



# Crossrail 2 train maintenance depots and stabling

The train services introduced by Crossrail 2 would require a fleet of new trains. During peak periods nearly all of these trains would be in service, but during off-peak periods and overnight, areas for parking or ‘stabling’ trains would be needed.

In addition to stabling, Crossrail 2 would require a number of depots to provide facilities for maintenance of its trains, track, tunnels and stations.

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Train depots and stabling facilities need to be located in areas near to where trains enter and leave service. Without these facilities, trains would need to travel long distances with no passengers on board before beginning and ending services. This would increase operational costs.

We have carried out an initial assessment to determine the preferred geographic areas for maintenance depots and stabling yards close to the tunnelled section of the proposed route.

Key functional requirements for locating a new depot or stabling yard include identifying:

- A level and straight site in a location that provides good access to the tunnelled section of the proposed route
- A site close to a station where a large number of trains are beginning and ending service such as New Southgate in the north and Wimbledon in the south
- A site that would allow maintenance materials and equipment to be delivered by rail rather than by road

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As a large number of trains would enter and leave service at the southern and northern ends of the proposed tunnelled section of the route, two preliminary options for stabling and depots have been identified for further investigation as follows:

- Southern stabling and depot – Weir Road, north of Wimbledon Station
- Northern stabling and depot – Oakleigh Road, north of New Southgate Station

Further investigation of these options will be carried out as the development of the Crossrail 2 scheme progresses. This will take into account any changes to operational systems or maintenance practices between now and the opening of Crossrail 2.

Additional stabling sites would be required on Crossrail 2’s above-ground branches on the existing National Rail network. As the scheme develops, Network Rail and Transport for London will be jointly developing a strategy for providing these in appropriate locations.



Example of London Underground train depot for District line trains

### To find out more

Visit [www.crossrail2.co.uk](http://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](http://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

- Email: [crossrail2@tfl.gov.uk](mailto:crossrail2@tfl.gov.uk)
- Helpline: 0343 222 0055\*
- Post: Freepost Crossrail 2 Consultations
- Website: [www.crossrail2.co.uk](http://www.crossrail2.co.uk)

\*Service and network charges may apply. See [tfl.gov.uk/terms](http://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](http://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 and there will be more opportunities to provide feedback on Crossrail 2 in further consultations on the scheme as it develops.