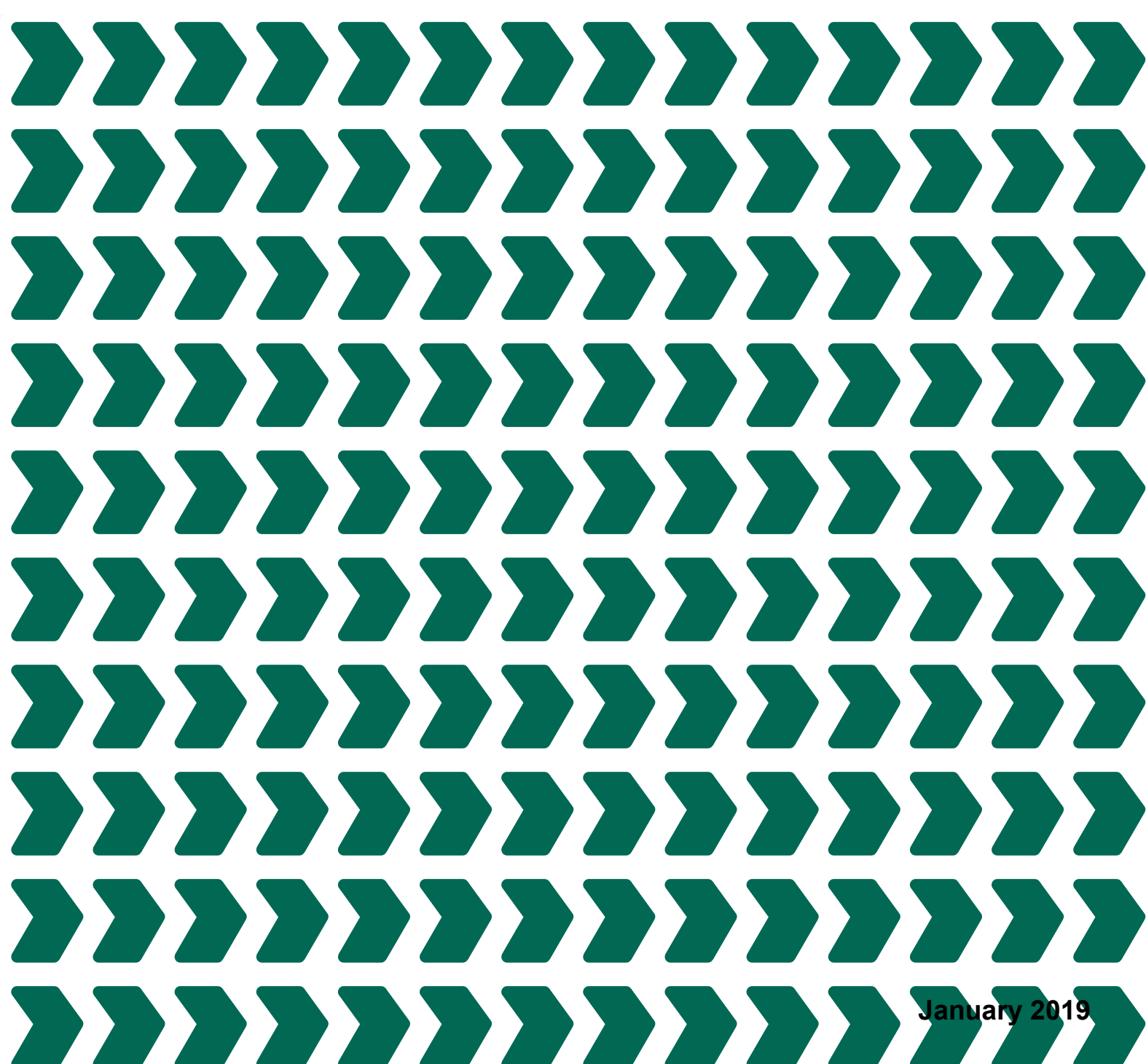




Department
for Transport

Proposed closure of Angel Road station Summary of the responses

Moving Britain Ahead



January 2019

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Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR
Telephone 0300 330 3000
Website www.gov.uk/dft
General enquiries: <https://forms.dft.gov.uk>



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Introduction

The Department for Transport (“the Department”) has carried out a public consultation on the proposal to close Angel Road station. The consultation ran between 22 August and 21 November 2018 and the proposed date for closure of the station is on or after 19 May 2019.

The responses to the consultation have been considered by the Department. Following this consideration, the Department has decided that the closure of the station should proceed.

