

Attachment B

Engagement Report



Engagement report

**New greening and traffic calming measures in
Millers Point**

May 2026

Contents

Engagement summary	3
Key findings	4
Engagement activities	23
Appendix	24

Engagement summary

From 4 March to 1 April 2026, we asked the community for feedback on a concept plan for new greening and traffic calming measures in Millers Point.

Consultation on the plan provided an opportunity for stakeholders and the community to review and comment on the proposal.

Consultation activities included:

- letters to nearby residents and businesses
- emails to key stakeholders

This report outlines the community engagement activities that took place to support the consultation and summarises the key findings from the consultation.

Purpose of the engagement

The purpose of the engagement was to:

- gather feedback from stakeholders and the community about the proposed upgrade.
 - determine the level of satisfaction with the concept design.
-

Outcomes from the engagement

Submissions received during consultation

We received a total of 69 submissions during the consultation period.

40 submissions were received via the Sydney Your Say survey portal and 29 via email.

The Sydney Your Say page was visited 561 times during the consultation period.

Key findings

Online feedback form – rating the design and elements of the proposed upgrade

Respondents who completed the online feedback form were asked whether they supported the five proposed changes.

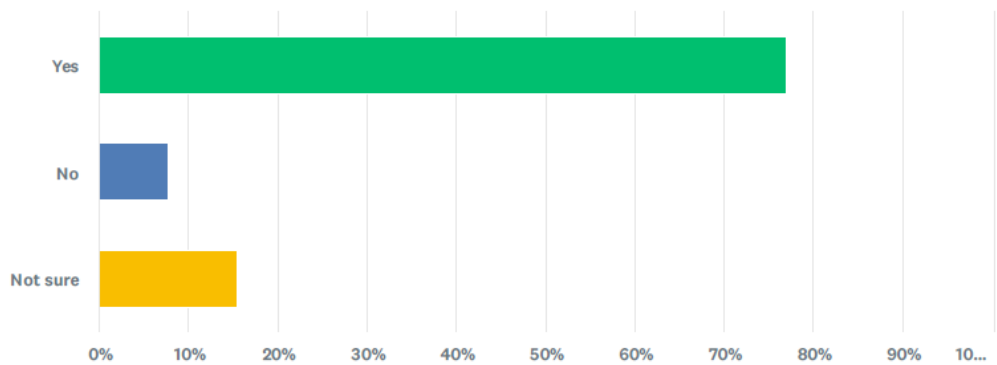
The proposed changes in the five locations were all strongly supported by survey responders:

- the proposed changes to Hickson Road and George Street were supported by **75%** of survey responders
- the proposed changes to the intersection of Lower Fort Street, Cumberland Street and George Street were supported by **70%** of survey responders
- the proposed changes to the intersection of Argyle Street, Lower Fort Street and Argyle Place were supported by **92.50%** of survey responders
- the proposed changes to the intersection of Kent Street, Argyle Street and Argyle Place were supported by **85%** of survey responders
- the proposed in-road tree planting in Lower Fort Street was supported by **77.50%** of survey responders.

The full results from the survey are below:

Q1 Do you support the proposed changes to the intersection of Hickson Road and George Street?

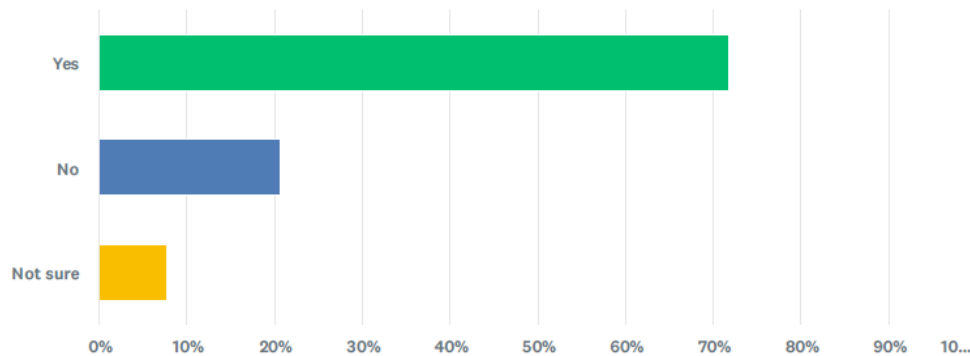
Answered: 39 Skipped: 0



Answer Choices	Percentage	Responses
● Yes	76.92%	30
● No	7.69%	3
● Not sure	15.38%	6
Total		39

Q3 Do you support the proposed changes to the intersection of Lower Fort Street, Cumberland Street and George Street?

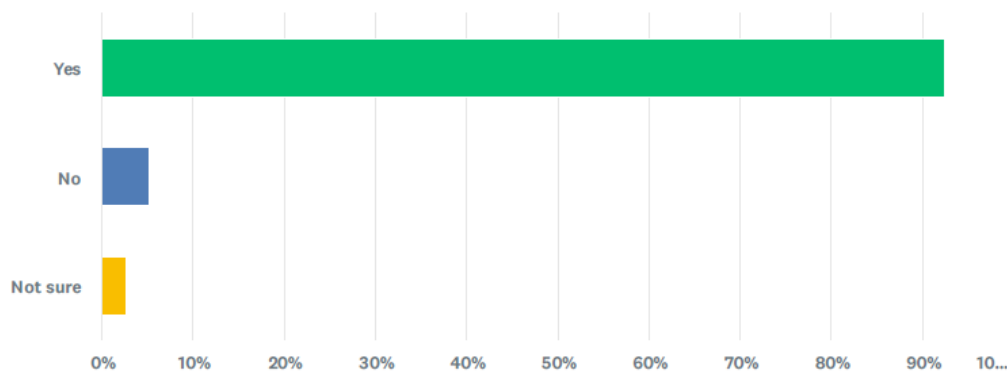
Answered: 39 Skipped: 0



Answer Choices	Percentage	Responses
● Yes	71.79%	28
● No	20.51%	8
● Not sure	7.69%	3
Total		39

Q5 Do you support the proposed changes to the intersection of Argyle Street, Lower Fort Street and Argyle Place?

