

New Angel of North London



Picture: RAIL ACTION

ONE IN, ONE OUT: A huge crane was used in August to build the new Meridian Water station 500 metres south of the existing Angel Road station which will close

A new station is being built near the North Circular Road in London which might go some way to reducing the appalling road traffic problems which blight the area. It should open in May next year.

Thousands of people every day visit superstores just a few metres from Angel Road station in North London, but very few have been able to use the rail station because the train service is so poor (Monday-Friday peaks only) and non-existent at weekends. The walking route to the station is also difficult and convoluted.

Railfuture has campaigned for a better service at the station for years, but train operators said there was not enough capacity on the line which accommodates Stansted Express from Liverpool Street to the airport, as well as local services.

Now though, not only is a new station under construction but a third track is being built along the Lea Valley from Stratford to Meridian Water to add to the existing two tracks. The third track will allow more trains to run, including a four-trains-an-hour service to Ikea and Tesco even at weekends! In the longer term, Meridian Water could be served by trains from Crossrail 2. By then, there will need to be four

railaction

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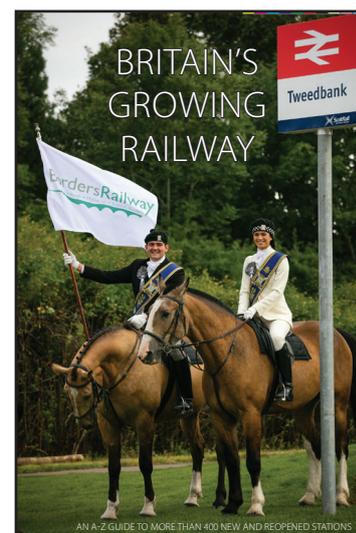
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tracks at Meridian Water. The impetus for the new station is coming from an Enfield Council supported £6 billion, 10,000 new homes scheme called Meridian Water, hence the station's new name. In 2013, Del Goddard, the council's cabinet member for business and regeneration, said: "This investment in rail infrastructure will transform the economic landscape in the upper Lea Valley. The scheme is the holy grail of rail upgrades. For a relatively modest outlay, we will be able to add billions of pounds to the UK economy, unlock the enormous potential of Meridian Water and create thousands of jobs and homes in places they are needed most.

"People, jobs and entire communities in the east of Enfield will reap the benefits of a fast, modern and efficient rail service, which connects them to Tottenham Hale and the major transport, business and retail hub at Stratford."

So for once, Railfuture is not likely to object to a station closure. Some people might even say goodbye and good riddance to Angel Road station. Railfuture campaigner Graham Larkbey however would like to see the footbridge rescued and used elsewhere on the network, for example at Pilning, which became "one-direction-only" when its footbridge was demolished in 2016 and not replaced.

<https://www.gov.uk/government/consultations/angel-road-rail-station-closure-may-2019>

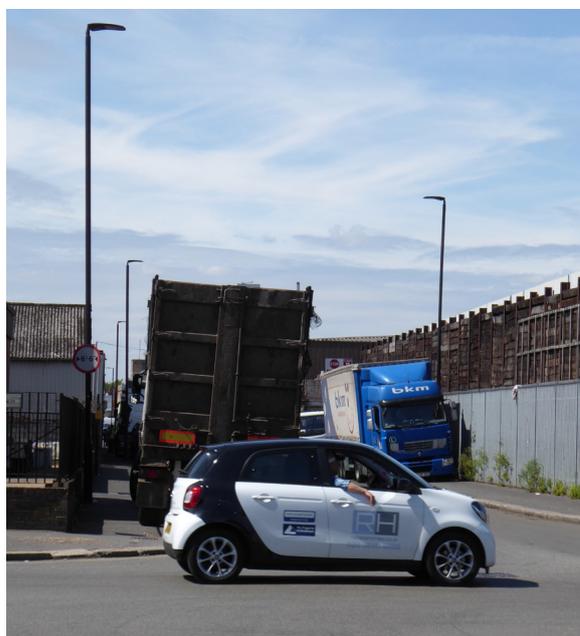


Railfuture's latest book (above) gives details of the 400 stations and over 950km of new routes which have opened to passengers since 1960.

The 192-page 2017 updated edition costs £9.95 and can be obtained online at

<http://www.railfuture.org.uk/shop/>

GET YOUR COPY TODAY!



