

HS2's Infrastructure Maintenance Depot

Find out here about the infrastructure maintenance depot which would be constructed as part of the proposed HS2 railway, including:

- the purpose of an infrastructure maintenance depot;
- where we propose it would be located;
- what it would mean for the surrounding area and how we would minimise any effects; and
- employment opportunities for the surrounding area.

The purpose of an infrastructure maintenance depot

There would be many things to look after on a high speed railway: track, sleepers, signalling equipment, train power supplies, bridges, tunnels, stations, cuttings and embankments. All would need regular maintenance so that the railway could be kept running safely and efficiently. To carry out all this work an Infrastructure Maintenance Depot would be needed, which would:

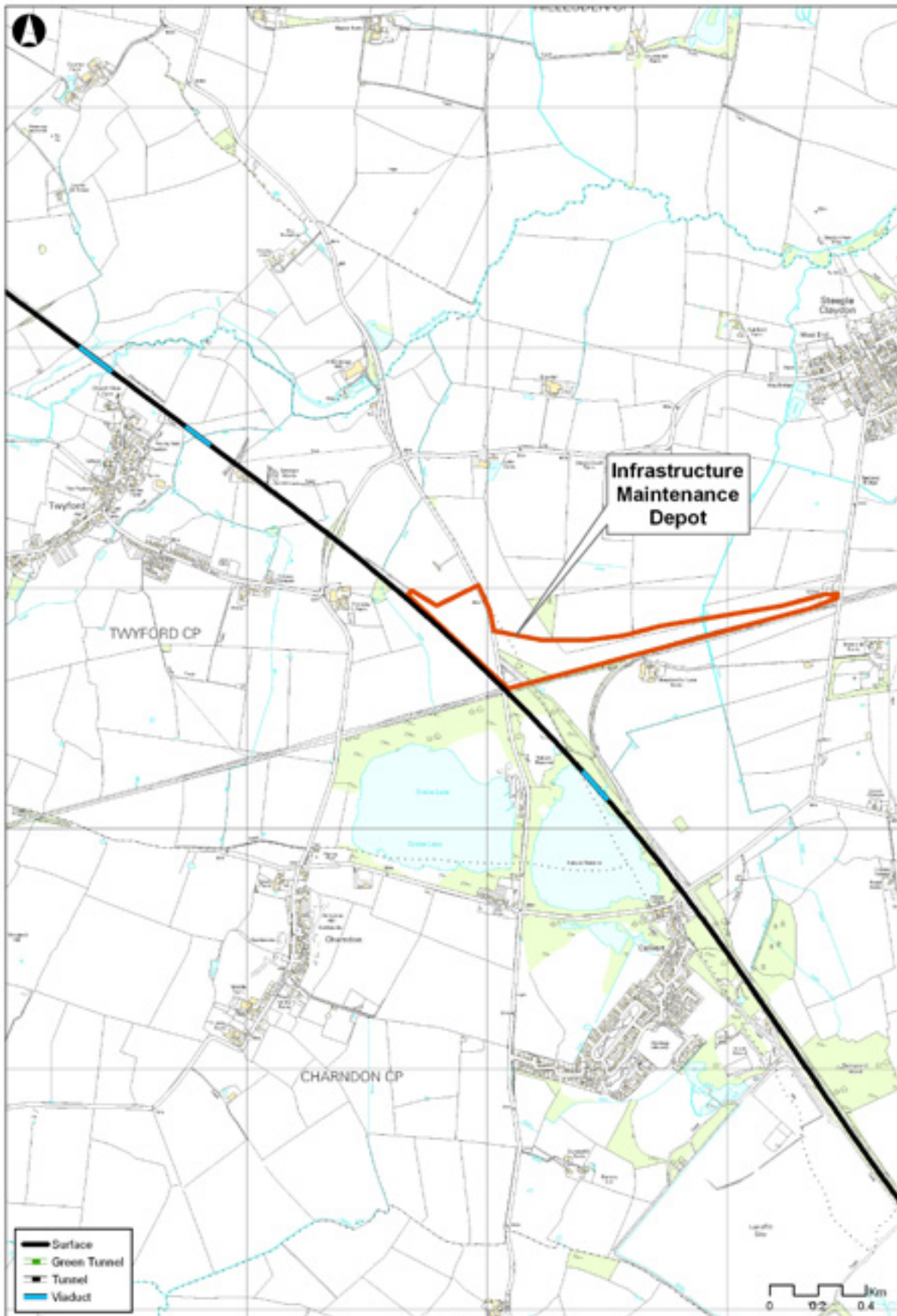
- provide a base for planning and managing all infrastructure maintenance work;
- be a central point for taking deliveries and storing all replacement parts before they were used; and
- provide sidings where maintenance trains could be stored when not in use.

The Infrastructure Maintenance Depot would not be used for maintaining trains; that would be done at the proposed rolling stock maintenance depot at Washwood Heath in Birmingham.

Where would it be located?

The site proposed for the Infrastructure Maintenance Depot would be roughly half way along the route, near Calvert landfill site in Buckinghamshire, and so would allow the railway to be maintained effectively and economically. The proposed location would be at the point where the Bicester to Bletchley railway crosses the HS2 line. This would enable the depot to be connected to the rest of the rail network.

Plan showing layout of the proposed depot



What does it mean for the surrounding area?

This site should have a minimal effect on local communities such as the villages of Calvert and Steeple Claydon and important features such as the Calvert Jubilee Nature Reserve. The extra land needed for the depot would be relatively modest. The depot would take the form of covered and uncovered sidings.

The proposed depot would take up around 42 acres. It would be sited alongside the proposed route and immediately north of the existing railway line and its boundary would be screened by tree and hedge planting. The depot would be connected by rail to the main HS2 railway and existing Bicester to Bletchley line, and accessible by road.

Visualisation of the infrastructure maintenance depot looking south west

This aerial image shows the HS2 main line from left to right towards the top of the picture. The current Bicester to Bletchley rail link is shown running from top to bottom. The visualisation shows the proposed infrastructure maintenance depot sidings in the centre of the picture, to the right of the Bicester/Bletchley link.



Source: HS2 Ltd

During the day, the depot would take deliveries of spare parts, most of them arriving by rail.

Most maintenance work would be carried out during the night, away from the depot. Maintenance trains would leave the depot around midnight and return at about 5am, although such activity would not take place every day. In between, there would be little or no activity at the depot site.

It would be necessary to have lighting at the depot for worker safety. It would be carefully designed using directional lighting so as not to affect the surrounding area. There would also be design features to reduce noise, that might include noise barriers or landscaped earth bunds.

Our plan would be to use the depot as a base during construction of the railway.

Employment opportunities for the surrounding area

We estimate that the depot could create more than 500 jobs with 300 people involved in its construction and a further 250 people employed in its day-to-day running.

If you would like more detail on this topic

Please visit our website – <http://highspeedrail.dft.gov.uk/> – where you will see the “High Speed Rail: Investing in Britain’s Future – Consultation” and all the documentation published alongside it, as well as detailed maps of the proposed route between London and the West Midlands and images and visualisations.