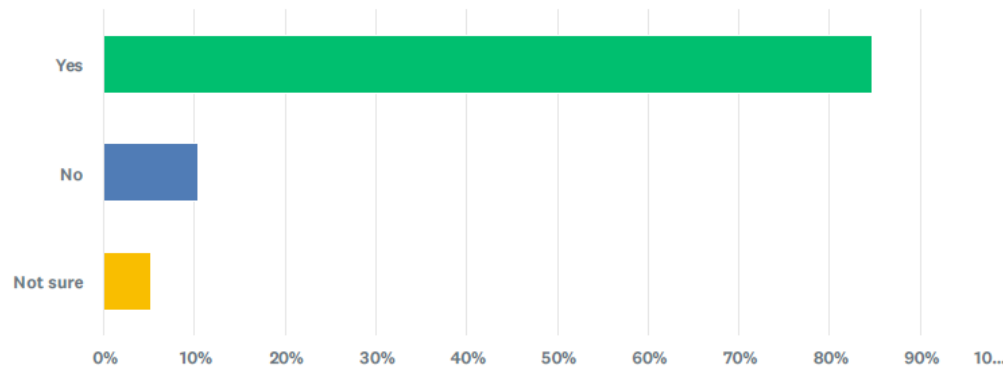
Answered: 39 Skipped: 0



Answer Choices	Percentage	Responses
● Yes	92.31%	36
● No	5.13%	2
● Not sure	2.56%	1
Total		39

Q7 Do you support the proposed changes to the intersection of Kent Street, Argyle Street and Argyle Place?

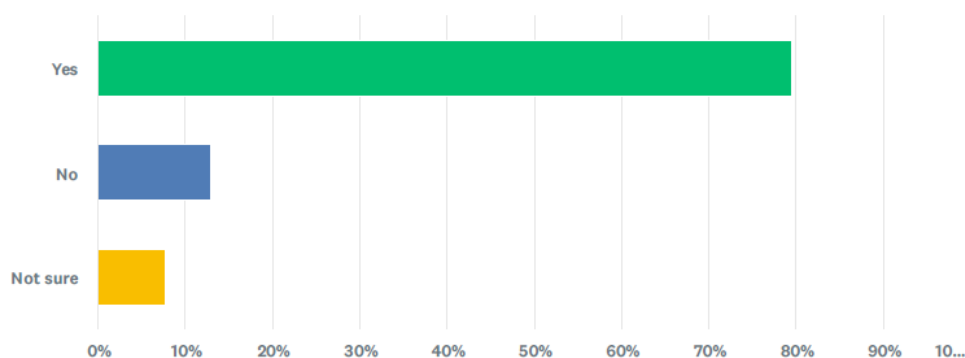
Answered: 39 Skipped: 0



Answer Choices	Percentage	Responses
● Yes	84.62%	33
● No	10.26%	4
● Not sure	5.13%	2
Total		39

Q9 Do you support the proposed in-road tree planting in Lower Fort Street?

Answered: 39 Skipped: 0



Answer Choices	Percentage	Responses
● Yes	79.49%	31
● No	12.82%	5
● Not sure	7.69%	3
Total		39

Subjects/topics raised in submissions

Several subjects/topics were raised in the feedback received. These were presented as concerns, suggestions and/or requests.

This feedback was received through the survey as well as via email during the consultation period.

In addition to individual submissions, 5 group submissions were received from:

- Millers Point Community Residents Action Group (referred to below as **MPCRAG**)
- The Owners Corporation of Strata Plan 76902 (referred to below as **Ro1TP**), representing 67 residential lot owners at 1 Towns Place
- Residents of 5 Towns Place (referred to below as **Ro5TP**), representing 6 households
- A combined community submission (referred to below as **CCS**) from 37 residents of Dawes Point and Sirius Strata Committee and the Hero of Waterloo Hotel with input from the Mercatile Hotel, Bridgeclimb and The Pylon.
- Residents of Lower Fort Street, Dawes Point (referred to below as **RoLFS**) representing 14 households

The table below references comments from both individual and group submissions. Note that there may be an overlap in submissions (i.e. an respondents may have commented individually but also as part of a group).

