**2,870**	**1,410**	**340**	**910**	**740**	**420**	**270**	**70**	**7,400**

N.B. Buses are not included

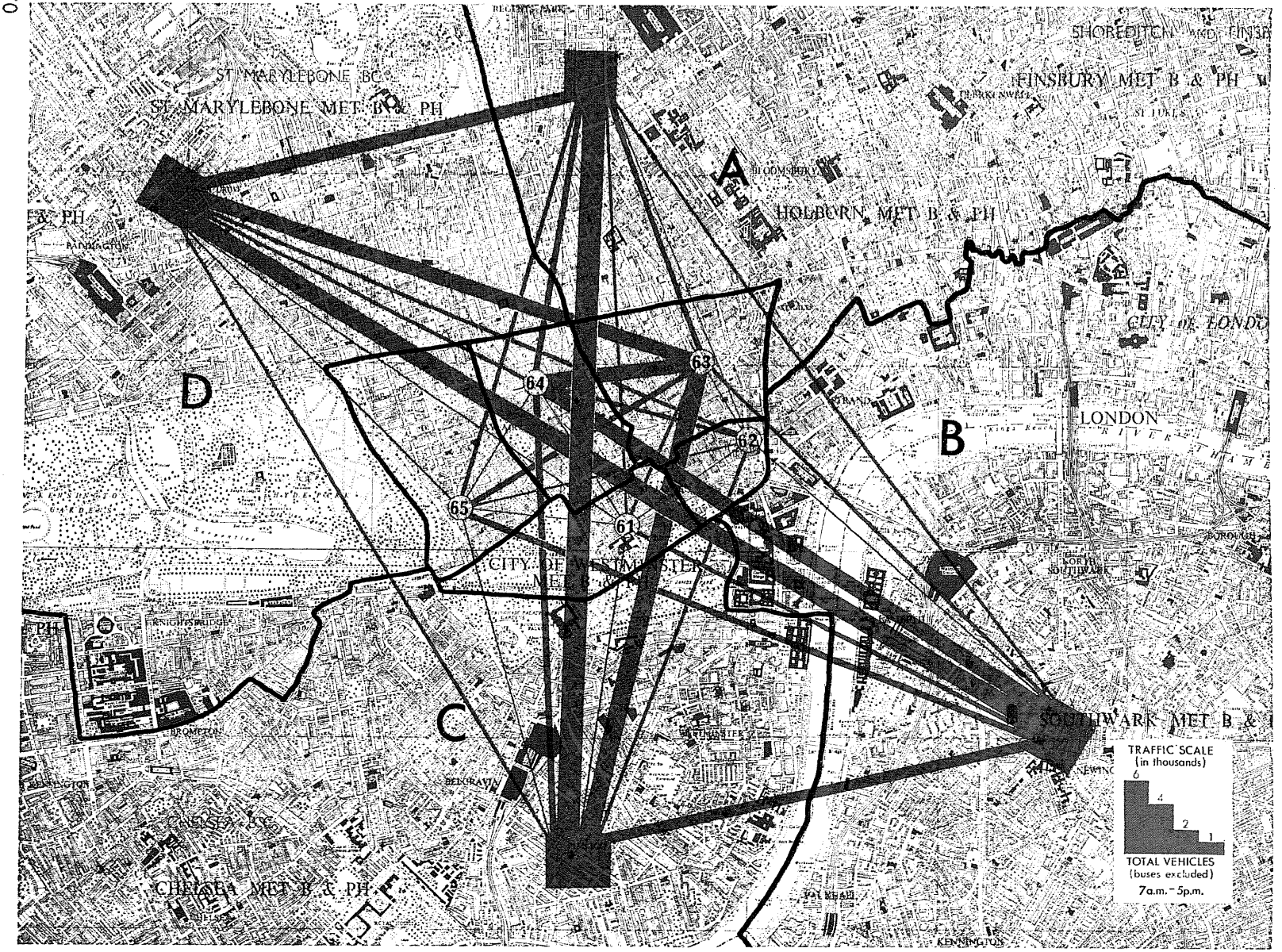


Fig. 6 Desire lines of traffic entering the Circus from Piccadilly

Table 4

Number of vehicles entering the Circus from Piccadilly by origins and destinations (7 am to 5 pm)

