

Millers Point Traffic & Transport Study

July 2024



PROJECT INFORMATION

Project Name:	Millers Point Traffic and Transport Study
Client:	City of Sydney, Transport for NSW, Placemaking NSW
Project Number:	2355
Prepared By:	JMT Consulting



DOCUMENT HISTORY

Document Title	Revision	Date issued	Author
Millers Point T&T Study	Draft	20.01.23	JM
Millers Point T&T Study	Updated draft incorporating stakeholder feedback	13.02.24	JM
Millers Point T&T Study	Issued to client group	19.02.24	JM
Millers Point T&T Study	Updated post stakeholder presentation	05.03.24	JM
Millers Point T&T Study	Updated post City of Sydney exec review	20.03.24	JM + City
Millers Point T&T Study	Updated for final release	28.06.24	JM + City

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Acknowledgement of Country

We acknowledge the Gadigal people of the Eora Nation, the Traditional Custodians of the land of the study area and pay our respects to their Elders past, present and emerging. We extend that respect to all Aboriginal and Torres Strait Islander peoples.

Project Overview & Study Context



Introduction

JMT Consulting has been engaged by the City of Sydney (the City), Transport for NSW (TfNSW) and Placemaking NSW (PMNSW) to prepare a traffic and transport study for the Millers Point peninsula. The key objective of the project is to identify opportunities to improve traffic and transport by enhancing safety, amenity and convenience.

The study commenced in July 2023 following a number of submissions from the local Millers Points community around traffic and transport issues in the area. The project involved significant consultation with the local community and key stakeholders through site walks, face to face workshops and online surveys. Based on the issues raised during the consultation process and an assessment of current transport conditions a suite of potential interventions was developed. Ultimately 30 opportunities were identified that received the support of the local community and other stakeholders which intend to meet the study objectives. The feasibility of these opportunities will need to be confirmed by the NSW Heritage Office, City staff and relevant officers within NSW Government Agencies (including TfNSW, PMNSW, INSW and NSW Metro) before they progress to budgeting and prioritisation.

Study Objectives

- Confirm a set of visions and objectives for the study area
- Understand the key existing and future transport issues facing the study area
- Identify opportunities to achieve a better place-based holistic traffic and transport management in the study area

Study Context

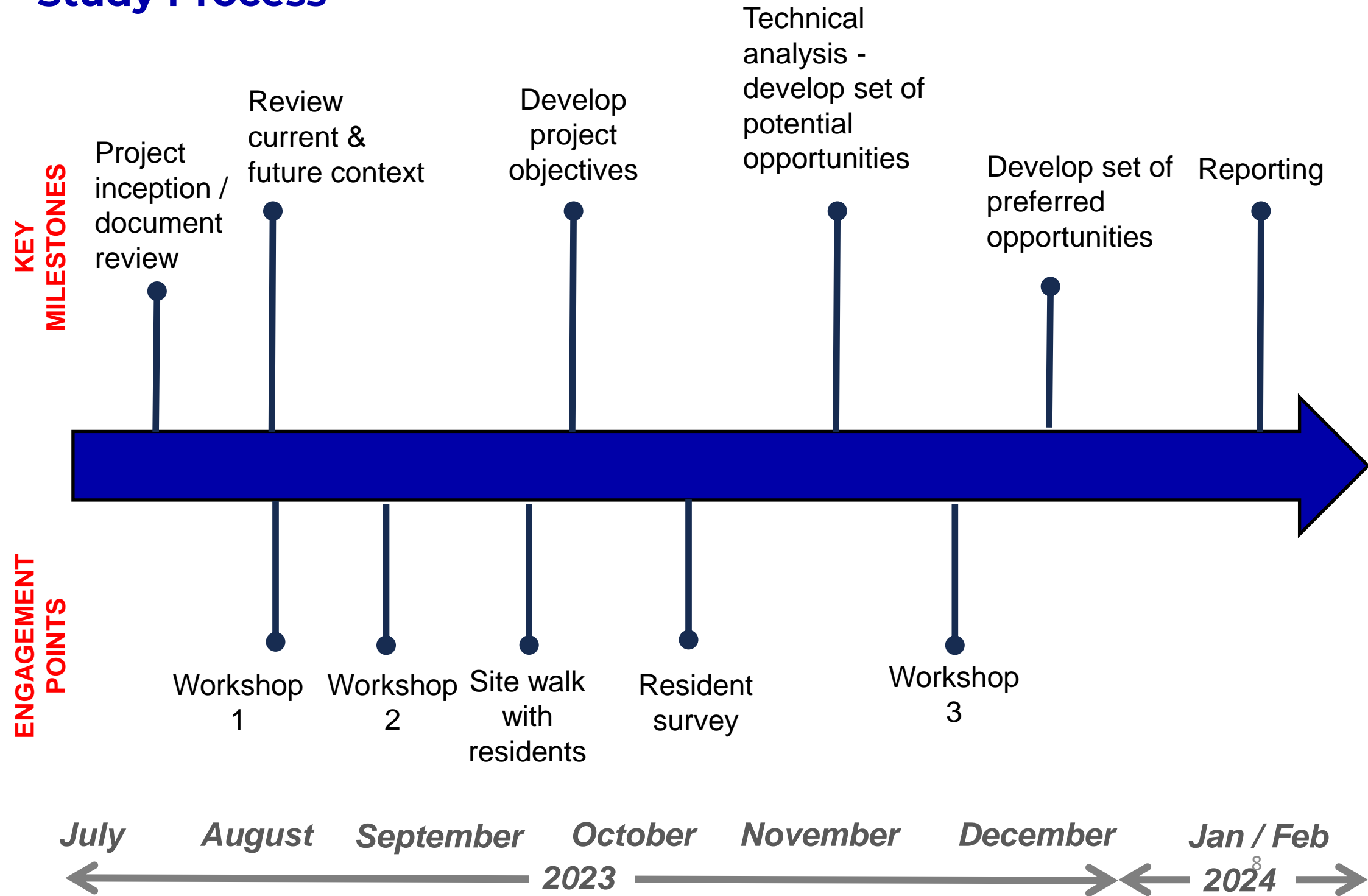
Located in the northern part of the Central Sydney on a peninsula to the west of Circular Quay. It is within the City of Sydney local government area but significant parts of the precinct, including The Rocks, is owned by the State Government, and managed by Placemaking NSW.

Given these complex land ownership and management arrangements in the study area, the Millers Point Traffic and Transport Study is a joint project between the City of Sydney, Placemaking NSW and Transport for NSW.

The study area is located within the State Heritage Register of Millers Point and Dawes Point Village Precinct (SHR No. 1682), as well as the Walsh Bay Wharves Precinct (SHR No. 559), and is also partially located within the locally listed Conservation area C35 Millers Point. The Transport study has not included a heritage review or Heritage Impact Assessment of the proposed opportunities however it is understood that changes to heritage fabric including kerbs and gutters would be subject to detailed heritage assessment and approval process. Any further design development must take the 12 principles (pg 29) of balancing heritage with changes to streets into consideration.



Study Process



Consultation Overview

Date	Nature of Consultation	Participants
9 August 2023	Site walk to understand key project issues	Placemaking NSW, TfNSW, City of Sydney, Create NSW
17 August 2023	Workshop 1 – Understanding key issues to inform the development of opportunities	Placemaking NSW, TfNSW, City of Sydney, residents, businesses & community groups
29 August 2023	Workshop 2 – Understanding key issues to inform the development of opportunities.	Placemaking NSW, TfNSW, City of Sydney, NSW Police, Create NSW
12 September 2023	Site walk to understand key project issues	City of Sydney, representatives from Millers Point Community Resident Action Group
September to October 2023	Online resident survey	Millers Point Community Resident Action Group
24 November 2023	Workshop 3 – Presentation of opportunities and proposed strategies	Placemaking NSW, TfNSW, City of Sydney, residents, Create NSW, businesses & community groups



Relevant Background Documents

Date	Document Title	Author
September 2023	Heritage Principles to guide Traffic Management and Public Space Greening in Millers Point	Paul Davies Pty Ltd for City of Sydney
Updated July 2023 (originally 2018)	City of Sydney planned cycleway network	City of Sydney
May 2023	George Street North Pedestrianisation and Public Domain Works + Local Access Plans	City of Sydney
September 2022	George Street Transport Management Plan	Arup for Placemaking NSW
September 2022	Interchange Access Plan – Barangaroo Station	TfNSW (Sydney Metro)
July 2022	Walsh Bay Arts Precinct Traffic, Pedestrian and Transport Management Plan	JMT Consulting for Infrastructure NSW
February 2022	Overseas Passenger Terminal Traffic and Transport Impact Assessment Report	Arup for Port Authority of NSW
November 2021	George Street North Concept Plan and supporting Transport Study	Arup for Placemaking NSW
May 2012	Harbour Village North Public Domain Study	City of Sydney
2008	Sustainable Sydney 2030 (Sets out the City's vision for three squares linked by pedestrian spine along George Street)	City of Sydney



A thorough review of these background documents is provided in Appendix A of this report

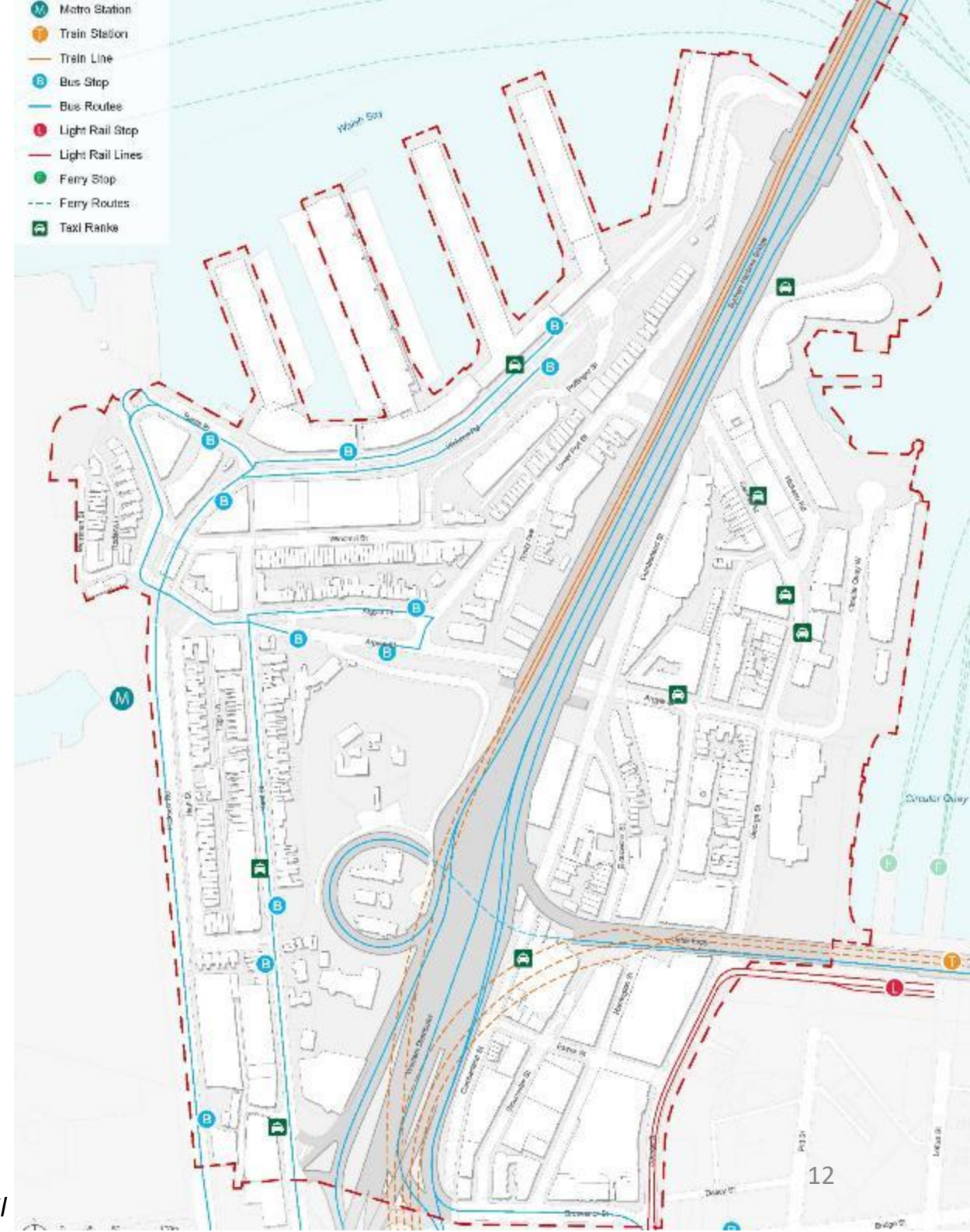
Current & Future Transport Context



Public Transport

Public transport access in the eastern half of the study area is primarily provided via the Circular Quay transport interchange which facilitates access by a number of modes including heavy rail, light rail, ferry, buses & taxis. This interchange a high level of public transport accessibility throughout the day and evening, however late-night transport (after 12.30am) is limited. In the western half of the study area public transport access is limited to bus services, with the area served by the 311, 324 and 325 bus routes. Frequency of these services during the day and evening is understood to be commensurate with demand however supporting infrastructure such as bus shelters are missing in a number of locations.

Wynyard Walk and the King Street Wharf provides a key public transport connection for the south-western part of the study area. From 2024 public transport accessibility, particularly in the western half of the study area, will be significantly enhanced following the opening of the Barangaroo metro station as part of the Sydney Metro City and South West project. The metro station at Barangaroo will provide high frequency services to key centres such as Macquarie Park, Chatswood, St Leonards, Sydney CBD and Sydenham.



