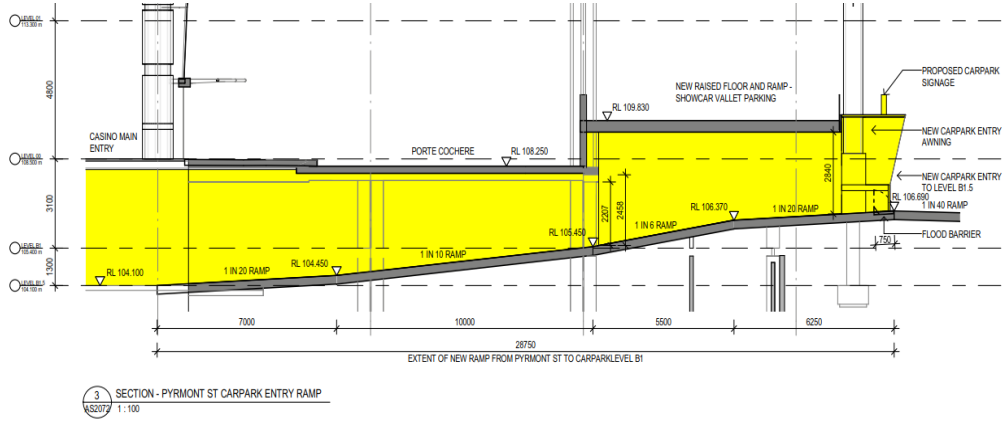

Taxi & valet right turn into Port Cochere
On-site coach parking
Loading dock upgrade
Station bike lockers
New on-site taxi facility
Improved visibility of Light Rail station
Bicycle rental station
Slight reduction in traffic
Sovereign car park entry
Visitor bike parking
Additional left turn traffic
Visitor bike parking
Reduced left turn traffic
PYRMONT ST
JONES BAY RD
UNION ST
EDWARD ST
PYRMONT BRIDGE RD
PIRRAMA RD

