

Ely - the F2N bottleneck

A possible new track layout to ease congestion and increase network capacity

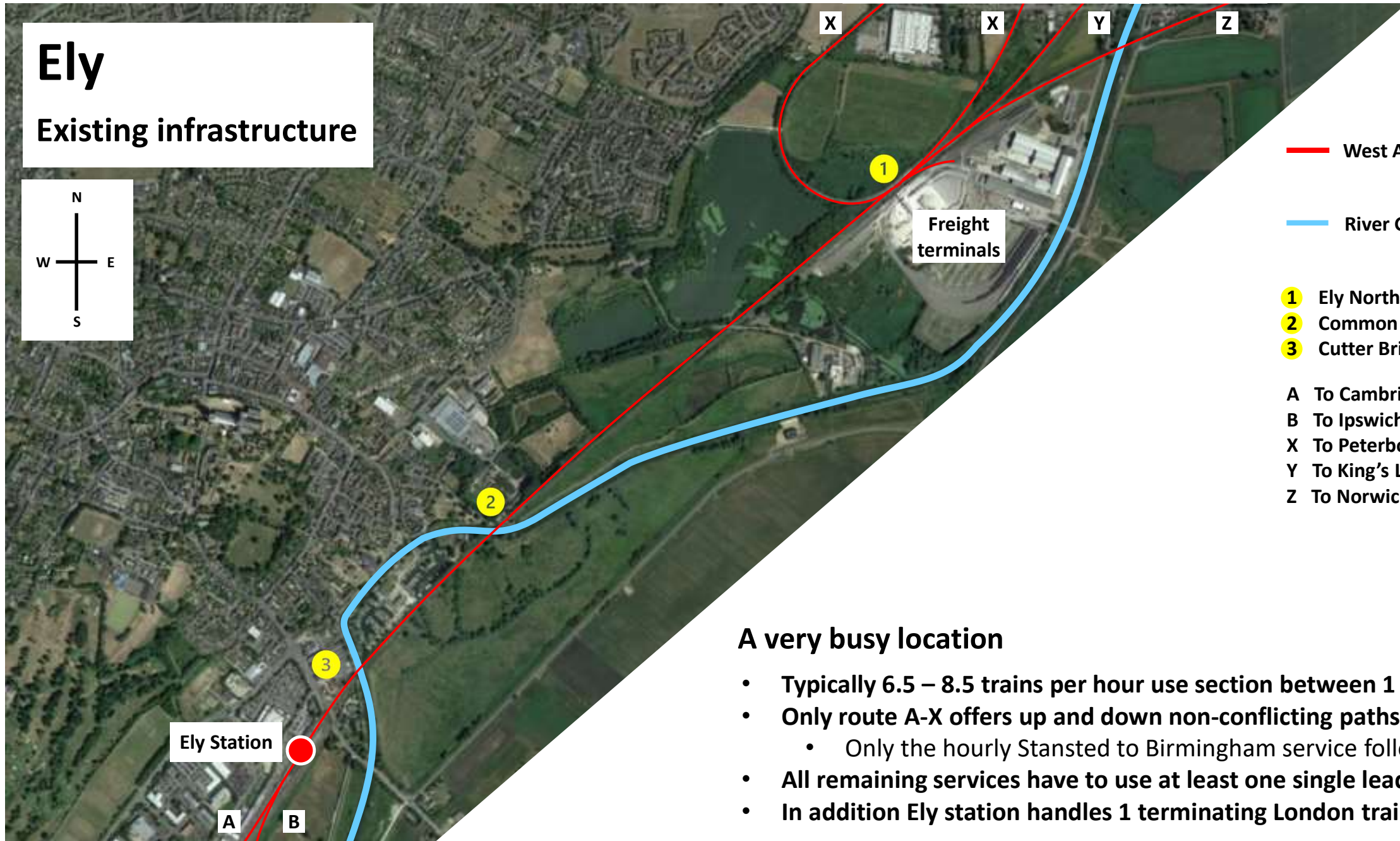
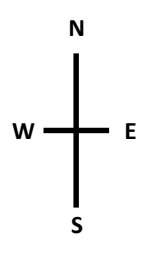