Cycling Routes

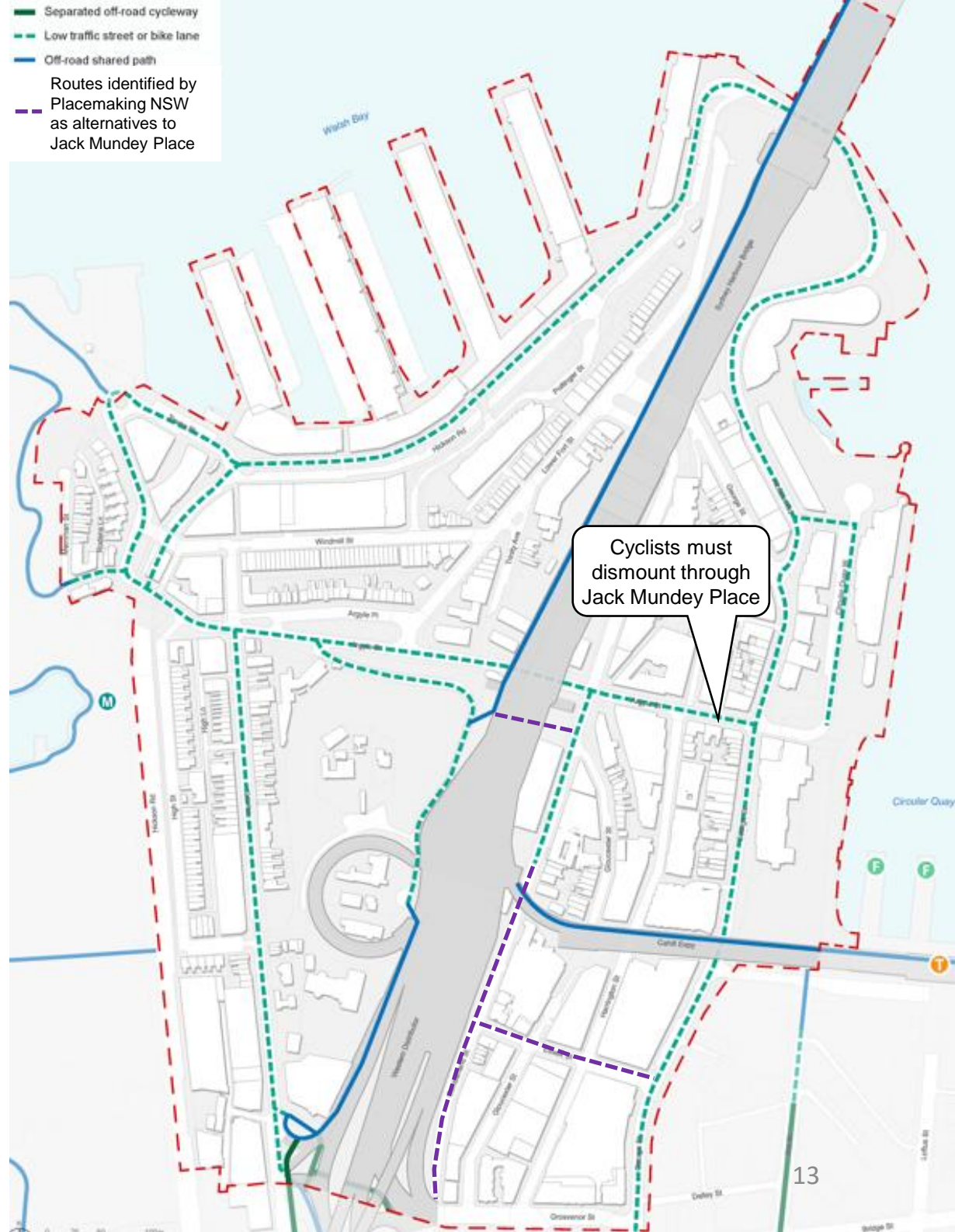
Formal bicycle routes in the study are generally in the form of shared on-road facilities such as along Kent Street, Argyle Street and Towns Place. An on-road bicycle lane is provided on Hickson Road between Barangaroo Reserve and the Sydney Harbour Bridge, although this type of facility is not favoured by City of Sydney due to requiring cyclists to ride within the 'car door zone'.

City of Sydney have identified future improvements to the Hickson Road cycleway, particularly between the future Barangaroo metro station and the Walsh Bay Arts Precinct.

Placemaking NSW require all cyclists to dismount when travelling through Jack Munday Place due to its perceived conflicts with people walking. Placemaking NSW have identified a number of suitable alternative (but indirect) routes for cyclists, including Cumberland Street and Essex Street.

George Street between Globe Street and Jack Munday Place is currently restricted to one-way movements (southbound) for traffic and cyclists.

- Separated off-road cycleway
- - - Low traffic street or bike lane
- Off-road shared path
- Routes identified by Placemaking NSW as alternatives to Jack Munday Place



Speed Zones

The majority of roads within the study area are subject to 40km/h speed restrictions, with the exception being some 10km/h shared zones in place on Gas Lane, Jack Munday Place and Playfair Street. The Western Distributor and Cahill Expressway have a posted speed limit of 70km/h.



Data source: City of Sydney Council

Parking Restrictions

There are a range of parking restrictions in place within the study area including resident parking, visitor parking (paid and timed) as well as loading zones. The parking controls in the area are varied with over 150 sub-categories of parking restrictions – indicating parking controls have been amended gradually in an ad-hoc manner.

It should be noted that a full review of on-street parking controls for the study area was out of the immediate scope of this study. At the discretion of City of Sydney Council parking controls may be amended separately to this work. The introduction of a metro station at Barangaroo from mid-2024 should assist in the ongoing management and demand for on-street parking within the study area.



Areas of high walking activity

City strategies commit to establishing three squares in the City Centre (at Circular Quay, Town Hall and Central).

In addition to Circular Quay (#1), the study area incorporates a number of areas of particularly high walking activity, including:

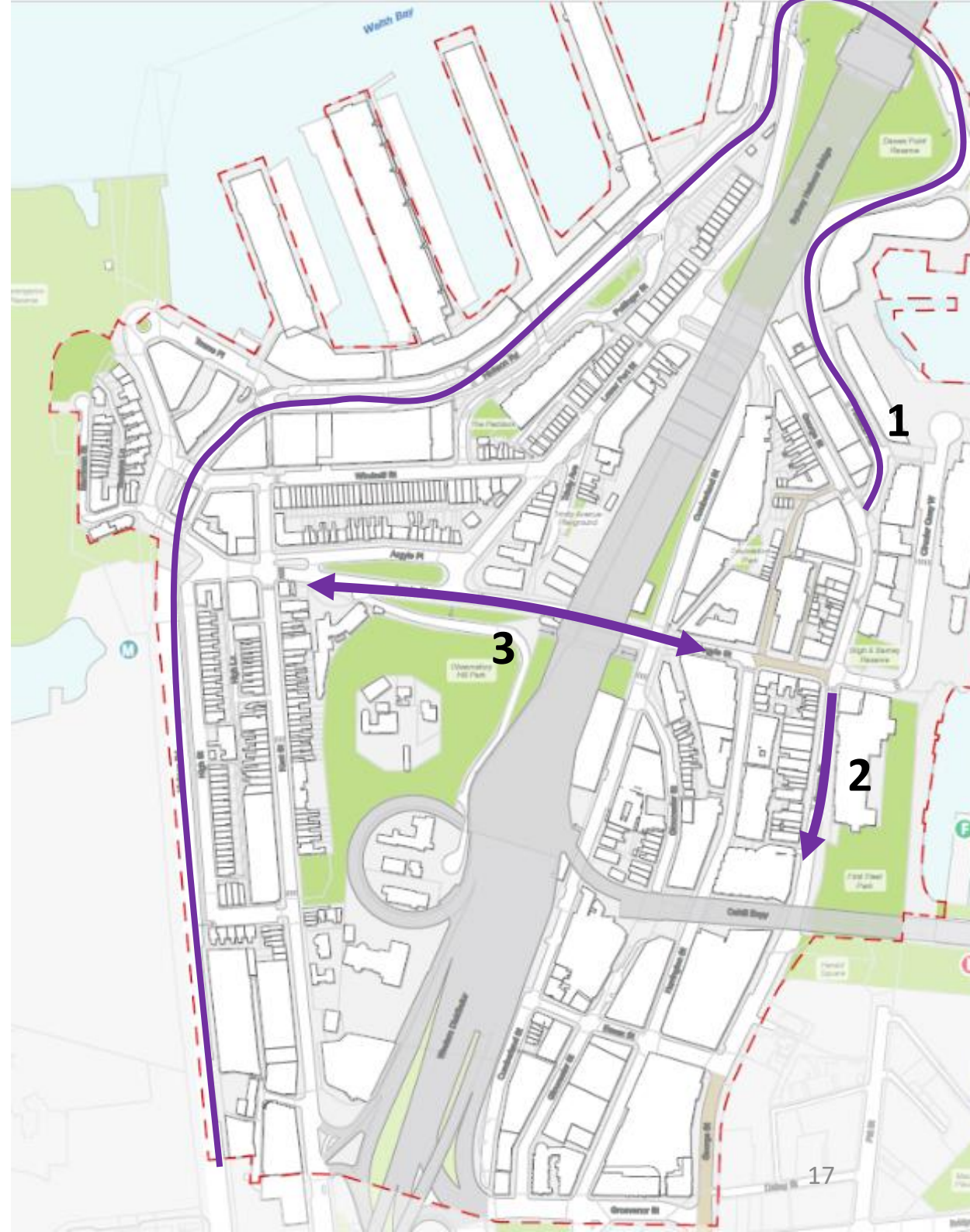
- George Street / First Fleet Park / Circular Quay West / Museum of Contemporary Art / Overseas Passenger Terminal (#2)
- Jack Munday Square / Argyle Street (#3)
- Millers Point (#4)
- Wharf cultural precinct (#5)



Vehicle access

Notable vehicle access arrangements in the Study Area include:

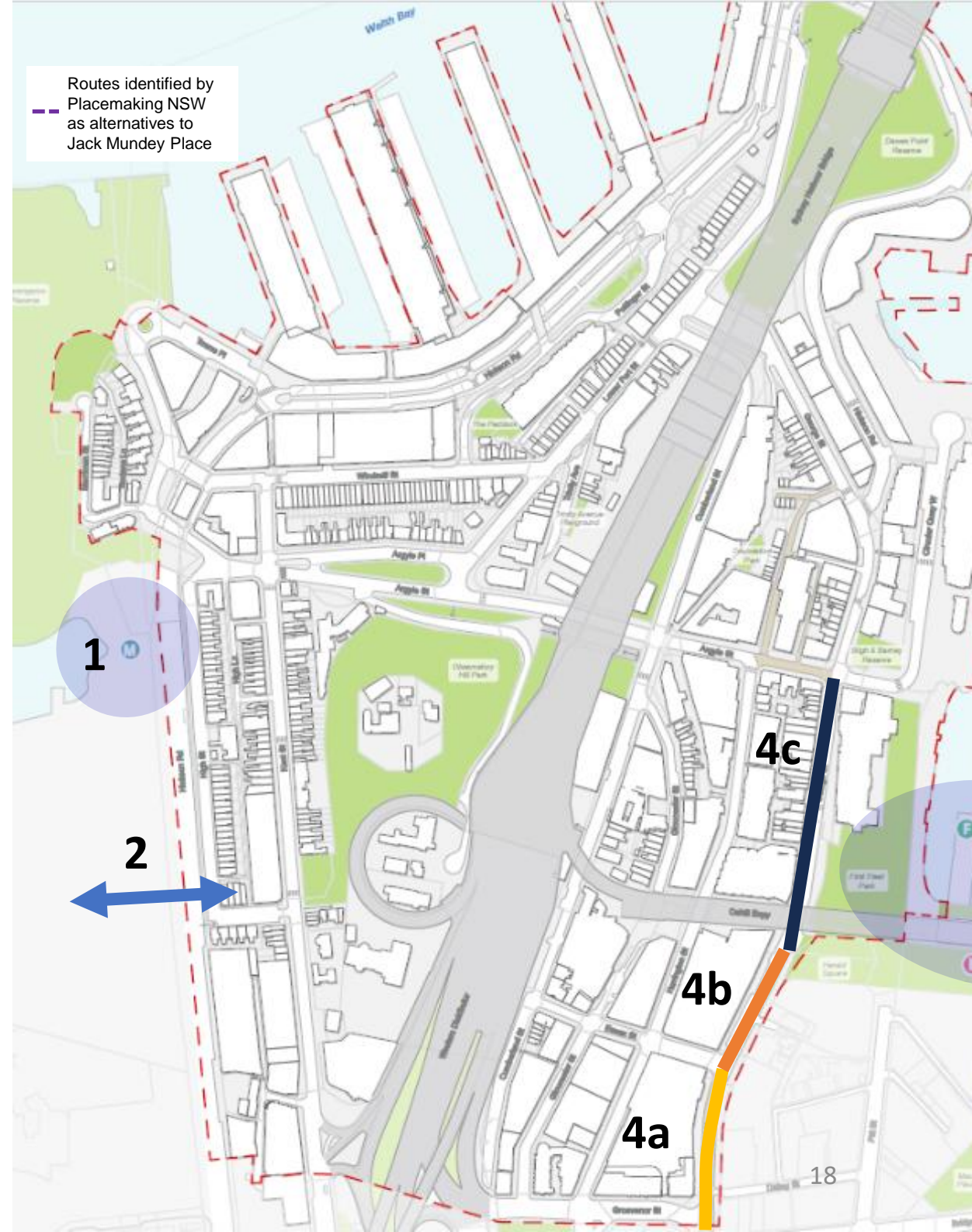
1. Hickson Road is the main vehicle access route, and connects Overseas Passenger Terminal, Wharf Cultural Precinct and Barangaroo to Distributor network.
2. George Street is currently one-way southbound between Jack Munday Place and Globe Street (see Planned Projects for more detail about ultimate arrangement).
3. Argyle Street is a key local connector between Millers Point and the Rocks.



Planned projects

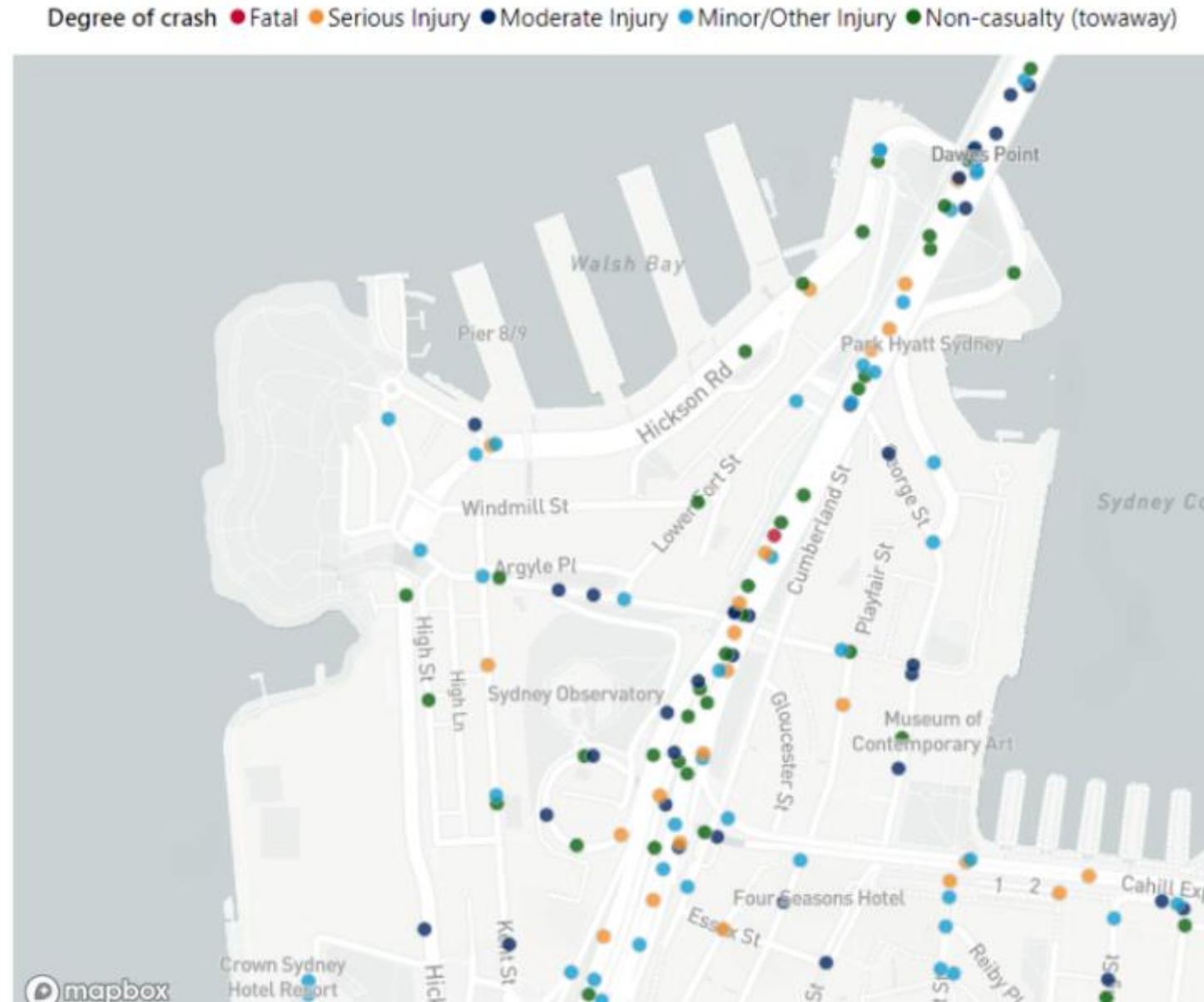
There are a number of planned and committed transport-related projects in the study area.

