

**Response to letter re EC Consultation on the future Trans-European Network-Transport (TEN-T) Policy**

Dear Mr Price

We refer to your consultation letter of 27 July 2010 regarding the above.

We wish to make the following comments:

It is noted that the government's *'starting point will be to maintain the current UK TEN-T routes, paying special attention to access and interchange points'* (paragraph 15). This approach is **supported**, as the value of the overall network is greatly enhanced by the provision of significant regional feeder/distributor routes within it.

In response to *Question 5 RAIL*: The existing London Liverpool Street-Harlow-Cambridge-Ely-King's Lynn West Anglia Main Line TEN-T route provides regional railhead access to the international Stansted Airport and also connects to the existing Birmingham-Nuneaton-Felixstowe TEN-T route at Ely. The **continuing inclusion** of the **London-Liverpool Street-Cambridge-King's Lynn 'West Anglia Main Line'** (WAML) as a TEN-T route is therefore **strongly supported**.

Additionally, the main King's Lynn-Ely-Cambridge-London King's Cross passenger route leaves the WAML TEN-T route at Cambridge, joining the existing high-speed London-Edinburgh 'East Coast Main Line' (ECML) TEN-T route at Hitchin.

The King's Lynn-Ely-Cambridge-London King's Cross passenger service provides regional railhead access to King's Cross/St. Pancras International, where there is a high quality interchange to international rail services to Paris, Lille and Brussels (with reported likely extensions of the London-Brussels route to Antwerp/Rotterdam/Amsterdam and Liège/Aachen/Cologne).

Given that the King's Lynn-Ely-Cambridge-London King's Cross service runs over two existing TEN-T routes (WAML and ECML) we would also **strongly support inclusion** in the TEN-T network of the **Cambridge-Hitchin "missing link"** between the two.

The designations WAML and ECML are as used by Network Rail.

We would also note that replacement trains for the London King's Cross- Cambridge-King's Lynn route are currently under review by government. The route is included within the Thameslink Programme and there are current proposals for Intercity Express Programme vehicles to operate over it. Although the government's decision as to the exact replacement train(s) for the route awaits the outcome of October's Spending Review, like other trains using the ECML, there will be a requirement for these replacement trains to be fitted with European Rail Traffic Management System (ERTMS) equipment.

We trust these comments are of use to you.

Andy Tyler

Secretary

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