

I have watched the
deterioration of Newcastle
over the past 20 years, where
Council and Politicians have
let it fall into decay and ruin,
with the help of Vandels,
Graffiti Artists and Squatters.
Now you want to close our
Railway Service and '**clog the
streets**' with more buses and
cars with inadequate parking
facilities.

TRANSPORT infrastructure is vital for Lake Macquarie, wrote Lake Macquarie City Council general manager Brian Bell ("Glendale interchange will release potential" *Herald* 28/10) but it is vital for the whole of the Lower Hunter.

As Mr Bell points out, this area's population will increase by 160,000 people over the next 22 years, and with the pressures of climate change and peak oil, innovative answers must be found.

If not, roads will be at gridlock.

The Hunter Environment Lobby has applied for funding through Infrastructure Australia to help develop the Hunter LinkRail from the Glendale area, through the existing rail corridors to Kurri Kurri and on to Maitland.

This LinkRail would then form a loop back to the Newcastle suburbs and on to Newcastle.

This rail plan would allow hundreds of thousands of people to move along the loop line each day, to work and home, to recreational pursuits, and for professional services, including medical.

The Hunter needs the big-picture planning that the Australian Government can provide, otherwise parochial state and local governments might go for a short-term fix and fall for the developer-driven solution of cutting the rail line before Newcastle.

**Jan Davis, president
Hunter Environment Lobby
October 29**

31 Oct 2008

*This is so right
JB.*

Tram and train plan shelved

FOR Hunter Development Corporation to reject tram/trains because "diesel engines overheat at 15kph" is absurd and shows that the corporation has not addressed Newcastle Transport for Business Development's proposal at all.

The corporation is clearly referring to a previous proposal by others to modify Hunter cars (heavy rail vehicles) to attempt to slow them down in urban areas.

That proposal was rejected by the State Government last year

We submitted a very detailed, fully costed tram/train proposal. As the corporation's terms of reference did not describe our proposal, we requested that they be changed. Clearly, from the HDC report, this was not done.

Unless this is rectified Newcastle, Maitland and Lake Macquarie people will be denied the opportunity to have the tram/train proposal evaluated.

Our website www.newcastle-deservesbetter.com has exhibited our tram/train proposal and many hundreds of people have voted in favour of it.

It is vital that the corporation instructs its consultants to report on our tram/train proposal, which details a fully integrated public transport network for the whole of the Lower Hunter, including Maitland and Lake Macquarie, and do a cost-benefit analysis in accordance with Treasury guidelines.

Any survey must give people an opportunity to say what they think about our tram/train proposal and not just the cut-the-rail option.

**Alan Squire, Convenor
Newcastle Transport for
Business Development**

*Too right
they should.
we are
right - you
are wrong
JB.*