1. Barangaroo Metro Station, part of the City and South-West Metro Line, is due to open mid 2024.
2. A pedestrian bridge is required to be delivered linking Hickson Road and High Street as part of the Barangaroo Central development which will further improve pedestrian access to the future metro station.
3. Circular Quay Renewal Project (TfNSW) will deliver a wider waterfront promenade and redevelop the public domain including First Fleet Park
4. George Street North pedestrianisation
 - a) Between Hunter St and Essex St is Stage 1 of a City of Sydney project currently under construction.
 - b) Between Essex St and Alfred St is Stage 2 of a City of Sydney project currently in planning. Traffic direction TBC.
 - c) Between Jack Munday Place and Alfred Street is a PMNSW streetscape upgrade project. Traffic is currently one-way southbound – ultimate direction TBC.



Crash Data

A review of crash data over the most recent five-year reporting period 2018-2022 indicates no major crash 'hot spots' in the study area. Excluding crashes on the motorway network which is outside the Study Area, clusters (two or more) crashes were recorded as occurring at the Hickson Road / Towns Place intersection, on Hickson Road eastbound near the Sydney Harbour Bridge underpass on Argyle Street between Kent Street and Lower Fort Street and the intersections on Argyle Street with Harrington Street and George Street.

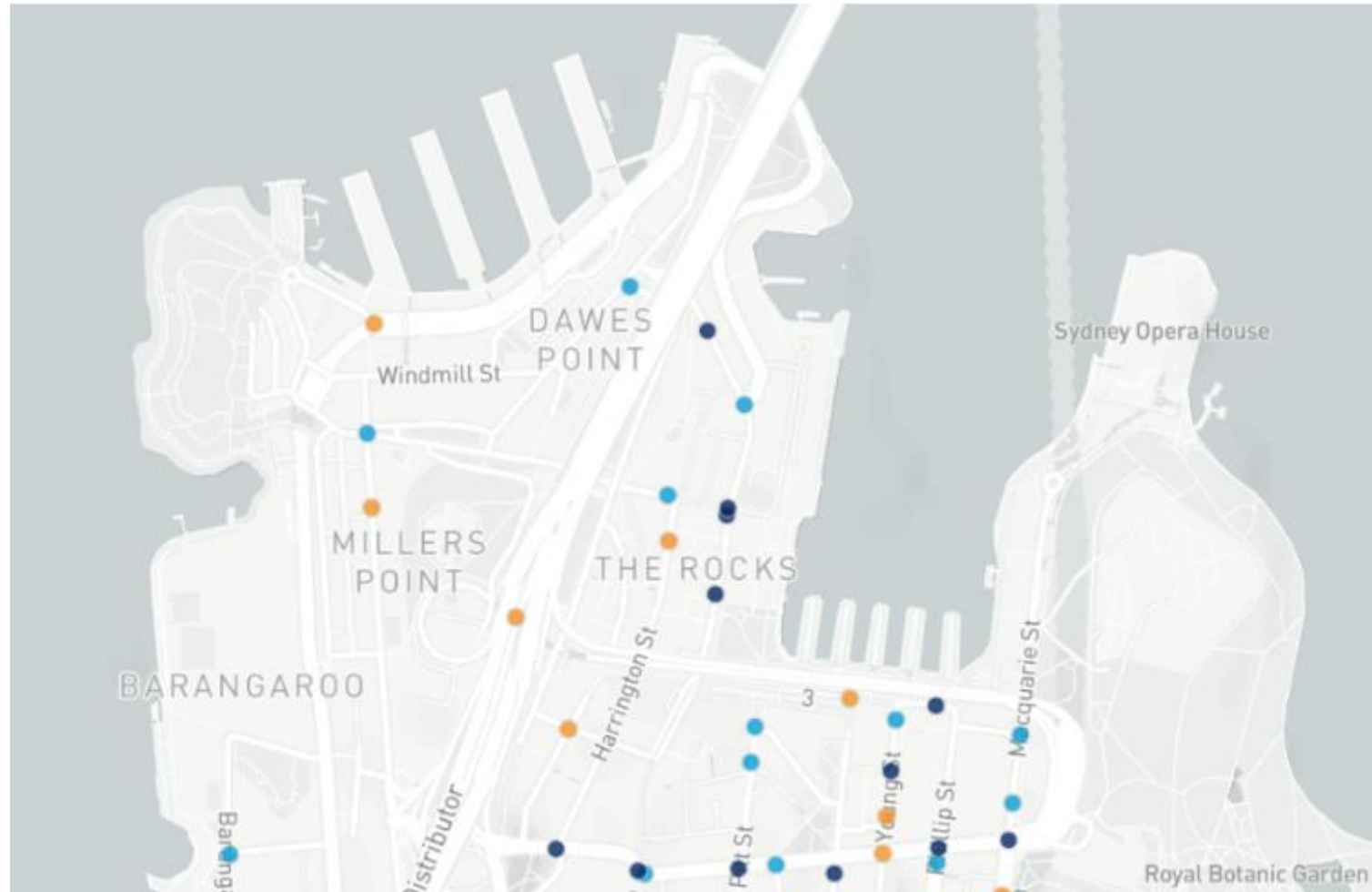


Data source: NSW Centre for Road Safety, 2018-2022 crashes

Pedestrian crashes

Eight crashes involving pedestrians were recorded between 2018 and 2022 which given the level of pedestrian activity in the area is considered relatively low. Locations of note where crashes involving pedestrians were along Kent Street and George Street / Argyle Street intersection.

Degree of crash ● Fatal ● Serious Injury ● Moderate Injury ● Minor/Other Injury ● Non-casualty (towaway)



Data source: NSW Centre for Road Safety, 2018-2022 crashes involving pedestrians

Summary of Stakeholder Input



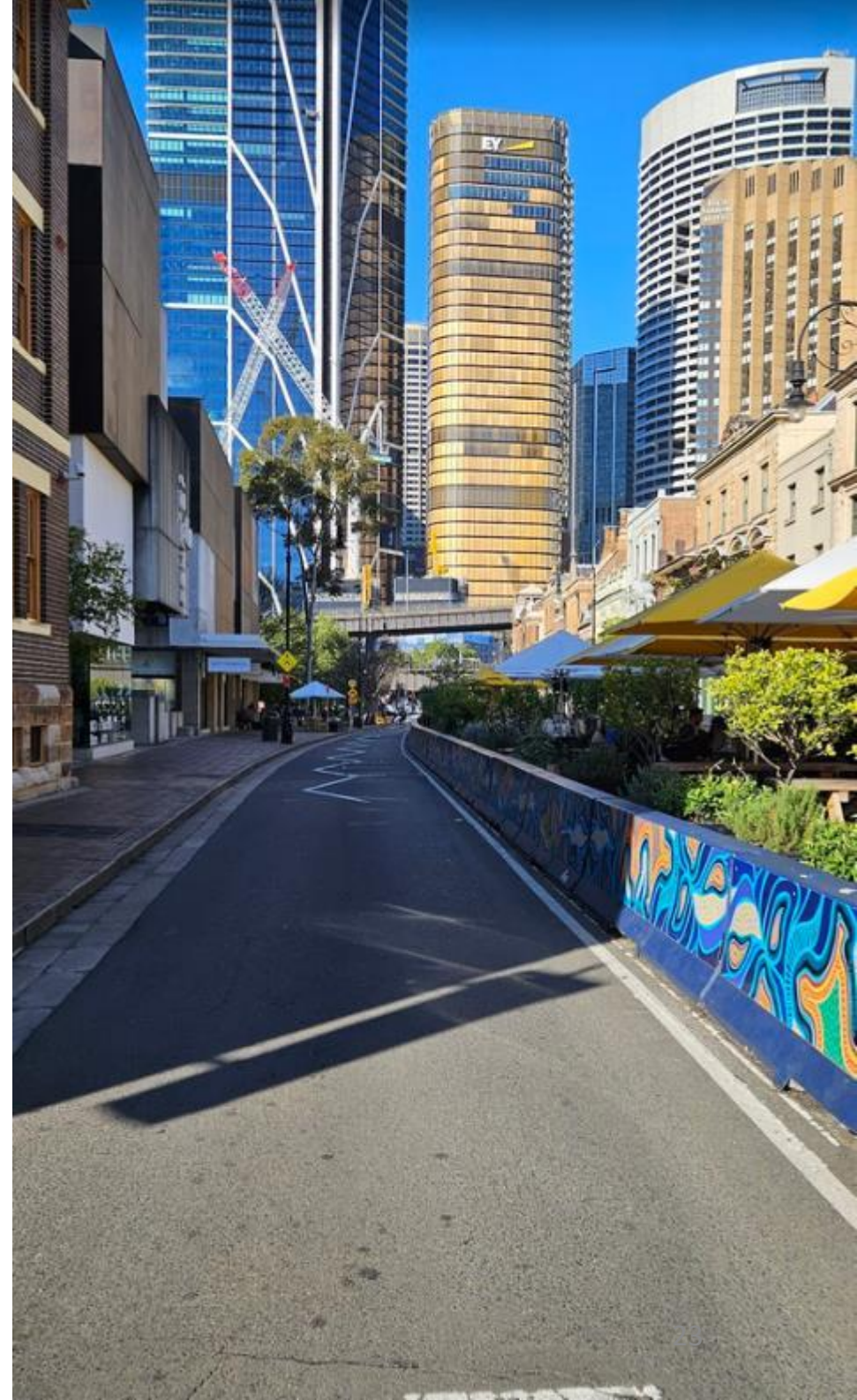
Workshop 1: Residents & Businesses

- Attendees included representatives from MPCRAG, Walsh Bay Arts Precinct, Big Bus and various local businesses and strata.
- Key issues are **pedestrian safety and amenity**
- Improved walking environment between metro and Walsh Bay
- High traffic speeds on Hickson Road, Kent Street, Windmill Street, Argyle Street and Lower Fort Street – need for traffic calming
- Lack of pedestrian crossing opportunities
- Consistent wayfinding and signage
- Traffic intrusion/parking particularly during events
- Pedestrianisation of George Street has resulted in more traffic in Millers Point and driver confusion
- Desire for Ferry stop at Pier 2, potential shuttle service between CQ and Pier 2
- Dangerous intersections:
 - Kent/Argyle
 - Windmill/Lower Fort
 - Cumberland/Lower Fort/George
- Return of students to Fort Street public school
- Coach parking on Hickson Road
- Don't support opening of Pottinger Street to traffic



Workshop 2: Government agencies

- Attendees included representatives from NSW Police, Create NSW, TfNSW, PNSW, Council
- No major concerns with traffic / speeding in the study area – improvements are to largely focus on ‘easy wins’ that improve safety and amenity.
- Need improved wayfinding (and lighting) to Walsh Bay from both Circular Quay and Barangaroo Metro Station
- The precinct has very wide streets and intersections – study should identify suitable areas where narrowing can occur to calm traffic
- A holistic parking strategy may be required to coordinate restrictions with broader CBD
- Argyle Street / Kent Street intersection has been identified as a safety issue by NSW Police
- Reopening Pottinger Street at Windmill Street would improve access to/from the area.
- 30km/h speed limit may be possible however new speed zone guidelines need to be reviewed
- Any future ferry service from Pier 2 would be a long term proposition



Resident Walk / Survey

- Attendees included representatives from MPCRAG
- Pedestrian safety and access is the key issue
- Need for traffic calming / restricted vehicle access
- Public transport access
- Coach parking
- Traffic safety concerns, key intersections:
 - Kent Street / Argyle Street
 - Lower Fort Street / Cumberland Street / George Street
 - Argyle Street / Lower Fort Street
- Fort Street public school access
- More landscaping / 'greening' of the area including additional trees where possible



Project Objectives

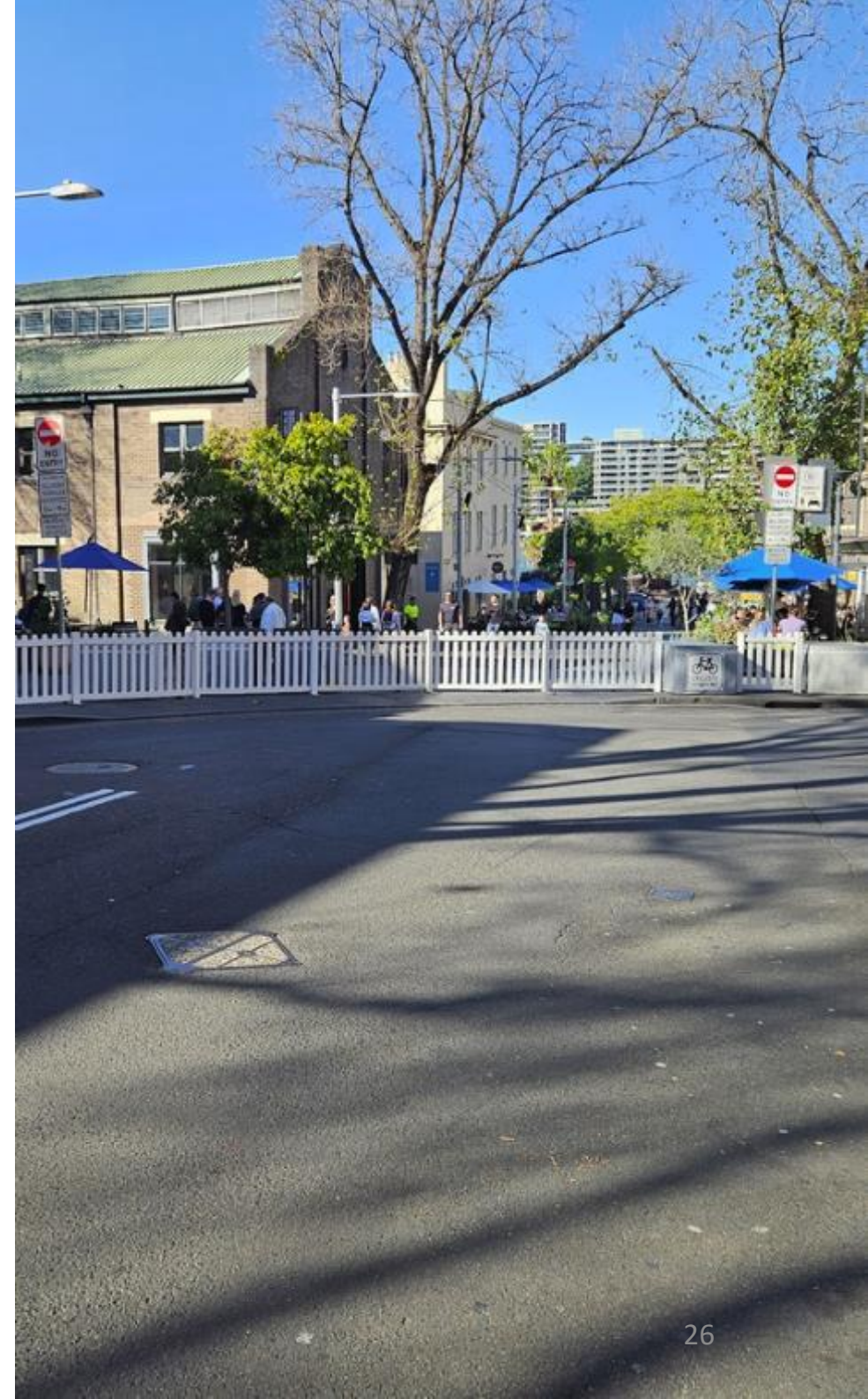


Project Objectives

Based on the review of the current and future transport context, along with the feedback received as part of the stakeholder consultation process, five objectives for the study area were developed as summarised below:

1. Provide for a more walkable and accessible environment within the precinct – improving permeability and legibility including wayfinding.
2. Maximise the number of trips made to, within and from the precinct by active and sustainable transport modes (public transport, walking and cycling)
3. Provide for a safe environment for all road users which reduces points of conflict and enhances amenity.
4. Minimise the intrusion of through traffic movements within the precinct to facilitate safe street environments suitable for walking and cycling
5. Limit the impact of traffic associated with construction, tourism and events – recognising Millers Point's role as a major contributor of economic activity to Sydney.

