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Our Ref: RFTB/020/001/028

21 February 2019

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By e-mail only

Dear Sirs,

RATIFICATION REQUEST FOR CLOSURE OF ANGEL ROAD STATION

Following the consultation in respect of the proposal to discontinue the use of Angel Road station, Andrew Jones, Parliamentary Under Secretary of State for Transport has agreed to the publication of the summary of responses and that the Office of Rail and Road ('ORR') be requested to formally ratify the closure.

Paragraph 24 of ORR's Procedures for Reviewing Closure References suggests that the summary of responses be published for four weeks prior to reference. The summary was published on 24 January 2019 https://www.gov.uk/government/consultations/angel-road-rail-station-closure-may-2019

Documents making up the closure submission are:

1. Closure consultation document

2. Closure Notice

3. Copy of Closure Notice published in newspapers:

   - The Guardian, 22 and 29 August 2018
   - The Times, 22 and 29 August 2018
   - Enfield Independent, 22 and 29 August 2018

4. List and photographs of closure notices at stations

5. Copy of consultation letters from the Minister to the local MP, and the Department to named stakeholders (listed in Annex B of the consultation document)

6. List and copies of consultation responses received

7. Summary of consultation responses with DfT comments.

Electronic copies of these documents are attached to this e-mail.

If you require any further information, please do not hesitate to contact me.

Yours faithfully,

Department for Transport

Angel Road Station Closure

Moving Britain Ahead

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Foreword

Network Rail, working in partnership with Enfield London Borough Council and the Greater London Authority, developed a plan for a new station to the south of the current site of Angel Road station. Network Rail are now constructing this new station (to be named Meridian Water) to function as a better gateway to the changing local area and support social and economic regeneration through the development of fast and efficient links between homes, work places and key destinations. The station would serve increased local passenger demand resulting from the adjacent Meridian Water development scheme, led by Enfield London Borough Council, which would bring approximately 10,000 new homes and around 5,000 jobs to the area. Passenger train services that currently stop at Angel Road station will be timetabled to stop at the new Meridian Water station.

Network Rail, as network operator, proposes closure of the existing Angel Road station when the new station opens. This proposal is in accordance with the Railways Closures Guidance within the Railways Act 2005.

Retaining the old station as well as the new station would reduce track capacity, increase journey times along the West Anglia Main Line and increase operating costs. Additionally, the current station is poorly positioned to best serve both the existing community and the future Meridian Water development scheme; access is via a footpath with steps to a highway flyover; its immediate surroundings are commercial and industrial premises.

By closing the old station, Network Rail will be able to focus rail industry resources on improving the passenger rail service in this area and support regeneration of the surrounding area in partnership with Enfield London Borough Council.

Executive summary

Introduction

Angel Road station is located on the West Anglia Main Line between Northumberland Park and Ponders End stations. Planned rail service enhancements, the Meridian Water development and the physical limitations of the station site prevent the development at Angel Road station of an integrated transport hub to serve the area.

Network Rail, working in partnership with Enfield London Borough Council and the Greater London Authority, developed a plan for a new station (to be named Meridian Water) on Glover Drive, approximately 580 metres to the south of the current site. The new station, which will have three platforms, is due to be delivered as part of the Lee Valley Rail Programme in May 2019. This programme will deliver new rail infrastructure to increase capacity, provide improved access at stations and reduce crowding for passengers between these locations, and support regeneration across the Lee Valley area.

The location of public access to a station has a major influence on the effective catchment served. Angel Road station local access is off Conduit Lane, an elevated access road to the north of the North Circular Road, with stairs and a 130m footpath to reach the north end of the station platforms. Conduit Lane is a 340m walk east and a 370m walk west to reach any of the local residential and business catchment.

The new station 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.

Meridian Water station would act as the gateway to the proposed surrounding Meridian Water development, and the improved connectivity would serve increased local passenger demand resulting from this major regeneration scheme. It will also serve as a pedestrian link, joining up different areas of the development on either side of the railway corridor. The initial access to the new station will be provided from Meridian Way (Angel Edmonton Road) at a point near to Glover Drive.

In order to obtain and maximise these benefits, Angel Road station will need to be closed and the train services will instead stop at Meridian Water station. Retaining the old station as well as the new station would reduce track capacity, increase journey times along the West Anglia Main Line and increase operating costs. Additionally, the current station is poorly positioned to best serve both the existing community and the future Meridian Water development scheme; access is via a footpath with steps to a highway flyover; its immediate surroundings are commercial and industrial premises.

How to respond

The consultation period began on 22 August 2018 and will run until 21 November 2018. Please ensure that your response reaches us before the closing date. If you would like further copies of this consultation document, it can be found at https://www.gov.uk/dft#consultations or you can contact Andrew Johnson at the address or email below if you need alternative formats (Braille, audio CD, etc.).

Please send consultation responses to:

Angel Road Consultation

Department for Transport

Great Minster House

33 Horseferry Road

London SW1 4DR

Or by email to:

AngelRoad.Consultation@dft.gov.uk

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled.

A list of those consulted is attached at Annex B. If you have any suggestions of others who may wish to be involved in this process please contact us.

Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

The Department will process your personal data in accordance with the Data Protection Act (DPA) and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

Confidentiality and data protection

The Department for Transport (DfT) is carrying out this consultation to gather evidence on the Network Rail proposal to close Angel Road station. The consultation

is being carried out in the public interest to inform the Secretary of State's opinion that the closure should be allowed. DfT is the data controller for your personal information.

When responding to this consultation you may share personal data with us such as postal, email or IP addresses. Any such data will only be stored for the duration of the consultation exercise and deleted following the publication of the DfT's response to the consultation. Until that point, your information will be stored securely.

Sharing personal data

DfT may also share your consultation response with Network Rail or other parties involved in the Meridian Water project, to inform discussion which will feed into our consideration and decision-making. However, no personal data (such as names and contact details) will be shared with these third parties.

Further information

DfT's privacy policy has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer. You can view it at https://www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter.

To receive this information by telephone or post, contact us on 0300 330 3000 or write to Data Protection Officer, Department for Transport, Ashdown House, Sedlescombe Road North, St Leonards-on-Sea, TN37 7GA.

Closure of Angel Road station

Purpose of the consultation

Network Rail, as network operator have carried out an assessment in accordance with the Department for Transport's (DfT) Railways Closures Guidance of whether retaining Angel Road station as part of the national rail network represents value for money. It concluded that retaining the station is neither an appropriate nor responsible use of resources given the investment in opening a new station and other infrastructure enhancements in that area.

Under section 29(7)(a) of the Railways Act 2005 the Secretary of State, as the relevant national authority, is required to carry out a consultation concerning a rail operator's proposal to discontinue use of a particular station if, having received the operator's assessment, the Secretary of State has formed an opinion that the closure should be allowed.

A copy of the Railways Closures Guidance may be found at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/266296/railwaysclosuresguidance.pdf

Interested parties are therefore invited to comment on the Network Rail proposal.

Background

The existing Angel Road station is situated on the West Anglia Main Line, between Northumberland Park and Ponders End stations, and was opened in 1840 by the Northern & Eastern Railway. It previously served as a junction station, the branch line connecting the station to Enfield Town having closed in 1965.

The existing station site is not well-located for many of the local residents and businesses in the Edmonton area or the planned Meridian Water development and does not act as an efficient transport hub, with street access from one side of an elevated highway.

Network Rail, working in partnership with Enfield London Borough Council and the Greater London Authority, developed plans to build a new station approximately 580 metres to the south of the existing station site. The new station will provide the following benefits:

- Three platforms - an additional track is being delivered as part of the Lee Valley Rail Programme, enabling a better train service frequency than exists currently;
- Improved concourse and station facilities, including full step free access from street level to all platforms;
- Station better located for many local residents and businesses in the Edmonton area;
- Connectivity and extra train services which would provide capacity for increased passenger demand from the adjacent Meridian Water development;
- Improved connectivity for pedestrians and cyclists across the railway corridor;
- Improved integration with other transport modes as part of future hub to be delivered on Meridian Way;
- Passive provision for further capacity enhancement schemes in the future, including Crossrail 2.