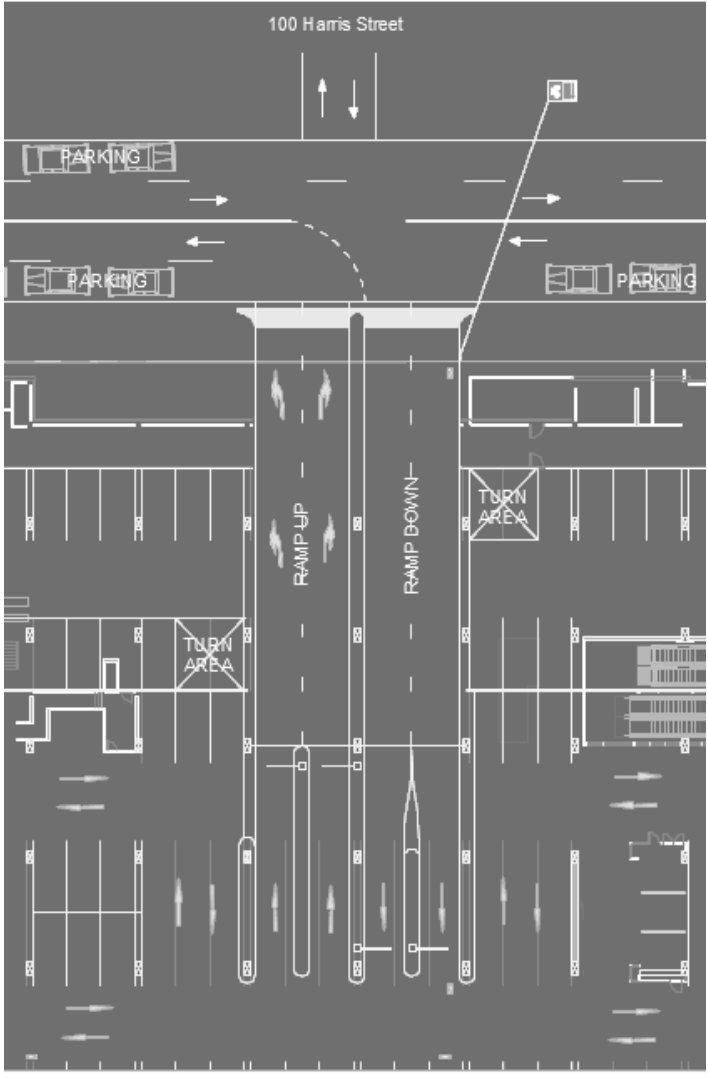
MODIFICATION 13
COMMITMENTS

- 222 parking spaces in Tower
- Expansion and modification of the Pyrmont Parking Guidance System
- New Pyrmont Street access to the Level B1 Car Park
- New right turn access from Jones Bay Road into The Astral porte cochere
- Left-in and right-in access to the new Ritz Carlton porte cochere
- Star Events loading dock upgrades
- 35 class 1 staff bike spaces and 62 visitor bike spaces
- Early bike parking upgrades
- Formalisation of the taxi parking scheme in the service road
- Restriction of on-site parking for workers to 200 spaces during construction