BRANTWOOD ROAD (near Angel Road): Lorries parked on the pavement



WILLOUGHBY LANE (near Angel Road): Cars, not pedestrians, come first

City of London targets polluting vehicles

Polluting vehicles are being charged more to park in London's financial district in an attempt to improve the appalling levels of on-street pollution.

The City of London introduced the new-style parking charges in August with the aim of incentivising drivers to make "more environmentally-friendly choices".

A low-emission vehicle, electric or hybrid, for example, is charged £4 per hour to park on weekdays between 08.00 and 19.00. A diesel vehicle registered from 2015 onwards will pay £5.20.

The City of London has several of London's worst hotspots for nitrogen dioxide pollution, because of its narrow roads, high buildings and congested traffic.

The City is also planning a trial scheme in one street from April next year which will ban petrol and diesel cars. Only 8,000 people live in the City, but 400,000 work there. In neighbouring Hackney and Islington boroughs, attempts are being made to encourage the use of electric vehicles by charging drivers of petrol and diesel cars £130 for driving on nine selected streets at peak times. Electric and hybrid vehicles are allowed. Pollution is a big problem throughout the rest of London.

Pictures: RAIL ACTION

Mayor of London Sadiq Khan has set out plans for ultra low emission zones from next year, which will require drivers and motorcyclists to pay a £12.50 daily charge if they do not meet emissions standards.

<https://www.energylivenews.com/2018/08/15/city-of-london-introduces-emissions-based-car-parking-charges/>

€1 a day ticket to cut pollution in cities

"There is intelligent life on the planet," reports John Whitelegg. "Five German cities are to introduce an annual 365 euro public transport ticket (one euro per day), and increase buses to reduce air pollution. Nothing at all like this in Britain."

The mayors of Bonn, Essen, Herrenberg, Mannheim and Reutlingen announced in August that they will be following the example of the Austrian capital, Vienna, by improving public transport and providing unlimited use tickets for under £1.

A similar ticket was introduced in Vienna in 2012 and now there are more people in the city with the annual ticket than own cars. In the first year there was an increase of 140,000 buying annual tickets. In six years, overall numbers have risen from 373,000 to 780,000.

John Whitelegg co-authored the book *High Speed Trains: fast tracks to the future*.

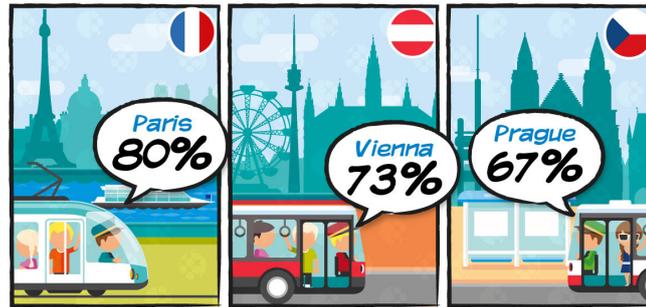
He is visiting Professor of Sustainable Transport at Liverpool John Moores University and Professor of Sustainable Development at University of York's Stockholm Environment Institute.

<https://global.handelsblatt.com/politics/german-cities-slash-public-transport-fares-fight-pollution-939592>

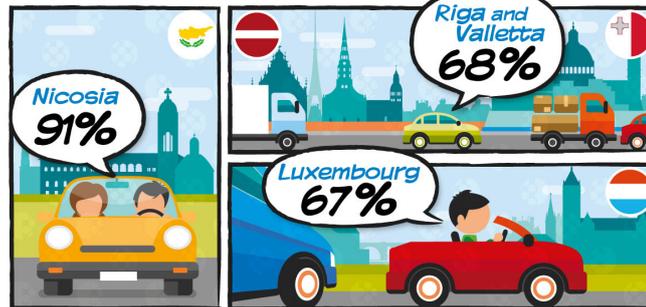
EU cities on the move

Top 3 Capitals

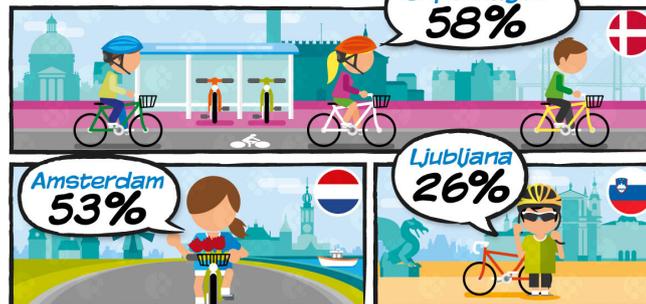
People going to work by public transport