Proposed changes to the intersection of Hickson Road and George Street

Comments	Individual Submissions	Group Submissions	City of Sydney Response
General support for the proposal	6	MPCRAG	Noted
Comments argue the proposal won't reduce through traffic, mainly because: • Drivers follow GPS, not visual cues • Physical barriers or planting won't influence routing decisions	9		The proposal will change the priority at this intersection as well as the road geometry and make George Street less convenient, especially for large vehicles. Navigation apps are reactive tools. If a road is altered, GPS algorithms detect this slower speed and eventually recalculate, marking the route as less efficient. The apps also rely on governing bodies to provide information (such as road closures for events).
Planting in the area would lock in the design and prevent future improvements such as a full road closure.	6		A full (permanent) road closure of George Street north of Hickson Road is not recommended. The primary purpose of the intersection measures is to calm traffic and improve pedestrian safety when crossing the road, while recognising the need for vehicular access to and through the local area.
Recommend low-cost, reversible or temporary measures such as	6		The proposal is for permanent traffic calming measures.

directional signage and road markings instead			Reversible or temporary measures are not recommended as they would require further works in the future to remove or replace them with permanent elements.
Concern that a visual barrier would reduce walkability and block key sightlines towards the Mercantile Hotel and Harbour Bridge	4		Walkability will be improved by reducing the road width and shortening pedestrian crossing distances. Key sightlines, plant species and exact location will be considered during the detailed design.
Concern the location should not be treated in isolation and must be coordinated with George Street and Lower Fort Street intersection	5		The proposal is based on a precinct wide approach to introduce traffic calming measures in five locations.
Support to permanently close George Street to through traffic	5	CCS1	A full (permanent) road closure of George Street north of Hickson Road is not recommended. The primary purpose of the intersection measures is to calm traffic and improve pedestrian safety when crossing the road, while recognising the need for vehicular access to and through the local area.
Concerns the current proposal will push traffic into Millers Point residential streets and increase congestion on cruise ship days	4		The proposal aims to encourage through traffic to and from The Rock to use Hickson Road, which is a regional road, rather than George, Lower Fort and Argyle Streets.
The proposal will limit access for emergency services, deliveries, trades, and visitors of Hickson Road	1		There are no access changes at this intersection. The proposal aims to encourage through traffic to and from The Rock to use Hickson Road, which is a regional road, rather than George, Lower Fort and Argyle Streets.
Install a sign saying "LOCAL TRAFFIC ONLY" to further encourage traffic to Hickson Road	1		The "LOCAL TRAFFIC ONLY" sign is a guidance sign and is not enforceable. It is not considered appropriate for this location as it is intended for entry points into a local area where access is physically restricted to destinations within the area.
The proposal prioritises aesthetic enhancements over the fundamental requirement of maintaining safe, functional, and reliable access to residential properties	1		The changes proposed at this intersection will not restrict access to properties. The traffic calming measures are designed to prioritise safety, increase greening and encourage through traffic to and from The Rock to use Hickson Road, which is a regional road, rather than George, Lower Fort and Argyle Streets.

Proposed changes to the intersection of Lower Fort Street, Cumberland Street & George Street

Comments	Individual Sub-missions	Group Sub-missions	City of Sydney Response
Support to permanently close George Street at Lower Fort Street with bollards (the road is already frequently closed for events and should be made permanent)	12	RoLFS	A full (permanent) road closure of George Street north of Hickson Road is not recommended. The primary purpose of the intersection measures is to calm traffic and improve pedestrian safety when crossing the road, while recognising the need for vehicular access to and through the local area.
Traffic should be directed towards Hickson Road as the main arterial road in the area and Lower Fort Street should be for local traffic only	6		The traffic calming measures are designed to prioritise safety, increase greening and discourage through traffic. The proposed changes will reduce the size of key intersections and make these routes less convenient, especially for large vehicles.
The proposal will funnel additional vehicle traffic onto Hickson Road, operating already under significant pressure, negatively impacting it further.		Ro1TP Ro5TP	Vehicles already use Hickson Road exclusively when George Street (north of Hickson Road) is closed on Saturdays and Sundays for The Rocks Markets. The proposal aims to encourage through traffic to and from The Rock, to use Hickson Road (which is a Regional Road) rather than local roads.
The proposal will restrict/displace vehicular movement through the area (rather than resolve issues) and only improve amenity for a limited number of residents	1	Ro1TP Ro5TP	There is no change proposed to the permitted vehicular movements at this intersection. The proposal aims to reduce vehicle speeds and encourage through traffic to and from The Rock, to use Hickson Road (which is a regional road) rather than local roads.
The extended planting on Lower Fort Street heading to Cumberland Street appears to make it difficult to do a right-hand turn from Lower fort St to Cumberland Street and a left-hand turn from Cumberland St to get to Lower Fort Street, due to the extended planting on Lower Fort Street heading to Cumberland St	1		This is the intent of the proposal. By reducing the available road space, drivers will have to slow down to navigate this intersection.
Planting at the location will decrease visibility for cars	1		Plant species will be selected to ensure sightlines and visibility are maintained.

No parking should be lost as part of this proposal	1		No changes to parking are proposed at this intersection. The proposed planted traffic islands are located within existing “no stopping” areas.
Make George Street one way with traffic heading south only	1		A one-way restriction of George Street is not recommended. The proposal aims to provide traffic calming while recognising the need for vehicular access to and through the local area.
Request removal of the truck layover bay at the top of George Street due to noise and amenity impacts to nearby businesses and residents		CCS1	Note: It is assumed that this comment relates to the bus zone as there is no truck layover bay in this location. City staff are reviewing coach parking arrangements with Transport for NSW independently of the proposed physical traffic calming measures.
Requests the Bus Zone at the top of George Street is changed to Coach Pick-up and Drop-off		RoLFS	The proposed traffic calming measures will make this location less attractive for large vehicles, including coaches. City staff are reviewing coach parking arrangements with Transport for NSW independently of the proposed physical traffic calming measures.
Erect a No U-Turn sign 50 metres down George Street in front of the median strip near the pedestrian crossing under the Harbour Bridge Structure		RoLFS	The existing continuous double line already indicates that a U-turn is not permitted in this location. Additional signage would add to clutter.
Requests the planted islands (round shape intersection) to be deleted or replaced with a standard-width median strip because it appears to encourage unsafe driving behaviours such as illegal U-turns and risky manoeuvres through the intersection		RoLFS	The geometry of the proposed planted islands will be further developed during the detailed design to ensure permitted movements are possible but the opportunity for unsafe manoeuvres is reduced.

