

Crossrail 2 factsheet: Angel station

Crossrail 2 is a proposed new railway line serving London and the South East, linking Surrey to Hertfordshire via Central London destinations. A new Crossrail 2 station is proposed at Angel. The earliest the scheme could be open by is 2030.

Why do we need Crossrail 2?

Angel is a thriving local centre and is currently served only by the Northern line - one of London's busiest Tube lines. With congestion on the transport network set to increase in future, we need Crossrail 2 to ensure that people can continue to get to and from Angel easily.

What are the benefits of Crossrail 2?

Crossrail 2 would add capacity to existing rail services and support economic regeneration by providing the infrastructure needed to build new homes and create more jobs across London and beyond.

A Crossrail 2 station at Angel would:

- Improve your journey with up to 30 Crossrail 2 trains per hour to destinations in London, Hertfordshire and Surrey
- Reduce crowding on the busiest part of the Northern line during peak periods by approximately 10 per cent
- Connect with existing London Underground services

- Provide step-free access from street level to the Crossrail 2 platforms
- Add station capacity allowing up to 11,000 more passengers to use the station in the peak hours
- Provide local people with access to more jobs within a 45 minute commute
- Support local businesses and economic growth by enabling more people to get to Angel within a 45 minute journey. This would significantly increase the workforce available to local businesses, boosting their chances of finding and retaining a valued workforce
- Reduce the time taken to travel to Angel, for example a journey to Clapham Junction would be reduced by approximately 15 minutes

30 

Trains per hour
through the
tunnelled section

10% 

Reduction in crowding
on existing services

All figures are based on current working assumptions and are subject to change.

The proposal

A new Crossrail 2 station at Angel would be underground and could include:

- 2x250 metre long platforms. Station platform tunnels around 30 metres below ground level to the top of tunnel
- An increase in capacity within the existing Northern line ticket hall to accommodate a Crossrail 2 ticket hall on Islington High Street
- An enlarged station entrance and a new second entrance onto Torrens Street
- An underground connection between Crossrail 2 and Northern line services
- A facility for reversing Crossrail 2 trains

To construct Crossrail 2 we would require two main worksites and two additional sites.

Site A – The site of the Royal Bank of Scotland building would be used for station tunnelling works and construction of the station entrance, station box and station shaft.

Site B – Includes Iceland and other properties to the north of White Lion Street. This site would be used for construction of the station shaft. Impacts on Chapel Market would be avoided.

Site C – At the southern part of Torrens Street, the location of the old entrance to Angel station would be used as access to support the construction of the underground connection between Crossrail 2 and the Northern line.

Site D – The Public Carriage Office site, which is owned by Transport for London, could be used for construction of a facility for reversing Crossrail 2 trains at Angel. This is subject to further investigation.

Please refer to [G6: A Typical Crossrail 2 Station](#) to find out more about the proposed design features of our below ground stations.

