

HS Eastern Routes and Service Plans

(HS6 and HS10)

Appendix G – Ely Full Track Layout and Interchange Schematics

This is published as a separate document merely to demonstrate that the full interchange pattern at Ely is indeed practicable. A simplified version, demonstrating the pattern with HS services, using only 4 platform faces, is included in the main document with the remark that it is readily extended to the full service pattern. For the awkward squad, for whom such an assurance is completely inadequate, here is the full deal. (I don't mind at all; I'm a squad member myself.) Most readers will (rightly) not be interested.

Service Plan 2 and 3

There is no difference in services between SP2 and 3, merely that at SP3 new HS infrastructure is present between Ely and Peterborough, and all HS services but one now use this. The one exception – Bognor / Littlehampton – Cleethorpes / Skegness travels on the classic route and serves March, as do all the RM services.

HS Services:

- 2tphH [Southampton →] Pancras Cross – Stratford HS North – Stansted Airport – Cambridge – Ely – Norwich
- 2tphH {Southampton →} Pancras Cross – Stratford HS North – Stansted Airport – Cambridge – Ely – Peterborough – Sleaford – Lincoln – Gainsborough Central – Brigg – Hull Paragon.
- 2tphH [Portsmouth →] Pancras Cross – Stratford HS North – Stansted Airport – Cambridge – Ely – Littleport – Downham Market – Watlington – King's Lynn
- 2tphH [Chichester →] Pancras Cross – Stratford HS North – Stansted Airport – Cambridge – Newmarket – Bury St. Edmunds – Ipswich – Harwich International – Harwich Town
- 2tphH Norwich – Ely (reverse) – Peterborough – Sleaford – Lincoln – Gainsborough Central – Brigg – Hull Paragon.
- 2tphH HS8/HS7/HS4 Norwich – Ely (reverse) – Peterborough – Nottingham – Derby – Birmingham Interchange – Worcester Shrub Hill – Cheltenham Spa – Bristol Parkway HS – Cardiff HS – Cardiff Airport – Port Talbot parkway – Swansea HS
- 2tphH HS8/HS3 Norwich – Ely (reverse) – Peterborough – Nottingham – Sheffield HS – Manchester HS – Manchester Victoria LL – Bolton – Preston
- 2tphH [Bognor / Littlehampton →] Stratford HS North – Stansted Airport – Cambridge – Ely – March – Peterborough – Grantham (splits / joins) – :
 - Newark – Lincoln – Market Rasen – Grimsby Town – Cleethorpes
 - Sleaford – Boston – Wainfleet – Skegness
- 2tphH St. Pancras (East) – Stratford HS North – Stansted Airport – Cambridge – Ely – Peterborough – Doncaster – York (splits / joins) – :
 - Darlington – Durham – Newcastle – Morpeth – Alnmouth – Berwick – Dunbar – Drem – Edinburgh Waverley

- Thirsk – Northallerton – Yarm – Eaglescliffe – Stockton – Hartlepool – Seaham – Sunderland - Newcastle
- 2tphH St. Pancras (East) – Stratford HS North – Stansted Airport – Cambridge – Ely – Peterborough – Grantham – Newark – Retford – Doncaster – Wakefield Westgate – Leeds City

The two services Bognor – Cleethorpes and Littlehampton – Skegness run joined together between Arundel and Grantham. (They could easily be varied, alternately Bognor – Skegness and Littlehampton – Cleethorpes, since they could equally well arrive in either order at Arundel and depart in either order from Grantham, and vice versa.)

Regional Metro:

- 2tphR Harwich Town – Harwich International – Ipswich – Bury St. Edmunds – Ely – March – Peterborough – Stamford – Oakham – Melton Mowbray – Leicester – Hinckley – Nuneaton – Coleshill Parkway – Birmingham New Street – University – Bromsgrove – Droitwich Spa – Worcester Shrub Hill
- 2tphR Morecambe – Lancaster – Preston – Leyland – Chorley – Horwich Parkway – Bolton – Salford Crescent – Manchester Oxford Rd. – Manchester Piccadilly – Stockport – Chinley – Sheffield Midland (reverse) – Chesterfield – Alfreton and Mansfield Parkway – Langley Mill – Nottingham – Melton Mowbray – Oakham – Stamford – Peterborough – March – Ely (split/joins):
– (reverse) Thetford – Wymondham – Norwich
– Cambridge – Stansted Airport
- 2tphRS Cambridge – Chesterton – Waterbeach – Ely – Shippea Hill – Lakenheath – Brandon – Thetford – Harling Road – Eccles Road – Attleborough – Spooner Row – Wymondham – Norwich
- 2tphRS Ipswich – Needham Market – Stowmarket – Elmswell – Thurston – Bury St. Edmunds – Kennett – Ely – Manea – March – Whittlesea – Peterborough