Origins	Destinations: External Quadrants A	B	C	D	Internal Sectors 61	62	63	64	65	Total
A	50	120	40	40	10	30	200	30	10	**530**
B	80	60	20	70	10		170	70	20	**500**
C	1,720	820	80	80	40	260	1,460	220	10	**4,690**
D	940	1,410	190	110	30	260	1,120	150	40	**4,250**
61	140	290	20		10	40	270	20		**790**
62	20	30				10	10		20	**90**
63	140	110	70	20	20	30	150	20	10	**570**
64	440	1,120	300	90	20	280	1,250	80	90	**3,670**
65	290	470	20	40	20	150	460	20		**1,470**
Total	**3,820**	**4,430**	**740**	**450**	**160**	**1,060**	**5,090**	**610**	**200**	**16,560**

N.B. Buses are not included

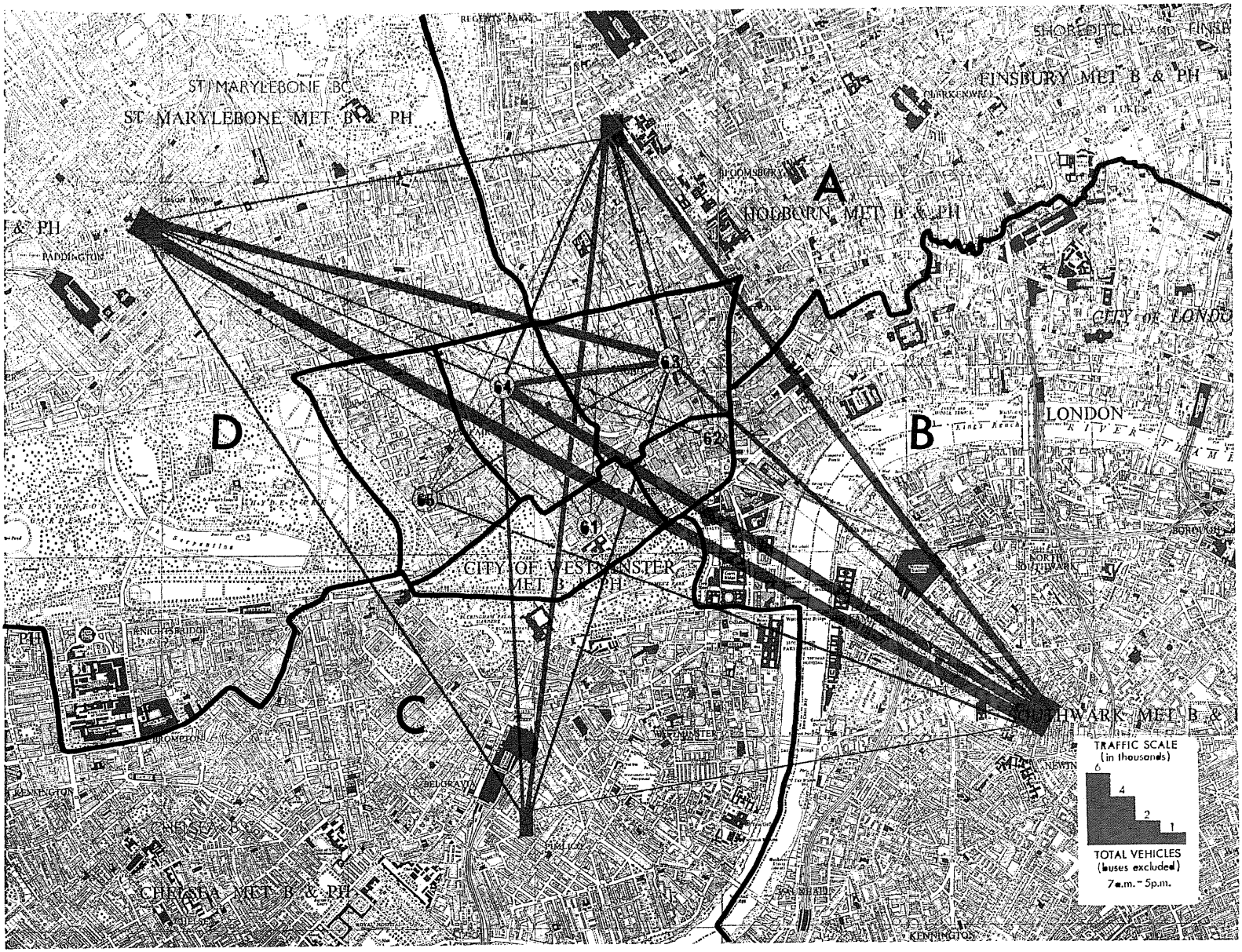


Fig. 7. Desire lines of traffic entering the Circus from Regent Street

Table 5

Number of vehicles entering Circus from Regent Street by origins and destinations (7 am to 5 pm)

Origins	Destinations: External Quadrants A	B	C	D	Internal Sectors 61	62	63	64	65	Total
A	20	560	290	20	40	100	210	80	20	**1,340**
B	20	20	20	20	10		40	20	10	**160**
C	20	50	10	10	10	10	80	40		**230**
D	70	1,000	200	20	30	130	610	60	10	**2,130**
61										
62		40	10							**50**
63	90	300	140	50	50	20	280	10	10	**950**
64	150	710	220	80	40	100	470	20	20	**1,810**
65	30	190	10			20	130		10	**390**
Total	**400**	**2,870**	**900**	**210**	**180**	**380**	**1,820**	**230**	**80**	**7,070**

