

## FELIXSTOWE BRANCH LINE & IPSWICH YARD IMPROVEMENT

### PROOF OF EVIDENCE

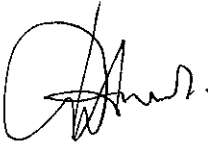
I am Douglas Hart of 133 Kirton Road, Trimley St. Martin, Felixstowe, IP11 0QL. I am 79 years old.

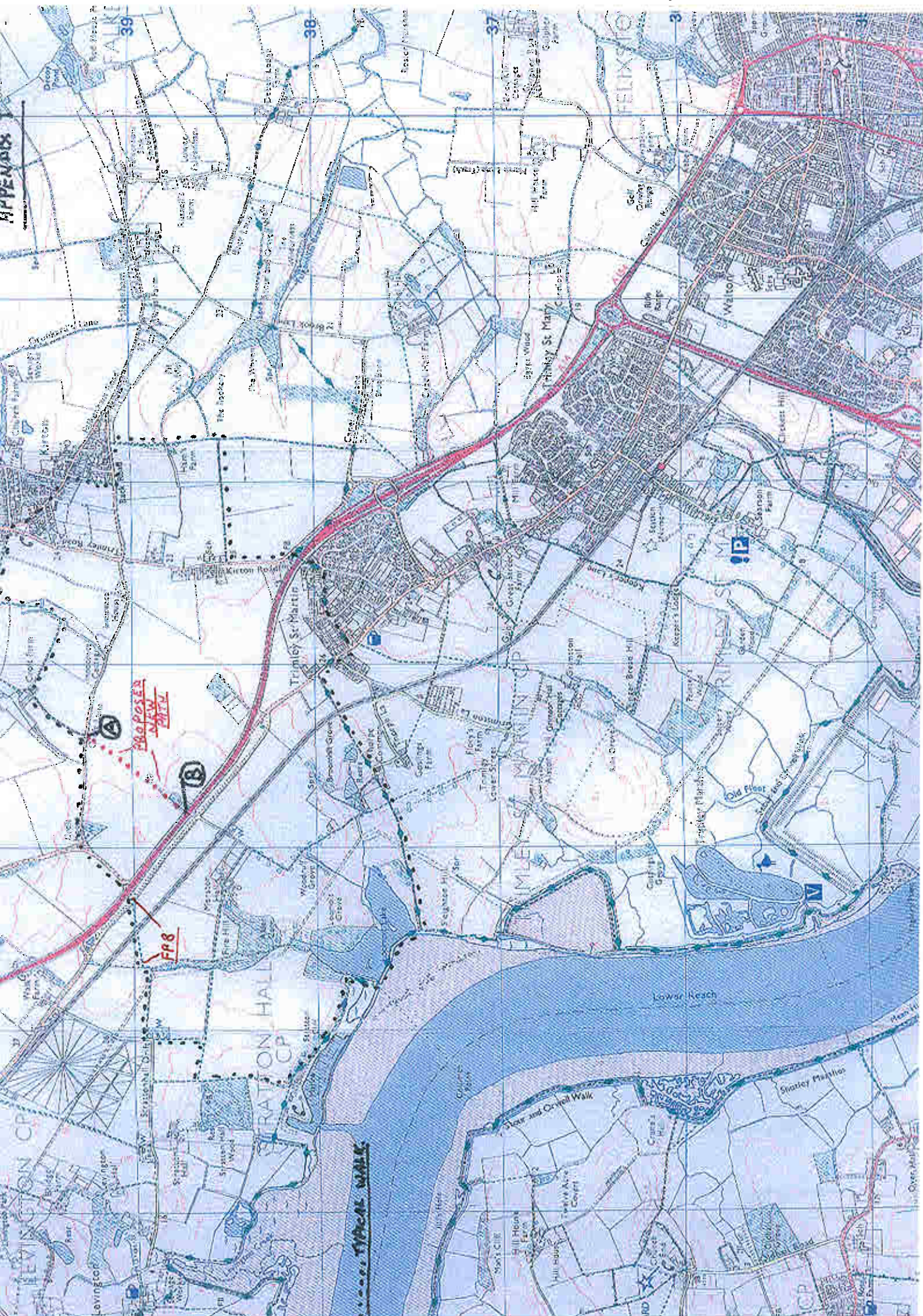
I am objecting to the permanent closure of FP8, Trimley St. Martin, (also known as Croft Crossing) on the grounds that I and other members of the public would no longer be able to enjoy the circular recreational walk we have enjoyed for a great number of years. Public footpaths by their nature are convenient short cuts through the countryside which avoid having to use motor roads and the risks associated with pedestrians mixing with motorised traffic for long stretches at a time. Closure of this path would necessitate having to walk along either the single carriageway link road or the cycle track beside the A14 to reach the old Ipswich – Felixstowe Road (U3219) and along the dangerous single carriageway known as Stratton Hall Drift. This road leads to the yacht marina and is busy at all times, more so in the warmer weather when walkers and yachtsmen alike proliferate. Many of the motorists are not familiar with the district and drive at excessive speeds along this road. There are no footpaths and the road has passing places. This alternative to FP8 imposes noise, fumes and danger in lieu of the peace and quiet of a rural environment. I probably use the route about four times a year and nearly always see evidence of other people's use of the path with their dogs. I accept that it is not reasonable to expect a footbridge to be provided to cross the line (although the cost is probably not significant within the ambit of the overall scheme costs). The railway authorities take every opportunity to close a line crossing and no consideration seems to be given to public convenience and enjoyment. I think there are many places where footpaths cross the line where from time to time a train is signalled to stop and obstruct it. If this footpath is closed, then an enjoyable circular country walk to the River Orwell from the residential areas on the north side of the A14 is no longer possible. (See appendix '1' for a typical route)

A possible method of overcoming my objection is the creation of a new public footpath between the end of the driveway to Croft Farm at Croft Lane (point A on my map) and the A14 (point B). There is a lay-by here where the buses used to stop for passengers walking to Morston Hall and cottages. The central crash barrier overlaps here for pedestrian access to the lane opposite, leading to the rights of way network. Crossing the busy A14 at this point would be less dangerous than at the present location, the junction of the C375 from Croft lane. It would avoid the walk along Croft Lane, also quite a busy

motor road. I believe the land ownership of the proposed new path and of FP8 is the same.

Should this not be possible my objection to the closure of FP8 must be sustained and I ask that the interest and enjoyment of the public also be taken into account. Here rests my case.

 3/1/2007.



PROPOSER NEW CANAL

FF8

TRINITY CP

MILE SALWING CP

Lower Reach

Stately Marshes

RIVINGTON CP

TRINITY CP

MILE SALWING CP

TRINITY CP

MILE SALWING CP

TRINITY CP

MILE SALWING CP

TRINITY CP

MILE SALWING CP

TRINITY CP