

## Master Plan for UNSW

UNSW working with prime consultant DEGW, 2004

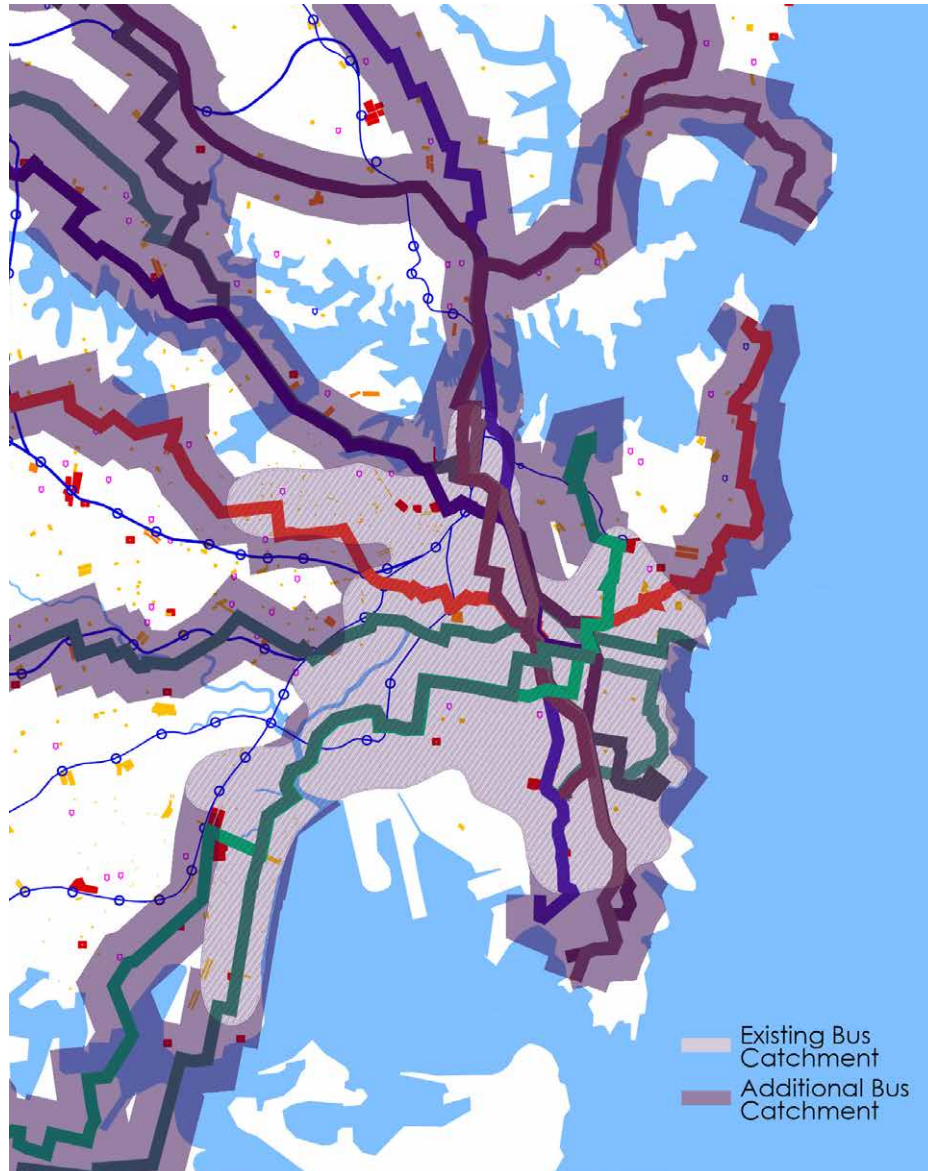


Figure 1. Existing + Extended Bus Catchment

## Integration of parking, public transport and bike network.

The issue of the provision of additional Campus parking or further intrusion into residential areas was tackled by a combined program of incrementally increasing pricing, reducing on-street and Campus parking (Rate per student not total), residential parking schemes, recognising and developing additional access for bikes; and introducing a widespread regional bus network that would allow 50% more of the Faculty and 25% more students the choice to use public transport.



### Innovation - Cost Neutral Benefits

Relocating the Light Rail Route through the Prince of Wales Hospital and Randwick (tunnel under High Street (costing \$450m) and thence to Maroubra to increase the metropolitan function rather than following Anzac Parade. Linking it to the Airport Line at Waterloo would save about \$450m to following Anzac Parade into the City.

### Analysis - Quick Picture

Using UNSW data to indicate travel patterns; such as, 80% of journeys commencing near the North Shore Rail Line to UNSW use public transport including a change at Central Station; whereas 1.5km west of the rail line (Eastern Valley Way) there is no public transport and 80% use car.