Proposed changes to the intersection of Argyle Street, Lower Fort Street and Argyle Place

Comments	Individual Sub-missions	Group Sub-missions	City of Sydney Response
General support for the proposal	16	MPCRAG CCS1	Noted.

Request for another complementary traffic island on the other side of Argyle Place, in the location of the bus “set down” zone (60-64 Argyle Street)	8	MPCRAG CCS1	This intersection enables the 311 bus route to turn-a-round at the end of its route and includes a “set down only” bay. Transport for NSW (TfNSW) is not proposing any changes to the existing bus route or stops.
Preference for the 311 bus stop/zone/”set down only bay” to be removed/moved to Argyle Street, and that it’s removal will provide for additional parking, improved visibility and reduce the amount of party busses that use the bus stop as a resting stop.	6		Transport for NSW (TfNSW) is not proposing any changes to the existing bus route or stops.
Requests for additional on-road share bike parking bay adjacent to the proposed on-road planter at the Village Green	6		Additional share bike parking in this location will be investigated during the detailed design. This will include separate consultation.
An additional crossing should be installed outside 87 Lower Fort Street	2		An additional crossing in this location is not proposed as it is only 50m from the proposed new crossing at Argyle Street.
Steps need to be taken to slow traffic on the lead up to the new crossing	1		Appropriate signage and line marking will be installed on approach to the new zebra crossing.
New crossing should be raised to reduce the traffic speed on this location	1		The new crossing is proposed at road level to minimise required civil works and impact on utilities and heritage fabric. It includes a central traffic island to slow turning vehicles.
‘No entry’ signs should be installed on the new traffic island	1		The location of the existing “No Entry” sign at the eastern end of Argyle Place will be reviewed during the detailed design to ensure it is visible.
The new light pole over the crossing needs to be directed over the crossing, and not shine into the windows of residents of Argyle Place	1		The lighting design will include measures to prevent light spill into adjacent buildings.
Planting must not block visibility for pedestrians and vehicles	1		Plant species will be selected to ensure sightlines and visibility are maintained.
Additional changes requested to disincentive speeding drivers doing the rat run from Argyle St into Argyle Place and Lower Fort Street	1		The proposal aims to calm traffic by reducing the size of the intersection of Argyle Place and Lower Fort Street, while maintaining access for public buses which use this area to turn around at the end of the 311 bus route.

Lower Fort Street should be narrowed as much as possible at this location		CCS1	The geometry of the intersection will be further developed during the detailed design to maximise traffic calming while ensuring permitted movements are possible.
Kerb extensions should be assertive and highly visible, reducing crossing distances to a minimum and clearly signalling pedestrian priority		CCS1	Reducing pedestrian crossing distances and improving safety are key objectives of the proposal.
The refuge island needs to be large enough to accommodate tour group usage		CCS1	The design of the central traffic island will be further developed during the detailed design to maximise the width of the island while accommodating buses turning at the end of the 311 route.
The Argyle Place planted blister needs to allow for a clear, unimpeded route for pedestrians or they will walk into Lower Fort Street, where possible, they should encroach into the road and not the pedestrian path of travel.		CCS1	The geometry of the planted island will be further developed during the detailed design.

Proposed changes to the intersection of Kent Street, Argyle Street and Argyle Place

Comments	Individual Submissions	Group Submissions	City of Sydney Response
General support for the proposal	10	MPCRAG CCS1	Noted
The corner treatment outside the Corner Store must be designed to physically prevent vehicles from occupying both the right-turn and left-turn lanes simultaneously when exiting Kent Street	5		The proposal will reduce the road width on the southern approach to the zebra crossing to improve sightlines and pedestrian safety. A change to the existing kerb alignment north of the zebra crossing is not required to achieve that outcome and is not proposed.
The new crossing should be installed on the western side of the intersection	3		The proposal aims to improve the safety of the existing crossings. It does not include new crossings at this intersection.
Consider a roundabout at the intersection instead	2		A roundabout is not considered appropriate to meet the objectives of traffic calming and pedestrian safety improvements.

			Roundabouts are intended to improve traffic flow and prioritise vehicle movements over pedestrians.
The closure at Kent Street will divert more vehicles into Argyle Place. Request that Council monitor traffic in Argyle Place to see if the changes to the intersection cause an increase in traffic.	2	MPCRAG	South bound traffic volumes on Kent Street north of Argyle Street are very low. Drivers will have the option of turning around to exit north via Kent Street or to exit via Argyle Place. The anticipated increase in vehicles exiting via Argyle Place is considered acceptable.
The closure of Kent Street to Argyle Street will severely impact access to 20 Windmill Street. Blocking this connection forces vehicles to detour around the block and removes convenient drop-off access directly outside the building	2		The proposal has been developed to simplify traffic movements and improve intersection safety. The detour from Kent Street to Windmill Street via Dalgety Road will add less than 200m to the journey.
The current outdoor dining area at the Lord Nelson Hotel should be formalised and the concrete barriers removed	2		The proposal includes a kerb extension / footpath widening in the area of the existing on-road outdoor dining area on Argyle Street. Concrete barriers will no longer be required.
The Lord Nelson Hotel has requested the loading zone on Kent Street be increased as it is currently too small for their delivery trucks	1		The loading zone will be further reviewed during the detailed design.
Extend Argyle Place Park (ie the grass and trees) out from its current location 3-4 meters for its full length, while leaving a narrowing Argyle Place slightly to avoid Argyle Place being used as a rat run	1		An extension of Argyle Place Park is not proposed as it would result in a significantly higher impact on the heritage fabric and construction cost.
A 30KM/h speed sign should be put at the entrance to Argyle Place or a speed ramp to slow and calm traffic	1		Changes to speed limits are the responsibility of Transport for NSW and are beyond the scope of this project. However, the City is separately requesting the review of speed zones from TfNSW. Speed humps are not recommended as they can increase noise and vibration issues and pose a hazard to bike riders and bus passengers.
Service vehicles for the Lord Nelson pub need to be accommodated as they use this part of Kent St North every day. This could be a good place to trial	1		The existing loading zone outside the Lord Nelson Hotel will be retained and the requirements further reviewed during the detailed design.