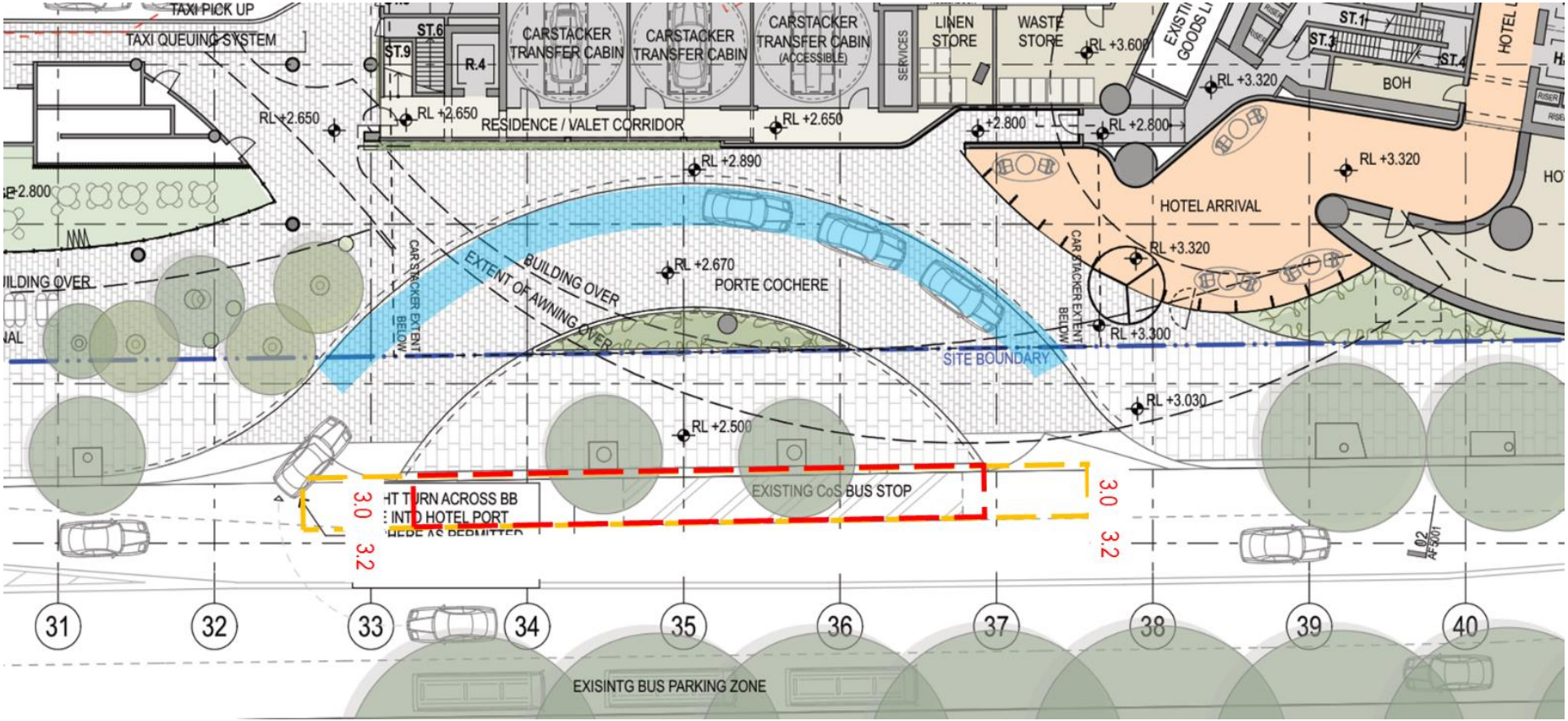
MODIFICTION 13
PYRMONT STREET ENTRY



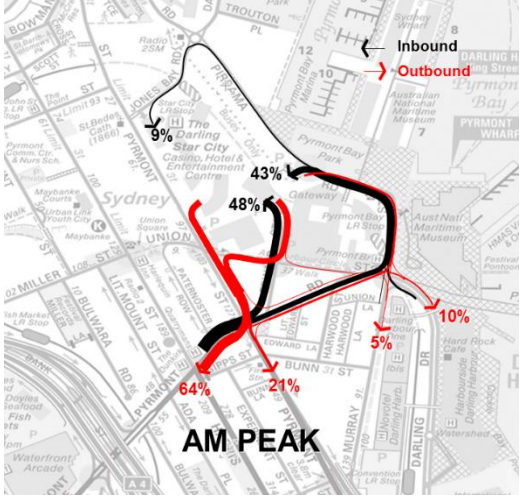
3 SECTION - PYRMONT ST CARPARK ENTRY RAMP
A52072 1 : 100

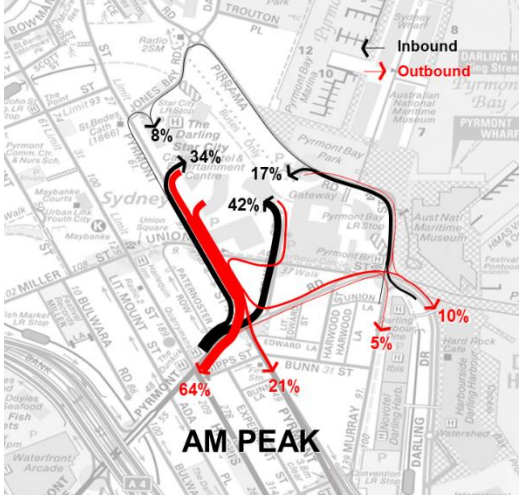


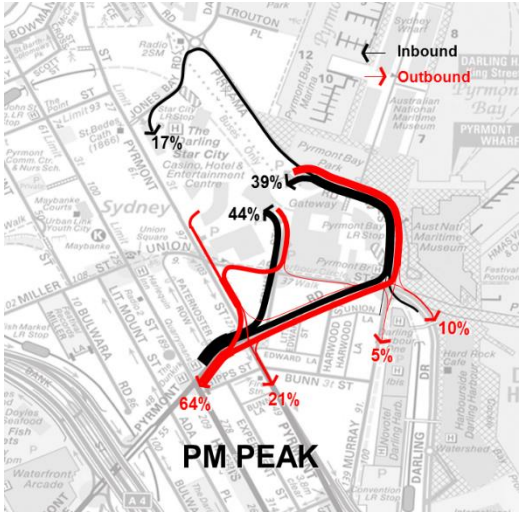
MODIFICATION 13
RITZ CARLTON PORT COCHERE

