



CROSSRAIL INFORMATION PAPER

G5 - REVISED DEPOT AND STABLING STRATEGY

This paper sets out the reasons for adopting a revised depot and stabling strategy for Crossrail rolling stock.

It will be of particular relevance to those in the vicinity of the proposed Crossrail works and those interested in the operational aspects of Crossrail.

This is not intended to replace or alter the text of the paper itself and it is important that you read the paper in order to have a full understanding of the subject. If you have any queries about this paper, please contact either your regular Petition Negotiator at CLRL or the Crossrail helpdesk, who will be able to direct your query to the relevant person at CLRL. The helpdesk can be reached at:

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1. Introduction

1.1 This Information Paper sets out the reasons for adopting a revised depot and stabling strategy for Crossrail rolling stock.

2. Background

2.1 The Crossrail Bill as deposited in 2005 sought powers for the construction of a rolling stock maintenance depot and associated stabling sidings on a site south of the Great Eastern Main Line at Romford, and for stabling sidings at Shenfield, Gidea Park, Old Oak Common, West Drayton and Maidenhead.

2.2 Concerns were expressed by the London Borough of Havering and others in the Borough about the impacts of the proposed Crossrail train depot at Romford and in particular the grade separated line (the dive-under) to connect the depot to the Great Eastern Main Line. As a result, the Promoter spent many months in the first half of 2006 working to reduce those impacts and at the same time identifying whether there was a viable alternative depot strategy that would remove the need for facilities at Romford altogether.

3. Rationale

3.1 The decision that Eurostar train maintenance would transfer to a new depot at Temple Mills in east London when Stage 2 of the Channel Tunnel Rail Link opened was made after Cross London Rail Links Limited (CLRL) had selected a site at Romford as the location of the maintenance depot for the fleet of Crossrail trains.

3.2 The plans for the depot at Romford attracted strong local opposition, and a number of the petitions submitted against the proposals in the House of Commons referred to the apparent inconsistency of a new depot being built when the existing facility at North Pole, used by Eurostar, and adjacent to the Crossrail route approximately three miles west of Paddington, would have been vacated and could potentially be reused for Crossrail's train maintenance.

3.3 A number of factors led to CLRL's decision to re-examine the depot location. In addition to the petitions against Romford depot and the availability of North Pole, English Welsh and Scottish Railways (EWSR) petitioned in the House of Commons against the proposed acquisition of part of the site it occupies at Old Oak Common for Crossrail stabling, seeking either a revised proposal which would avoid disruption at Old Oak Common or relocation to a suitable alternative property and facilities. EWSR argued that the stabling proposed for Crossrail would have the effect of eliminating their activity at the site.

3.4 Considering the House of Commons petitions against Romford depot led CLRL in the first instance to investigate the possibility of using North Pole for Crossrail rolling stock maintenance. It concluded that this location was not suitable for use by

Crossrail as it is on the opposite side of the railway to the tracks which would normally be used by Crossrail services (a similar situation to Romford), and that the provision of a grade separated access route would be far more costly than that for Romford, and cause a far higher level of disruption to existing train services during its construction.

- 3.5 EWSR's site at Old Oak Common is of sufficient area to accommodate a Crossrail train maintenance depot with equivalent maintenance facilities to those proposed at Romford and separate stabling for up to twenty six Crossrail trains. This requires EWSR's activities to be relocated or extinguished. The options for relocation are North Pole, accommodating key activities in a smaller part of Old Oak Common alongside the Crossrail depot, or relocation elsewhere.
- 3.6 The train stabling associated with Romford depot is necessary to provide rolling stock for the north eastern branch services starting and finishing at Shenfield without excessive running of empty trains. An alternative site to stable a similar number of trains has been identified at Ilford. Bombardier Transportation currently lease part of the Ilford Car Sheds/Ilford Depot site for a heavy maintenance and refurbishment facility. Bombardier Transportation has indicated that the activities undertaken at Ilford will continue, but could potentially be undertaken at another location in the London area. CLRL will work with Bombardier to identify a suitable site for the activities it undertakes at Ilford so that up to eleven stabling sidings can be provided on the site occupied by Bombardier.
- 3.7 The significant increase in the number of stabling sidings available at Old Oak Common and the provision of stabling sidings at Ilford led to a review of total stabling capacity for Crossrail trains. CLRL determined that the stabling sidings initially proposed for Shenfield, Gidea Park and Maidenhead, the revised facilities at Old Oak Common and the new stabling sidings at Ilford would provide sufficient stabling capacity for the Crossrail train fleet so new stabling sidings would not be required at West Drayton.
- 3.8 As part of this work a review of the Crossrail Control arrangements determined that the Route Control Centre could be co-located at existing Network Rail facilities. The Route Control Centre is therefore no longer planned to be at Romford.

4. Commissioning

- 4.1 Having a Crossrail depot at Romford provided a facility on the Great Eastern route corridor for commissioning the new rolling stock where any limited maintenance could be undertaken during the initial testing period for each train.
- 4.2 The Great Western route corridor does not have any suitable electrified branch lines which could be used for the testing of newly delivered rolling stock. However, new rolling stock for the Great Eastern route was commissioned in 2003 when the former Clacton depot was temporarily re-opened for use as the commissioning base. CLRL proposes to temporarily re-open Clacton depot again to commission and test the new

Crossrail rolling stock. To accommodate the longer Crossrail trains it will be necessary to make some alterations to the depot building at Clacton.

5. Conclusion

5.1 Following a fundamental review of its depot strategy, in the light of changes in the occupation and expected future use of existing depots, CLRL concluded that it was possible for Crossrail to operate from the existing rail depots at Old Oak Common in west London and Ilford in east London. Amendments to the Bill to deliver this revised depot and stabling strategy were promoted and accepted by the House of Commons Select Committee considering the Crossrail Bill. As a result, Crossrail will no longer need to construct any of the originally proposed facilities at Romford or the sidings at West Drayton and the Promoter has given an undertaking¹ to Parliament that:

“...the Promoter will not use the powers in the Bill...to construct a depot at Romford [or] to construct sidings at West Drayton ...”

¹ House of Commons Select Committee - Transcript - Day 82 - Paragraphs 21687-21688. See transcripts at <http://www.publications.parliament.uk/pa/cm/cmcross.htm>.