The new station will be delivered as part of the Lee Valley Rail Programme in May 2019. This is an integrated programme of works that will provide more capacity for suburban services on the West Anglia Main Line, as well as improvements at Tottenham Hale and Northumberland Park stations.

The programme of works, including the new station proposal, was endorsed by rail industry stakeholders under the Network Change process. The formal planning application for the new station is in progress. The detailed application for the station has been submitted under the Meridian Water Phase 1 Outline Consent, granted by the Enfield London Borough Council in July 2017. A staged approval process has been adopted to support delivery timescales for the new station. The Reserved Matters (Layout) application was approved in September 2017. The Reserved Matters (Scale and Appearance) application is currently under consideration, with approval targeted for August 2018.

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 journey times.

A diagram of the area affected by this proposal is Annex C: and an artist's impression of the new station alongside images of the existing station are provided in Annex D.

Meridian Water Development context

This £6 billion scheme is being led by the Enfield London Borough Council and aims to provide approximately 10,000 new homes and around 5,000 new jobs. It would play a significant role in meeting requirements stipulated by the Mayor of London for provision of new housing stock in the Greater London area.

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 Regional Rail Programme, the Meridian Water development zone sponsored by Enfield London Borough Council.

The appraisal supporting this station closure consultation considers the upgrade of the existing Angel Road station (the "Do Minimum" scenario) or provision of a new station, including the decommissioning of the old station, the "Do Something" scenario). The existing Angel Road station would need to be upgraded in the Do Minimum, as it currently has no step-free access, nor a third platform which would be required for the intended extra half-hourly local service using a third track, as part of the Lee Valley Rail Programme. The Lee Valley Programme is currently underway, with works to build a footbridge at Northumberland Park having already commenced. As funder of the station works at Angel Road/Meridian Water, Enfield London Borough Council is keen to ensure that the proposed station scheme meets the requirements not only of existing local residents but also of those that will be part of the Meridian Water development.

Working in partnership with the Enfield London Borough Council, Network Rail has developed a proposal designed to help fully realise the benefits that the new station would bring to the surrounding development. As a result, there are additional benefits accruing to the "Do Something" option which sit outside closure and re-location of the existing Angel Road station as considered in the appraisal. The realisation of these benefits is borne out in two key areas explained below.

Design

The new station as proposed is designed to a higher specification than is quantified by the passenger benefits in the appraisal. Additional scope has been incorporated to enable the new station to support growth of the surrounding development. This can be seen in a number of areas:

- **A generously sized public bridge deck and staircases** - this structure, sized surplus to requirements for station access, will form part of a core east-west pedestrian and cycle link through the new development, carrying it over the railway corridor;
- **Activation of public spaces** - large areas of public realm are to be delivered on both the east and west sides of the station, the station has been designed such that it complements and enhances them;
- **Provision for retail** - the station includes space for a permanent retail unit as well as other opportunities for temporary retail units, this helps to encourage the station's role as a focal point well as providing an additional long term revenue stream for future station operators;
- **Striking civic architecture** - the station design is befitting of its status as a gateway to the new development (see artist's impressions in Annex C).

Enfield London Borough Council has also, in its design initiative for the new Meridian Water development zone, specified a station design significantly better than a replacement of the basic facilities otherwise required at an improved Angel Road station. Meridian Water station will be the permanent gateway for the development zone, which therefore merits a higher level of amenity, passenger facilities and a design scope which allows through-flow public realm on an east-west 'green' corridor past the railway station entrance and scope for station staffing and passenger accommodation eventually suitable for four-tracking and Crossrail 2.

Location

Most of the Meridian Water development zone is located south of the North Circular Road (locally known as Angel Road) and centred on the River Lee (or Lea). The zone is 1.4-1.9 miles north of Tottenham Hale interchange.

The Meridian Water development is planned to have 10,000 housing units – accommodating approximately 23,000 residents, and around 5000 jobs.

Angel Road is the nearest station to Meridian Water. As shown in Figure 1, Angel Road is one of the least used stations in the local area and London. The station's current poor public access and service levels are far below the target of a convenient public transport offer. The table here shows the number of passenger entries/exits at Angel Road and nearby stations in 2016/17. As shown, entries/exits at Angel Road are substantially less than the stations surrounding it.

Figure 1 Local station entries and exit numbers for 2016 / 2017

	Entries/Exits in 2016/17 (millions)
Angel Road	0.03m
Edmonton Green	3.66m
Northumberland Park	0.44m
Ponders End	0.56m
Silver Street	1.58m
White Hart Lane	1.65m

Source: Office for Rail and Road, http://orr.gov.uk/statistics/published-stats/station-usage-estimates

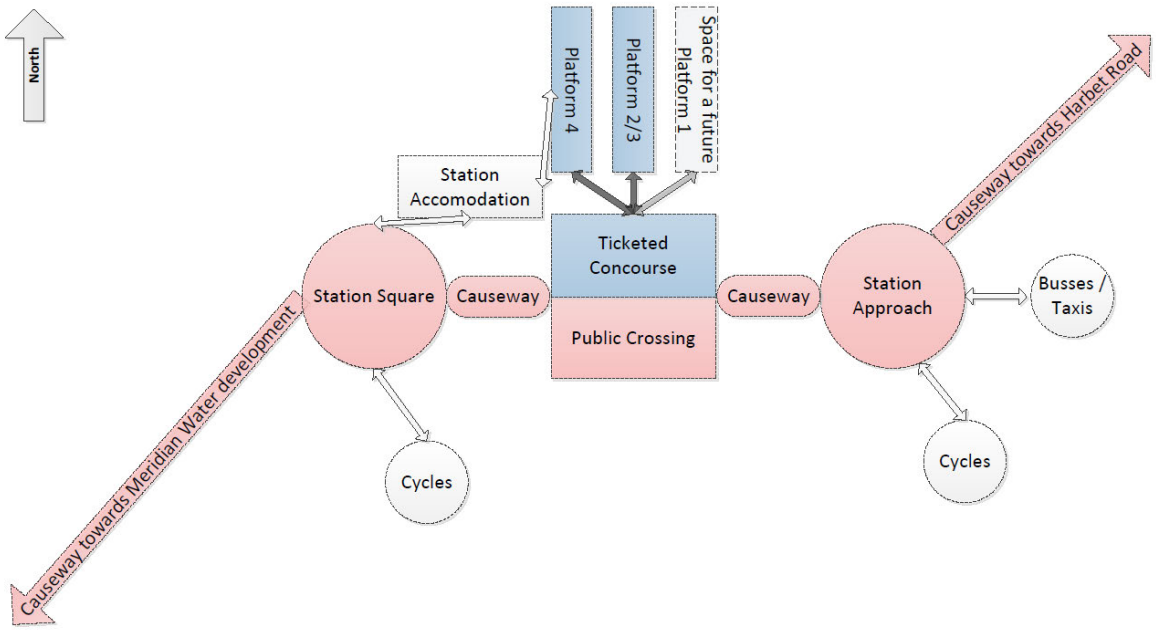
The location of public access to stations has a major influence of the effective catchment served by a station. Angel Road station local access is off Conduit Lane, an elevated access road to the north of the North Circular Road, with stairs and a 130m footpath to reach the north end of the station platforms. Conduit Lane is a 340m walk east and a 370m walk west to reach any of the local residential and business catchment.

The location of Meridian Water station allows it to serve a dual function role, as shown in Figure 2. As well as providing access to the railway network, it is also able

to form part of the 'Causeway'; the key east-west connection between the Meridian Water development and Harbet Road.

The new bridge will provide access to platforms 2, 3 and 4 (platform 1 will not be built until four tracks are provided through the station) and 24 hour access over the railway for pedestrians and cyclists. This will connect the Causeway to the first phase of the Meridian Water development at Willoughby Lane and integrated transport hub.