45 degree angle parking (on the eastern side).			The introduction of angle parking is not recommended as it would require additional works at the intersection of Windmill and Kent Street.
Object to the installation of bollards on Kent Street as residents use this route to avoid congestion on Hickson Road	1		Access to Windmill Street will remain from Argyle Street, Dalgetty Road and Lower Fort Street without the need to use Hickson Road.
To avoid Argyle Place receiving unnecessary traffic, the bollards that used to exist near the Argyle Place crossing, adjacent to the public housing units, should be reinstated. This is also important for pedestrian safety at the crossing.	1		A closure of Argyle Place at Kent Street is not recommended as it would result in the loss of 3 parking spaces.
Changes will further restrict already limited parking access for residents and visitors	1		The proposal does not include changes to existing parking restrictions or number of spaces.
Request the council supplies flat / level footpath for safety and accessibility reasons on the proposed Argyle Street footpath extension so it can be used for outdoor dining	1		The proposed kerb extension will be level with the existing footpath.
A No Left-Hand Turn into Kent Street from Argyle Place for vehicles over 6m would improve amenity for Kent Street	1		Note: It is assumed that this comment is intended to read: "... from Kent Street into Argyle Place..." South bound traffic volumes on Kent Street north of Argyle Street are very low. Drivers will have the option of turning around to exit north via Kent Street or to exit via Argyle Place.

Proposed in-road tree planting in Lower Fort Street

Comments	Individual Sub-missions	Group Sub-missions	City of Sydney Response
General Support for the proposal	4		Noted
Support for trees/planter beds to discourage 'hoon' driving	7		Noted
Concerns the proposal will displace 'hoon' cars into surrounding streets	1		The proposal includes physical measures to calm traffic but cannot address anti-social behaviour. Anti-social behaviour should be reported to the police.

Trees should not obstruct any existing views	5	CCS1	Exact tree locations and species selection will be further developed during the detailed design. A Heritage Impact Assessment will review the proposal's impact, including key views and approval will be sought from the Heritage Office.
Objection to the first three southernmost trees as the will block views to the Opera House	8	MPCRAG	Exact tree locations and species selection will be further developed during the detailed design. A Heritage Impact Assessment will review the proposal's impact, including key views and approval will be sought from the Heritage Office.
Trees should instead be planted North of Hickson Steps	3		Additional locations were investigated for tree planting but found not to be feasible due to heritage and utility services constraints or requiring excavation in rock.
Objection to all the proposed tree on Lower Fort Street due to (heritage) concerns that they will obstruct the sandstone retaining wall (at Tara Park)	2		Exact tree locations and species selection will be further developed during the detailed design. A Heritage Impact Assessment will review the proposal's impact, including key views and approval will be sought from the Heritage Office.
Requests for more trees to be planted	1		The proposed locations for new trees have been developed considering heritage values, co-location with traffic calming measures and technical feasibility.
Implement traffic speed limit signage inclusive of Local Traffic Area	1		Changes to speed limits are the responsibility of Transport for NSW and beyond the scope of this project. However, the City is separately requesting the review of speed zones from TfNSW.
Recommend council extend road markings, delineating the lanes along Lower Fort St to Argyle Street	1		This will be considered during the detailed design.

Other comments

Comments	Individual Sub-missions	Group Sub-missions	City of Sydney Response
Would like the City to implement all (29) recommendations in the Millers Point Traffic & Transport Study (2024)	10	CCS1	The Millers Point Traffic and Transport Study (2024) did not make recommendations. It identified and documented a long list of opportunities, put forward by the community during workshops. Staff have now reviewed this list and developed the recommended scope which has been prioritised to best meet the project objectives within the available budget.
The proposals don't go far enough and further intervention measures should be considered	8	CCS1 RoLFS	These proposed measures have been developed to balance the competing requirements for: traffic calming while also retaining vehicle access for residents, visitors, businesses and emergency vehicles, as well as heritage considerations and budget constraints.
The Windmill St / Lower Fort St intersection is too wide, difficult to cross, and unsafe and should be addressed	11	MPCRAG CCS1	The recommended scope has been developed to best meet the project objectives within the available budget. Changes in this location are considered a lower priority since traffic calming measures are proposed close by at Argyle Street approx. 110m to the south and at George and Cumberland Street, approx. 160m to the north of Windmill Street.
Windmill Street and High Street are neglected, hot, and lacking greenery. Suggest upgrades include; footpath widening, in-road planting, and redesigning parking to improve safety and amenity	10		Verge planting is proposed on the southern side of Windmill Street. Footpath widening is not proposed due to the extensive civil works and heritage impacts.
Line marking may help the speeding issues to the north of Lower Fort Street that has consistent dangerous hoons speeding and doing burn outs	5		In-road tree planting is proposed on the northern end of Lower Fort Street. This will physically narrow the roadway and is considered a more effective traffic calming measure.
The proposal has not addressed the noise pollution and anti-social behaviour occurring in the area (Millers Point and Dawes Point).	1	Ro1TP Ro5TP	The proposal includes physical measures to calm traffic but cannot address anti-social behaviour. Anti-social behaviour should be reported to the police.