N.B. Buses are not included

Fig. 8 Traffic entering the Circus by class of trip and vehicle type

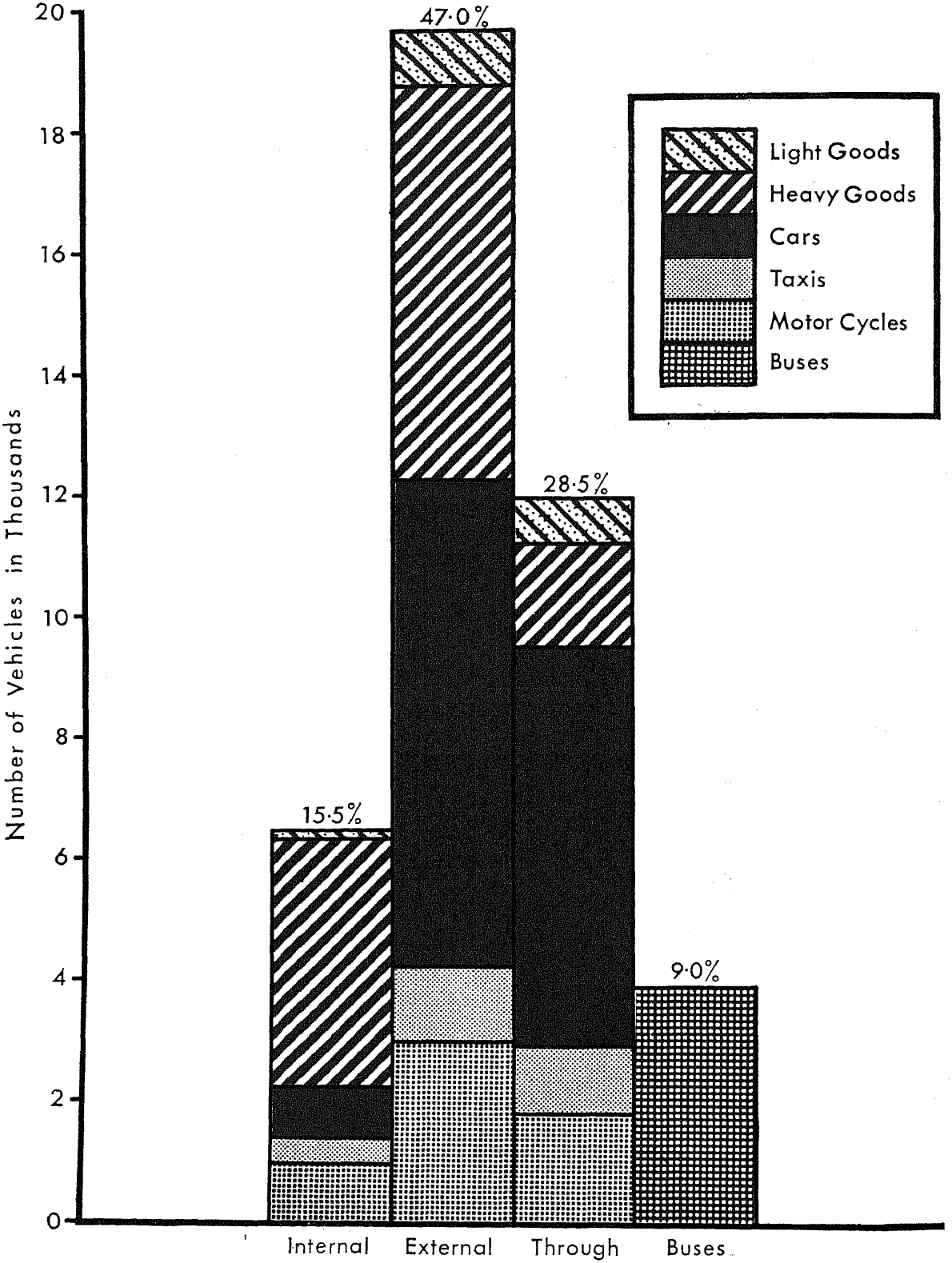


Table 6

Internal, external and through journeys by vehicles entering the Circus from Lower Regent Street, Piccadilly and Regent Street (7 am to 5 pm)

	Light Goods	Heavy Goods	Private Cars	Taxis	M/Cycles	Buses	**Total**	Percentage
Lower Regent Street								
Internal trips	189	124	177	533	12		**1,035**	11.9
External trips	715	356	1,870	1,276	331		**4,548**	52.3
Through trips	266	140	953	281	177		**1,817**	20.9
Buses						1,300	**1,300**	14.9
Total	**1,170**	**620**	**3,000**	**2,090**	**520**	**1,300**	**8,700**	**100.0**
Piccadilly								
Internal trips	365	127	337	2,098	58		**2,985**	17.3
External trips	1,106	484	3,135	2,701	319		**7,745**	44.7
Through trips	939	659	3,328	531	373		**5,830**	33.7
Buses						740	**740**	4.3
Total	**2,410**	**1,270**	**6,800**	**5,330**	**750**	**740**	**17,300**	**100.0**
Regent Street								
Internal trips	173	87	189	713	14		**1,176**	14.2
External trips	600	169	1,500	1,119	152		**3,540**	42.6
Through trips	307	154	1,271	508	114		**2,354**	28.4
Buses						1,230	**1,230**	14.8
Total	**1,080**	**410**	**2,960**	**2,340**	**280**	**1,230**	**8,300**	**100.0**

Piccadilly Circus
Report of the Working Party

Correction

Page 74 Fig. 8 key:

Delete:	*Insert:*
Light goods	Motor cycles
Heavy goods	Taxis
Cars	Cars
Taxis	Heavy goods
Motor cycles	Light goods
Buses	Buses