Figure 2 Dual function of the new Meridian Water station



This dual function approach provides several key benefits to the wider development:

- **Single structure** - a single structure could be built over the railway rather than two separate structures to serve the station and the Causeway respectively, thereby reducing capital costs, minimising impacts on the operational railway from construction works, and keeping ongoing operation and maintenance costs low;
- **Focussed activity** - the station, Causeway and integrated transport hub would all be in the same location, helping to further embed the station within its urban setting and the community. The bridge deck area will be used by more people, improving security and creating a more convivial space.

Summary of appraisal

This closure proposal considers the provision of a new, modern station and whether Angel Road station, some 580 metres distant, should be closed. It does not follow the normal model where something is taken away with no alternative facility offered. Therefore a proportionate appraisal has been undertaken in respect of this proposal (set out in Annex A).

The formal appraisal compared the Do Minimum base case of undertaking works at the existing Angel Road station (required to accommodate the new infrastructure being delivered as part of the Lee Valley Rail Programme) against the Do Something, which is construction of a new Meridian Water station. Implicit within the business case for this, is the switching of passenger train services to the new station, as passenger benefits and industry cost savings would be eroded if both stations were to operate concurrently.

The central case scenario reflects the present Department for Transport's East Anglia Rail Franchise agreement for train service frequency requirements, with 2 trains per hour STAR[1] and another 110 trains per week at Meridian Water. The investment in the new Meridian Water compared to investing in Angel Road to deliver the same train service, generates benefits to wider society and 'pays for itself' in the long-run since outlays are less than revenues and cost-savings combined. The Net Present Value is estimated to be £25.1m and the Benefit Cost Ratio (BCR) is -2.3[2]. Value for money is "Very High (and Financially Positive)." Details of this scenario are reported in Annex A.

The single largest benefit is the revenue impact arising from more passengers using Meridian Water station compared to Angel Road. The benefit of time savings for passengers using the railway who would not have otherwise done so, is also included. This benefit is made up of passengers who consider the railway to now be beneficially faster than alternative modes, or more attractive compared to alternative journey options. The road-related benefits linked to fewer accidents and lower emissions are also included. The initial capital costs are to some extent offset by capital expenditure which would be required in the Do Minimum option.

The Railways Closures Guidance 2006 sets out five key criteria which need to be addressed by the appraisal. The conclusions are summarised below.

Environmental

The modal shift from road to rail will contribute to reducing noise and airborne emissions, as well as a reduction in greenhouse gas emissions.

[1] As part of the Lee Valley Rail Programme, Network Rail are building an additional track between Stratford and Angel Road/Meridian Water (STAR) to allow up to an additional 2 trains per hour. More information on this is available here: https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/lee-valley-rail-programme/

[2] Railways Closures Guidance 2006 recommends use of the benefit cost ratio to help to assess value for money. However, for a scheme such as this where the additional revenue is greater than the change in costs, this leads to a negative BCR as calculated by WebTAG. Therefore, we use the Net Present Value to assess value for money as this is a more intuitive measure of net monetised benefit.

Safety

The modal shift from road to rail will contribute to reducing the risk of highway accidents. The new Meridian Water station may also provide safer access to the train station for passengers.

Economy

The new station provides journey time benefits for rail passengers and road de-congestion benefits for road users.

Accessibility

The new station provides a wider catchment area relative to the current station location and is well placed for access to the Meridian Water Development (provision of step-free access is included in the Do Minimum appraisal baseline).

Integration

The new station will be fully integrated with new public realm spaces on both the east and west sides of the railway corridor to be provided as part of the Meridian Water Development. It will sit at the heart of an integrated transport hub to be provided 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. The station bridge will also form a crucial link over the railway for pedestrians and cyclists between areas of the Meridian Water Development on either side of the railway corridor.

Conclusion

The new station would have an important interface with the Meridian Water Development as well as provide improvements to transport facilities in the local area. Network Rail has worked closely with Enfield London Borough Council to design and locate the station such that the benefits flowing from this interface are maximised.

The appraisal undertaken to support the station closure process demonstrates that the proposed new station will bring substantial benefits. There are additional strategic benefits tied to the wider development which the appraisal does not quantify; these strengthen the case for closure of the existing Angel Road station and opening of a new Meridian Water station.

In light of all the benefits that the new station brings and in accordance with the Railways Act 2005, the Department is carrying out a consultation on the proposed closure of Angel Road station, and is seeking views on this closure.

What will happen next?

Following the consultation period, we will review the responses to the closure proposal and undertake such further analysis as might be necessary. We will produce a summary of the outcome of the consultation and publish this on the DfT website.

The outcome of the closure consultation will be shared with Network Rail. Should the outcome of the consultation process agree with Network Rail's assessment, the Office of Rail and Road will then be required to ratify the proposal to ensure it satisfies the Railways Closures Guidance before the closure can go ahead.

If you have questions about this consultation please contact: Andrew Johnson, Department for Transport, Great Minster House, 33 Horseferry Road, London SW1P 4DR Telephone 0300 330 3000 Website www.dft.gov.uk

Annex A: Summary of formal appraisal

Introduction and context

The appraisal describes the benefits and costs of two options:

- Investing in Angel Road station to be compliant with current accessibility rules (the "Do Minimum" case).
- Constructing a new Meridian Water station to replace Angel Road, whose public access will be about 580 metres south of the existing station's entrance.

Investing in Angel Road station presents lower value for money when compared to investing in a new Meridian Water station.

Formal appraisal

Scheme objectives

The principle objective of the station improvement scheme is to provide a third track and platform to allow up to an additional 2 trains per hour to operate between Stratford and Angel Road/Meridian Water, which is required for the Lee Valley Rail Programme. The new station location aims to improve access not only on foot via reduced walking times and more convenient routes, but also in the form of a future integrated public transport interchange on Meridian Way.

Station options

Investing in Angel Road station was considered as a "Do Minimum" option, with work to update the access to the existing Angel Road station and provide a third track and platform. This is required as part of the Lee Valley Rail Programme - some aspects of which are currently underway, for example, improvements at Northumberland Park station to build an accessible footbridge[3]. There was virtually no additional benefit to passengers from improving step-free access at the existing Angel Road station, since the station catchment was not widened, albeit that people with reduced mobility within that area could be considered to be beneficiaries.

This was compared to the "Do Something" which offers an alternative station location closer to the main development zone, the same increase in the frequency of train service as tested in the "Do Minimum" and with a larger catchment area to support extra homes and jobs. The bulk of the existing Angel Road station catchment would be absorbed within the new Meridian Water station location.

There was no "Do Nothing" option, as the present Angel Road station has no step-free access, nor a third platform which would be required for the intended extra half-

[3] More information about the Lee Valley Rail Programme is available at: https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/lee-valley-rail-programme/

hourly local service using a third track, as part of the Lee Valley Rail Programme which is already underway.

Appraisal methodology and sources

The socio-economic appraisal in this document takes account of the Department for Transport's (DfT) transport analysis guidance or WebTAG, available at www.gov.uk/dft.

Standard DfT/HM Treasury Green Book discounting factors have been applied, at 3.5% per annum for 30 years and 3% thereafter. All values and prices in the appraisal summary table are expressed in 2010 market prices.

The appraisal period covers a 60 year period with benefits occurring from 2019 (when the station is expected to be operational).

The location of public access to the stations has a major influence on the effective catchment served by a station. Angel Road station local access is off Conduit Lane, an elevated access road to the north of the North Circular Road, with stairs and a 130m footpath to reach the north end of the station platforms. Because Conduit Lane is a high level road viaduct, there is a 340m walk east and a 370m walk west to reach any of the local residential and business catchment. As a result, for demand modelling purposes, at Angel Road the appraisal assumes an 800m circle to allow for the more challenging access. Access to Meridian Water station will be from the Angel Edmonton Road near to Glover Drive. The 192 bus service calls near to both the Angel Road station and Meridian Water station on Glover Drive. All overlaps in catchment for each of Angel Road station and Meridian Water station with other station catchments have been excluded from the appraisal. In effect, it is assumed that passengers in a catchment for another station will use the other station over Meridian Water or Angel Road stations.