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November 2020

Ely

Existing infrastructure



— West Anglia Main Line

— River Great Ouse

- ① Ely North Junction
- ② Common Muckhill Bridge
- ③ Cutter Bridge

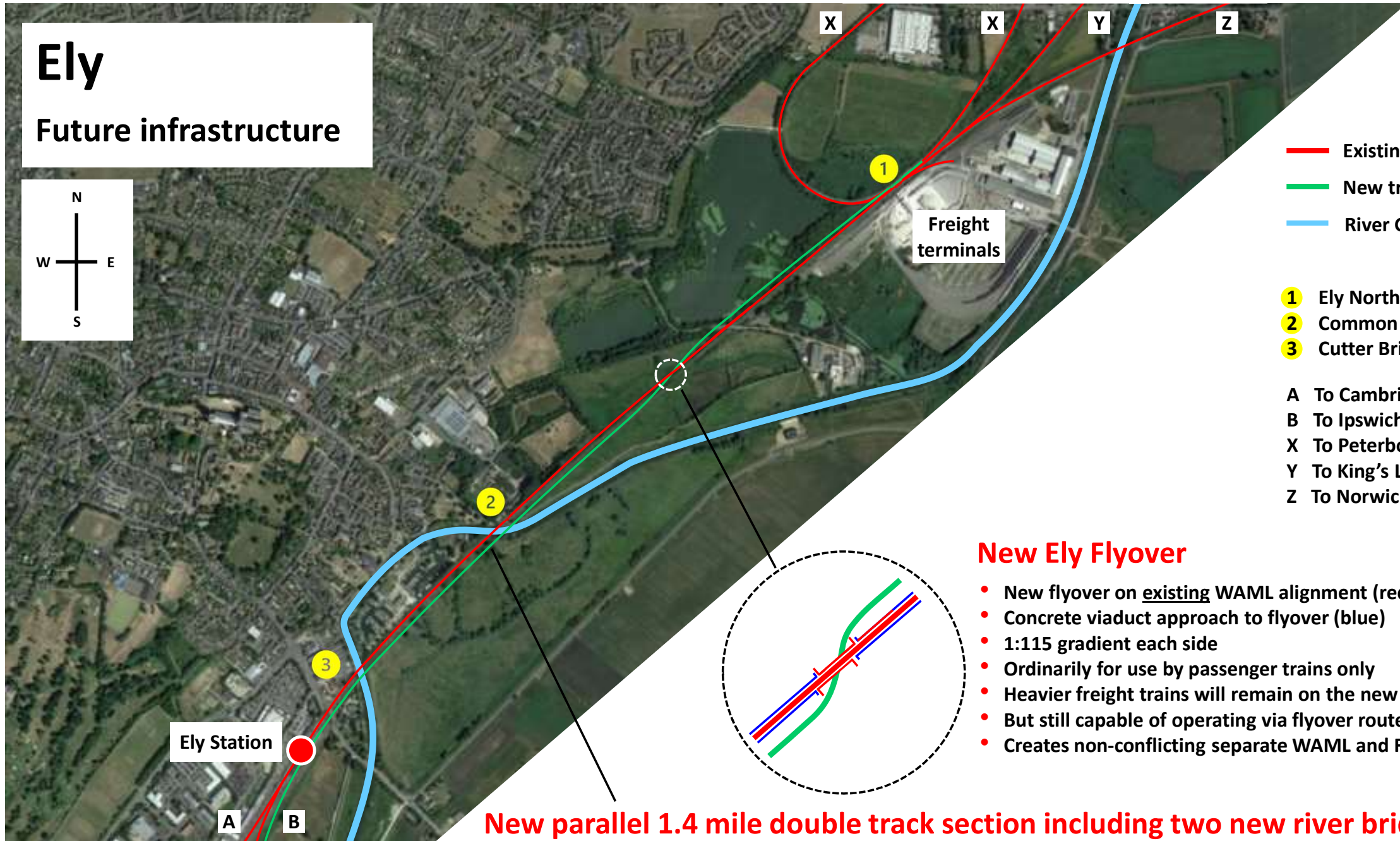
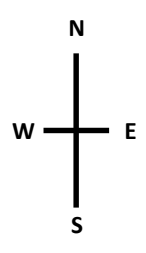
- A To Cambridge & London
- B To Ipswich & Felixstowe
- X To Peterborough & The North
- Y To King's Lynn
- Z To Norwich