Ministry of Housing & Local Government
May 1965

Fig. 9 Hourly composition of traffic entering the Circus

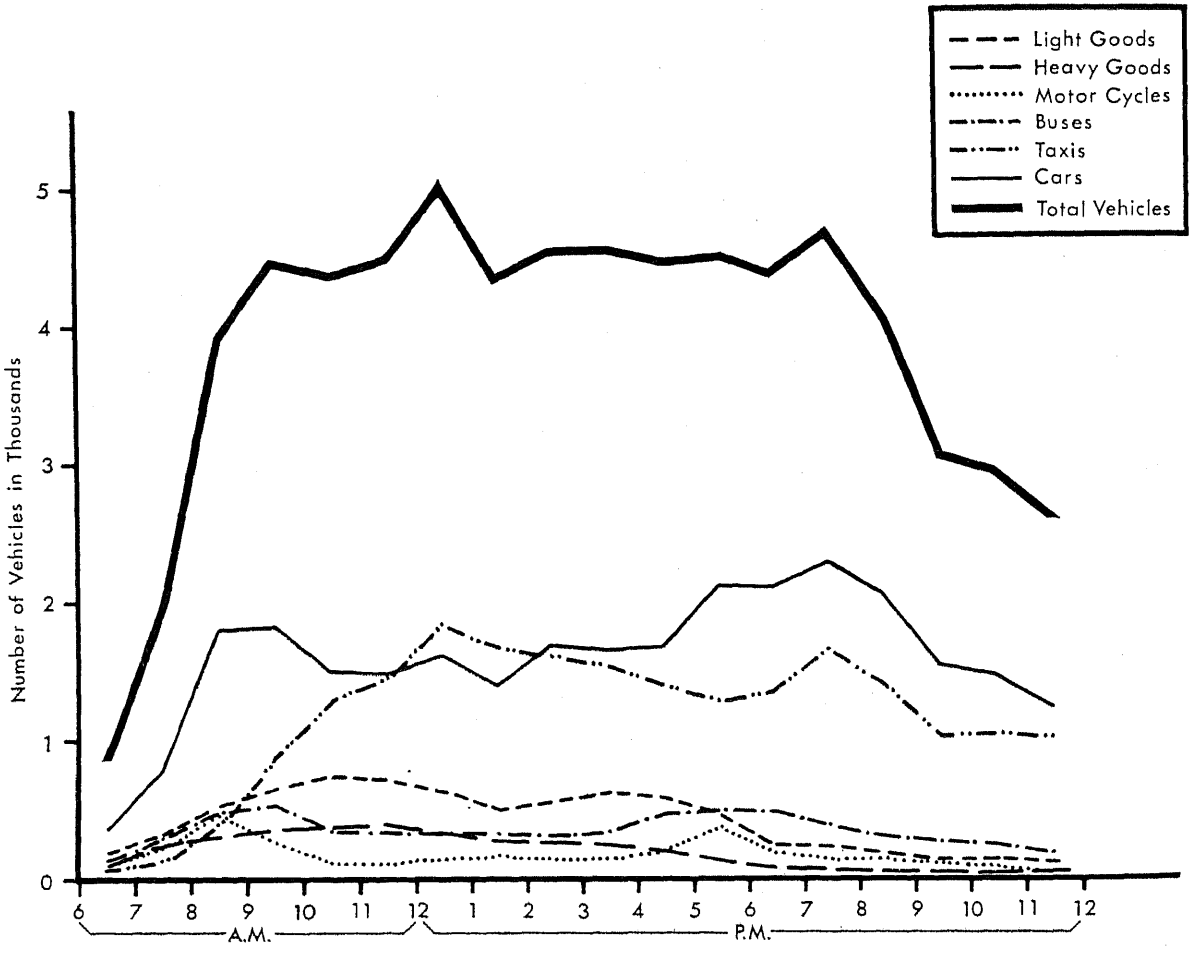