For demand modelling purposes, assumptions have been made about the population of the new development; it has been assumed that construction ramps up from 2020 to 2023, to achieve a steady state of 550 homes constructed per year from 2023, with the first completions in 2021. This assumes that all 10,000 homes would be completed by 2040. In 2031, the Meridian Water population would reach around 11,000 people (based on 2.3 people per household, on average) and the Meridian Water population would keep growing, to 23,000 persons in 2040. We have carried out a sensitivity test to see the impact of fewer new homes being built in Meridian Water, i.e. a situation where 5,000 new homes are built in Meridian Water by 2040 (and 0 new homes built per/year post-2040). The results of this are shown in Figure 5.

The Meridian Water development plan is expected to provide around 5000 permanent new jobs. The modelling is based on Meridian Water plans for a new employment area of 74,205 square metres. The modelling assumes an average of 38.6 square metres per job and a steady increase of 225 jobs per year.

Costs and benefits

The costs and benefits comprise the following elements which are addressed in turn:

- Capital costs
- Ongoing renewal costs
- Operating costs
- Benefits

Capital costs

The scheme will be funded through investment made by Enfield London Borough Council. Capital costs used for appraisal purposes are shown in Figure 3, and the cost of decommissioning the Angel Road site is included here. These were provided by mpbc Infrastructure and as the project is under construction, no Optimism Bias was included. However, JRC and mpbc included a risk allowance of 10.75% in the appraisal - as some of the costs are not estimated on a fully engineered basis, this seems a reasonable risk to adopt. Additional costs associated with Meridian Water being a 'gateway' station have not been included.

Figure 3 Capital costs of investing in Angel Road (Do Minimum) and Meridian Water (Do Something), in 2017 prices

	Do Minimum	Do Something
Capital costs (includes cost of building, and preliminaries etc.)	£9.1m	£12.6m
Project/design team, and other costs	£1.3m	£2.9m
Total capital costs (undiscounted)	£10.4m	£15.5m

Ongoing renewal/maintenance costs

When complete, the Meridian Water station when complete will have two station entrances, compared to the Do Minimum option at Angel Road which has just one station entrance, so in the appraisal, it is assumed there will be an increase in ongoing renewal costs between the "Do Minimum" and "Do Something" options. Any additional costs arising from Meridian Water station's specification to be a development 'gateway' have been excluded.

Operating costs

Meridian Water is assumed to be a staffed station for the benefit of passengers and train service operation. Staff costs at Angel Road station would be slightly lower reflecting the lower level of staffing required because fewer passengers would use the station.

Train power supply and track and train wear and tear charges would arise from running the STAR (Stratford to Angel Road/Meridian Water) service a further quarter mile north beyond Meridian Water, to a terminus at Angel Road in the Do Minimum scenario. Therefore the track/train wear and tear charges are greater in the Do Minimum scenario (where we invest in Angel Road station), compared to the Do Something (where we build Meridian Water station).

This is a substantial cost over 60 years, and therefore the Do Minimum option of investing in Angel Road, incurs greater operating costs over the 60 years compared to the Do Something option of building the new Meridian Water station.

Benefits

The appraisal focusses on the benefits associated with passengers having improved access to the station, and the associated demand impacts, and does not account for wider strategic benefits tied to the surrounding development. For this reason, these extra capital cost and benefits are not incorporated into the appraisal.

A purpose-designed station such as that now under construction at Meridian Water can be planned to have a larger effective catchment, so can maximise accessibility to remoter parts of the nominal catchment. The catchment of Meridian Water station also accommodates the majority of the existing Angel Road catchment within an 800m distance of Meridian Water station. Almost all of Angel Road's catchment would be within the 1km Meridian Water Station catchment.

It is expected that once the proposed local redevelopment is completed Meridian Water will receive approximately double the number of rail passengers compared to Angel Road, and with a similar doubling in annual revenues. While Angel Road would only have a catchment accessible to 47% of the Meridian Water development zone, Meridian Water station would provide access[4] to 93% of the development zone. This increase in passenger numbers results in an expected increase in Train Operating Company (TOC) revenues.

The other benefits included in the appraisal are:

- The time savings for passengers using the railway who would not otherwise have done so (the railway being beneficially faster than alternative modes or more attractive compared to alternative journey options). Allowing for waiting times for the passenger train services, Meridian Water station provides an average 4.8 minutes travel time saving, after allowing 60% of journeys in the morning and evening peak period and 40% off-peak.
- The mode shift related benefits linked to fewer highway accidents, lower emissions and the change in motoring tax revenues.

Although further developments would be required, compared to Angel Road, the new Meridian Water station is better placed to contribute to the target set by the Mayor of London, for walking, cycling and public transport to achieve 80% of all trips by 2041[5].

Appraisal results

The value of these costs and benefits discussed above are shown in Figure 4. The preferred option, to invest in the new Meridian Water station over the Do Minimum option of investing in Angel Road, generates benefits to wider society and 'pays for itself' in the long-run since outlays are less than revenues and cost-savings combined. The Net Present Value is £25.1m and the Benefit Cost Ratio (BCR) is -2.3[6]. Value for money is "Very High (and Financially Positive)."

[4] As measured by TfL's Public Transport Accessibility Levels

[5] Mayor's Transport Strategy 2018, accessible at: https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018

[6] Railways Closures Guidance 2006 recommends use of the benefit cost ratio to help to assess value for money. However, for a scheme such as this where the additional revenue is greater than the change in costs, this leads to a negative BCR as calculated by WebTAG. Therefore, we use the Net Present Value to assess value for money as this is a more intuitive measure of net monetised benefit.

Figure 4 Meridian Water station appraisal: incremental costs and benefits compared to Do Minimum option, £ millions present value, 2010 prices

	Central Case
Benefits	
Rail user benefits	12.63
Highway impacts	4.95
Total benefits (a)	17.58
Costs & revenue	
Capital costs	5.86
Operating and maintenance costs	-0.02
Revenue	13.34
Total costs less revenue (b)	-7.50
Net Present Value (NPV) (a-b)	25.08
Benefit-Cost Ratio (BCR) (a/b)	-2.3[7]

Sensitivity tests

In addition to the central case scenario presented above, this appraisal considers the impact on the appraisal of three adverse scenarios.

1. Change in train service frequency

The central case scenario presented in this appraisal is based on the Department for Transport's East Anglia Rail Franchise agreement for train service frequency requirements. A "low case" train service frequency scenario has also been modelled; this is where the service level is the 2 trains per hour STAR service on the semi-independent third track, and fewer or no extra trains at Meridian Water. Even with a reduced train service frequency, this scenario delivers "Very High (and Financially Positive)" value for money with a NPV of £24.0m.

2. Fewer new homes built in the Meridian Water area

If the number of new houses built was less than expected, this would lower forecasts for passenger demand at the new Meridian Water station, and therefore reduce benefits and revenue compared to the central case.

In the central case, we take the assumption that the 10,000 new homes are built by 2040 as part of the Meridian Water development scheme. We have carried out a

[7] Railways Closures Guidance 2006 recommends use of the benefit cost ratio to help to assess value for money. However, for a scheme such as this where the additional revenue is greater than the change in costs, this leads to a negative BCR as calculated by WebTAG. Therefore, we use the Net Present Value to assess value for money as this is a more intuitive measure of net monetised benefit.

sensitivity test to what the value for money impacts of the proposal are if only 5,000 homes are built by 2040 and no more after that.

As shown in Figure 5, this scenario delivers "Very High (and Financially Positive)" value for money with a NPV of £9.14m.

3. Higher capital costs

Another sensitivity considered for this analysis looks at the impact of higher capital costs.

In order for the investment in Meridian Water station to continue to be financially positive compared to Angel Road the capital cost difference cannot exceed £13.36m[8]. This is more twice the current differential of £5.86m.