These objectives were developed to guide the identification and assessment of suitability of opportunities proposed for the study area.



Opportunities



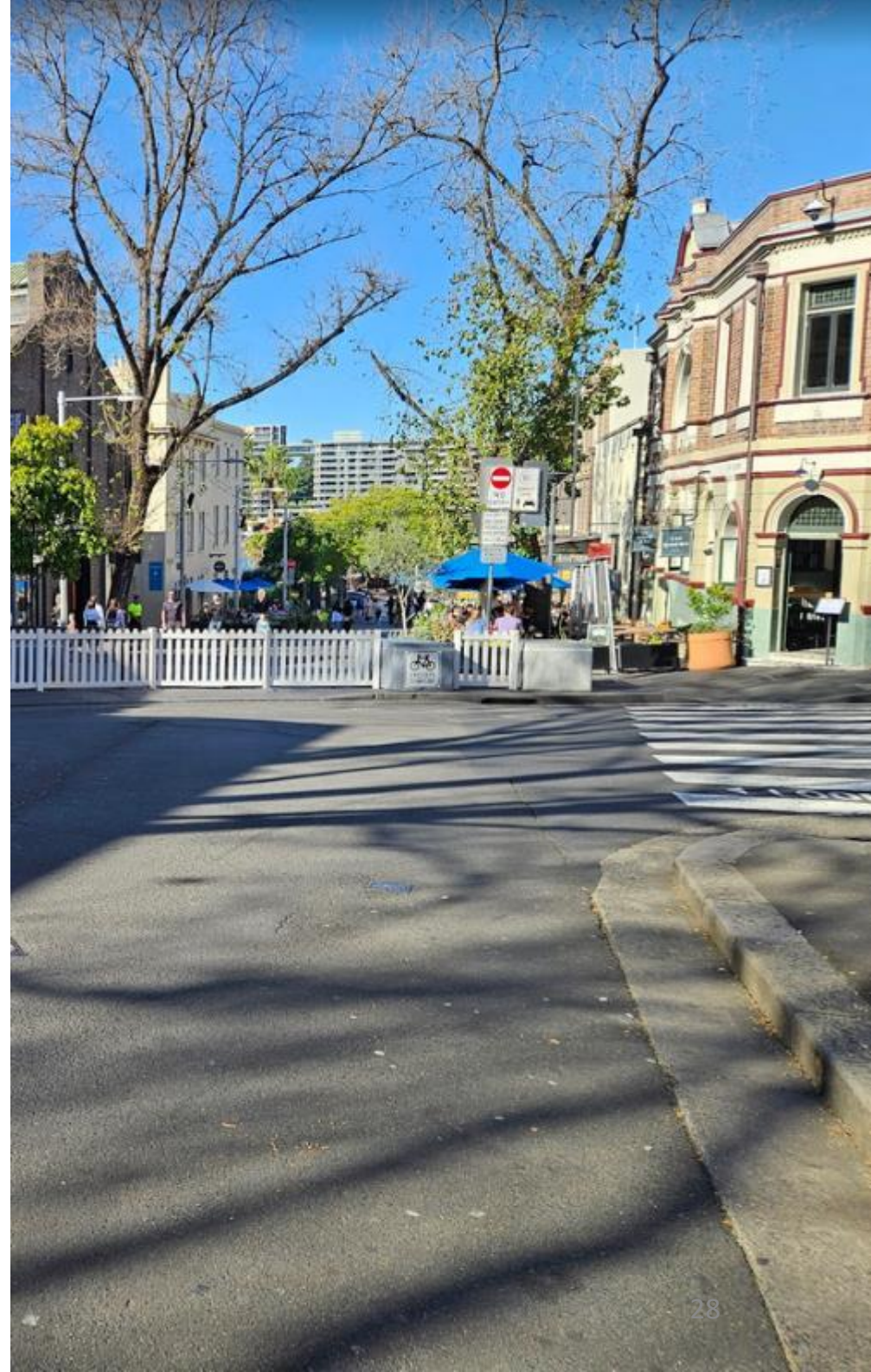
Development of opportunities

A suite of opportunities have been identified to enhance safety, amenity and convenience for people in Millers Point. The opportunities were identified through:

- Review of relevant studies and documents and specifically relevant issues identified in these documents
- Extensive consultation with key stakeholders and the local community – taking into consideration feedback provided via various sources and rounds of consultation
- Multiple site visits undertaken to observe traffic and transport conditions in the study area
- Review of existing data including speed zones, traffic data, crash history, public transport routes and parking information

A visual summary of the identified opportunities is provided on the following page of this document. Subsequent pages provide further detail around the specifics of the identified opportunities. The opportunities have been split into eight different categories, those being:

- Intersection traffic calming
- Additional pedestrian crossings
- Upgraded pedestrian crossings
- Traffic speed reduction
- Traffic management
- Public transport and coaches
- Pedestrian movements and wayfinding
- Other











Heritage considerations

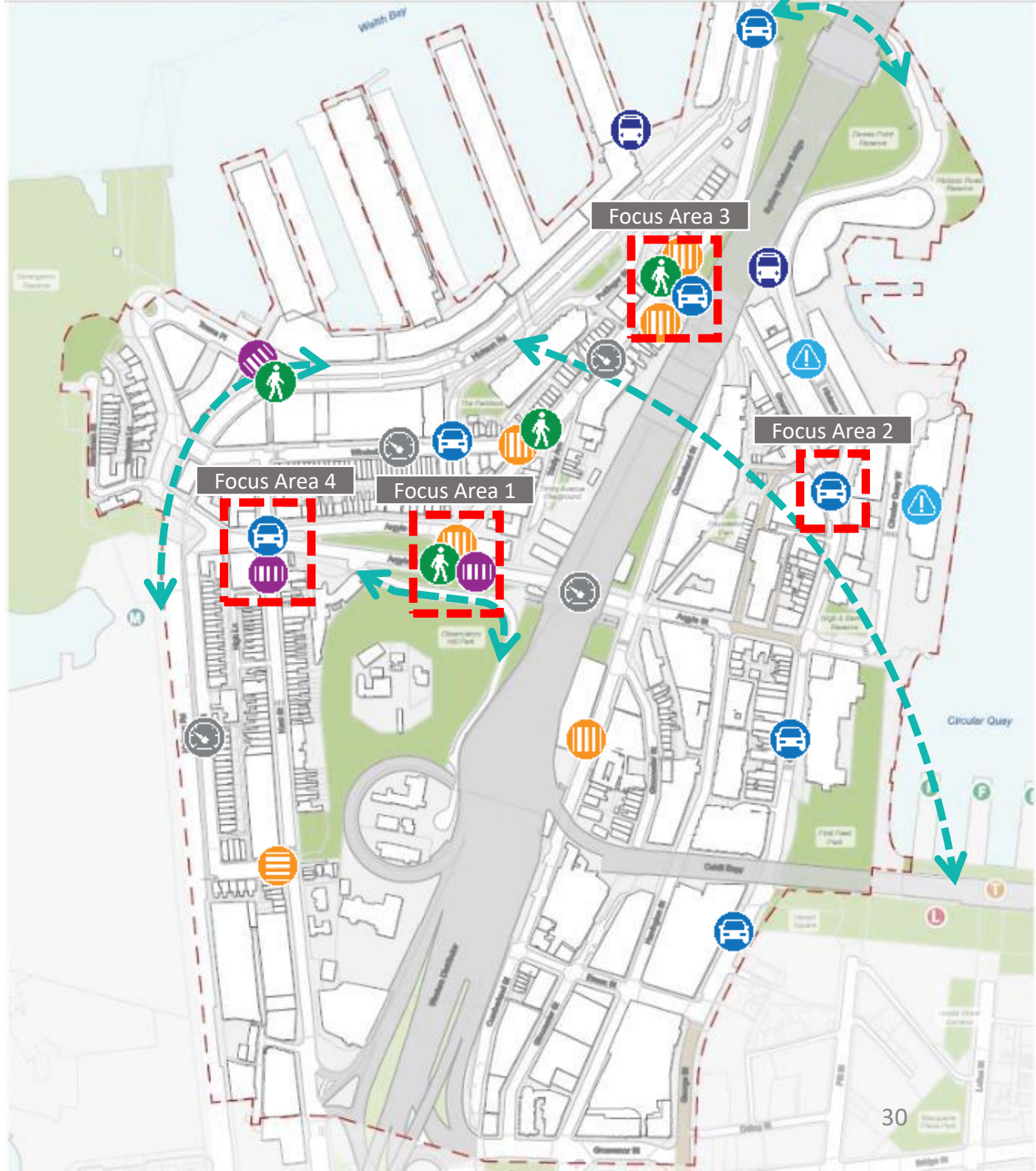
Millers Point is an area of high heritage value. The street layout, kerb and gutters are of particular value as they reflect the historic industrial uses of the area. The City has developed a set of principles to help balance the competing interests of heritage and community desire for change to traffic management and greening in the area. These principles must be considered in any further development of any of the opportunities identified in this study. The bolded principles relate most strongly to the opportunities in this study.

1. *Tree selection*: when greening is proposed, work with existing planting types and patterns
2. *New tree planting locations*: Where street edges are largely devoid of tree plantings, particularly those in front of historic buildings, the open form of the street should be retained.
3. *Inroad planting* should be minimised, as it is not the traditional planting pattern for the area
4. *Street verge gardens*: Street (kerb edge) gardens are not part of the heritage character of Millers Point, however, the addition of some discrete plantings may be appropriate in specific locations.
5. *New landscaped areas*: The addition of new landscaped areas, for example in conjunction with intersection redesign, which can have a designed form and character, can make a significant contribution to the area.
6. ***Existing street form and layout***: Early road layout form and detail should not be lost in any works. New works should retain the early street elements and work around them.
7. ***Design approach***: It cannot be expected that all changes to roads and intersections will achieve compliance with current codes. Any changes need to be balanced between making traffic and pedestrian movement safer and retaining heritage values.
8. ***Kerb and gutters***: Where changes are proposed to lane arrangements in streets and to intersections, the early kerb lines and gutters should be retained and details developed to manage drainage.
9. ***Design approach / material selection***: there should be a consistent layer of new materials and design approach that distinguishes this cache of work as being related across the area
10. ***Safety***: Where a change is proposed it has to be achieve an improvement in safety.
11. *Existing services*: design must accommodate services to minimise changes to those services.
12. *Minimise visual clutter*: Where improvements are made for safety, the design approach should minimise visual clutter that has the potential to impact the heritage character of the area.

Summary of Opportunities

-  Intersection traffic calming
-  Additional pedestrian crossings
-  Upgraded pedestrian crossings
-  Traffic speed reduction
-  Traffic management
-  Public transport & coaches
-  Pedestrian movements & wayfinding
-  Other
-  Focus Areas

Details of these opportunities are provided in the following pages of this document. Based on stakeholder feedback four key 'focus areas' have also been identified which consider in further detail around potential improvements at these locations.