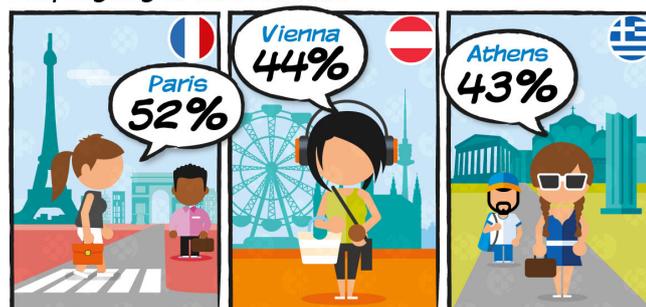
People going to work by car



People going to work by bike



People going to work on Foot



People satisfied with public transport



Data are for 2015 and refer to EU capitals only (% of the resident population). Figures show means of transport primarily used to go to work/training place. Multiple modes of transport are possible. Source: Eurostat, Urban Audit perception results <http://europa.eu/Dn66Qc>

ec.europa.eu/eurostat

Picture: <http://europa.eu/Dn66Qc>

Web links

Readers of *railaction* should be able to click on the web links in this document to be taken straight to the relevant website.

However this is not yet an exact science. One problem is that organisations update their websites and change the page references.

We do our best to keep abreast of these changes, but it is not always possible.

Railfuture submissions

Railfuture responds to many formal consultations about the railways.

Submissions can be downloaded from:

<http://www.railfuture.org.uk/consultation+responses>

FOUR TYPES OF LEGO TRAFFIC JAM



PETROL CARS



DIESEL CARS



ELECTRIC CARS



SELF-DRIVING CARS

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Pollution is only one of the problems caused by road traffic

Bill to fix thousands of road bridges that cannot take heavy loads

The collapse of the Morandi viaduct in Italy has raised concerns over sub-standard bridges, it is reported in *The Times*.

Nearly 3,500 bridges in Britain are thought to be too weak to bear the heaviest vehicles allowed on British roads.

Research by the RAC Foundation found that 3,441 structures are not fit to carry lorries of up to 44 tonnes.

Many will have weight restrictions, be under increased monitoring programmes or even in managed decline, researchers said. They noted that the number of sub-standard bridges was slightly higher than the 3,203 identified a year earlier.

Councils would need to spend £5 billion to clear the backlog of work on all bridges, they calculated.

<https://www.thetimes.co.uk/article/bill-of-1bn-to-fix-thousands-of-bridges-that-can-t-take-heavy-loads-mx6782pk>

Glasgow Crossrail could bring magic to Scottish rail network

Rail campaigners, including Cumbernauld Commuters' Association, are continuing to campaign for Glasgow Crossrail which involves reinstating a crucial three kilometres of missing link. Transport Scotland said a Local Rail Development Fund decision may be made soon. The Scottish Government created the £2 million fund this year to develop community-led options to improve local rail connections. Local interest groups can apply for this funding, and applications can be for a new project or assistance for appraisal work already under development. Successful applicants will be offered a Scottish Government grant to carry out the transport appraisal. The Glasgow Crossrail project has been professionally confirmed as having a good business case, satisfying all the requirements of the STAG2 assessment criteria. Campaigners want to see the development of rail services which would be a sustainable alternative to car commuting.

<https://www.glasgowlive.co.uk/news/glasgow-news/campaigners-call-crossrail-make-travel-12724781>

Railfuture press releases

Railfuture press releases can be read in full at

[Railfuture press releases](#)

A review of other Railfuture appearances in print and broadcast media can be seen at:

[Railfuture in the news](#)



Picture: MERSEYRAIL

An artist's impression of Merseyrail's Stadler train at Liverpool Lime Street station

Merseyrail aims to be tops for accessible travel

Many platforms on the Merseyrail network are to be upgraded to make way for new Stadler trains with "sliding step technology" which are expected to start full operation in two years time and should allow wheelchair users to board unaided.