Figure 5 Meridian Water station sensitivity tests: incremental costs and benefits compared to Do Minimum option, £ millions present value, 2010 prices

	Central case	1. Low service frequency	2. Fewer new homes	3. Higher capital costs
Benefits				
Rail user benefits	12.63	12.21	6.16	12.63
Highway impacts	4.95	4.78	2.39	4.95
Total benefits (a)	17.58	16.99	8.55	17.58
Costs & revenue				
Capital costs	5.86	5.86	5.86	13.36
Operating and maintenance costs	-0.02	-0.02	-0.02	-0.02
Revenue	13.34	12.89	6.44	13.34
Total costs less revenue (b)	-7.50	-7.04	-0.60	0.00
Net Present Value (NPV) (a-b)	25.08	24.03	9.14	17.58
Benefit-Cost Ratio (BCR)[9] (a/b)	-2.3	-2.4	-14.3	n/a

[8] Excluding additional costs arising due to Meridian Water being a 'gateway' station.
[9] Railways Closures Guidance 2006 recommends use of the benefit cost ratio to help to assess value for money. However, for a scheme such as this where the additional revenue is greater than the change in costs, this leads to a negative BCR as calculated by WebTAG. Therefore, we use the Net Present Value to assess value for money as this is a more intuitive measure of net monetised benefit.

Annex B: List of those consulted

The following stakeholders have been sent a copy of this consultation document and invited to respond:

Abellio East Anglia Ltd

British Transport Police

DB Cargo Ltd

Direct Rail Services Limited

Disabled Persons Transport Advisory Committee

Enfield Disability Action

Enfield Mencap

Enfield Transport Users Group

Freightliner Ltd

GB Railfreight Ltd

Greater London Authority

Kate Osamor MP (Edmonton)

Lee Valley Regional Park Authority

London Assembly

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London Economic Action Partnership

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One-to-One (Enfield)

Rail Delivery Group

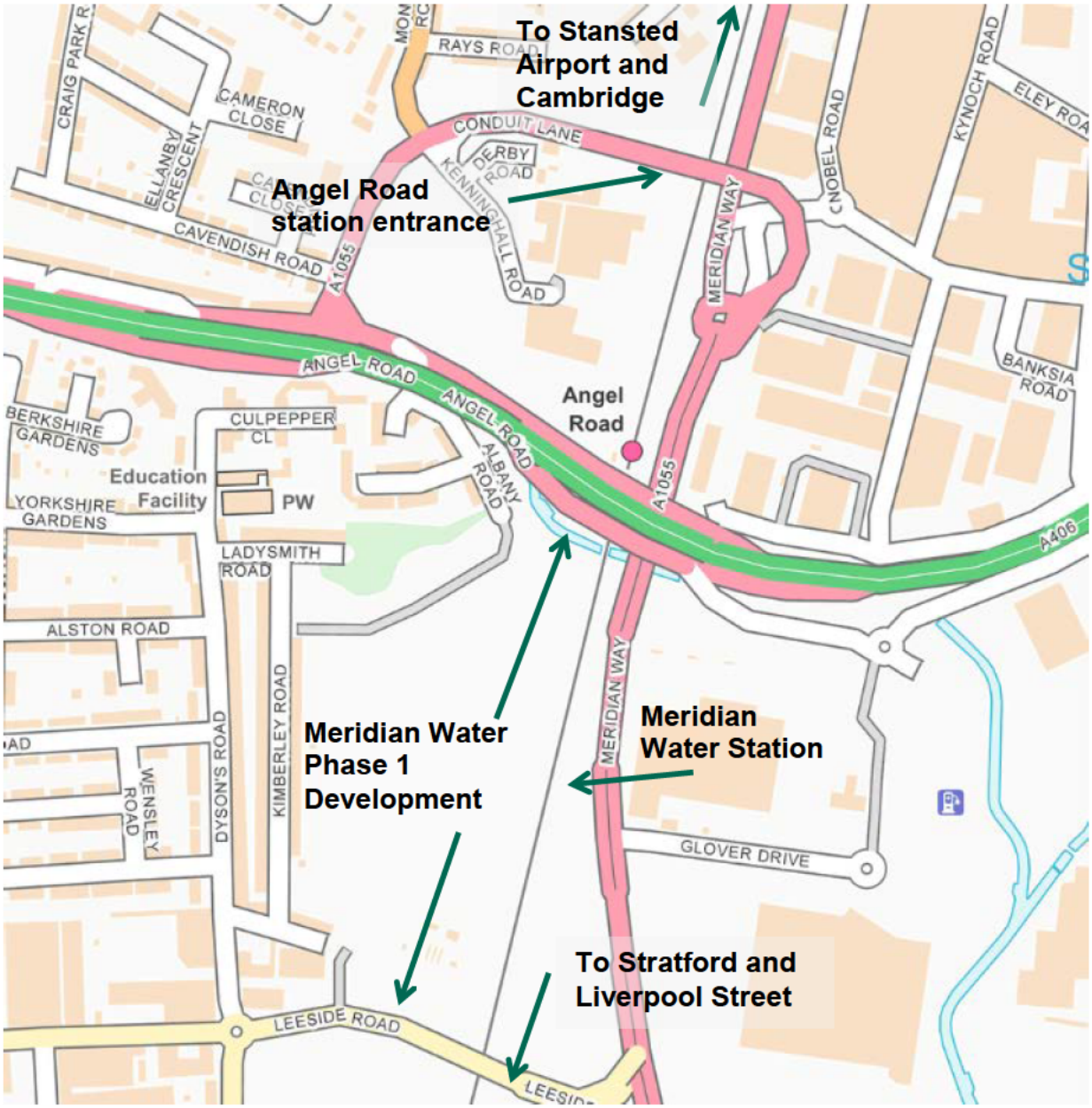
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STARS Enfield

Transport Focus

Transport for London

Annex C: Diagram of affected area



Annex D: Existing station and artist's impression of new station



Angel Road station: entrance from Conduit Lane



Angel Road station: staircase element linking Conduit Lane and footpath to platforms 130m south



Angel Road station: footpath between Conduit Lane and platforms



Angel Road station: basic facilities at existing station, looking towards North Circular Road



Artist's impression - day view of the new Meridian Water station from the west



Artist's impression - night view of the new Meridian Water station from the south-east

Consultation principles

The consultation is being conducted in line with the Government's key consultation principles which are listed below. Further information is available at https://www.gov.uk/government/publications/consultation-principles-guidance

If you have any comments about the consultation process please contact:

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Department for Transport
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Email consultation@dft.gov.uk

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Closing date: 19 September 2018

Department for Transport

RAILWAYS ACT 2005

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This notice is made in compliance with the statutory requirements in Schedule 7 to the Railways Act 2005 and relates to the closure of the following station:

- **Angel Road station, which is located on the West Anglia Main Line between Northumberland Park and Ponders End stations.**

A new station, to be called Meridian Water, is currently under construction approximately 580 metres to the south-west of Angel Road station. On commissioning, services that currently stop at Angel Road station will stop at the new station. Following the Railways Closures Guidance 2006, Network Rail, as network operator, has carried out an initial assessment of whether retaining the existing station as part of the national rail network represents value for money. Network Rail concluded that closing Angel Road station and opening a new station at Meridian Water offered better value for money. It is proposed that, subject to successful completion of the closure process, the existing station will be closed when the new station is opened, on or after 19 May 2019.

Anyone wishing to see Network Rail's initial assessment, and a summary of it, may view the consultation document on the Department for Transport's website at www.dft.gov.uk/consultations/open

The consultation document may also be inspected at the Department for Transport's offices at Great Minster House, 33 Horseferry Road, London, SW1P 4DR. Alternatively, copies can be obtained from Andrew Johnson at the same address or by email from AngelRoad.Consulation@dft.gov.uk

Copies will be provided free of charge.

Representations about the proposal should be sent to: AngelRoad.Consulation@dft.gov.uk or Angel Road Station Consultation, Department for Transport, Great Minster House, 33 Horseferry Road, London, SW1P 4DR no later than 21 November 2018.

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Verses provided by the Bible Society

Births

PARKER

On 8th August 2018 to Clotilde and Henry, a daughter, Mimi Perrinne Jacques at The Matilda Hospital, Hong Kong. Mimi was born at 23.43 and weighed 7lbs 3 ozs. Grateful thanks to the staff at The Matilda for her safe arrival.