Next Steps

The proposed closure of Angel Road station is now subject to ratification by the Office of Rail and Road (“ORR”), which is not automatic. If the closure is ratified by the ORR, the station will close on a date to be confirmed, which will not be before 19 May 2019, or four weeks after ratification by the ORR, whichever is the later.

Responses received

27 responses to the consultation were received by the Department during the consultation period, including from London TravelWatch, the Disabled Persons Transport Advisory Committee, Rail Future and private individuals.

21 responses had a common theme in calling for the footbridge at Angel Road station to be dismantled and re-erected at Pilning station on the Great Western Mainline. This has no bearing on the closure of Angel Road station so the matter of any future use of the footbridge at another location has been referred to Network Rail and will not be dealt with further in this summary. Of these 21 responses, 10 expressed support for the closure, one objected and the remainder made no comment on the closure.

Two responses objected to the closure. One did not provide any further clarification on the objection. The second objected on the basis that the closure would cause some journeys to the station to be longer and called for the station to be maintained in a state that would allow for easy re-opening should local conditions make this viable. The response was one which also requested that the footbridge be used at Pilning.

One response gave support for the closure but raised issue with access for disabled passengers to trains at the new station, accepting that while accessibility to the station itself had been designed in, assistance may be required to enable disabled passengers to board trains at all times when trains are operating.

One response, while neutral on the closure, called for confirmation on two points - that the walking and cycling routes to the new station should be as good as or better than those to Angel Road and that the 192 bus should call at the new station to ensure that the Angel Road catchment area is served.

One response sought a copy of the consultation document.

One response made no comment.

Response on walking/cycling routes and bus provision

One response commented that the walking and cycling routes to the new station should be as good as or better than those to Angel Road and that the 192 bus should call at the new station to ensure that the Angel Road catchment area is served.

Department for Transport's comment:

The new station at Meridian Water will have improved station facilities and environment for passengers as well as better integration with the proposed transport hub on Meridian Way which will include bus stops, a new controlled pedestrian crossing, cycle parking, taxi bays, Blue Badge parking and a pick up/drop off point. Unlike Angel Road station as it is, step-free access will be provided to all platforms and street level. We are satisfied that the local catchment area will be well served by the new station.

The underlying driving force for local railway investment has been the Greater London Authority's Upper Lee Valley Opportunity Area, and, specifically for the Lee Valley Rail Programme, the Meridian Water development zone sponsored by Enfield London Borough Council. Enfield London Borough Council has developed a proposal designed to help fully realise the benefits that the new station would bring to the surrounding area. These include the provision of a pedestrian and cycle link across the railway.

The surrounding highway infrastructure that will be developed by Enfield London Borough Council is being linked to the station to provide an area for passengers to be dropped off and to include a connection with the local bus service. Further upgrades to link the transport network to the station are being led by Enfield London Borough Council as part of development plans.

Response on accessibility at the new Meridian Water station

One response raised issue with accessibility at Meridian Water pointing out that disabled passengers do not want to access platforms, they want to access trains - so if it is technically impossible to achieve level access between platform and train, it is therefore vital that either a) the new station is staffed at all times trains are running; or b) on-train staff are provided, able to assist with boarding/ alighting and provide a ramp as required.

Department for Transport's comment:

Meridian Water station is being built following all modern design standards and will provide full step free and shorter access from street level to all platforms. The station will not be staffed. The future operator of the station, Greater Anglia, has an obligation under their Disabled People's Protection Policy, to assist customers and offer a facility for customers to book assistance for their journey with a minimum 12 hours' notice. By using the rail industry Passenger Assist scheme, customers will be able to book assistance for their complete journey. Assistance available will include helping customers to get on or off trains at Meridian Water, including using a ramp to assist as required.

Response commenting that the closure would cause some journeys to the station to be longer and calling for the station to be maintained in a state that would allow for easy re-opening should local conditions make it viable

Department for Transport's comment:

For some travellers who live or work closer to the old station than the new station, door to door travel times would be longer, however, the new station location will benefit from a higher frequency of passenger train services, and will be closer to a larger number of homes which would increase as the area is regenerated. Part of the programme of works includes the decommissioning of Angel Road station. Retaining the existing station would result in operational challenges affecting capacity and performance as well as increasing rail journey times.

Conclusion

Having considered the responses received to the consultation, the Department has concluded that the closure of Angel Road station should proceed and the closure proposal should be submitted to the ORR for ratification.