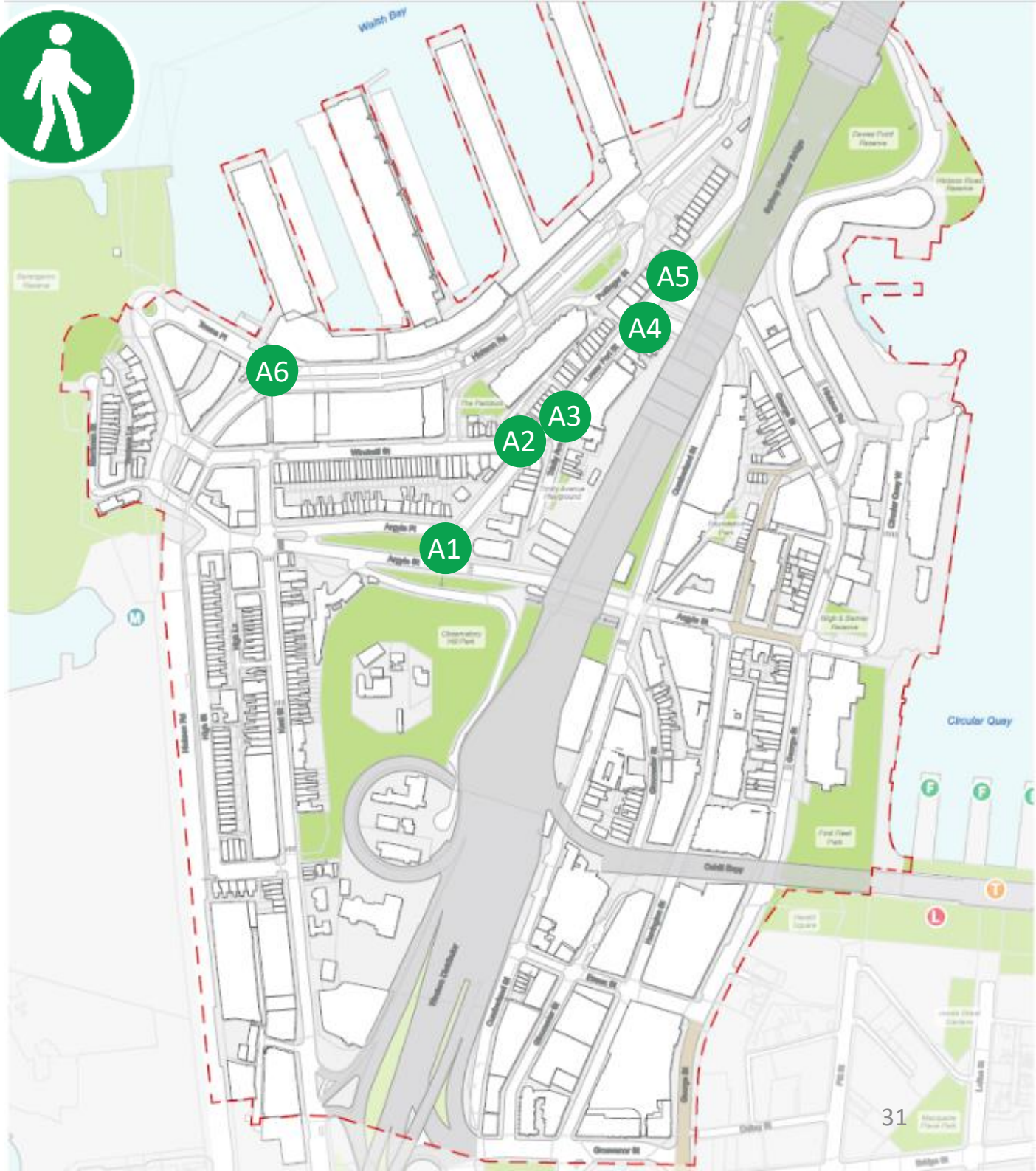


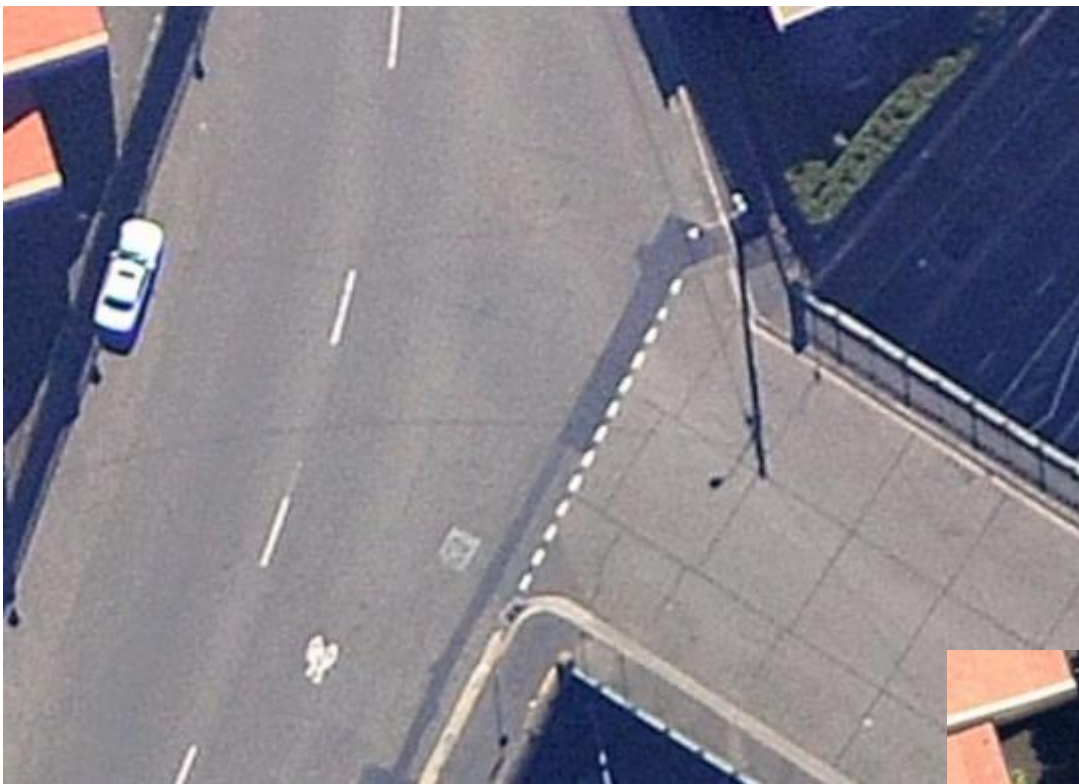
A: Intersection Traffic Calming*

Modification of intersections to slow and calm traffic movements

- A1** Argyle Street / Argyle Place / Lower Fort Street
- A2** Windmill Street / Lower Fort Street
- A3** Lower Fort Street / Trinity Avenue
- A4** Lower Fort Street / Cumberland Street
- A5** Lower Fort Street / George Street
- A6** Hickson Road / Towns Place

** Design solutions would be subject to heritage assessment. Incorporation of greening and tree planting in the permanent design solution will provide benefits to pedestrian amenity/comfort across the precinct.*





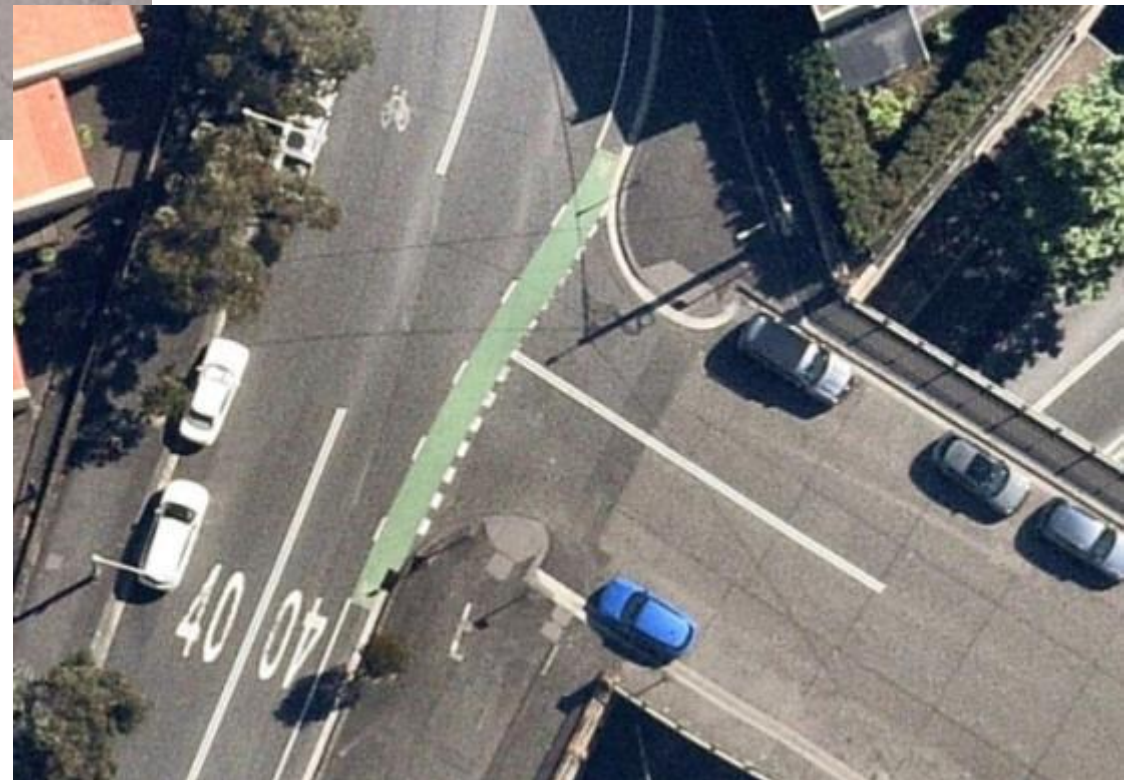
Before (left):

Unnecessarily wide carriageways encourage high vehicle speeds and create dangerously long crossing distances for people walking.

After (below):

Dalgety Rd: Footpath (west) widened, and carriageway narrowed to slow vehicle traffic

Windmill Street: Footpath widening to reduce pedestrian crossing distance (carriageway still unnecessarily wide (10 m))



*Example of traffic calming at intersections –
Windmill Street / Dalgety Road*



Example of temporary traffic calming at intersections prior to ultimate arrangements being delivered – York Street / Margaret Street Sydney CBD

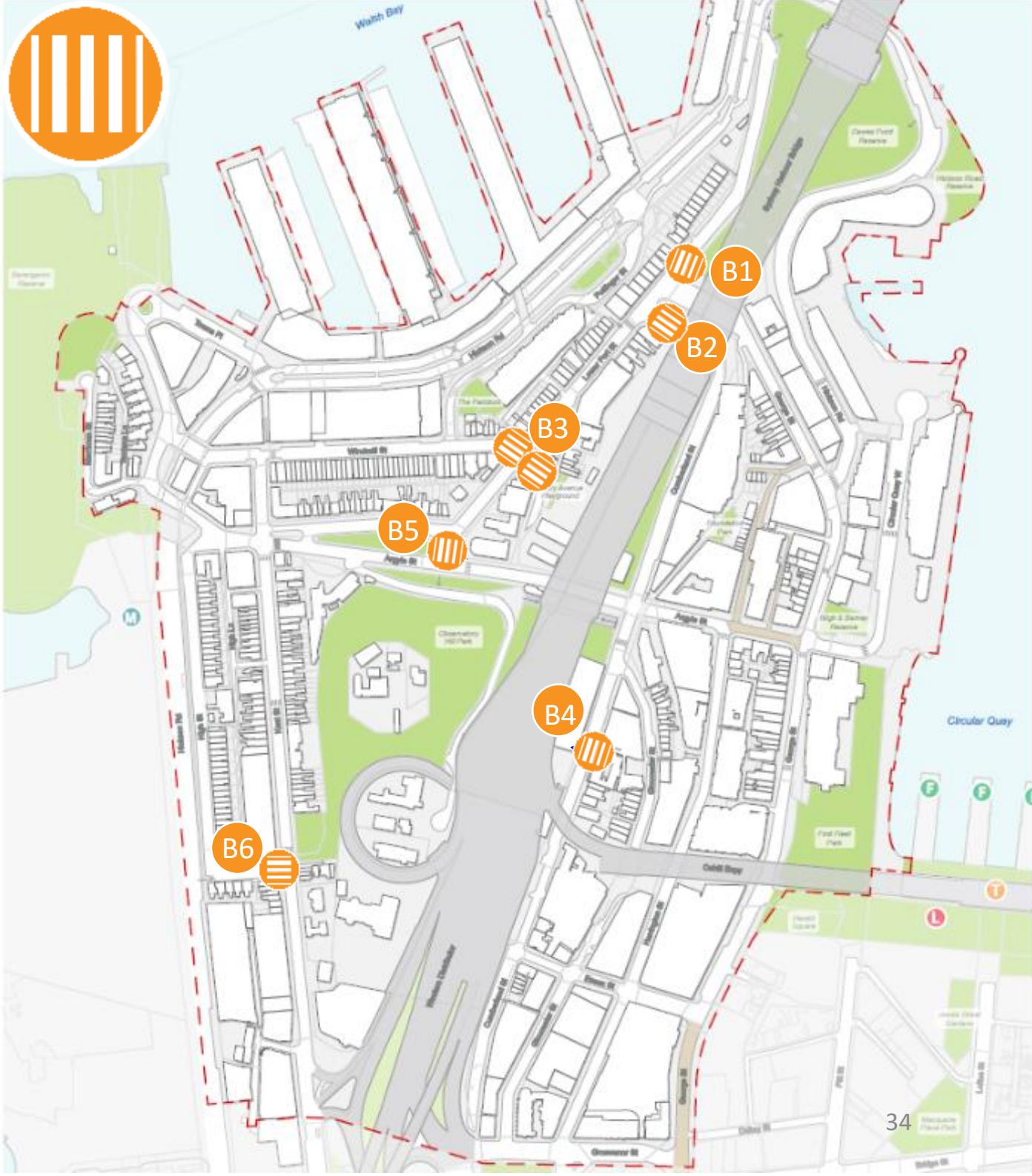
B: Additional pedestrian crossings (support traffic calming)

New pedestrian (zebra) crossings to enhance pedestrian connectivity and assist in reducing the speed environment

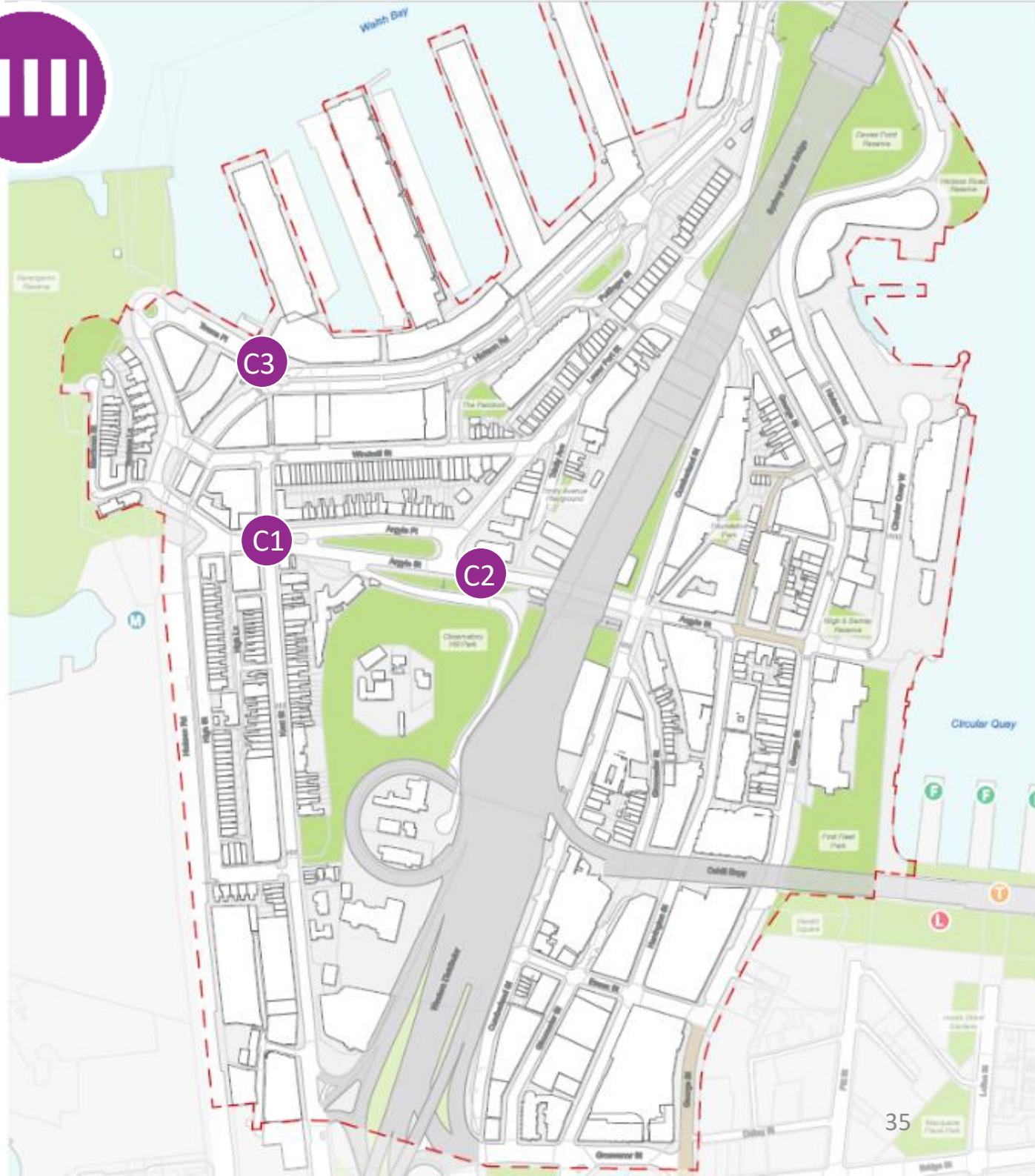
- B1** Lower Fort Street (north of George Street)*^ - complements existing crossing of George Street under SHB
- B2** Lower Fort Street / Cumberland Street*
- B3** Windmill Street / Lower Fort Street*
- B4** Cumberland Street outside KGV
- B5** Argyle Street / Lower Fort Street*
- B6** High Street / Kent Street

** Provided to complement traffic calming treatments at wide intersections*

^ Any future pedestrian crossing at this location needs to allow for bus turning (needed on Rocks Markets days).