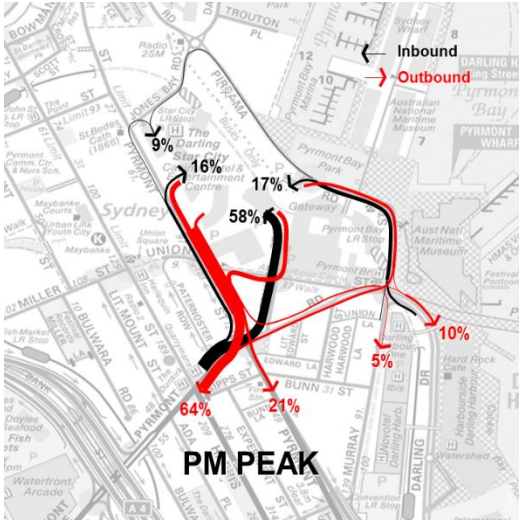


MODIFICATION 13
FUTURE DISTRIBUTION

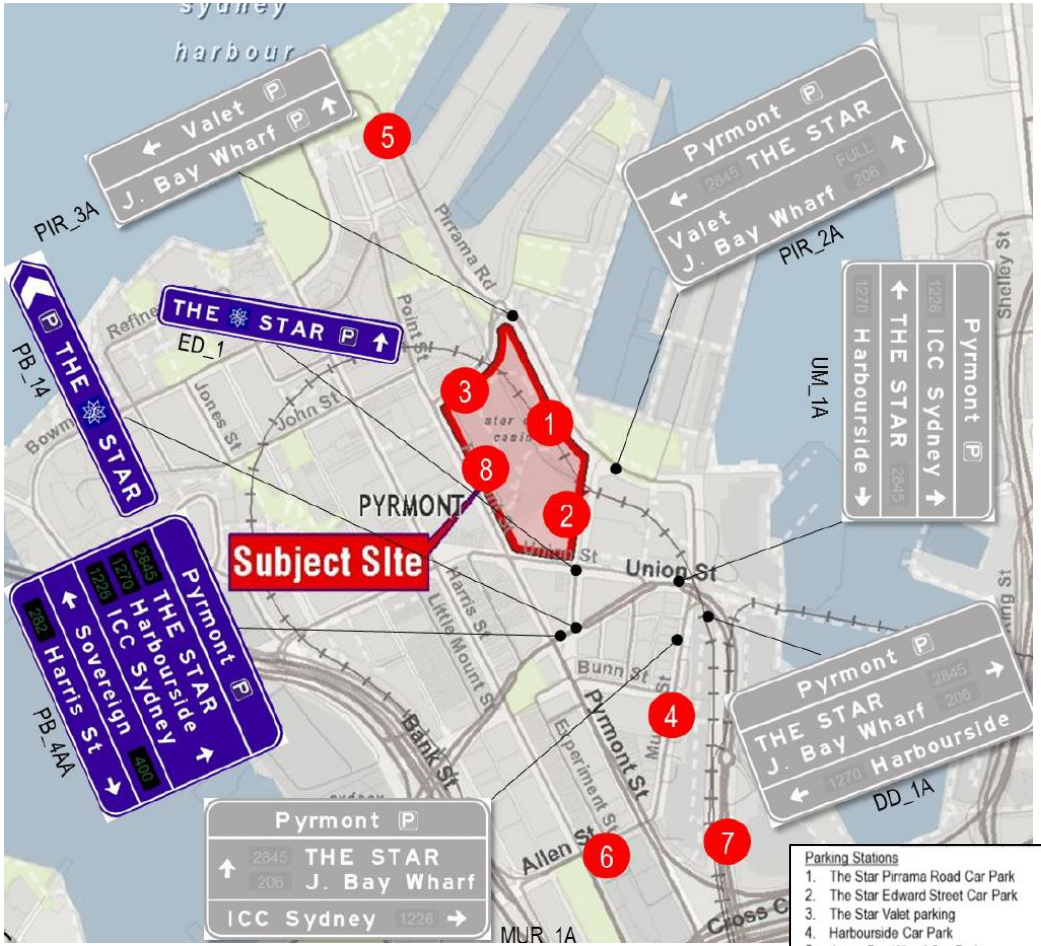








PYRMONT PARKING GUIDANCE SYSTEM



Parking Stations

1. The Star Pirrama Road Car Park
2. The Star Edward Street Car Park
3. The Star Valet parking
4. Harbourside Car Park
5. Jones Bay Wharf Car Park
6. Harris Street Car Park
7. ICC Sydney Car Park
8. The Star Sovereign Pyrmont Street Car Park

- Reduces circulation
- Does not encourage driving (no pre-planning)
- Driver focus on road
- Most of the infrastructure is in place

MODIFICATION 13
CTMP

- 4-year Construction Program
- Pirrama Road Forecourt & Tower Construction site
- No significant impact on network performance
- 12-month overlap with MOD14