The proposals fail to address persistent anti-social behaviour associated with car and motorcycle gatherings on Friday and Saturday nights	1		The proposal will reduce the available road space at key intersections and therefore the space available for large groups of vehicles and motorbikes. Anti-social behaviour should be reported to the police.
The current proposal represents a "failure to show regard for environmental impacts" on the built heritage environment. The traffic impacts and the obstruction of iconic vistas render the project inconsistent with the zone objectives of the Sydney LEP, which require the "protection and enhancement of views and vistas to the harbour"	2		Exact tree locations and species selection will be further developed during the detailed design. A Heritage Impact Assessment will consider the proposal's impact, including key views and approval will be sought from the Heritage Office.
The proposal will not stop the trucks, buses, taxis and Ubers using Kent St, Argyle St, Lower Fort St and George St as a "rat race" to the Overseas Passenger Terminal	1		The proposed changes will reduce the size of key intersections and make these routes less convenient, especially for large vehicles. The proposal has been developed to balance the competing needs for: traffic calming while also retaining vehicle access for residents, visitors, businesses and emergency vehicles.
Requested the creation of rain gardens, or similar, on the western side of Harrington Street, to prevent vehicles parking either side of the driveway to number 129, to make egress from the building safer	1		Harrington Street is outside the scope of this project as it falls under the responsibility of Place Management NSW (NSW Government). For enquiries about Placemaking NSW email contactustherocks@property.nsw.gov.au
Add flowers to the planting palette	1		Species selection will be further developed during the detailed design.
Claims that these measures will reduce heat and bring nature into the city are overstated, given the small amount of new greening proposed and the nearby presence of Barangaroo Headland Park	1		The Greening Sydney Strategy (2021) sets targets for canopy and greening across the Local Government Area. To meet the targets, we generally need to maximise any and all opportunities for planting.
The Kent Street footpath on the Eastern side between the Agar Steps and Argyle Street is a hazard and should be resurfaced	1		Footpath renewal works on Kent Street are planned for the financial year 26/27. These works are separate to the greening and traffic calming proposal.

When George Street is closed for event (such as The Rocks Markets) between Hickson Road and Lower Fort Street, temporary fencing should be erected in line with the edge of the roadway in Lower Fort Street		RoLFS	The existing Traffic Management Plan for The Rocks Markets will be reviewed with Place Management NSW and updated to reflect the proposed new intersection layout.
When George Street is closed for events (such as The Rocks Markets), between Hickson Road and Lower Fort Street, traffic should be discouraged from travelling on Lower Fort Street north of Cumberland Street. This could be indicated by temporary signage and/or temporarily narrowing the Lower Fort Street carriageway just north of Cumberland Street		RoLFS	The existing Traffic Management Plan for The Rocks Markets will be reviewed with Place Management NSW and updated to reflect the proposed new intersection layout.
Investigate a 30km/h speed trial for the precinct	1		Changes to speed limits are the responsibility of Transport for NSW and are beyond the scope of this project. However, the City is separately requesting the review of speed zones from TfNSW.
Including parking for share bikes	1		Additional Bike Share parking spaces will be installed in Kent Street south of Argyle Street to replace the redundant bus zone. Share Bike parking is also proposed in the existing “no stopping” area on Lower Fort Street just south of Windmill Street.
High Street footpaths are too narrow. Widening them—by reconfiguring parking (angled or rear-to-kerb) and adding raised planting—would improve pedestrian space, add greenery, calm traffic, and support local businesses.	1		High Street is not used for through traffic to The Rocks and traffic volumes are lower than on other streets in the precinct. Further traffic calming measures are currently not a priority as speed counts show that most drivers travel below the 40km/h speed limit, including on weekends.
The intersection of Argyle Street and Harrington Street presents safety and amenity concerns. The area is frequently cluttered with stored e-bikes, which obstruct access to the pedestrian crossing	1		Harrington Street is outside the scope of this project as it falls under the responsibility of Place Management NSW (NSW Government). For enquiries email contactustherocks@property.nsw.gov.au

