

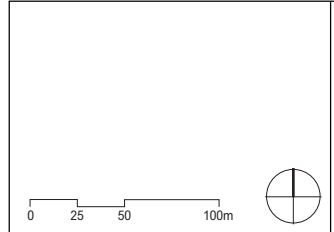
LEGEND					
	Express services to UNSW - 890, 891, 895, 892		M10		370
	391, 392, 393, 394, 395, 396, 397, 399, L94		348		357
	400, 410		302		372, 375
	M50		303		CSELR corridor
	Bus stops servicing UNSW		Buses terminating at Todman Avenue		
	Light rail stops				

				CBD & South East Light Rail Project EIS Response for UNSW		
ASPECT Studios <small>Tzannes Associates ARCHITECTURE URBAN DESIGN</small>				Public Transport to Campus		
SCALE	DRAWN	CHECKED	DATE	PROJECT	DRAWING	REVISION
	KG	AW	06/12/13	13040	4	A



Arrival - Light Rail		
Anzac Pde	13,285	1,129 in peak 15 mins
Gate 9	9,916	1,121 in peak 15 mins

Arrival - Buses		
Anzac Pde	2,436	207 in peak 15 mins
Gate 9	2,455	203 in peak 15 mins



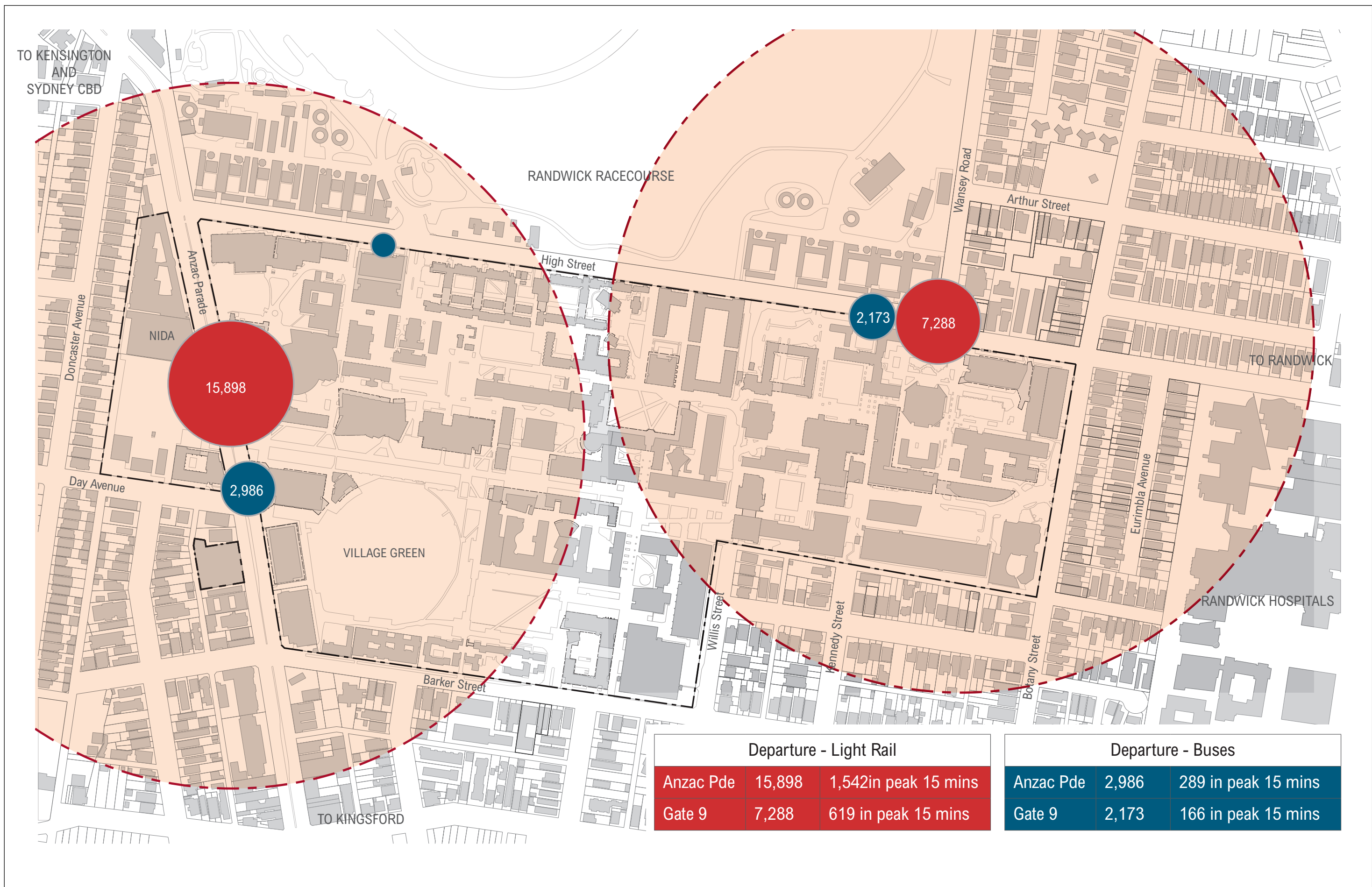
LEGEND	
	Light rail
	Buses

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CBD & South East Light Rail Project
EIS Response for UNSW

2020
Projected Daily Staff and Student Arrivals

SCALE 1:4000 @A3	DRAWN KG	CHECKED AW	DATE 06/12/13	PROJECT 13040	DRAWING 5	REVISION A
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The two scenarios below borrow information from the annual UNSW Travel Survey (2007 to 2013), the 2013 Campus Counts and the SELRP Technical Paper 1: Transport Operations Report, 6 November 201 3 to extrapolate UNSW ridership numbers in for the light rail on a typical semesters day as well as arrival and departure patterns of users at the proposed stations locations. The light rail will significantly impact pedestrian movements at the University Mall entrance, Anzac Parade and at Gate 9, High Street. Similar to current patterns, it is expected that more people will depart from the lower campus to avoid walking uphill to Gate 9.

Assumptions Scenario 1

- Scenario 1 assumes that the campus population and public transport ridership percentage remain the same as 2013
- Buses 891,895,892, M10 & M50 have been detained. Buses 391,392,393,394,397,399 service the campus southbound only. 395 and 396 have been cancelled and replaced with an extended service 343. No changes are made to the other buses (370,348,400 and 303, Source: SELRP Technical Paper 1: Transport Operations Report, 6 November 201 3)
- All passengers using 891,895,892, M10, M50, 391, 392, 393, 394, 397 and 399 (north bound only) are using light rail
- The current proportion of total staff and students attending the Kensington campus on a typical semesters day remains at 80%

Assumptions Scenario 2

- Scenario 2 assumes a steady 2% annual growth in the campus population (14% increase in population from 2013) and a continued trend towards the use of public transport (projected to be 65% in 2020, Source: 2013 Travel Survey Results).
- Same as assumptions 2,3,4 above (Scenario 1)

Note: The scenarios do not take into account a projected annual increase in patronage of 2.7% in the use of light rail due to change in travel times, increasing cost of petrol, parking, and other lifestyle factors. (Source: Honours Thesis, Ridership Analysis of the CBD and South East Light Rail Project, Author: Richard Banzon, November 2013)

Scenario 1: No change in campus population or shift in transportation modes

Approximately 39,000 trips made on Light Rail by the UNSW staff and students (arrival + departure)