Work on the platforms (mainly to reduce the gap) will start in October and continue for 18 months. At various times, stations and lines will be closed with a rail replacement bus alternative.

The new trains will be able to carry 50% more passengers and will have wider aisles with better space for wheelchairs, bikes, prams and luggage. Merseyrail claims it will then be the most accessible rail network in Britain.

The four-car trains will have USB charging facilities for phones and laptops at every seat and will replace the existing 40-year-old three-car trains.

<https://www.merseytravel.gov.uk/about-us/media-centre/news/Pages/New-Merseyrail-trains-by-2020-after-City-Region-leaders-give-green-light.aspx>

Rail users reject Government proposals for CrossCountry cuts

A proposal that CrossCountry Trains should not call at smaller stations such as Morpeth, Alnmouth and Berwick has been rejected by the South East Northumberland Rail Users Group.

In its formal response to a Department for Transport consultation, SENRUG said that the idea contradicts proposals by Network Rail, which has said there should be more calls at smaller stations from long-distance operators because local services cannot cater for demand.

SENRUG says that CrossCountry services at Alnmouth and Berwick should be retained at the same level with a modest increase at Morpeth, which should have a service every two hours. However, SENRUG wants the times of the trains co-ordinated with the inter-city trains run by LNER. At the moment, Morpeth has two trains calling within six minutes but then no trains for three hours.

Calling patterns on CrossCountry and LNER trains should be co-ordinated to make it possible to travel between Northumberland and Scottish Borders stations. SENRUG Chair Dennis Fancett pointed out that in alternate hours, three trains leave Newcastle for Edinburgh within 20 minutes of each other.

"We accept that one of these trains should travel non-stop, but we think at least one train an hour should call at each of the region's key centres which are Morpeth, Alnmouth, Berwick and Dunbar. What's more, we think Cramlington should be added to that list too, as it will soon be Northumberland's largest town, serving a population of 39,000."

Railfuture conferences

The next Railfuture conference is in Reading on 10 November 2018.

Speakers include:

Howard Smith
Operations Director, Crossrail

An insight into Crossrail and its forthcoming launch

Anna Holbrook

Network Rail
The Western rail access project to Heathrow Airport

Howard Elliot

Network Rail
Electrification on the Great Western project

Councillor Tony Page,
Reading Borough Council

Reading transport and integration

Ian Baxter

SLC Rail
Stations and projects including Reading Green Park, Worcestershire Parkway and Wantage Grove

Graham Cross

Chief Executive Heathrow Southern Railway

For further information see:

www.railfuture.org.uk/conferences



Picture: TREVOR WATSON

PLENTY OF PASSENGERS: A CrossCountry service stopping at Morpeth. Does the Department for Transport have a good alternative option for these passengers?

Cutting out Northumberland stations would not necessarily speed up CrossCountry trains, as they have to wait behind other trains on the line with slower acceleration. "The CrossCountry stops at Morpeth were first introduced using the time the trains waited at signals outside Edinburgh and Newcastle stations, and did not add to the overall journey times for travelling between these cities," said Dennis.

Cutting out stops at places such as Morpeth and providing extra local trains – even if these were available – would be likely to slow CrossCountry trains down, as there would be more track congestion.

CrossCountry trains are too crowded and it is the biggest problem facing the network.

"We think the answer is longer trains, with a significant number of extra seats," said Dennis. SENRUG proposes a more sophisticated seat-reservation system so passengers on longer journeys are not frequently disturbed by those on short hops. SENRUG urges Northumberland travellers who want to ensure their CrossCountry services are retained to respond directly to the DfT's consultation, and also to join SENRUG to help in their campaigning efforts by going to www.senrug.co.uk.