C: Upgraded / modified pedestrian crossings



Modifications and enhancements to existing pedestrian (zebra) crossings to further improve pedestrian access & safety.

C1 Argyle Street / Kent Street

Existing crossing on the southern leg to be relocated to the edge of the intersection on the pedestrian desire line. Raised crossing to be provided if possible within heritage constraints.

C2 Argyle Street / Lower Fort Street

Existing crossing on the eastern leg to be raised (subject to heritage support) and widened to support pedestrian movements and lower traffic speeds around Fort Street Public School.

C3 Hickson Road / Towns Place

Existing crossing on the northern leg to be raised (subject to heritage support) to support pedestrian movements between Walsh Bay and the future Barangaroo Metro station.

D: Speed reduction (devices* and environment)



Devices to assist in reducing the speed environment and managing the impact of traffic intrusion

- D1 Argyle Street under viaduct
- D2 High Street near Lance Lane
- D3 Lower Fort Street between Windmill Street and Cumberland Street
- D4 Windmill Street

** Generally in the form of raised thresholds, subject to heritage support*

Speed Environment

Investigate the introduction of a 30km/h speed zone throughout Millers Point (with the potential exception of Hickson Road) - following the implementation of traffic calming measures and review of appropriateness against relevant guidelines



E: Traffic management

Measures that modify and/or enhance traffic movements to assist in meeting the project objectives

- E1** Extend the George Street pedestrianised zone to Essex Street
- E2** Make the temporary outdoor dining arrangements on George St between Jack Mundy Place and Globe St permanent
- E3** Amend intersection to prioritise traffic movement between George Street and Hickson Road to reduce traffic intrusion into Millers Point
- E4** Investigate upgrade of detector loop on Hickson Road under the Sydney Harbour Bridge to reduce queuing
- E5** Investigate closing northern leg of Argyle Street / Kent Street intersection to reduce points of conflict (subject to detailed study)
- E6** Consider need for shared zone on High Street to support pedestrian access arrangements from future Metro station, subject to heritage approval
- E7** Investigate one-way vehicle access from Lower Fort Street into George Street to support pedestrian access and reduce the extent of traffic intrusion.



F: Walking Connections & Wayfinding

Measures to support more legible pedestrian movements



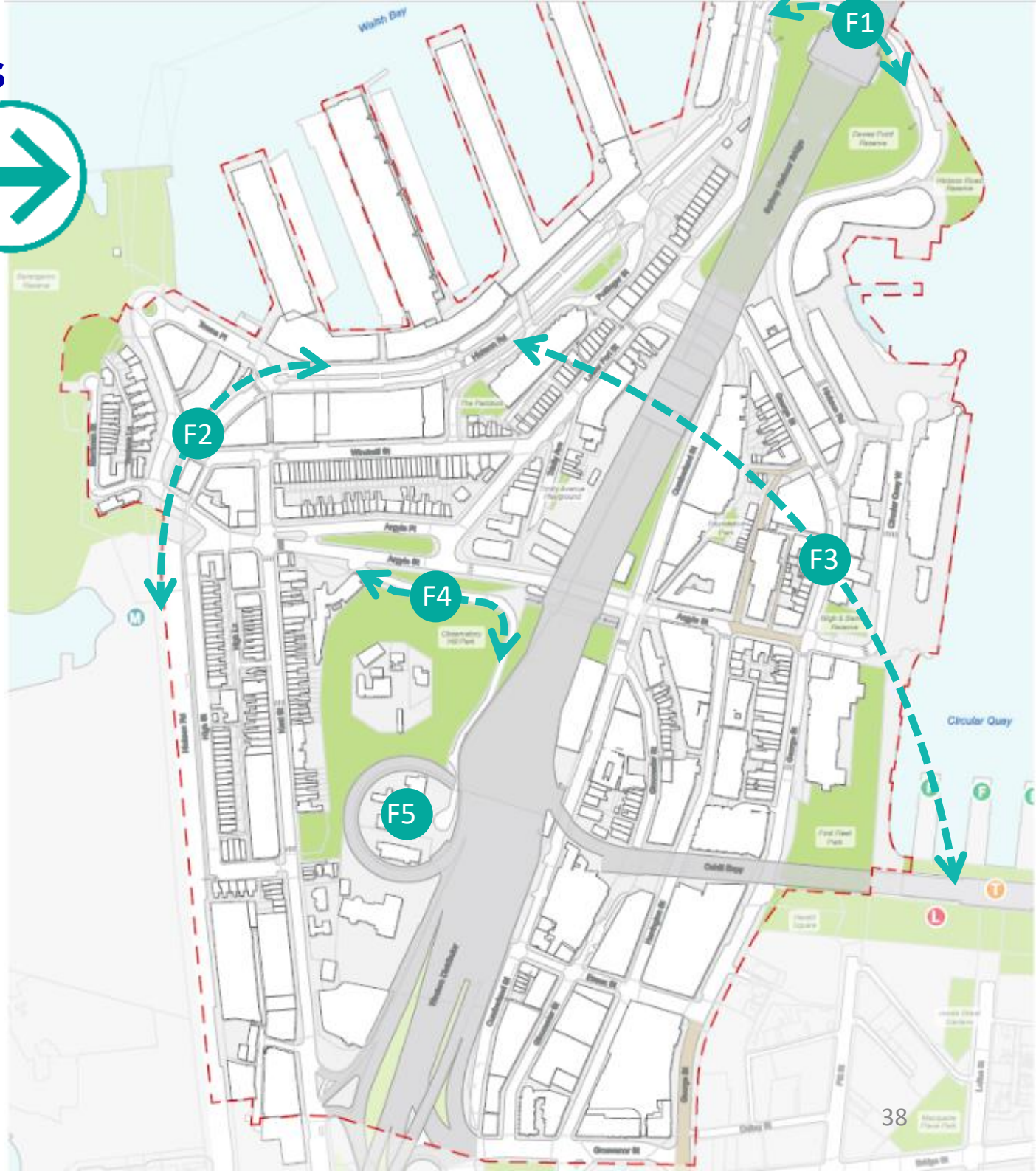
F1 Investigate reopening of footpath under the Sydney Harbour Bridge (hoarding was installed due to security / terrorism concerns)

F2 Provide for improved walking environment between Walsh Bay and Barangaroo Metro Station

F3 Improve signage and wayfinding for The Rocks and Millers Point, including between Circular Quay and Walsh Bay

F4 Investigate improving the pedestrian connection on Watsons Road between Argyle Street and Fort Street Public School to encourage pedestrian movements, potentially via the extension of the existing shared zone

F5 Review effectiveness of Fort Street Public School's travel plan post opening and investigate solutions to issues identified in the review

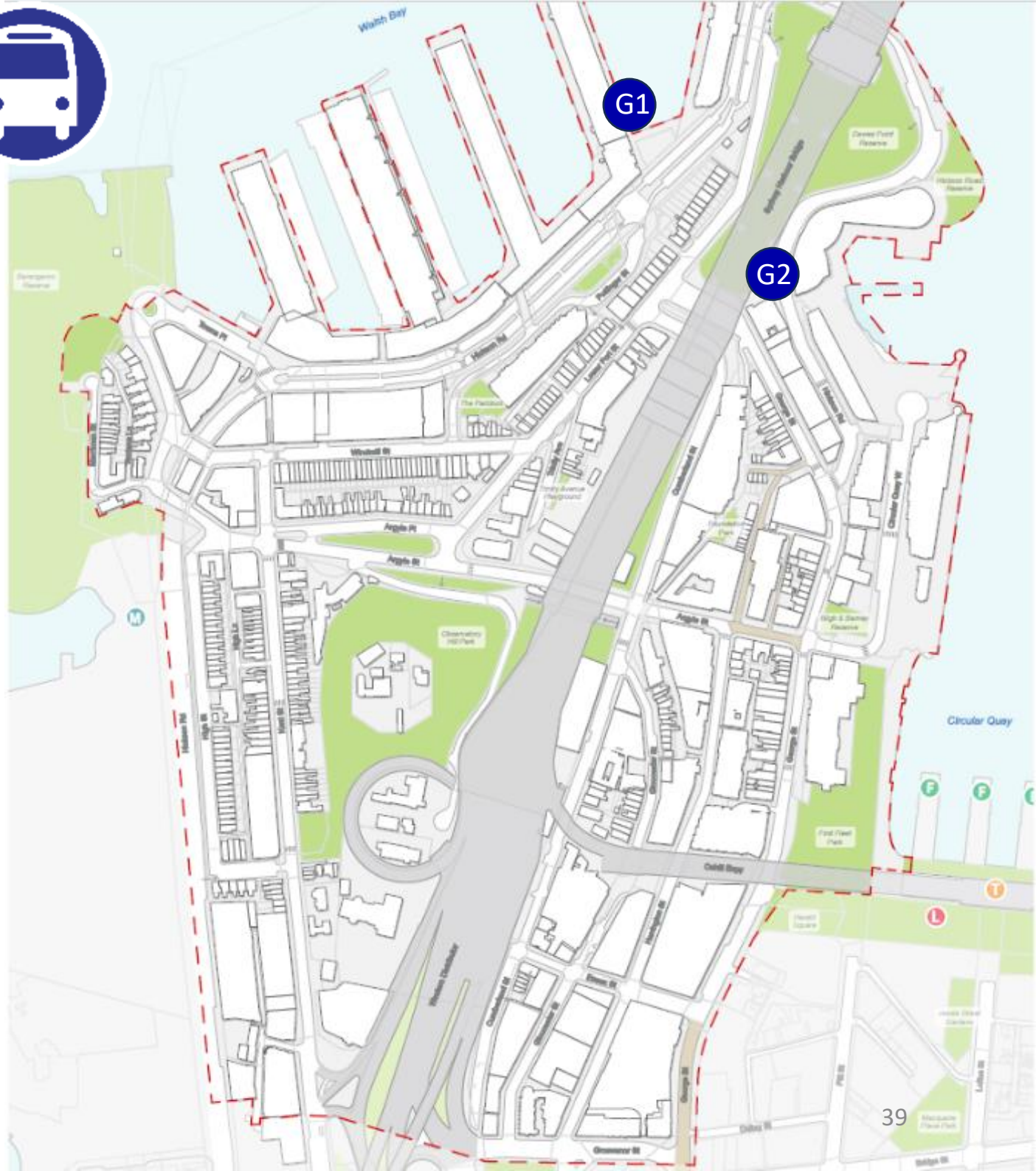


G: Public transport & coaches



Measures to support public transport and coaches in the study area

- G1** If approached by a private operator consider the potential for Pier 2 at Walsh Bay to operate for private ferry services, potentially linking with other private services in the western harbour
- G2** Investigate the introduction of a dedicated coach parking / layover zone on Hickson Road adjacent to viaduct to reduce impacts of informal coach parking throughout study area.
- G3** [Whole study area] Consider opportunities for improved late night public transport services



H: Other

Other transport measures that assist in achieving the project objectives



H1

Continue to provide information around travel options for passengers embarking/disembarking cruise ships at the Overseas Passenger Terminal to maximise the use of nearby public transport services.

H2

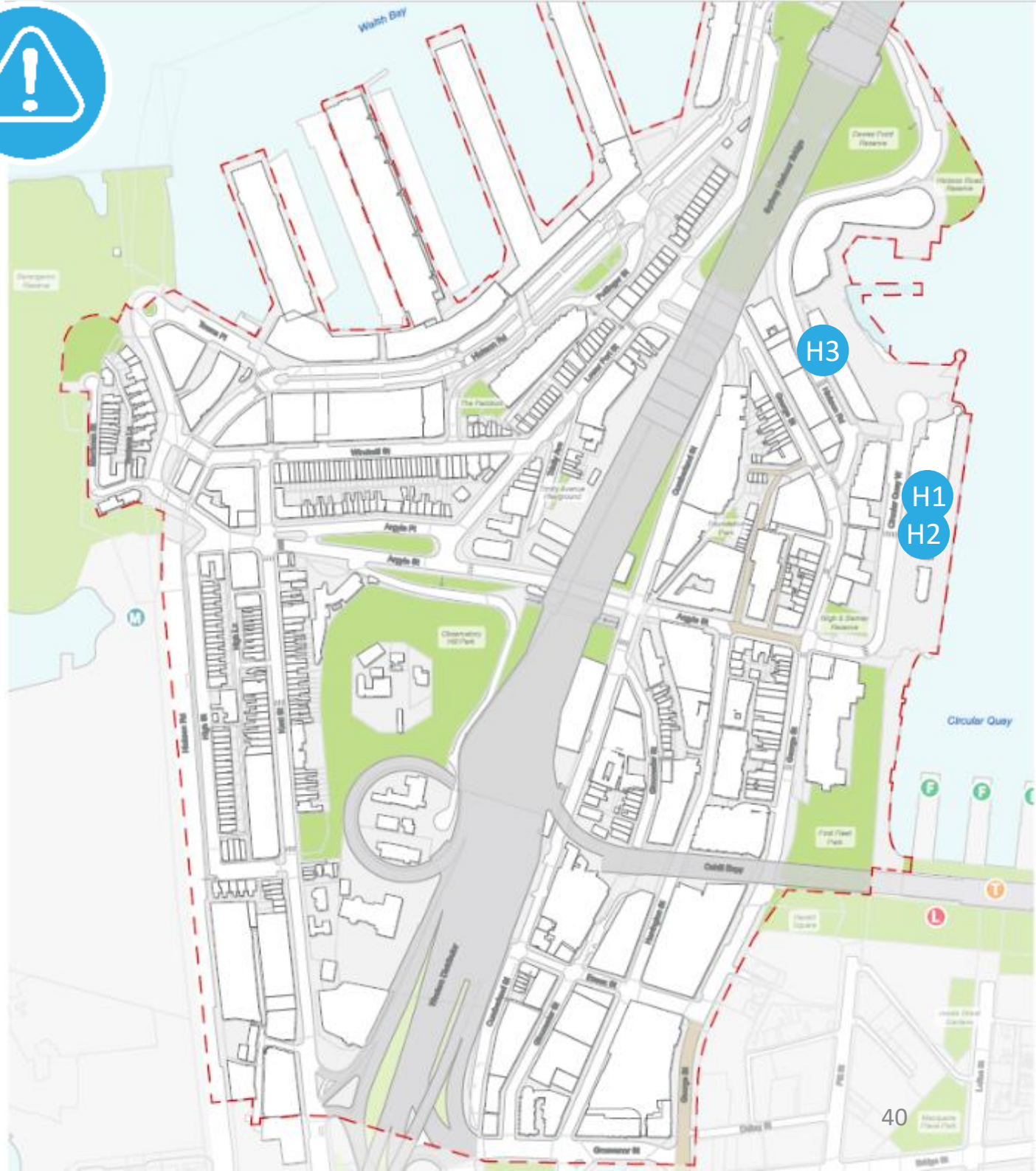
Continue to work with Ports NSW around traffic management arrangements on cruise ship days including traffic controllers on George Street

H3

Investigate the introduction of a dedicated truck parking zone on Hickson Road prior to 7am for use by trucks accessing the OPT

H4

[Whole study area] Maintain ongoing engagement with residents and business in relation to major event planning in the precinct



Key Focus Areas



Key Focus Areas

Four key 'focus areas', chosen based on community feedback, were developed further into concept sketches to show what a potential design could look like that incorporates all the opportunities identified in the previous section. The primary issues identified by the community at these locations were pedestrian safety and amenity. The four key focus areas identified were as follows:

1. Argyle Street / Lower Fort Street / Argyle Place
2. George Street / Hickson Road
3. George Street / Lower Fort Street
4. Kent Street / Argyle Street

The images on the following pages are illustrative concept sketches only, not to scale and **subject to further design development including consideration of heritage impacts** and the heritage principles outline at the start of this chapter. If progressed, the ultimate design/configuration of these intersections may differ compared to that shown in this document.