A very busy location

- Typically 6.5 – 8.5 trains per hour use section between 1 and 3
- Only route A-X offers up and down non-conflicting paths on dual track
 - Only the hourly Stansted to Birmingham service follows this path
- All remaining services have to use at least one single lead junction
- In addition Ely station handles 1 terminating London train per hour

Ely

Future infrastructure



- Existing
- New track
- River Great Ouse

- 1 Ely North Junction
- 2 Common Muckhill Bridge
- 3 Cutter Bridge

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New Ely Flyover

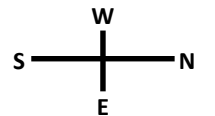
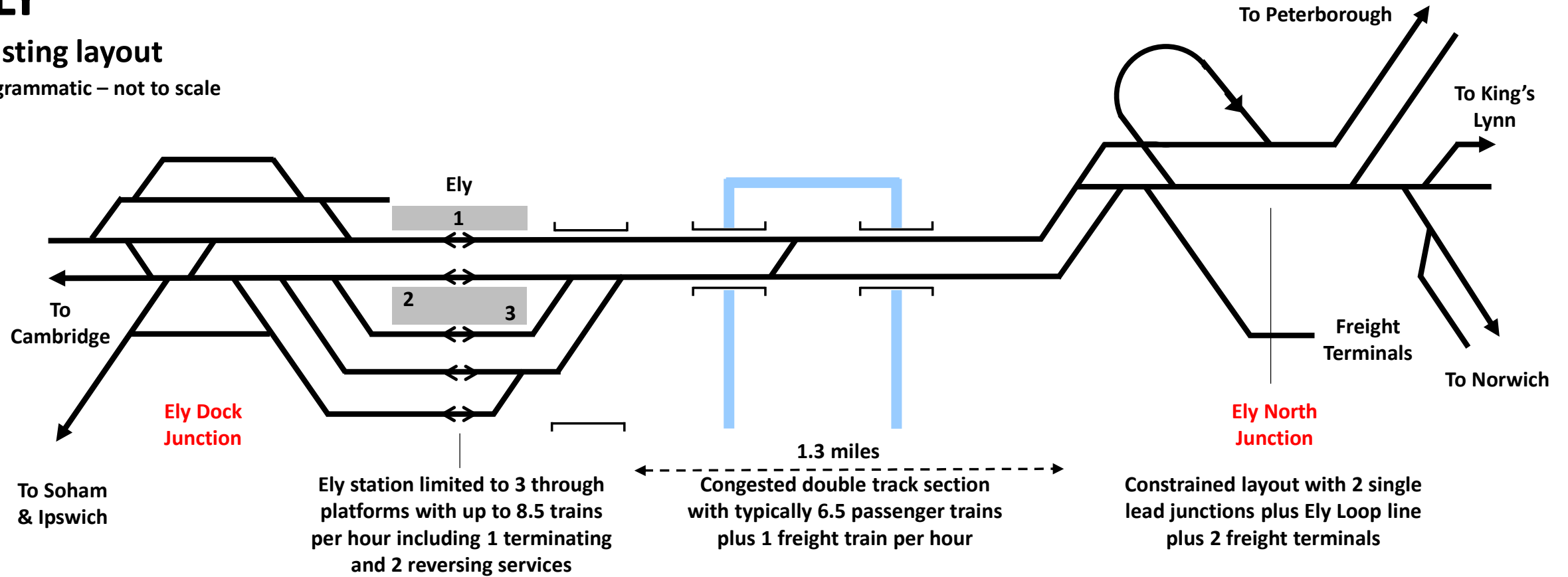
- New flyover on existing WAML alignment (red)
- Concrete viaduct approach to flyover (blue)
- 1:115 gradient each side
- Ordinarily for use by passenger trains only
- Heavier freight trains will remain on the new low level alignment
- But still capable of operating via flyover route when necessary
- Creates non-conflicting separate WAML and F2N routes

