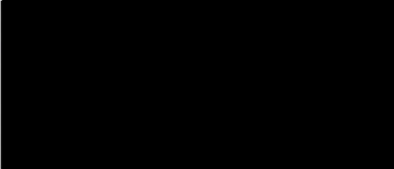


**From:** kay cousins  
**Sent:** 20 December 2017 14:47  
**To:** TRANSPORTANDWORKSACT  
**Subject:** Statement of Case. Weatherby Crossing, Newmarket

To: Caroline O'Neill  
From: Miss Kay Cousins



Dear Ms. O'Neill,

I am writing to express my objection to the proposed closure of the above Railway Pedestrian Crossing.

I have made frequent use of this Crossing since moving to Newmarket in 2005.

For me the Crossing provides good access to the town centre in order to use the shops, churches, library and bus station as well as the hospital, GPs etc.. Alternative routes to the centre of High Street are considerably longer, and, with some degree of medical problems, particularly with mobility, would make the frequent trips that I need to make very difficult if not impossible, especially with heavy bags of shopping. Because of mental health problems it is very important for me to actually go to the shops where I see people to chat to, and have made a lot of friends by using this route into town which is used by a large number of residents from both sides of the Crossing. It is also very important for me to engage in the actual "act" of doing my shopping. I use the computer at the library, but ordering shopping online and having a delivery driver dump a few bags on my doorstep once a week would remove the social and therapeutic benefits of going into town; it also costs money.

There are also the benefits of a brisk walk into town to be considered; I suffer from weight-related Type II Diabetes, so exercise is very important to me. A recent study (? by the Royal College of Physiotherapists) concluded that older people are more prone to falls because they are no longer carrying heavy bags of shopping and getting the exercise required to strengthen their muscles and joints, so that is something we all want to bear in mind for the future. The closure of the Crossing would mean that a lot of the more vulnerable members of our community would be forced to make fewer journeys, with the associated deleterious effects on the social, mental and physical welfare of these people, including myself.

Many of us who use the Crossing are on low incomes and do not have access to a car for regular frequent journeys. There is no effective bus service to this side of town, and the Voluntary Community bus is not available to all of us.

Trying to exist on ESA, I cannot afford to use taxis, which run on a meter, and this would only add to the already horrendous traffic congestion in Newmarket (that's without the additional problems caused by Race Days and accidents on the A14 between Cambridge and Bury St. Edmunds). Given the world movement towards cutting "greenhouse

gasses" we should be encouraging people to walk rather than use cars, but the closure of the Weatherby Crossing would prevent a lot of us from doing this.

I note that safety has been cited as the reason for the proposed closure. On this Crossing the biggest problem in my experience comes from people who ignore the advice given on warning signs and either stride out across the Crossing without using the "Green Cross Code", often wearing headphones or earplugs, the music not only distracting them but also preventing them from hearing the sharp metallic grating noise which warns of an approaching train, or people pushing buggies and allowing very young children to stroll across the Crossing alone, many of whom stop in the centre to see if they can see the train coming! There are also a few who take dogs across, not on a lead, and then end up chasing them along the track. Closure of this Crossing will not stop someone who has decided to end their life by this means from doing so - they will simply use more rural access points or climb over fences etc..

There are a number of examples locally which would provide an acceptable alternative to closure:

1) At Kennett railway station a pedestrian bridge has been built in recent years, at considerable expense, for a station which, in my experience, is only used by a very small number of passengers, unlike the Weatherby Crossing which is used by a very large number of people. This option would need to be suitable for use by cycles, prams and mobility scooters as well as pedestrians, and would need to be sufficiently shallow to enable older people to use it when carrying shopping.

2) At Dullingham railway station there are gates which swing across the tracks to allow pedestrian and vehicular access; this is adjacent to the signal box, but the barrier crossing on Dullingham Road, Newmarket, claims to be covered by CCTV cameras which, if they exist, are operated remotely, so there would be no reason for such a system not to be installed at the Weatherby Crossing. The Crossing is in a built-up area, so access to the necessary utility services would not be an issue.

The latter option would remove the need to climb up-and-over the line. I do not agree that such an arrangement would require trains to slow down for the Crossing; where such crossings exist elsewhere in the country e.g. through villages on the West Coast Main Line, the big express trains do not appear to have to slow down. The biggest speed-influencing factor at the Weatherby Crossing would appear to be the presence of a significant bend in the track just to the east of the Crossing.

There are currently only two trains per hour using this line, with occasional freight traffic at night. Set this against the number of local people for whom this Crossing is a vital lifeline.

PLEASE KEEP OUR CROSSING OPEN.

Yours sincerely,

Kay Cousins



W. Hirst / P. Hulbert  
 King Edward VII Memorial Hall  
 High Street  
 Newmarket  
 CB8 8JP

Re: proposed closure of Weatherby Railway Crossing

Dear Sirs,

I am writing to express my opposition to the proposed closure of the above Pedestrian Crossing over the railway line.

This crossing is a vital access route for those of us who live on this side of the town, giving a shorter route to the businesses in the town centre as well as social venues such as churches, cafes, restaurants, pubs, and Newmarket bus station. The alternative routes are substantially longer, and for those of us who have to carry shopping or have restricted mobility this will make life very difficult. Many of us do not have access to a car, and the cost of taxis is prohibitively high. There is currently no effective bus service to this side of town.

Given the world movement towards cutting "greenhouse gases" we should be encouraging people to walk rather than use cars and the additional use of the latter will add to the already heavy traffic congestion which exists in Newmarket. Walking or cycling into town also carries with it a lot of health benefits, including reducing the risk of heart disease, diabetes due to obesity, and osteoporosis. A recent study (? Royal College of Physiotherapists) found that older people are more prone to falls because they are no longer carrying bags of shopping and walking with them which strengthens their muscles and joints.

The closure will also have a very negative impact on the social welfare of many vulnerable members of this community, for whom regular walks into town provide the opportunity to meet and chat to people we have got to know through using this route regularly.

At Kennett railway station someone has, a few years ago, <sup>installed</sup> a massive footbridge over the line,



which must have cost a considerable amount, at a station which I have seen rarely used.

Adjacent to Dullingham station there is a crossing with gates controlling vehicular and pedestrian access to the road where it crosses the railway line. On Dullingham Road in Newmarket there is a barrier which has the same effect and which carries signs stating that it is covered by CCTV cameras which, if they exist, are clearly being operated remotely.

Why can we not have something similar at the Tolethorpe Crossing? Since the crossing is in town there is no problem with electricity supply, and a gated crossing would be more appropriate as it would stop people ducking under the barriers.

Currently there are only two trains per hour with a few goods trains using the line at night, whereas hundreds of people use the crossing every day. Please help us keep this vital lifeline open.

Yours sincerely

MISS KAY COUSINS

RECEIVED

01/10/2017

NEWMARKET TC