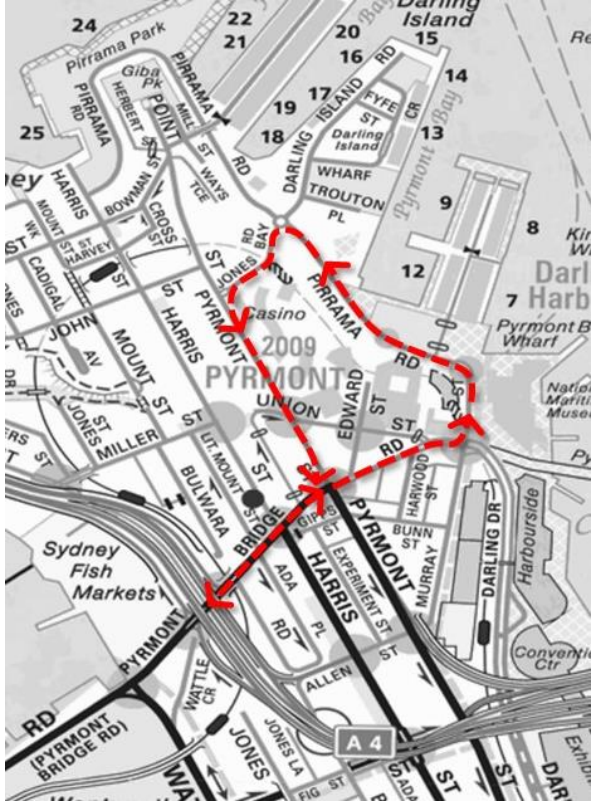


Figure 4.8: Average Daily Workforce

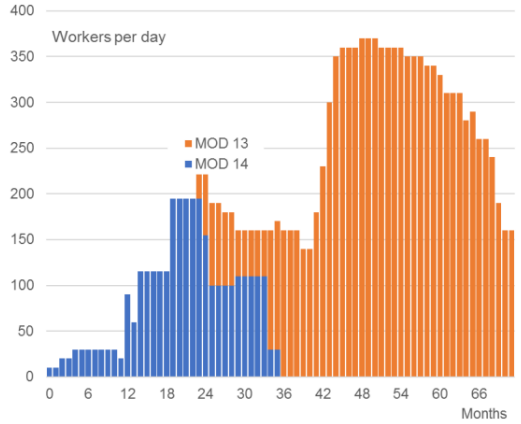