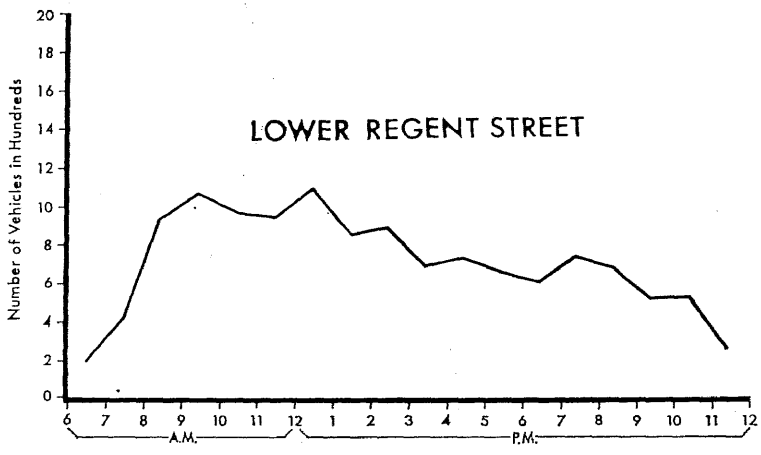
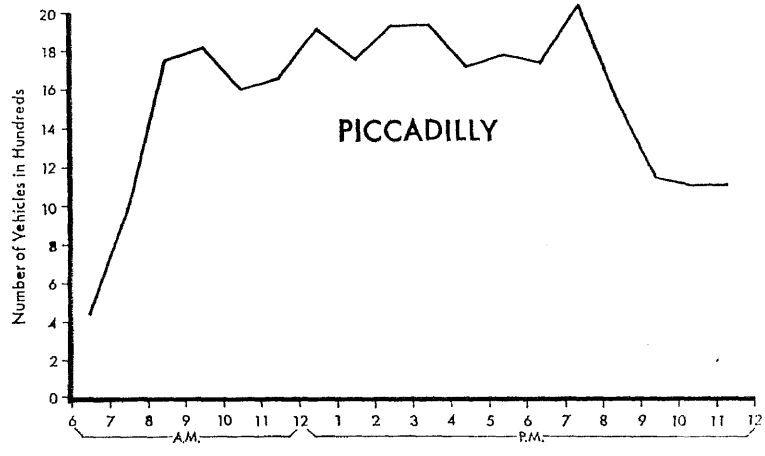
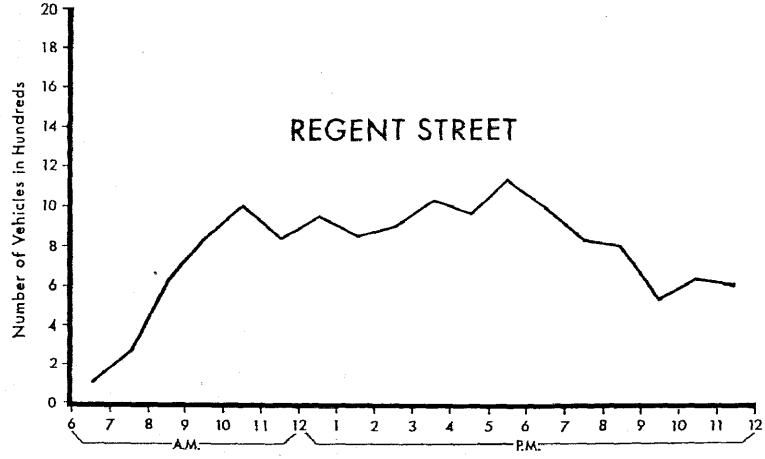