Forthcoming Marriages

MR A.P. CROSS AND MISS S.E. RAE

The engagement is announced (at last) between Adam Cross and Susanna (Chou) Rae, both of Oxton, Wirral and elsewhere.

Marriages

MR A.N. SPOONER AND MISS Y.W. D'MELLO
The marriage took place on 18th August 2018, at The Ritz Hotel, London, between Andrew and Yvonne. The bride was attended by Miss India D'Mello, with the best man Mr Harry Kerby. In attendance were Mrs Suzanne Kerby, Mr B Fox, Mr D Zavanaiu and Mr and Mrs Gray.

Deaths

ADAM Lt Colonel Ronald died peacefully on 17th August 2018, aged 90. Much-loved husband of Ann, father of Jamie and Philippa, grandfather of Cosmo, Anouska and Charlie. Funeral service 2.30pm, Monday 3rd September, at the Kent and Sussex Crematorium, Tunbridge Wells. No flowers please, donations to Alzheimer's Research UK.

BERRIDGE Daphne (née Woodhouse) on 9th August 2018, aged 83. Funeral service at All Saints' Church, Dewlish, on Thursday 30th August, at 2.30pm. All enquiries to Woods Funeral Services. Tel: 01305 250425.

BOURKE James (Jim) died peacefully on 18th August 2018, aged 77. Formerly consultant general surgeon and Medical Director of the Queen's Medical Centre, Nottingham. Beloved husband to Ann, father to Susan, Patrick and Michael, grandfather to Eloise, Benedict, Anna, William, John and Clementine. Private cremation will be followed by a memorial service in the autumn, details to follow. Donations to the Matthew Hampson Foundation, www.matthampsonfoundation.org.uk.

CHESWORTH Judith (Judy) died on 10th August 2018, after a short illness. Loving and much-loved by her family and friends. The funeral mass will take place on Monday 3rd September at the RC Church of the Annunciation, Walsingham, 11am. Family flowers only. If desired, donations to Cancer Research UK or East Anglia Children's Hospice. All enquiries to ST Sutton Funeral Directors. Tel: 01328 710301.

COLERIDGE Lady Pamela died peacefully on 12th August 2018. Much-loved wife of Bill and mother of Vanessa and Kate, Tania, James and Sophie. Enquiries to F J Luxton & Son Funeral Directors, Ottery St Mary, EX11 1BE. Tel: 01404 812646.

FOX Pamela Sylvia (née Herwig) died 7th August, aged 87. Widow of Dr Dennis Fox, adored mother of Elizabeth, Roger and Alison. Funeral Tuesday 28th August, at 2.30pm, at St Mary's Church, Olveston, South Gloucestershire, BS35 4BZ. Family flowers only, but donations if desired, to RNLI, c/o R Davies & Son, 381 Gloucester Road, Horfield, Bristol, BS7 8TN.

HOWARD Michael Henry Samuel died at home in Sevenoaks, on Thursday 16th August 2018, aged 92, just six months after the death of his beloved wife, Ann. Much-loved father to Rohan, Melanie and Aubyn, and grandfather to Bryony and Florence. The funeral will be on Thursday 30th August, details can be obtained from Welham Jones on 01732 742400, or on their website www.welhamjones.co.uk/obituaries.

MOORE Brian Malcolm Kinley died peacefully on 14th August 2018, aged 87, at Verulam House, St Albans, among friends, family and nursing staff. Much-loved husband of Elizabeth (deceased 1st July 2014), father of Caroline and Mary and grandfather of Freddie. Funeral at St Nicholas Church, Blakeney, Norfolk, at 2pm, on Thursday 30th August 2018. Family flowers only, but if desired, donations for Blakeney Neighbourhood Housing Society c/o ST Sutton Funeral Directors, Burnt St, Wells-next-the-Sea, NR23 1HL.

SURTEES, Audrey on 15th August 2018, mother of Anna and Christian, beloved grandmother and great-grandmother. Service of thanksgiving on 8th September, 3pm, at Nazareth House, 169 Hammersmith Rd, W6.

THORNELOE Michael John on 19th August 2018, aged 72. Beloved family man and solicitor of Lenham, Kent. Died peacefully at home. Private cremation. Memorial to follow, details from AW Court. Tel: 01622 850840.

TODD Laurie. It is with great sadness that we announce the death of Laurie, after a short illness with cancer, on 6th August 2018. A service of celebration will be held at 2pm, on Tuesday 28th August, at St.Luke's Church, 4 Burton Road, Kingston, KT2 5TE. Followed by a reception at The Wych Elm, Elm Road, Kingston, KT2 6HT. Laurie is survived by his wife Maundy, children Diana, Christina, Richard and grandchildren, Jemima, Molly and Clemmie.

WILSON John Robert Arthur passed away peacefully in his sleep on Tuesday 14th August 2018 at Torbay Hospital, aged 83. Architect and Singer family historian, he will be dearly missed by all his friends. Service at Torquay Crematorium, Thursday 30th August 3.30pm. Donations, instead of flowers, to the Architectural Association Foundation. All enquiries T & I Stockman. Tel: 01803 552112.

Memorial Services

BUNTING A Memorial Service for John Herbet will be held at Little St Mary's Church, Trumpington Road, Cambridge, at 2.30pm on 5th September 2018.

Thanksgiving Services

JAMES Monique a Service of Thanksgiving will be held at Our Lady of Mercy and St Joseph's Church, 132 High Street, Lymington, Hampshire, SO41 9AQ, at 3pm, on 29th August 2018. Afterwards at Widden, Shirley Holms, SO41 8NL. Any donations in her memory, please send to RNLI, 124-126 Webber Street, London, SE1 0QL.

In Memoriam - Private

HARVEY In proud and loving memory of our father Major Thomas Cockayne Harvey CVO DSO late Scots Guard, born 22nd August 1918. David, Caroline and Juliet. Tel: 07770942250, kathleenharvey@hotmail.co.uk.

Legal Notices

In the High Court of Justice **CR-2018-001756**

Business and Property Courts of England and Wales

Insolvency & Companies List (ChD)

Companies Court

IN THE MATTER OF MOBIUS LIFE LIMITED

(a company incorporated in England with number 03104978)

-and-

IN THE MATTER OF SCOTTISH FRIENDLY ASSURANCE SOCIETY LIMITED

(registered and incorporated under the Friendly Societies Act 1992 with No.3 COLL(S))

-and-

IN THE MATTER OF THE FINANCIAL SERVICES AND MARKETS ACT 2000

NOTICE IS HEREBY GIVEN that on 25 July 2018, an application was made under section 107 of the Financial Services and Markets Act 2000 (the **"Act"**) in the High Court of Justice (the **"Court"**) in London by the above-named Mobius Life Limited (**"Mobius Life"**) and Scottish Friendly Assurance Society Limited (**"Scottish Friendly"**) for an order under section 111 of the Act sanctioning an insurance business transfer scheme (the **"Scheme"**) providing for the transfer of certain of the long-term insurance business carried on by Mobius, namely the bundled Group Pension and Stakeholder business (the **"Business"**) to Scottish Friendly.

If the Scheme is sanctioned by the Court, it will result in the transfer to Scottish Friendly of all the contracts, property, assets and liabilities comprised within the Business, notwithstanding any restriction or right (including any right to consent, terminate, modify, acquire or claim an interest or right or to treat an interest or right as terminated or modified) that might otherwise apply in relation to such transfer. Any such restriction or right will only be enforceable to the extent the order of the Court makes provision to that effect.

The availability to policyholders of recourse to the Financial Services Compensation Scheme and Financial Ombudsman Service will not change as a result of the Scheme. Therefore policyholders of Mobius Life and Scottish Friendly who are currently protected by the Financial Services Compensation Scheme and/or who have recourse to the Financial Ombudsman Service will continue to have such protection or recourse.