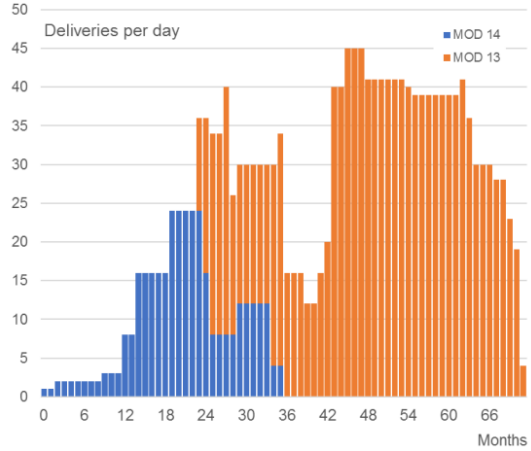
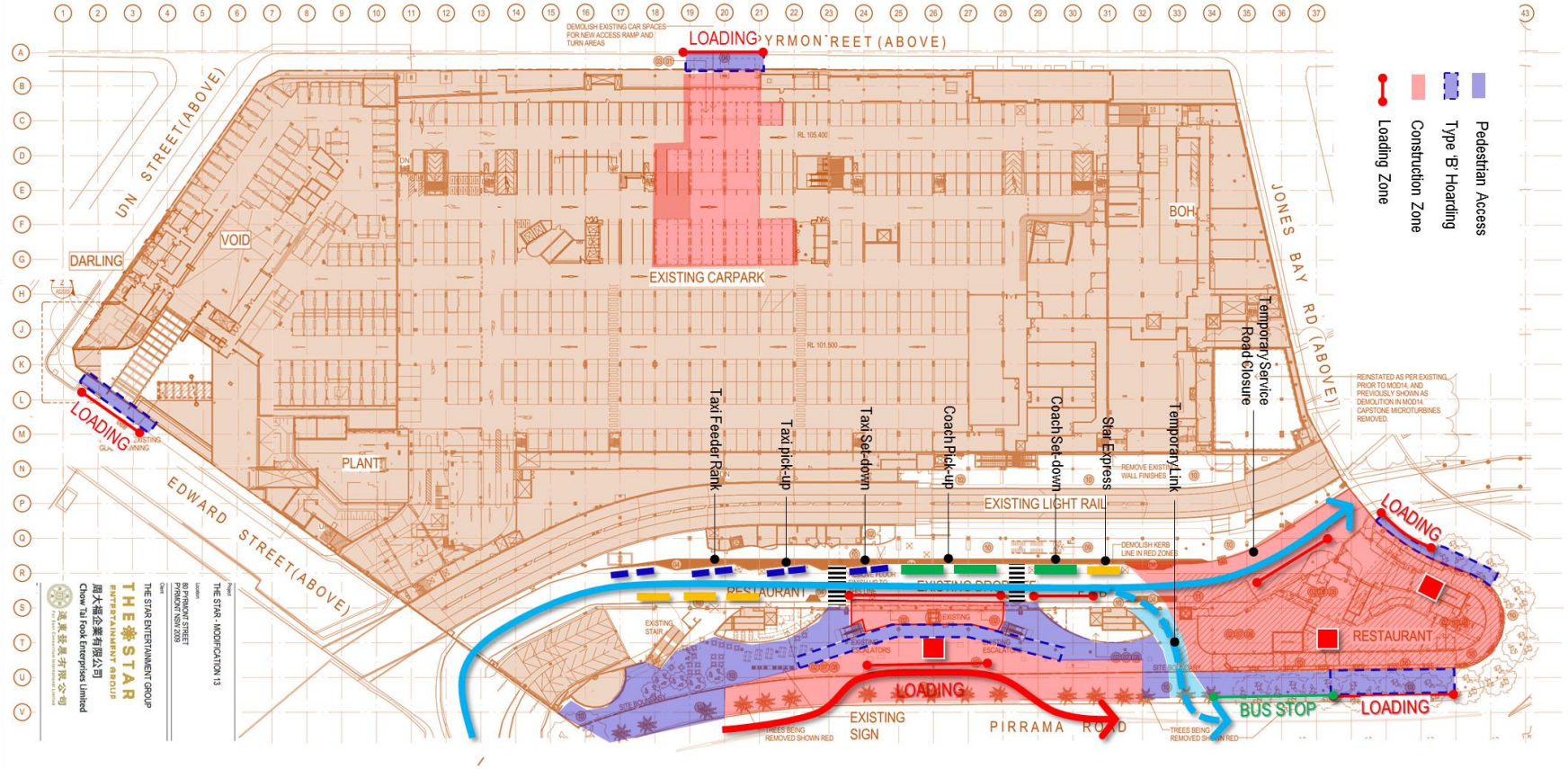