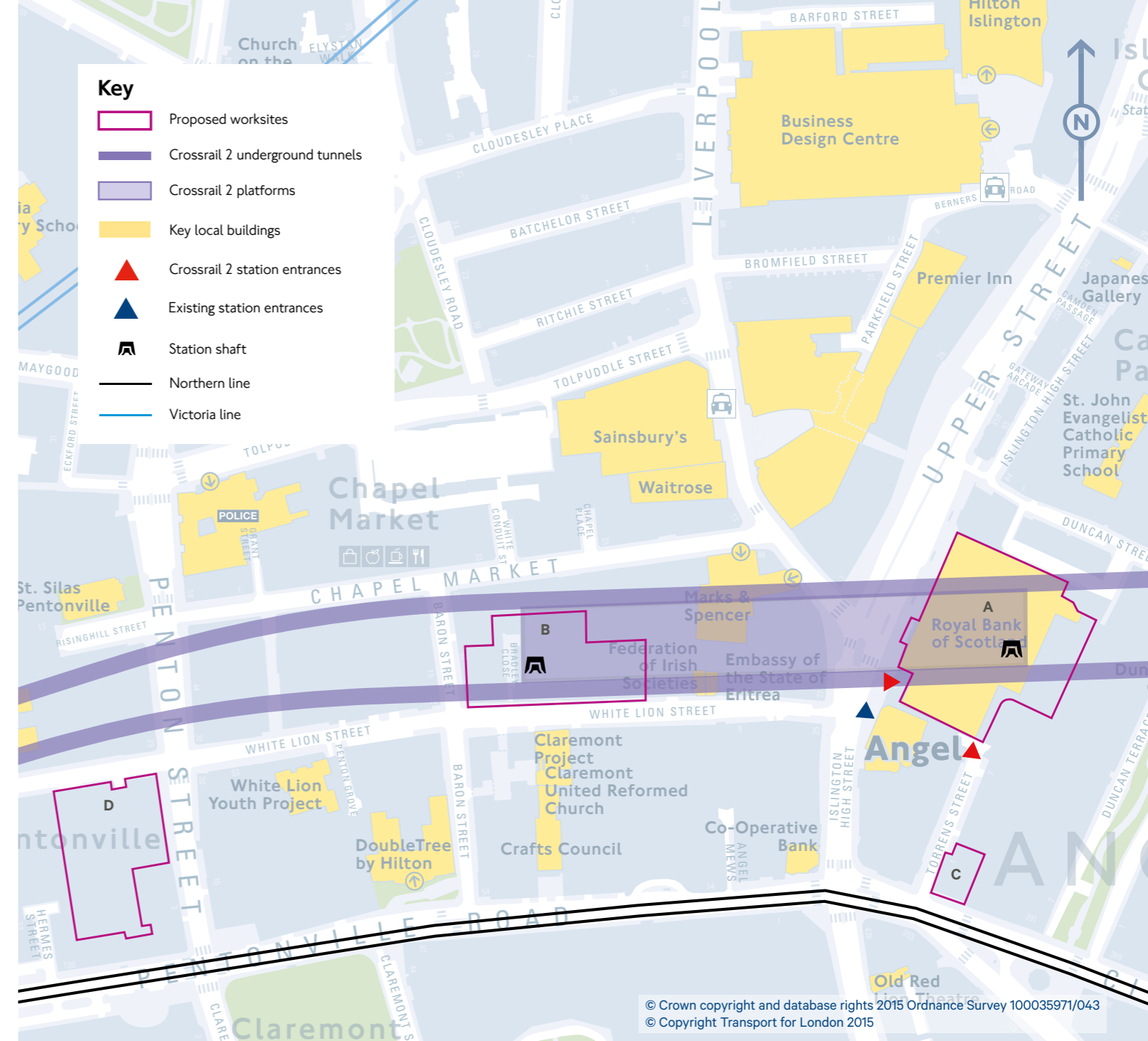
Minimising our impact

Drawing on Crossrail 1's experience of building stations, the proposed Crossrail 2 station at Angel is estimated to take five to eight years to complete. Activity on site would fluctuate during this period.

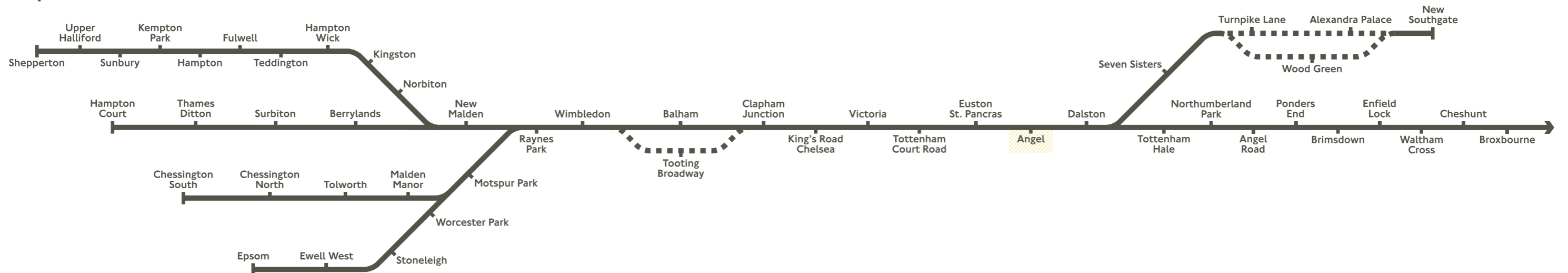
Proposals for the scheme are still at the early stages of design. Feedback from this and future consultations, together with further design and engineering work, will refine the proposals ahead of seeking permission to build the new railway.

All our contractors would have to adhere to a Code of Construction Practice which would be developed with local authorities. This would set out requirements for considerate construction practices that use the latest techniques to reduce noise and disruption both for surface and underground works.

As part of our Environmental Statement, a full evaluation of the potential impacts of construction and operation of the scheme would be documented along with proposed methods to minimise impacts where required. These proposals would then form commitments as part of the application for planning consent.



Proposed Crossrail 2 stations



To find out more

Visit www.crossrail2.co.uk where you can view and download a range of factsheets, maps and other information about the scheme.

Come along to one of our drop-in events where you will have an opportunity to view our proposals and speak to members of the Crossrail 2 team. Please visit www.crossrail2.co.uk for details about events in your area.

Please contact us to request a copy of this leaflet and other Crossrail 2 consultation material in hard copy, large print, audio or another language.



Contact us

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*Service and network charges may apply. See tfl.gov.uk/terms for details

Have your say

This consultation gives you the opportunity to comment on proposals for Crossrail 2. Visit www.crossrail2.co.uk to leave a comment or provide a response to the consultation questions. The consultation will close on Friday 8 January 2016.

Development is still at an early stage. There will more opportunity to provide feedback on Crossrail 2 as the scheme develops.