

## Background

Following extensive assessments, we have identified Bletchley West as the preferred location for an East West Rail Train Maintenance Depot (TMD). This preferred location was announced in January 2026. Since then, we have continued to engage with affected landowners, key stakeholders and the wider community, including at Design Update Sessions in January, and a public event in Newton Longville in March, and a consultation event also in Newton Longville in May.

## What is a TMD?

- A Train Maintenance Depot (TMD) is a piece of railway infrastructure, essential to the safe and reliable operation of the trains that will operate on EWR. It's where trains are cleaned, maintained and stored. Facilities include sidings, sheds and maintenance buildings.

## Where will it be?

- The proposed site for Bletchley West TMD is located close to Whaddon Road, west of Bletchley and to the north of the village of Newton Longville.

## What will the TMD consist of?

- The TMD consists of sidings, where up to 20 five car trains can be stabled. Each train is approximately 120m in length.
- The depot includes a maintenance workshop where several trains can be serviced simultaneously. There will also be space for heavier maintenance work on the trains.
- Train wash facilities and traction power substation as well as staff accommodation, car parking and a security gatehouse.

## Why was this site selected?

- This site is our preferred location for the TMD because it offers the best overall balance of operational efficiency, lower maintenance costs, and reduced environmental impact and delivery risks compared to other sites. Further details can be found in the Option Selection Report here: [Bletchley-Train-Maintenance-Depot\\_14.04.26.pdf](#)

## Guide on how to use the Information Sheets

- These information sheets are intended to support the corresponding design drawings. Together, they present three potential orientations of the proposed TMD and should be read alongside the drawings to help inform your feedback.
- Please note that all designs are still in development. We welcome your views on (a) the three potential orientations (b) the maps shown. Your feedback will help inform the ongoing design development.
- For clarity, the road connecting the A421 to Mursley (to the west of the proposed site) is referred to as Swan's Way; and the road connecting the A421 to Newton Longville (to the east of the proposed site) is referred to as Whaddon Road.
- The designs shown are still evolving. Further modifications and improvements have already been identified and may be incorporated as the design develops. Some examples have been highlighted within the information sheets (e.g. Salden Lane Bridge), but these are not exhaustive.

## Guiding questions

1. Do you have a preferred orientation? If so, what are your reasons?
2. Is there any information or local knowledge we should be aware of that has not been presented?
3. What suggestions do you have to improve any of the options presented?

## Bletchley West Train Maintenance Depot – background and glossary of terms

| <b>Term</b>                                | <b>Definition</b>   |
|--|---|
| <b>Attenuation Pond</b>                    | An engineered basin designed to temporarily store excess rainwater and stormwater runoff.   |
| <b>AVIS</b>                                | Automatic Vehicle Inspection System. Equipment located within the TMD that measures train components.   |
| <b>CET Plant</b>                           | Controlled Emissions Toilet equipment located in the stabling sidings which is used to remove the waste from the train toilet tanks.  |
| <b>Culvert</b>                             | A tunnel-like structure used to channel water under obstacles such as railways and roads.   |
| <b>Greenfield scenario</b>                 | In terms of site drainage, greenfield scenario refers to the baseline conditions of an undeveloped parcel of land. It is the natural rate at which rainwater infiltrates the ground and flows off the site before any human construction alters the landscape   |
| <b>Head shunt</b>                          | A dedicated section of track used to change the direction of train movement.  |
| <b>Mainline</b>                            | The primary railway tracks connecting destinations, in this case the two tracks connecting Winslow and Bletchley  |
| <b>Maintenance building</b>                | A specialised facility where railway vehicles are inspected, repaired, and maintained. At the TMD this building will also house the office and welfare areas for staff located at the depot.  |
| <b>NCN</b>                                 | National Cycle Network. NCN 51 passes through the site connecting Oxford, Bletchley and Bedford.  |
| <b>Offline / Online Bridge replacement</b> | In the context of bridge replacement works, an Online replacement means the bridge is removed and replaced in the same place. This requires temporary diversion of all users onto other routes during the works. An offline replacement means the new bridge is built separately while the existing bridge is still in use and users are diverted onto it once complete; this reduces the impact to users but requires more land. |
| <b>Passing Loop</b>                        | A dedicated track, often next to the main line, used to hold slower trains while faster trains pass on the mainline   |
| <b>Reception Track</b>                     | A dedicated track for trains arriving or departing between the Depot and the mainline   |
| <b>Sand Plant</b>                          | Equipment located within the stabling sidings that replenishes the sand stored on trains which is used to provide friction between the train wheels and rail during acceleration and braking.   |
| <b>Stabling Sidings</b>                    | Dedicated area on the TMD where trains are stored when they are not in passenger service.   |
| <b>Swale</b>                               | A shallow drainage channel designed to slow, convey, and filter surface water runoff.   |
| <b>Swan's Way and Whaddon Road</b>         | For clarity, the road connecting the A421 to Mursley to the west of the proposed site is referred too as Swan's Way and the road connecting the A421 to Newton Longville to the east of the proposed site is referred too as Whaddon Road.  |
| <b>Wash Plant</b>                          | Equipment located within the TMD which is used to clean the exterior of the trains.   |