The DfT CrossCountry re-franchising consultation is at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/714761/cross-country-passenger-rail-franchise-public-consultation.pdf

SENRUG's formal response is at:

<http://www.senrug.co.uk/widescope/resources/18-08-17-dft-xc-re-franchise-consultation-response.pdf>

Network Rail's proposal that more inter-city trains should call at smaller stations in Northumberland is at:

<https://cdn.networkrail.co.uk/wp-content/uploads/2017/12/East-Coast-Main-Line-Route-Study.pdf>

Rail fare increases are 'an insult' to passengers

The Government has agreed to allow regulated rail fares to rise yet again in January next year – by 3.2%. Although the rise in rail fares will match inflation, the decision comes after years of above-inflation rises and coincides with some spectacularly poor performance from the rail industry and years of motorists' costs being held

What's on

Here are some forthcoming events that may be of interest to rail campaigners. Details of other events can be found on the Railfuture website:

6 September 2018. Thursday.

Railfuture London & South East regional branch, Sussex & Coastway division meeting at Durrington-on-Sea. 18.00.

7 September 2018. Friday.

Pontefract Civic Society, Rail sub-group. Venue: Pontefract Squash & Leisure Club, Stuart Road, Pontefract, West Yorkshire WF8 4PQ. 19.00-21.00.

9 September 2018. Sunday.

Bricket Wood Station Heritage Trust Launch Day. Open Day at The Parish Centre, Station Road, Bricket Wood, St Albans AL2 3PJ. 13.00-17.00.

15 September 2018. Saturday.

Cumbrian coast Rail Users' Group meeting. Venue: St Cuthbert Seascale, 13 Green Close, Seascale, Cumbria CA20 1RA, 13.50.

For further information on these and other events see:

<http://railfuture.org.uk/events>



Picture: RAILWATCH August 2003

The launch of Railfuture's National Railcard report at Liverpool Street station in 2003, from left: Mick Duncan of Transport 2000, Railfuture chairman Peter Lawrence, MP Jeremy Corbyn, RPC national director Anthony Smith, rail writer and author Christian Wolmar, the Railway Consultancy's Nigel Harris and report author Douglas Medrisc

down by a Government-imposed freeze on fuel duty. To add insult to injury, the Department for Transport uses the July 2018 retail price index measure of inflation. By contrast, the consumer price index, the Bank of England's preferred measure of inflation, rose by 2.5%. Labour leader Jeremy Corbyn described the increase in regulated fares as "an insult to everyone who has suffered from the chaos on Britain's railways". Transport Secretary Chris Grayling insisted the increase was entirely fair. Despite protests outside railway stations, the Rail Delivery Group which represents train operators defended the increase.

"These prices are now starting to deter people from travelling by rail, just as we forecast," said Railfuture's media representative Bruce Williamson. "Latest figures show that the rise in passenger numbers that we have seen over the past 20 years is levelling off, because people simply cannot afford to have an ever larger chunk taken out of their wallets year after year. The reason for this is that the Government insists on using the RPI measure of inflation, when the alternative CPI figure is usually lower. CPI is widely regarded as a much fairer measure of inflation. Has the Government succeeded in its mission to price people off the trains and on to our congested and polluted roads?" Latest Government passenger figures show: Passenger journeys down from 1,729 million in 2016/7 to 1,705 million in 2017/8. Season ticket journeys down from 690.9m to 627.5m. Season ticket kilometres down from 17.4 bn to 16.2 bn.

The benefits of a National Railcard were highlighted when the rail fare increases were attracting a good level of media interest. *The Guardian* reminded its readers that in Germany, Deutsche Bahn offers the BahnCard 100 which lets rail passengers travel by any train anywhere in the country for an annual £3,840. Railfuture published a report in 2003 advocating the introduction of a National Railcard to reduce fares for regular rail passengers.

<https://www.theguardian.com/money/2018/aug/11/uk-rail-commuters-season-ticket-prices>

<https://www.railfuture.org.uk/National+Rail+Card>

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Consultations

Railfuture responds to official consultations. You may be able to inform our input.

Easier fares

Rail Delivery Group
www.britainrunsonrail.co.uk/fares.html

Closes Monday 10 September.

Railfuture contact:
steve.wright@railfuture.org.uk

Future of Mobility

Department for Transport call for evidence
www.gov.uk/government/consultations/future-of-mobility-call-for-evidence

Closes Monday 10 September.

Railfuture contact:
ian.brown@railfuture.org.uk

Bus market

House of Commons Transport Committee Inquiry into the health of the bus market

www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/inquiries/parliament-2017/health-of-bus-market-17-19/

Closes Monday 24 September.

Railfuture contact:
allison.cosgrove@railfuturescotland.org.uk