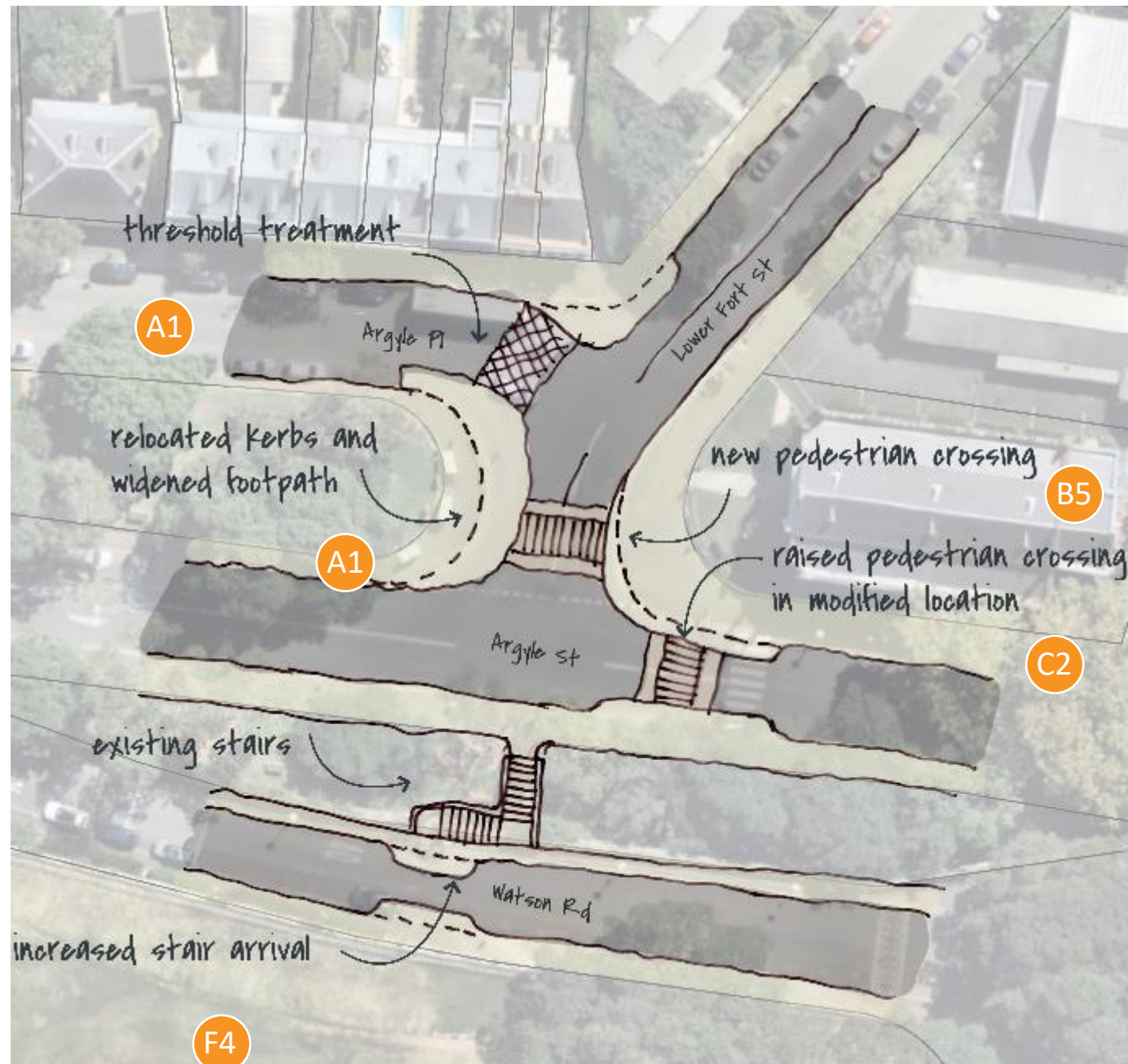
Focus Area 1: Argyle Street / Lower Fort Street / Argyle Place

Illustration of Opportunities A1, B5, C2, F4

This location was identified by residents as an area of concern due to wide crossing points, speeding vehicles and confusing traffic arrangements. It was also identified in the City's Traffic Management and Public Space Greening - Millers Point paper as a case study. Note any future design will also consider the objectives and design considerations set out in the indicative sketch in the City's Traffic Management and Public Space Greening - Millers Point paper.

The potential measures aim to resolve these issues by:

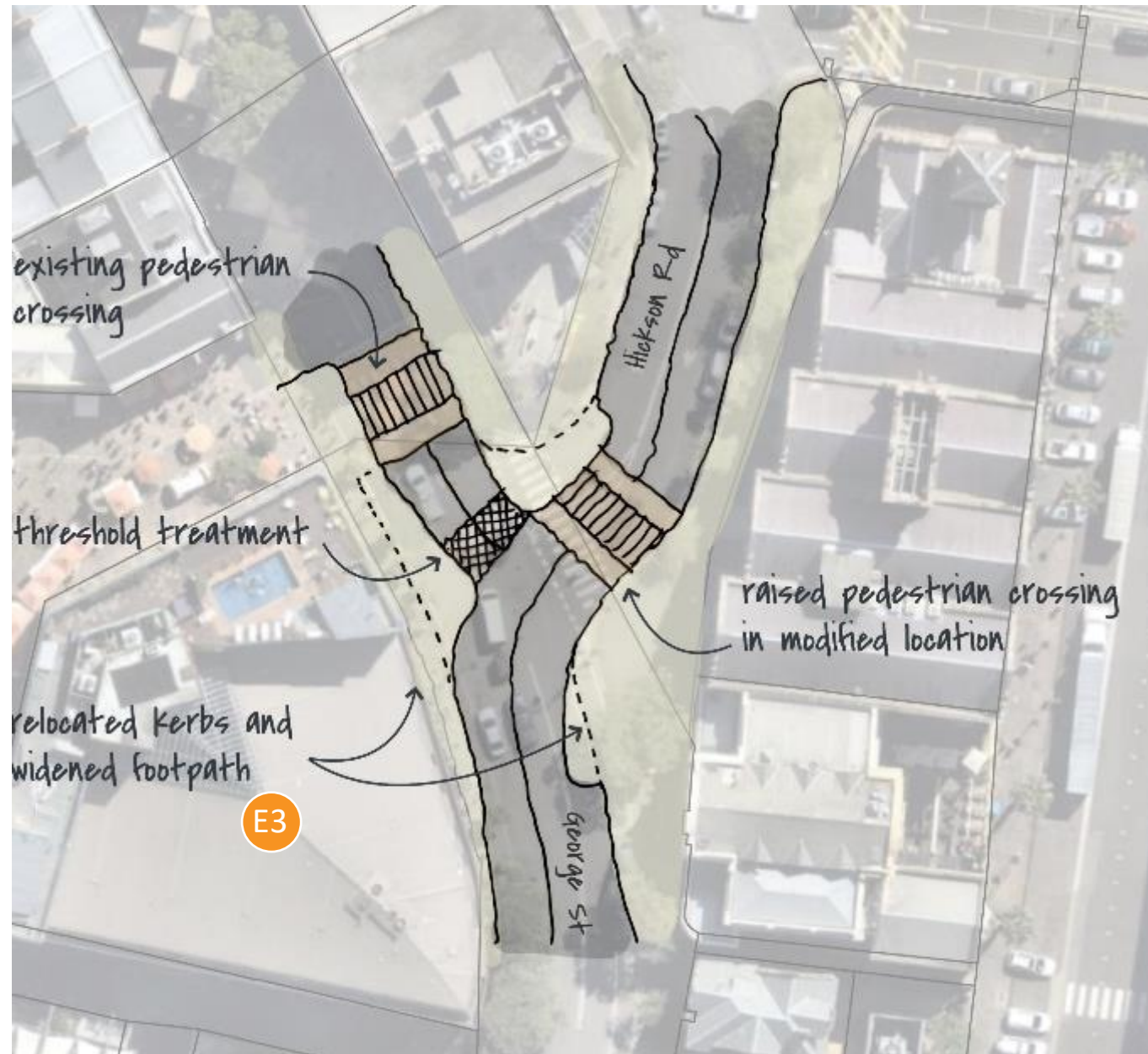
- Narrowing the footprint of the intersection and building out kerbs to provide more space to pedestrians and greening.
- Introducing a threshold treatment on Argyle Place to reduce vehicle speeds (subject to heritage support).
- Providing pedestrian crossings on Argyle Street and Lower Fort Street to slow vehicle speeds (particularly on Argyle Street) and support access to Fort Street Public School. These could be raised but this is subject to heritage support.
- Provide for improved pedestrian access on Watson Road, potentially through kerb buildouts and extending the existing shared zone through to the stairs to Argyle Street.
- Reviewing opportunities for provision of additional greening and tree planting as part of the permanent design solution to improve pedestrian amenity/comfort within the precinct.



Potential improvements at Argyle Street / Lower Fort Street / Argyle Place. Illustration only, not to scale and subject to further design, heritage approvals and community consultation

Focus Area 2: George Street / Hickson Road

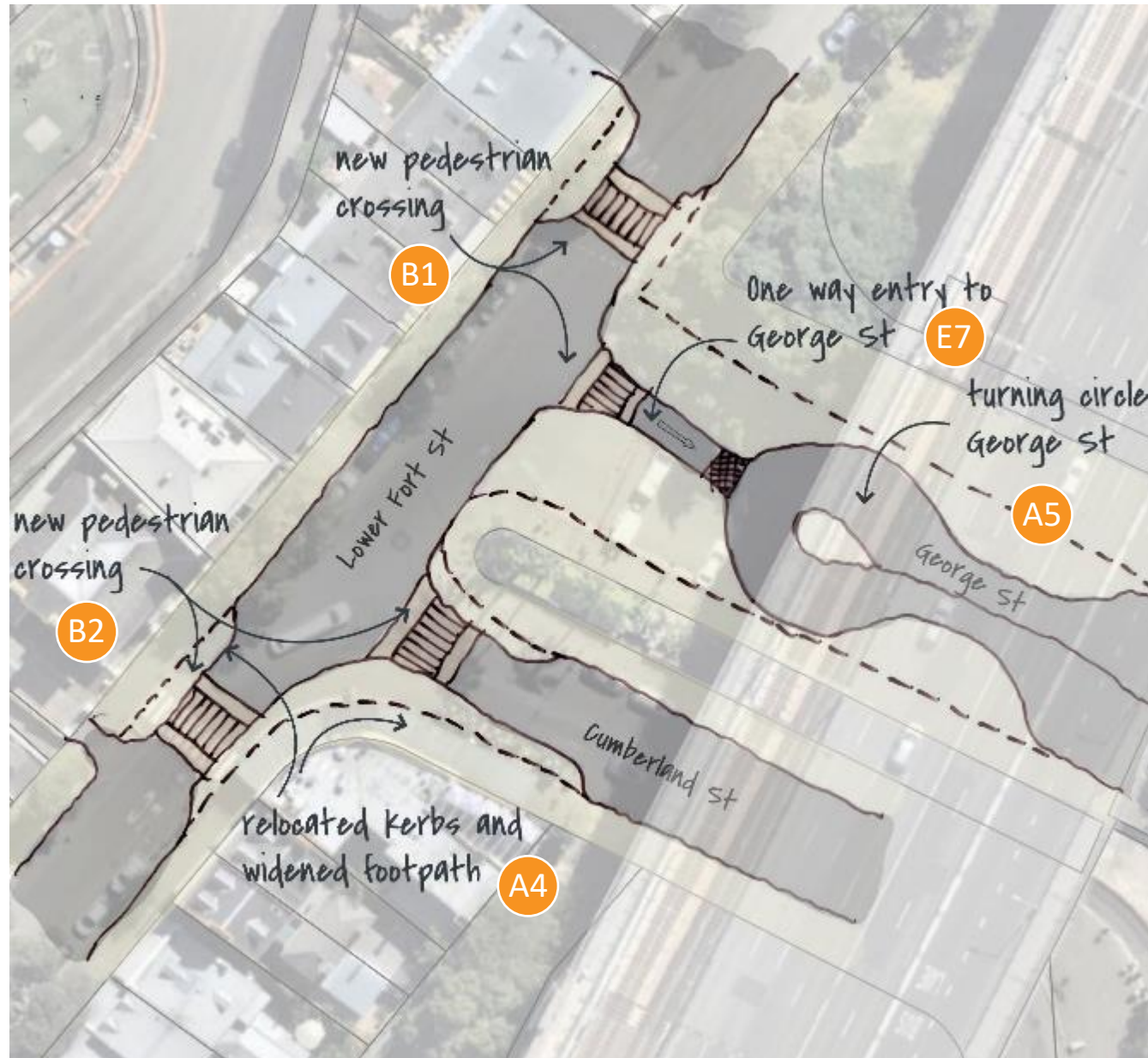
- Illustration of Opportunity E3
- This measure aims to achieve the project objective of reducing the extent of traffic intrusion through Millers Point.
- The measure would prioritise the movement of vehicles from Hickson Road onto George Street. Currently vehicles using Hickson Road must give way to traffic on the northern side of George Street which encourages the use of this traffic route.
- All traffic using the northern section of George Street would give-way to oncoming traffic, reinforced through design treatments such as thresholds, signage and altered pavement surfaces.
- This measure supports the idea of Hickson Road acting as the primary traffic 'distributor' in the area and limiting the movement of through traffic within local streets such as George Street and Lower Fort Street.
- Review opportunities for provision of additional greening and tree planting as part of the permanent design solution to improve pedestrian amenity/comfort within the precinct



Potential improvements at George Street / Hickson Road. Illustration only, not to scale and subject to further design, heritage approvals and community consultation

