



## **N.S. rejects \$220m rail-cut plan for Halifax's south end**

**By THE CANADIAN PRESS  
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Don Wilson wrote:

I wonder if the study group was looking for an expressway to/from the Halterm terminal ? All that is needed is one paved lane each side of the existing rail line , and there is room to do that without moving a lot of rock . This would not only speed up moving trucks in and out, But would remove them from the narrow downtown streets . This reduces traffic and congestion , reduces exhaust emissions , greatly reduces the wear of street surface pavement . Without details of what was studied and what has been reported , it is difficult to form an opinion . One has to ask if the study group was told what the province wanted the outcome to be . Were the reductions of congestion , street wear and emissions considered in the report ? How else can this problem be remedied ? Will the government delay until the port terminal is gone ? That sounds like Nova Scotia . Plan and Study it to death , and then cry until the bad publicity in the press goes away .

haliguy wrote:

I'm not sure why this would cost so much all they have to do is pave on lane to get trucks in and out why does it have to be so extensive.

johnfromhalifax wrote:

A rare victory for common sense... and all it cost was \$100K plus to tell the government for a third time what any thinking person would have already known! Still, you have to call that a win.

Darcy Lindzon wrote:

Good call. If we're going to spend 220 million, spend it on new port facilities somewhere outside of downtown. Eventually we can shut down Halterm, taking the trucks off of downtown streets and opening up a huge piece of valuable real estate for development. Use the rail cut for... rail... high speed passenger rail, Bedford to downtown in 20 minutes.

bigmonkey wrote:

Duh, well it's about time the council made a smart decision, now, let's look at the non inflated cost to do this, or spend some serious money on the routes that service these trucks.

wayne moores wrote:

I have mixed feelings as to whether this was a good idea or not. But one thing I knew for sure was that it was never, ever going to happen. First you have politicians who throw nickles around like they were manhole covers but never really want to commit to anything other than more studies(oh to be a consultant). Then you have the south end bluebloods who are never going to let sooty, noisey trucks through there neighbourhood(let the peasants in the downtown deal with dodging massive trucks that should never be down there). Last but not least, you have the eco-luners, opposed to everything and truth to tell want society to go back to a pre-industrial utopia(except for them, that is, they have to be constantly flying off to important conventions all over the planet to talk about saving the world don't ya know). Well, on the up side, council can get back to important things, like cat and chicken bylaws, implimenting even more draconian recycling bylaws without bothering to set up depots for whatever bricabrac they now deem essential to our very survival, and harrassing seniors who didn't jackhammer the ice off of city owned property in front of their house quickly enough. Some ole, same ole. Cheers.

johnfromhalifax wrote:

Great synopsis of the situation Darcy!

Kicker wrote:

That's a lot of money and a good chunk of the funds available to develop the Atlantic Gateway. But does anyone else get frustrated that it seems any project with a big price tag is doomed to be rejected in HRM? It seems "expense" is firmly entrenched in the municipal vocabulary but not "invest." I know this was a provincial decision but I blame DeVenne anyway. It makes me feel better, okay?

Quiet Comment wrote:

Good points wayne