Fig. 10 Hourly traffic on approach roads entering the Circus







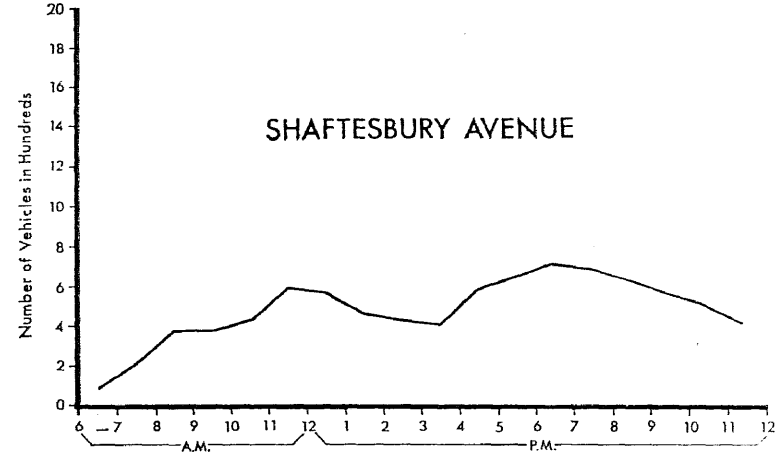


Fig. 11 Hourly variation in journey purpose of cars entering the Circus

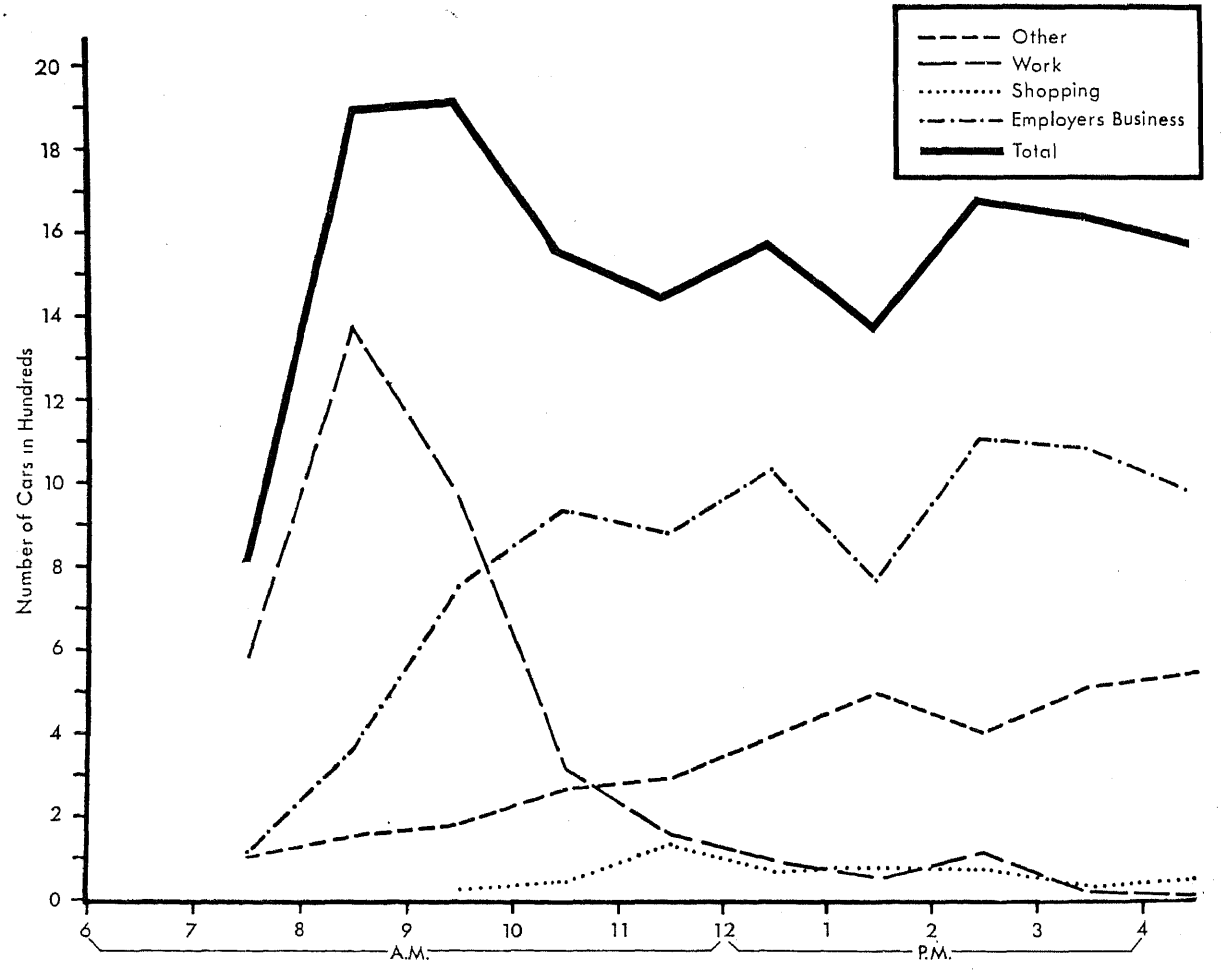


Table 7

Journey purposes of cars crossing Piccadilly screen lines (7 am to 5 pm)

	North-South Screen Line Journeys	North-South Screen Line Percentage	East-West Screen Line Journeys	East-West Screen Line Percentage
To work	9,569	20.9	6,203	18.4
From work	1,298	2.8	1,065	3.2
Employer's business	24,424	53.3	18,765	55.4
Entertainment	1,211	2.6	914	2.7
Shopping	2,403	5.2	1,546	4.6
Serve passenger	1,737	3.8	1,011	3.0
Social, School, Other	5,228	11.4	4,316	12.7
Total	**45,870**	**100.0**	**33,820**	**100.0**

Table 8

Proportion of cars used for journeys to work which are used also for additional journeys (7 am to 5 pm)

	North-South Screen Line Eastbound	North-South Screen Line Westbound	East-West Screen Line Northbound	East-West Screen Line Southbound	**Total, both screen lines**	Percentage
Used for additional journeys	3,376	1,787	1,478	1,635	**8,276**	52.5
Not used for additional journeys	2,625	1,781	1,662	1,428	**7,496**	47.5
Total, all cars used for work journeys	**6,001**	**3,568**	**3,140**	**3,063**	**15,772**	**100.0**