Copies of the report on the terms of the Scheme prepared by an independent expert in accordance with section 109 of the Act, (the **"Scheme Report"**), a statement setting out the terms of the Scheme and a summary of the Scheme Report may, until the effective date of the Scheme, be obtained by any person free of charge, by writing to Mobius Life Limited, 7th Floor, 20 Gresham Street, London EC2V 7JE or calling 0800 028 0339 from within the UK (+44 (0) 1733 355 828 from outside the UK) or by writing to Scottish Friendly Assurance Society Limited, Scottish Friendly House, 16 Blythswood Square, Glasgow G2 4HJ or by calling 0333 323 5433. These documents, together with other supporting documents, are also available online at www.mobiuslife.co.uk and at www.scottishfriendly.co.uk/members-area/takeover-and-acquisitions

Any person who has questions relating to the proposed transfer, or requires any further information, should contact Mobius Life (by writing to the address above or calling the telephone number above).

The Application is directed to be heard before a Companies Court Judge at the Rolls Building, Fetter Lane, London, EC4A 1NL on 7 November 2018. If approved by the Court, it is currently proposed that the Scheme will take effect on 9 November 2018.

Any person (including any employee of Mobius Life or Scottish Friendly) who thinks that he or she would be adversely affected by the carrying out of the Scheme may attend the hearing and express their views either in person or by legal representative. Anyone intending to do so is asked (but is not required) to inform the Solicitors named below in writing or by telephone as soon as possible and in any event prior to the date of the hearing of their grounds of objection. Any person who objects to the Scheme but does not intend to attend the hearing may make representations about the Scheme, which the Court will be made aware of, by notifying Mobius Life or Scottish Friendly (as appropriate) or the Solicitors named below of such representations in writing or by telephone prior to the date of the hearing setting out their grounds of objection.

Dentons UKMEA LLP One Fleet Place, London EC4M 7RA +44 (0)20 7242 1212 (Ref: MW) **Solicitors to Mobius Life**	CMS Cameron McKenna Nabarro Olswang LLP Saltire Court, 20 Castle Terrace, Edinburgh EH1 2EN +44 (0) 131 228 8000 (Ref: WECO/KAGX) **Solicitors to Scottish Friendly**

22nd August 2018

Public Notices

Department for Transport

RAILWAYS ACT 2005

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Copies will be provided free of charge.

Representations about the proposal should be sent to:
AngelRoad.Consulation@dft.gov.uk or Angel Road Station Consultation,
Department for Transport, Great Minster House, 33 Horseferry Road, London, SW1P 4DR

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Public Notices

Department for Transport

RAILWAYS ACT 2005

PROPOSAL BY OPERATOR TO CLOSE ANGEL ROAD STATION

Network Rail has notified the Department for Transport that it proposes to close Angel Road station upon opening a new station nearby to be called Meridian Water.

Under section 29(7)(a) of the Railways Act 2005, the Secretary of State, as the relevant railway funding authority, is required to carry out a consultation concerning any proposal to discontinue the use of a station.

This notice is made in compliance with the statutory requirements in Schedule 7 to the Railways Act 2005 and relates to the closure of the following station:

- **Angel Road station, which is located on the West Anglia Main Line between Northumberland Park and Ponders End stations.**

A new station, to be called Meridian Water, is currently under construction approximately 580 metres to the south-west of Angel Road station. On commissioning, services that currently stop at Angel Road station will stop at the new station. Following the Railways Closures Guidance 2006, Network Rail, as network operator, has carried out an initial assessment of whether retaining the existing station as part of the national rail network represents value for money. Network Rail concluded that closing Angel Road station and opening a new station at Meridian Water offered better value for money. It is proposed that, subject to successful completion of the closure process, the existing station will be closed when the new station is opened, on or after 19 May 2019.

Anyone wishing to see Network Rail's initial assessment, and a summary of it, may view the consultation document on the Department for Transport's website at www.dft.gov.uk/consultations/open

The consultation document may also be inspected at the Department for Transport's offices at Great Minster House, 33 Horseferry Road, London, SW1P 4DR. Alternatively, copies can be obtained from Andrew Johnson at the same address or by email from AngelRoad.Consulation@dft.gov.uk

Copies will be provided free of charge.

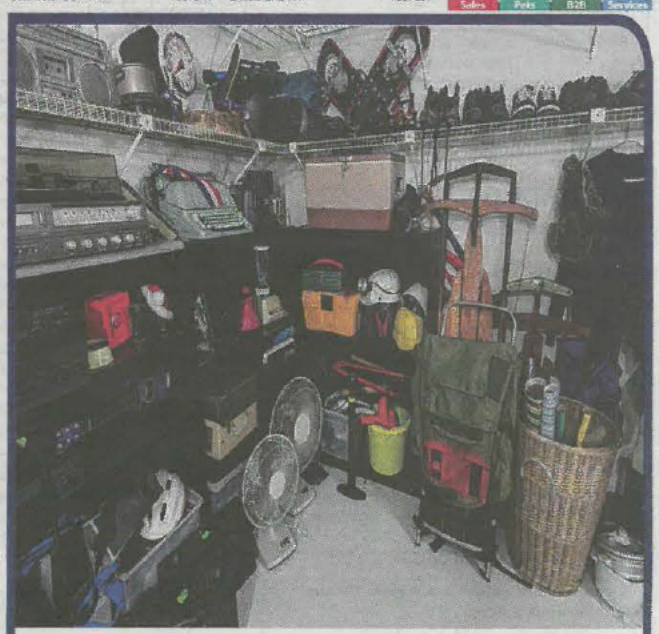
Representations about the proposal should be sent to:
AngelRoad.Consulation@dft.gov.uk or Angel Road Station Consultation,
Department for Transport, Great Minster House,
33 Horseferry Road, London, SW1P 4DR
no later than 21 November 2018.

Announcements - Public Notices

LEONARD DOMINIC NWABUEZE ABIAEFO (Deceased)
Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 324 Green Street Enfield EN3 7SB, who died on 04/01/2017, are required to send particulars thereof in writing to the undersigned Solicitors on or before 02/11/2018, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.
ELLISONS
Headgate Court Head Street
Colchester CO1 1NP 7537844

SYLVIA MARY DEAL (Deceased)
Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 209 Latymer Road London N9 9PN, who died on 21/02/2018, are required to send particulars thereof in writing to the undersigned Solicitors on or before 26/10/2018, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.
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TEMPORARY RESTRICTION OF TRAFFIC

Further information may be obtained by telephoning Highway Services on 020 8379 2039

1. NOTICE IS HEREBY GIVEN that in order to facilitate essential highway improvement works on the A1010, Fore Street N9 & N18, Plevna Road N9, Osman Road N9, Shrubbery Road N9, Sebastopol Road N9, Brettenham Road N18 and Park Road N18, the Council of the London Borough of Enfield propose to make the Enfield (A1010, Fore Street N9 & N18, and side roads) Order 2018 under section 14(1) of the Road Traffic Regulation Act 1984.
2. The effect of the Order would be to sequentially close the side roads to vehicular traffic to the extent and during the dates indicated in Schedule below as and when directed by traffic signs.
3. The prohibitions referred to in paragraph 2 would not apply to works vehicles or, if the works allow, to police or emergency services' vehicles.
4. Whilst the prohibitions on the roads detailed in the schedule to this notice remain in force, the diversion routes will be as detailed below.