Focus Area 3: George Street / Lower Fort Street

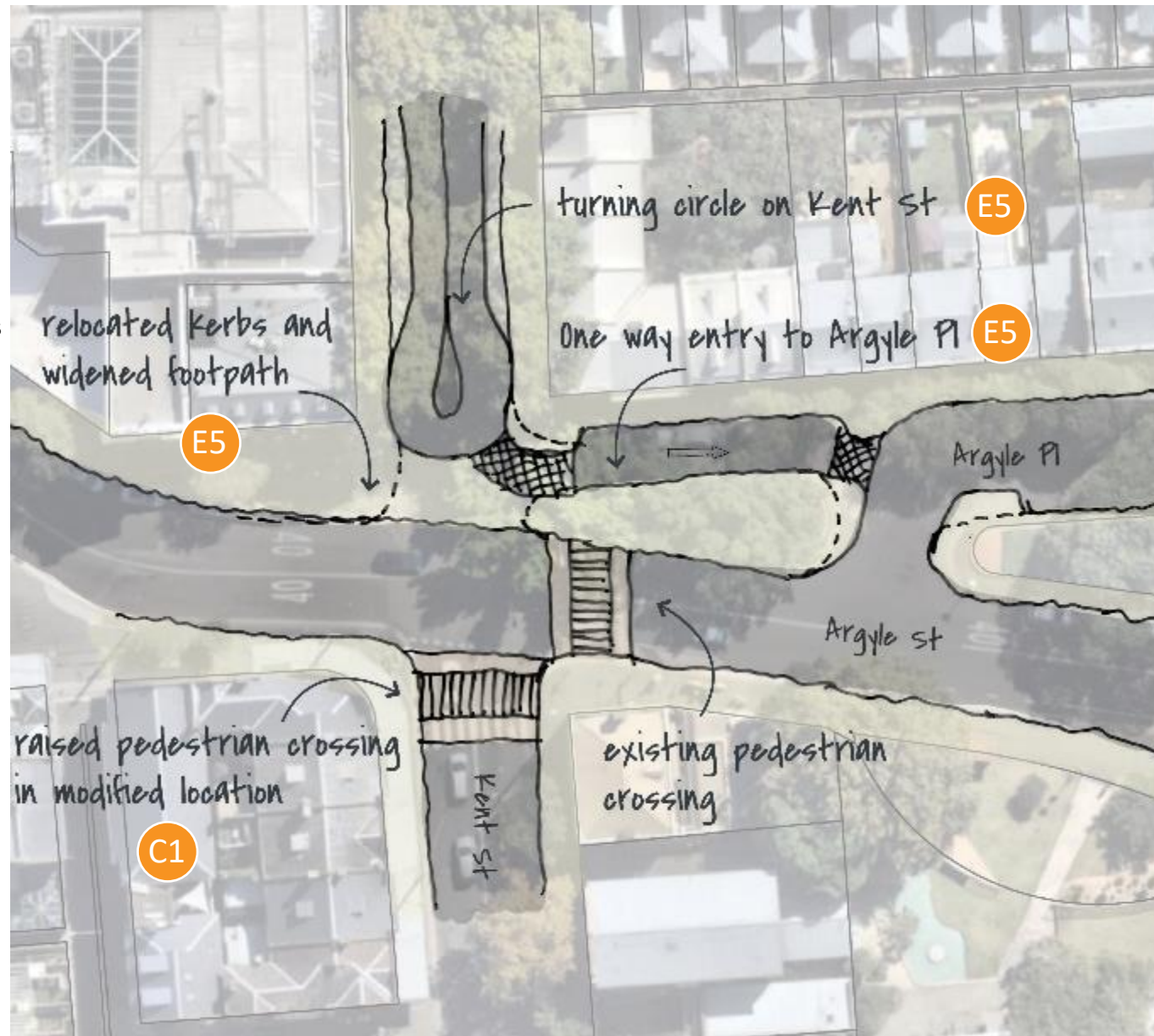
- Illustration of Opportunities A4, A5, B1, B2, E7
- This measure would support pedestrian access and reduce the extent of traffic intrusion.
- The measure would alter traffic arrangements so that no vehicles would be permitted to travel north on George Street and turn into Lower Fort Street. This complements the measure proposed as part of Focus Area 2 (George Street / Hickson Road) which significantly downgrades the northern section of George Street as a traffic route.
- A turning circle could be provided on George Street or as an alternative George Street could become one-way southbound between Lower Fort Street and Hickson Road.
- Vehicle access into George Street from Lower Fort Street would remain open to maintain vehicle access to the OPT.
- The measure would also introduce new pedestrian crossings, narrower intersections and more pedestrian space for the intersections on Lower Fort Street at Cumberland Street and George Street.
- Review opportunities for provision of additional greening and tree planting as part of the permanent design solution to improve pedestrian amenity/comfort within the precinct



Potential improvements at George Street / Lower Fort Street. Illustration only, not to scale and subject to further design, heritage approvals and community consultation.

Focus Area 4: Kent Street / Argyle Street

- Illustration of C1, E5
- This measure responds to concerns from residents and NSW Police regarding unsafe traffic behaviours at this location.
- To simplify traffic movements and reduce conflict points the northern end of Kent Street would be closed to traffic. Either a turnaround area could be provided or traffic simply directed to enter Argyle Place. Traffic flows on this leg of the intersection are low and therefore unlikely to impact many drivers.
- The existing pedestrian crossing across Kent Street would be raised and relocated to the existing give-way line to provide for improved driver sight lines and be located on the pedestrian desire line towards Fort Street public school.
- Closure of the northern leg of the intersection provides for the opportunity to create additional space for pedestrians and reduce the extent of road crossings required.
- Review opportunities for provision of additional greening and tree planting as part of the permanent design solution to improve pedestrian amenity/comfort within the precinct



Potential improvements at Kent Street / Argyle Street. Illustration only, not to scale and subject to further design, heritage approvals and community consultation

Feedback on opportunities (Workshop 3)

- All stakeholders generally supported the identified opportunities. The strongest support was for the at the four focus areas.
- There was general support for the 30km/h speed zone introduction, however general preference was first to introduce traffic calming measures
- Some members questioned whether an additional pedestrian crossing could be provided on the western leg of the Argyle Street / Kent Street intersection.
- There was support for the use of Hickson Road for coach and truck parking.
- The reopening of Pottinger Street at Windmill Street was generally not supported.
- Stakeholders noted support for the closure of the northern leg of Kent Street at Argyle Street, however noted that no formal turnaround would be required.



Summary of stakeholder feedback. Each workshop participant was provided three green dots to indicate their support for measures put forward.

Summary & Next Steps



Summary & Next Steps

This Traffic and Transport Study identifies a set of opportunities developed through input from community groups and stakeholders to support an improved traffic and transport environment within the Millers Point peninsula. It is based on the principles of minimising traffic intrusion and supporting travel via sustainable modes of transport.

The Study is the outcome of a significant collaboration with precinct stakeholders and is also underpinned by preliminary technical analysis. This technical analysis has been undertaken to demonstrate that the opportunities contained in this document are technically feasible from a transport planning perspective.

Further work and investigations will be required to determine the feasibility of implementing the other opportunities with respect to other relevant disciplines such as heritage, engineering and services. Other measures may require more detailed traffic analysis or modelling.

The feasibility of these opportunities will need to be confirmed by the NSW Heritage Office, City staff and relevant officers within NSW Government Agencies (including TfNSW, PMNSW, INSW and NSW Metro) before they progress to budgeting and prioritisation.



Appendix A: Review of Background Documents



Document	Key Findings / Implications for the Study
Traffic Management and Public Space Greening - Millers Point (Paul Davies Pty Ltd for City of Sydney, Sept 2023)	<ul style="list-style-type: none"> • A set of 12 principles to guide design principles that have been developed to inform how changes may be made across Millers and Dawes Points. • Uses 3 intersections as case studies to test how the competing interests of heritage and changes to the area can be managed. One of the intersections, Lower Fort and Argyle Streets, is Focus Area 1 in this Transport Study, and the proposed interventions in both studies are consistent.
City of Sydney planned cycleway network (City of Sydney, July 2023)	<ul style="list-style-type: none"> • Proposed future local cycleway along Hickson Road, Towns Place, Argyle Street Gloucester Street to connect Barangaroo with Walsh Bay and The Rocks. • Proposed recreational cycleway on Hickson Road to connect Walsh Bay with Circular Quay.
George Street North Pedestrianisation and Public Domain Works Stage 1 and 2 (City of Sydney, May 2023)	<ul style="list-style-type: none"> • Stage 1 (Hunter to Essex): <ul style="list-style-type: none"> • Preliminary plans indicate the extension of the George Street pedestrianised zone from Hunter Street (existing) to Essex Street. • All southbound traffic on George Street past the OPT will be required to turn right onto Essex Street. • East-west vehicle access through the Grosvenor Street / George Street intersection still permitted. • Stage 2 (Essex to Alfred): <ul style="list-style-type: none"> • Planning still underway
George Street Transport Management Plan (Arup for PNSW, September 2022)	<ul style="list-style-type: none"> • Provided recommendations with respect to traffic management around the northbound closure of George Street, including: <ul style="list-style-type: none"> • Detour signage for weekdays and weekends that directs drivers via Harrington Street and Argyle Street • Police management at the George Street / Argyle Street intersection on cruise ship days • Improve functionally of the turnaround area on George Street by shifting planters and relocating loading zone. • Provide for additional kiss and ride parking spaces (complemented with wayfinding) on surrounding streets to distribute traffic away from the OPT entrance – proposed locations on Harrington Street and George Street near Hickson Road. • Permit access between 5.30am and 11am on weekdays to Jack Munday Place. After 11am traffic to turn right from OPT onto George Street.
Interchange Access Plan - Barangaroo Station (Sydney Metro, September 2022)	<p>Provided recommendations with respect to improved interchange arrangements at the Barangaroo metro station:</p> <ul style="list-style-type: none"> • Upgraded footpath on the eastern site of Hickson Road from the High Street Stairs to the metro station entrance. • New marked raised zebra pedestrian crossing outside of 25 Hickson Road adjacent to the station plaza. • Bicycle parking facilities (min. 110) near the station entry. • Cycleway along Hickson Road. • Pedestrian bridge across Hickson Road at High Street as part of Barangaroo development • Taxi rank (1 space) on the western side of Hickson Road. • 55m coach bay provided on Hickson Road northbound under Munn Street bridge and Dalgety Road • Two new bus stops adjacent to Barangaroo station entry on Hickson Road (one northbound / one southbound)

Document	Key Findings / Implications for the Study
Walsh Bay Arts Precinct Traffic, Pedestrian and Transport Management Plan (JMT Consulting for INSW, July 2022)	<ul style="list-style-type: none"> • Public transport accounts for approximately one quarter of trips to Walsh Bay, with nearly half of people arriving by car. A further 10% use taxi/ride-share services and approximately 10% of patrons walk. • Some taxi / ride-share operations impact traffic flow on Hickson Road following the conclusion of events but not significantly. • Car parking on Hickson Road was found to be at capacity prior to events, however substantial spare capacity observed in nearby off-street parking areas. • Wayfinding signage is available in the area but does not clearly directly pedestrians to the nearest public transport stops. Note that the City is updating existing wayfinding to include Metro logo before the new Metro opens in 2024.
Overseas Passenger Terminal Traffic and Transport Impact Assessment Report (Arup for OPT, February 2022)	<ul style="list-style-type: none"> • Document prepared to consider landside impacts associated with the increase in passenger demand at the OPT post COVID relating to larger cruise ships. • Considers a scenario of up to 6,780 cruise ship passengers compared to current base of 4,900 • Approximately half of passengers arrive to the OPT via car/taxi/Uber, 20% by public transport, 25% private bus/coach and 8% walk. Note recent advice from Placemaking NSW and Transport for NSW is that, post COVID, over 60% of people use public transport to travel to/from the OPT • Potential increase in passenger demand may result in an extra 80 (approx.) vehicles per hour accessing the OPT, inclusive of cars, taxis and ride-share vehicles • Study concluded the OPT has capacity to accommodate the extra traffic movements, although there is insufficient capacity for the additional bus/coach numbers. • Recommendations were to: <ul style="list-style-type: none"> • Introduce a bus marshal to manage bus/coach movements better. • Provide taxis and ride-share vehicles with a designated arrival time during morning peak. • Work with ride-share companies to allow routing systems to utilise Level 3 entrance via Hickson Road. • Encourage more passengers to use public transport including via integrated ticketing.
George Street North Concept Plan (Arup for PNSW, November 2021)	<ul style="list-style-type: none"> • George Street north (Alfred Street to Jack Munday Place) was identified to have a high movement function and moderate place function. • Vision for the street to reduce vehicle dominance, increase the place function and create more of a 'civic place' • Traffic modelling indicated that the closure of George Street to northbound traffic would not adversely impact the operation of surrounding intersections.
Sustainable Sydney 2030 (City of Sydney,	Sustainable Sydney 2030 was the vision and strategic plan for the City of Sydney adopted in 2008. It sets out a vision for a pedestrianised spine through the city centre along George Street linking three squares at Central station, Town Hall and Circular Quay. The document has now been superseded by Sustainable Sydney 2030-2050 Continuing the Vision.

Document	Key Findings / Implications for the Study																										
Harbour Village North Public Domain Study (City of Sydney, May 2012)	<p>Six guiding directions were identified, with the most relevant to the MPTTS being “<i>Improve access, connectivity and wayfinding</i>”. Relevant projects to the MPTTS and current status are noted below.</p> <table border="1" data-bbox="759 276 1852 1126"> <thead> <tr> <th data-bbox="768 276 1382 336">Priority projects identified</th> <th data-bbox="1391 276 1843 336">Current status (Aug 2023)</th> </tr> </thead> <tbody> <tr> <td data-bbox="768 343 1382 395">Observatory Hill short-term improvements</td> <td data-bbox="1391 343 1843 395">Completed</td> </tr> <tr> <td data-bbox="768 402 1382 486">Dalgety Road upgrade and Towns Place cycleway</td> <td data-bbox="1391 402 1843 486">Partially completed – cycleway on road in Towns Place</td> </tr> <tr> <td data-bbox="768 493 1382 545">Argyle Street upgrade to Munn Reserve</td> <td data-bbox="1391 493 1843 545">Completed</td> </tr> <tr> <td data-bbox="768 552 1382 604">Dedicated cycle path off Harbour Bridge</td> <td data-bbox="1391 552 1843 604">Under development</td> </tr> <tr> <td data-bbox="768 611 1382 663">Kent Street Underpass upgrade</td> <td data-bbox="1391 611 1843 663">Completed</td> </tr> <tr> <td data-bbox="768 670 1382 722">Gas Lane upgrade</td> <td data-bbox="1391 670 1843 722">Completed</td> </tr> <tr> <td data-bbox="768 729 1382 813">Napoleon Street & Margaret Street</td> <td data-bbox="1391 729 1843 813">Partially completed – slip lane not removed</td> </tr> <tr> <th data-bbox="768 820 1382 873">Long term project ideas</th> <th data-bbox="1391 820 1843 873"></th> </tr> <tr> <td data-bbox="768 879 1382 963">Covering the Cahill Expressway cutting and long term</td> <td data-bbox="1391 879 1843 963">Not Completed</td> </tr> <tr> <td data-bbox="768 970 1382 1023">High Street</td> <td data-bbox="1391 970 1843 1023">Not Completed</td> </tr> <tr> <td data-bbox="768 1029 1382 1082">The Hungry Mile</td> <td data-bbox="1391 1029 1843 1082">Partially completed / in progress</td> </tr> <tr> <td data-bbox="768 1088 1382 1141">Walsh Bay</td> <td data-bbox="1391 1088 1843 1141">Not Completed</td> </tr> </tbody> </table>	Priority projects identified	Current status (Aug 2023)	Observatory Hill short-term improvements	Completed	Dalgety Road upgrade and Towns Place cycleway	Partially completed – cycleway on road in Towns Place	Argyle Street upgrade to Munn Reserve	Completed	Dedicated cycle path off Harbour Bridge	Under development	Kent Street Underpass upgrade	Completed	Gas Lane upgrade	Completed	Napoleon Street & Margaret Street	Partially completed – slip lane not removed	Long term project ideas		Covering the Cahill Expressway cutting and long term	Not Completed	High Street	Not Completed	The Hungry Mile	Partially completed / in progress	Walsh Bay	Not Completed
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