The southern side footpath of Grosvenor Street between York Street and Lang Street is extremely un-even and narrow because of the large Monstera Deliciosa type leaves that grow over the path and out from Lang Park	1		This area is outside of this project's scope of works. Please note that you can always Report an issue at: https://www.cityofsydney.nsw.gov.au/report-issue
Harrington Street, The Rocks, is in poor condition since George Street was closed and should be fixed first	1		Harrington Street is outside the scope of this project as it falls under the responsibility of Place Management NSW (NSW Government). For enquiries email contactustherocks@property.nsw.gov.au
Provide greater transparency around how community submissions have been weighed in developing these proposals		Ro1TP Ro5TP	The proposals have been developed based on the opportunities identified in the 2024 Millers Point Traffic and Transport Study, which included extensive consultation in 2023.
Requests that Council and Placemaking NSW monitor the effect the changes make		MPCRAG	Before and after traffic surveys will be undertaken.
Requests for the City to commission and publish independent traffic modelling, demonstrating net community benefit across the whole precinct, not localised improvement only.		Ro1TP Ro5TP	The proposals have been developed based on the opportunities identified in the 2024 Millers Point Traffic and Transport Study which included extensive consultation in 2023.
Requests the development of a Global Traffic Management Plan for the top of George Street, Cumberland Street and the broader Millers Point peninsula		CCS1	The proposals have been developed based on the opportunities identified in the 2024 Millers Point Traffic and Transport Study which included extensive consultation in 2023.
Undertake a thorough assessment of emergency vehicle access implications, particularly on Hickson Road		Ro1TP Ro5TP	The proposal does not change any access routes to/from Hickson Road. It aims to encourage through traffic to and from The Rock to use Hickson Road rather than George, Lower Fort and Argyle Streets. George Street (north of Hickson Road) is already closed on Saturdays and Sundays for The Rocks Markets, requiring all vehicles to use Hickson Road.
Develop a precinct-wide strategy to address anti-social vehicle behaviour, rather than measures that risk displacement.		Ro1TP Ro5TP	The proposal includes physical measures to calm traffic but cannot address anti-social behaviour. Anti-social behaviour should be reported to the police.

Ensure that the cumulative impact on residential parking and visitor access is fully considered before any measures are finalized.		Ro1TP Ro5TP	Four kerbside parking spaces at the northern end of Lower Fort Street will be replaced by in-road tree planting. All other existing parking spaces will be retained.
Request the development of a comprehensive Master Plan for the Northern Harbour Peninsula, encompassing Millers Point, Dawes Point, Walsh Bay and The Rocks		CCS1	The proposals have been developed based on the opportunities identified in the 2024 Millers Point Traffic and Transport Study which included extensive consultation in 2023.

Submission from Millers Point Community Resident Action Group

A submission was received from the Millers Point Community Resident Action Group (MPCRAG).

MPCRAG supports the City's green infrastructure and traffic-calming measures for Millers Point. They state the measures would enhance community wellbeing, improve street safety, and support more sustainable transport options.

Proposed changes to the intersection of Hickson Road and George Street

MPCRAG strongly support these intersection changes and hope that this intervention will divert traffic to utilise Hickson Road to exit the area and limit large vehicles and bus exit through the neighbourhood.

Proposed changes to the intersection of Lower Fort Street, Cumberland Street & George Street

MPCRAG supports the on-road planting and narrowing of the intersections.

Proposed changes to the intersection of Argyle Street, Lower Fort Street and Argyle Place

MPCRAG supports the proposed traffic calming measures for the intersection.

Proposed changes to the intersection of Kent Street, Argyle Street and Argyle Place

MPCRAG support the proposed changes and greening at this intersection.

Submission from The Owners Corporation of Strata Plan 76902 (1 Towns Place)

A submission was received by The Owners Corporation of Strata Plan 76902, representing 67 residential lot owners at Towns Place objecting to the proposal based on the following:

Increased Traffic on Hickson Road

"The combined effect of these proposals will push more traffic onto Hickson Road, a key access route for the precinct. This would affect daily resident access, pedestrian and vehicle safety around Towns Place, and the usability of nearby parking."

Hickson Road is already heavily congested. Past events, such as Vivid, have shown that reducing capacity on nearby streets can lead to gridlock and delays for emergency vehicles. Any changes that could worsen this situation should be subject to independent traffic modelling and careful review."

Traffic displacement

"Measures proposed for Lower Fort Street, Cumberland Street and George Street are likely to move traffic problems elsewhere rather than solve them."

Traffic diverted from these streets will relocate to surrounding roads, spreading impacts across a wider community while benefiting only a small number of residents."

The Owners Corporation considers this outcome inequitable.

Anti-Social Behaviour

“The main amenity issue in the precinct is ongoing anti-social behaviour linked to vehicle gatherings on Friday and Saturday nights. Isolated, street-by-street changes are unlikely to resolve this. A coordinated, precinct-wide approach is required, and Council should prioritise this.”

Governance and Consultation

“There is concern that these proposals have been driven by a single organised resident group. Council must ensure consultation fairly represents all affected residents, including the 67 households of Towns Place, not just the most vocal or organised stakeholders.”

Submission from six residents of 5 Towns Place

Six residents of 5 Towns Place reflected the same concerns as those raised by The Owners Corporation of Strata Plan 76902, as seen above.

Combined community submission

A submission was received from 37 of Dawes Point and Sirius Strata Committee and The Hero of Waterloo Hotel with input from The Mercantile Hotel, Bridgeclimb and The Pylon

The Group strongly supports the overall direction of the plan, particularly initiatives that enhance greenery, improve pedestrian safety, and reduce vehicle speeds. They feel, whilst the proposal represents a positive shift toward a more people-focused precinct, stronger design interventions—especially reduced carriageway widths and clearer pedestrian priority—are required to fully align with the City’s walkable city vision.

Proposed changes to the intersection of Argyle Street, Lower Fort Street and Argyle Place

The group supports the proposed pedestrian crossing across Lower Fort Street at Argyle Street and the broader intersection improvements.

Proposed changes to the intersection of Kent Street, Argyle Street and Argyle Place

The group strongly supports the proposed closure and bollards at Kent Street North, which are expected to significantly improve pedestrian safety and reduce unsafe vehicle behaviour.

Submission from fourteen residents of Lower Fort Street

A submission was received from the residents of Dawes Point. It represents 14 households on Lower Fort Street, Dawes Point.

Their submission relates only to the proposed changes to the intersection of Lower Fort, George and Cumberland Street.