Figure 4.11: Average Number of Construction Deliveries per day



MODIFICATION 13
CTMP



MODIFICATION 13
QUESTIONS

- Pyrmont/Bays Precinct Traffic Forecast Models - Status?
- Update on Future Developments in the Pyrmont area?
- Major network upgrades?
- SCATS Traffic Signal Data to assist modelling updates

ROAD NETWORK PERFORMANCE

Table 2.1: Existing Road Network Performance (Level of Service)

Site	AM	PM	OP
1. Pyrmont St & Jones Bay Rd	A	A	A
2. Pyrmont St & Union Street	B	B	B
3. Pyrmont St & Pyrmont Bridge Rd	B	B	B
4. Pyrmont Bridge Rd & Union St	A	C	C
5. Pirrama Rd & Star Car Park Entry	A	A	B
6. Jones Bay Rd & Pirrama Rd	A	A	A
7. Union St & Edward St	C	C	B
8. Pyrmont Bridge Rd & Murray St	C	D	C

Source: Mott MacDonald SIDRA 6.1 analysis

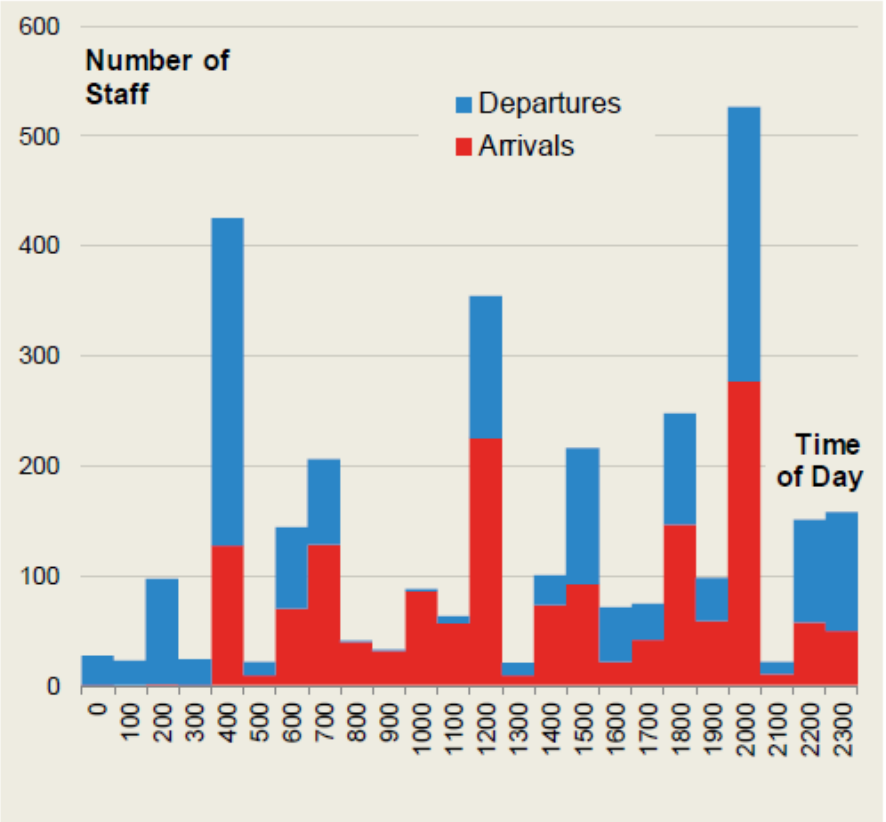
STAFF ARRIVAL & DEPARTURE PATTERNS

The Star is a 24/7 operation and never closes. A review of shift data provided by The Star revealed the following:

- The main shift changeover times fall outside traditional AM and PM peak periods and instead peak at 4am, noon and 8pm.
- The secondary staff peaks occur at traditional AM and PM peak periods.
- There are additional supplementary shifts across the day which help to minimise the overall impact of staff travel across the transport network.

Staff arrival and departure patterns over a typical weekday are presented in Figure 2.12.

Figure 2.12: Staff Arrival and Departure Times over a typical weekday



STAFF TRAVEL MODES

Table 2.5: Staff Mode of Travel

Mode	%
Car as driver or passenger	52.4%
Train	21.7%
Active transport (walk or cycle)	7.1%
Light Rail	6.2%
Bus	6.2%
Motorcycle	2.7%
Ferry	0.9%
Other	2.7%
Totals	100%

Table 2.6: Staff Contribution to Site Car Trips

	AM	PM	OP
No. Employees trips	200	280	150
% by Car	52%	52%	52%
Estimated No Employee Car Trips	105	147	70
Total Number of Observed Car Trips to/from the site(1)	490	887	1037
Employee contribution to Car trips to the site	21%	16%	7%

The breakdown of daily travel modes, of the 913-staff surveyed, are presented in Table 2.5.

This clearly demonstrates the excellent public transport connectivity of the site which has achieved up to 42.1% of all staff trips to/from the site by public or active transport modes.

To put this in context, staff trips represent less than 21%, 16% and 7% of all car trips to/from the site during the Am, PM and Off-peak periods, respectively (refer Table 2.6).

THE STAR

APPENDIX F

SIDRA ANLAYIS OF PORT COCHERE ENTRY

MOVEMENT SUMMARY

Site: Ritz Carlton Entry

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (S)											
1a	L1	32	1.0	0.150	5.7	LOS A	0.0	0.0	0.00	0.07	56.9
2	T1	253	5.0	0.150	0.0	LOS A	0.0	0.0	0.00	0.07	59.3
Approach		284	4.6	0.150	0.6	NA	0.0	0.0	0.00	0.07	59.0
North: Pirrama Rd (N)											
8	T1	116	5.0	0.078	0.2	LOS A	0.2	1.2	0.14	0.11	58.5
9b	R3	21	1.0	0.078	7.1	LOS A	0.2	1.2	0.14	0.11	56.2
Approach		137	4.4	0.078	1.3	NA	0.2	1.2	0.14	0.11	58.1
All Vehicles		421	4.5	0.150	0.9	NA	0.2	1.2	0.04	0.08	58.7

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: Ritz Carlton Entry

New Site
Giveway / Yield (Two-Way)