Representative Hourly Cross-Platform Interchange Pattern at Ely (note that this includes both directions):

00H	[Southampton →] Pancras Cross – Hull	4)	
H	Preston (reverse at Ely) – Norwich	5)	(cross-platform)
RS	Norwich – Cambridge	8)	
RS	Peterborough – Ipswich	9)	(cross-platform)
R	Stansted Airport – Morecambe (Norwich portion joins)	1	
05H	Hull – Southampton	6)	
H	Norwich – Preston	7)	(cross-platform)
RS	Ipswich – Peterborough	2)	
RS	Cambridge – Norwich	3)	(cross-platform)
10H	Edinburgh / Newcastle via Hartlepool – St Pancras (East)	8)	
H	Norwich (reverse at Ely) – Swansea	9)	(cross-platform)
R	Harwich – Worcester	4)	
H	[Portsmouth →] Pancras Cross – King's Lynn	5)	(cross-platform)

R	Morecambe – Stansted Airport / Norwich (Norwich portion splits and reverses)	10	
15H	Norwich (reverse at Ely) – Hull	2)	
H	[Southampton →] Pancras Cross – Norwich	3)	(cross-platform)
H	Leeds – St Pancras (East)	6)	
H	Clee/Skeg – Pancras Cross [→ Bognor / Littlehampton]	7)	(cross-platform)
20H	Hull (reverse at Ely) – Norwich	8)	
H	Norwich – Pancras Cross [→ Southampton]	9)	(cross-platform)
H	[Bognor / Littlehampton →] Pancras Cross – Clee/Skeg	4)	
H	St. Pancras (East) – Leeds	5)	(cross-platform)
25H	St. Pancras East – Edinburgh / Newcastle via Hartlepool	2)	
H	Swansea (reverse at Ely) – Norwich	3)	(cross-platform)
H	King's Lynn – Pancras Cross [→ Portsmouth]	6)	
R	Worcester – Harwich	7)	(cross-platform)
R	Norwich – Morecambe portion (parks off Ipswich line)	10	

– repeating at 30, 35, 40, 45, 50 and 55 minutes past.

The schematics following indicate the calling pattern at 5 minute intervals. One HS service, coloured red, is the through service, with which the reversing HS service, coloured green, makes a cross-platform connection. In most (4 out of 6) cases, a third HS service is also present, coloured indigo, which **either** makes a cross-platform connection with the RM semi-fast Harwich – Birmingham service, coloured brown, **or** is two services in sequence over the same track (see next paragraph but one).. In the other two cases, the RM stopping services Cambridge – Norwich (turquoise) and Ipswich – Peterborough (light turquoise) make cross-platform connections with each other. There is one service outside this pattern, that between Morecambe and Norwich / Stansted Airport. This is coloured lime, and uses the two outermost, single-face platforms, (there being no room elsewhere,) which lines are otherwise the preserve of freight services on the freight trunk Felixtowe – West Midlands.

Note that only single flyovers north and south of the station are required, to ensure that there are no conflicting movements. Freight services also pass through, completely unobstructed, using these flyovers. The individual services are identified alongside the schematic, and the direction(s) of travel clearly indicated. Where services appear to cross one another, or run in opposite directions along the same section of track, one is always arriving and the other departing, so they are never in the same place at the same time. (If they proceed in the **same** direction along the same section of track, one of them – the RM service if there is one – precedes and arrives before / departs after and follows the other.)

Two effects need clarifying. The services St. Pancras (East) – Leeds and Bognor / Littlehampton – Cleethorpes / Skegness, run in sequence on the same track, at the minimum time separation. They serve the same stations between Stratford HS North and Grantham, except that the latter serves March, and the former doesn't (at Mk2, it doesn't even travel through March). They occupy adjacent platforms at Ely, and change order, rather than exchange passengers, there, thus, Bognor / Littlehampton – Cleethorpes / Skegness arrives at Ely immediately before the following St. Pancras – Leeds, but departs immediately after it, since it serves March. The arrival / departure order is the same southbound. The other service is HS Eastern Routes and Service Plans Appendix G v1.1

(RM) Morecambe – Norwich / Stansted Airport, which splits / joins at Ely. The southbound service is straightforward, arriving in platform 10, splitting there, with the Stansted portion continuing southwards and the Norwich portion reversing. For the northbound services, the Stansted portion goes straight into platform 1. The Norwich portion arrives (a little earlier) in platform 10, where passengers alight. It then proceeds south onto the Ipswich line, where a reversing track is provided, between the main tracks. It reverses there and proceeds (across the flyover) to platform 1, where it joins the Stansted portion.

Clever stuff, eh?

Note that light turquoise and lime may be difficult to distinguish in this document is printed, though they are clearly distinct on screen.