New parallel 1.4 mile double track section including two new river bridges

ELY

Existing layout

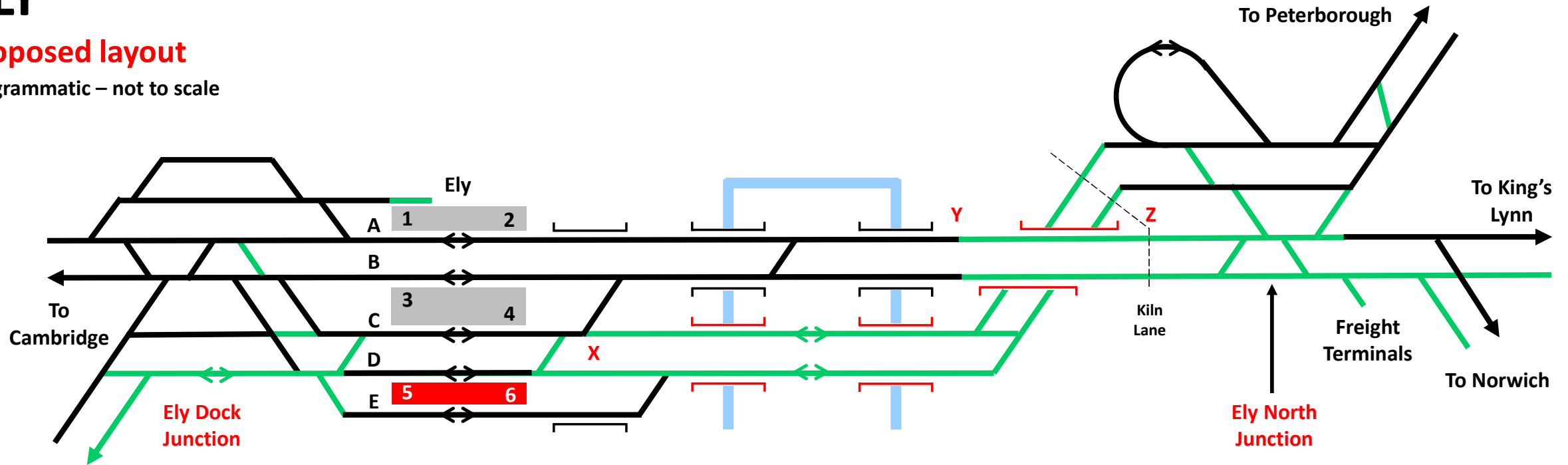
Diagrammatic – not to scale



ELY

Proposed layout

Diagrammatic – not to scale



To Soham & Ipswich

- Existing track
- New track
- New infrastructure

X – Z 1400m

Y – Z 800m

New layout provides

- Two parallel separate routes from Ely Dock to Ely North Junctions
- WAML and F2N flows able to use both parallel routes if required
- Grade separated
- Double track for all routes
- 5 through and 1 terminal platform at Ely
- Direct in and out access to Freight terminals from Peterborough

⚠ Sensible decision would also double Soham to Ely Dock Junction

