

Glebe Island Bridge was a main transport thoroughfare until it was replaced by the Anzac Bridge. It can still fulfill a similar function now and in the future, as it is a main link between the Rozelle/Balmain Peninsular, Glebe Island, and the CBD.

RMS representatives at the various Bays Precinct Consultation Process meetings gave figures re the cost to demolish or retain the existing bridge, and the difference was only 7 million dollars. A very cheap price for an important infrastructure link which would also assist in alleviating the current traffic congestion at Darling and Roberts Street and James Craig Rd at Rozelle. The former two, at their intersection with Victoria Rd, and the latter with City West link. (with the flow-on effect in morning peak hours of almost blocking vehicles from The Crescent in Annandale to the City West Link and then to either Victoria Rd or the Anzac Br)

In recent times the Glebe Island Bridge has closed for the holding of cycle events, so, with some maintenance it can become operative again. We envisage it operating in a manner similar to that used for the Spit Bridge.

The plan to use Glebe Island for a three- year period as a temporary Exhibition Centre poses problems of access for exhibitors and visitors. There is no pedestrian access to, and parking on-site for only 1000 vehicles. As explained by Infrastructure NSW reps. this therefore requires commuter buses to/from city, use of other parking areas on White Bay (cruise ship terminal carpark, and the commencement of ferry services, the only plus in all this IF it goes to White Bay areas too and are not just for when events are held). We cannot begin to imagine the traffic jam at James Craig Rd, City West link intersection, especially as vehicles depart the venue!

Utilizing the Glebe Is Br. during this period makes sense, as less parking is required, no commuter buses and less traffic problems overall.

In the near future the bridge, which has previously carried trams and hundreds of other vehicles simultaneously, is clearly capable of carrying the light rail across it. This means that the light rail---which will soon go from Dulwich Hill to Central through many Inner West suburbs and commercial centres,--- can be extended to go through to the Glebe Is. Br and to White Bay---thus servicing the peninsular (incl. the temporary Cruise Terminal) and alleviating traffic congestion, especially in peak hours. Obviously it would be used by pedestrians, cyclists and others on non motorized vehicles (eg, push scooters, but including motorized vehicles for the disabled etc).

The retention and re-activation of the Glebe Island Bridge needs to be included in all plans for Sydney Infrastructure in both immediate (Temp. Exhibition Centre access needs) and the near future (light rail extension to White Bay, utilizing existing rail lines where possible). Such a use would provide permanent "clean" easy access from Glebe Is to the city and beyond, regardless of what the future plans for Glebe Is., beyond the temporary ones, may be.