Dated 29 August 2018

David B. Taylor
Head of Traffic and Transportation

Schedule

Street	Date of Closure*	Diversion Route
Plevna Road between its Junction with A1010 Fore Street N9 and a point 10m into the side road.	Between 3 and 24 September 2018	Felixstowe Road, Sebastopol Road and Fore Street N9.
Osman Road between its Junction with A1010 Fore Street N9 and a point 10m into the side road	Between 24 September and 15 October 2018	Beaconsfield Road, Sebastopol Road and Fore Street N9.
Shrubbery Road between its northern Junction with A1010 Fore Street N9 and a point 10m into the side road.	Between 15 October and 5 November 2018	Shrubbery Road southern junction Fore Street N9
Sebastopol Road between its Junction with A1010 Fore Street N9 and a point 10m into the side road.	Between 5 November and 17 December 2018.	Beaconsfield Road, Osman Road and Fore Street N9
Brettenham Road between its Junction with A1010 Fore Street N9 and a point 10m into the side road.	Between 7 and 28 January 2019.	Argyle Road, Kings Road Fairfield Road and Fore Street N18
Park Road N18 between its Junction with A1010 Fore Street N9 and a point 10m into the side road.	Between 28 January and 18 February 2019.	Park Mews, and Fore Street N18

* Dates may be altered / extended if necessary to ensure completion of the works

ENFIELD Council

www.enfield.gov.uk

A1010, HERTFORD ROAD, GALLIARD ROAD, AND NIGHTINGALE ROADN9 TEMPORARY RESTRICTION OF TRAFFIC

Further information may be obtained by telephoning Highway Services on 020 8379 2039

1. NOTICE IS HEREBY GIVEN that in order to facilitate essential highway improvement works on the A1010 Hertford Road N9 the Council of the London Borough of Enfield have made the Enfield (Hertford Road, Galliard Road and Nightingale Road N9) Order 2018 under section 14(1) of the Road Traffic Regulation Act 1984.
2. The effect of the Order will be between 3 September and 30 November 2018 (or until the works are complete) to restrict traffic as detailed in schedule below as and when directed by traffic signs.
3. The prohibitions referred to in paragraph 2 will not apply to works vehicles or, if the works allow, to police or emergency services' vehicles.
4. Whilst the prohibitions on the roads detailed in the schedule to this notice remain in force, the diversion routes will be as detailed below.

Dated 29 August 2018

David B. Taylor
Head of Traffic and Transportation

Schedule

Street	Nature of Restriction	Diversion Route
Galliard Road at its junction with Hertford Road N9	No exit onto Hertford Road	Via Bury Street, Hertford Road N9 & vice versa
Nightingale Road at its junction with Hertford Road N9	No exit onto Hertford Road	Via Bounces Road, Hertford Road N9 & vice versa
Both sides of Hertford Road N9 between Nos. 600 and 546	No waiting or loading at any time	Not applicable.

ENFIELD Council

www.enfield.gov.uk

BURY STREET WEST - TEMPORARY RESTRICTION OF TRAFFIC

Further information may be obtained by telephoning Highway Services on 020 8379 4725.

1. NOTICE IS HEREBY GIVEN that in order to facilitate essential carriageway resurfacing works on Bury Street West N9, the Council of the London Borough of Enfield propose to make the Enfield (Bury Street West) (No 2) (Temporary Restriction of Traffic) Order 2018 under section 14(1) of the Road Traffic Regulation Act 1984.
2. The effect of the Order would be to prohibit traffic from entering or proceeding on Bury Street West N9 from the Stag and Hounds Public House to the common boundary of No.s 313/315 Bury Street West, as and when directed by signage.
3. The prohibitions referred to in paragraph 2 above would not apply to works vehicles or, if the works allow, to police or emergency services vehicles.
4. The prohibitions would come into operation on 11 September 2018 and would continue in force for 2 days or until the works have been completed.

Dated 29 August 2018

David B. Taylor
Head of Traffic and Transportation

ENFIELD Council

www.enfield.gov.uk

Department for Transport

RAILWAYS ACT 2005

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The consultation document may also be inspected at the Department for Transport's offices at Great Minster House, 33 Horseferry Road, London, SW1P 4DR. Alternatively, copies can be obtained from Andrew Johnson at the same address or by email from AngelRoad.Consulation@dft.gov.uk

Copies will be provided free of charge.

Representations about the proposal should be sent to:
AngelRoad.Consulation@dft.gov.uk or Angel Road Station Consultation, Department for Transport, Great Minster House, 33 Horseferry Road, London, SW1P 4DR
no later than 21 November 2018.

Announcements - Public Notices

EILEEN PHYLLIS CRIPPS
Deceased

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the deceased, late of Bullsmoor Lodge Care Home, 35/49 Bullsmoor Lane, Enfield, EN3 6TE formerly of 13 Fairlop Gardens, Basildon, Essex, SS14 1RE, who died on 21/07/2018, must send written particulars to the address below by 31/10/2018, after which date the Estate will be distributed having regard only to claims and interests notified.

Palmers Solicitors
105A High Street, Rayleigh, SS6 7QA
Ref: haj-115765-005

Estherbella Ago Ayin

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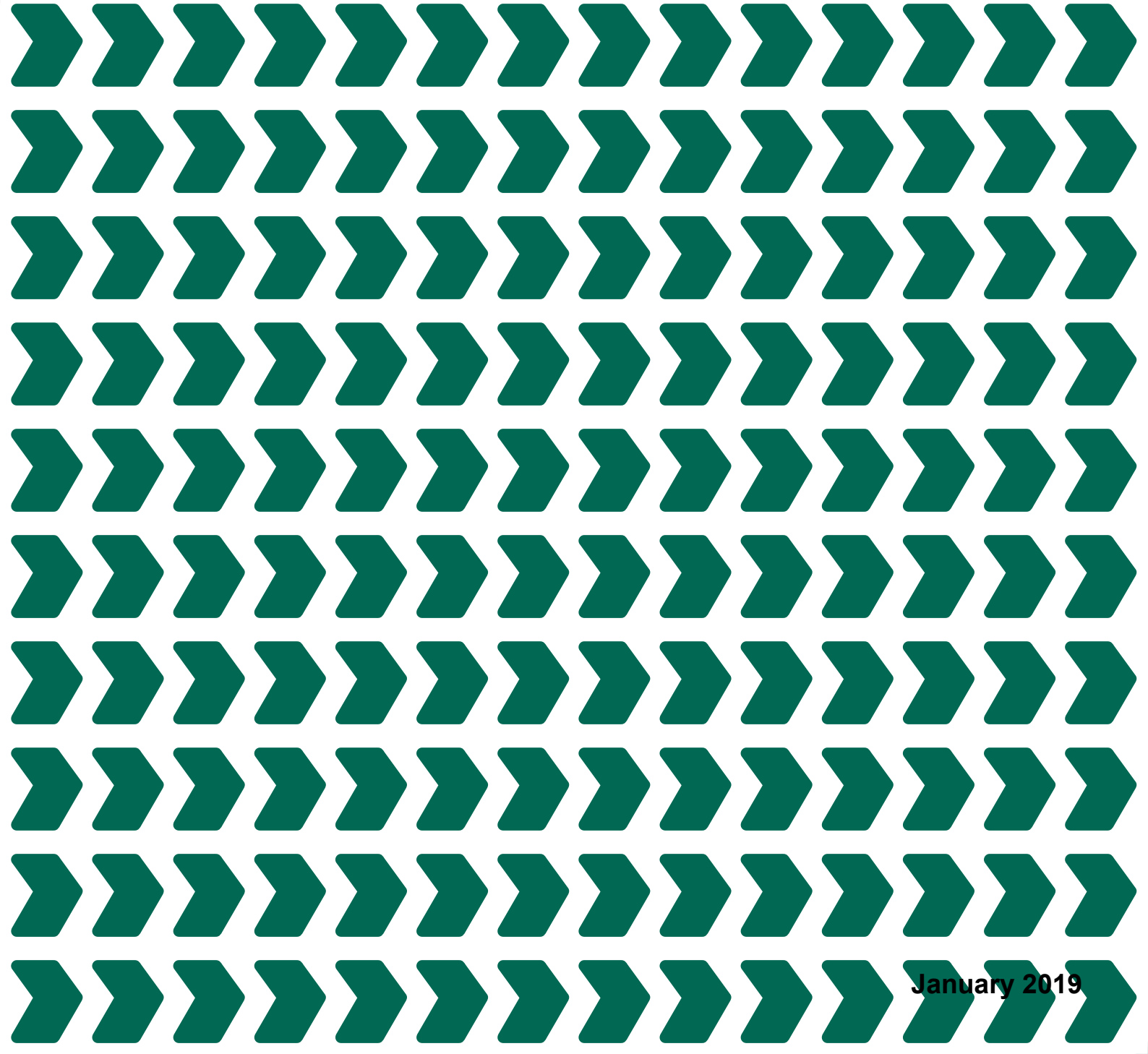
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Department for Transport

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
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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.