Coaches

The group states, *“since Covid, Millers Point—particularly around George Street—has seen a sharp increase in coaches, leading to congestion and safety risks. Coaches often exceed available bus zones, park two or three abreast, reverse unpredictably, and make unsafe manoeuvres such as U-turns across double lines, creating chaotic and dangerous conditions, especially during road closures.”*

Closing George Street at Lower Fort Street

The group states that *“The Millers Point Greening and Traffic Calming Plans do not explain how the intersection works when George Street is closed, even though closures are frequent. When the street is closed, the area becomes chaotic and unsafe for pedestrians. Temporary No Stopping signs are in place,*

but they are mostly ignored. Coach, taxi and rideshare drivers take over the space, doing U-turns, reversing, stopping illegally, and blocking pedestrian crossings.”

Ultimately, the group would like to see George Street closed permanently at Lower Fort Street.

Issues with the current plan

The group has the opinion that the plans shown within the 2024 Millers Point Traffic and Transport Study would *“have reduced traffic by restricting access and slowing vehicles through narrowed streets and added pedestrian crossings”*. They also believe that the 2025 “work in progress” sketch plans (requested by the community as an update) *“slowed traffic and better prioritise pedestrians through large planted islands and clearer crossing paths”*. The group has the opinion that *“the current plans reduce these features to allow coach movements, limiting its traffic-calming effect and potentially increase vehicle speeds. While it may prevent passenger pick-ups in the middle of the intersection, concerns remain that its roundabout-like design could encourage unsafe driving and should be replaced with a narrow median strip or removed.”*

Engagement activities

Overview of engagement

1. Sydney Your Say webpage

A Sydney Your Say webpage, [“Your say on new greening and traffic calming measures in Millers Point” was created](#). The page included a copy of the concept design, survey and other key information about the consultation.

2. Online feedback form via Survey Monkey

The community and stakeholders were able to give feedback using an online feedback form. A link to the feedback form was provided on the Sydney Your Say website.

3. Consultation letter

A letter was posted to residents in Millers Point, inviting them to give feedback on the proposal. 2000 letters were distributed.

4. Stakeholder email

A stakeholder email was sent to local stakeholders, inviting them to give feedback on the proposals. The email was sent to:

- Placemaking NSW (and for PMNSW to co-ordinate a response from OPT and OPT suppliers)
- Transport for NSW
- Port Authority
- Fort Street Public School
- Bus NSW
- Walsh Bay Precinct
- Sydney Dance Company
- New Sydney Waterfront
- The Garrison Church
- Local Businesses; The Lord Nelson Brewery Hotel, Fortune of War, The Mercantile Hotel, Harbour View Hotel, The Langham, Pier One Sydney Harbour.

5. Sydney Your Say e-newsletter

An email was sent to 3985 of our Sydney Your Say e newsletter

Appendix

Notification letter



The Rt. Hon. The Lord Mayor of Sydney
CLOVER MOORE AO

4 March 2026

Your feedback on new greening and traffic calming measures

I invite you to provide your feedback on the City of Sydney's plan to provide new greening and traffic calming measures on:

- Hickson Road and George Street, The Rocks
- Lower Fort Street, Cumberland Street and George Street, Dawes Point
- Argyle Street, Lower Fort Street and Argyle Place, Millers Point
- Kent Street, Argyle Street and Argyle Place, Millers Point
- Lower Fort Street, Dawes Point.

This is a series of traffic calming and landscaping treatments that will improve pedestrian amenity and reduce traffic speeds. Our concept plan responds to the recommendations of the Millers Point traffic and transport study (2024). The changes will encourage large vehicles to use Hickson Road, rather than Argyle and Lower Fort Streets, to access the Rocks.

To simplify traffic movements and reduce conflict points, we are proposing to place bollards at the intersection of Kent Street and Argyle Street to close Kent Street to through traffic. As with the arrangements on Pottinger and Windmill Streets, where there are also bollards, southbound traffic on Kent Street will be directed to either turn around or enter Argyle Place.

These changes are in line with our vision to reduce urban heat impacts and bring nature into the city. Increasing greening with more street trees and verge gardens are key priorities in our Greening Sydney Strategy 2030.

How to give feedback

A map of the works is on the back of this letter. You can view more detail of each location and give your feedback at sydneyyoursay.com.au until 5pm on 1 April 2026.

For more information about this project, you can contact Lucy Farley, Design Manager, on 02 9265 9333 or at sydneyyoursay@cityofsydney.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink that reads "Clover Moore".

Clover Moore AO
Lord Mayor of Sydney

Sydney Your Say webpage

Proposed works & maintenance

Your say on new greening and traffic calming measures in Millers Point

Our proposal to help make walking easier, cut traffic speeds and reduce temperatures.

Millers Point

 **Under review**

Contributions to this consultation are closed for evaluation and review. The project team will report back on key outcomes.

PUBLIC CONSULTATION PERIOD
4 March 2026 to 1 April 2026

What we're doing

We propose new greening and traffic calming measures on:

- The Intersection of Hickson Road and George Street, The Rocks
- The intersection of Lower Fort, Cumberland and George streets, Dawes Point
- The intersection of Argyle Street, Lower Fort Street and Argyle Place, Millers Point
- The intersection of Kent Street, Argyle Street and Argyle Place, Millers Point
- Lower Fort Street, Dawes Point.

Lucy Farley

SPECIALIST DESIGN MANAGER (LANDSCAPE)

 [02 9265 9333](tel:0292659333)

 sydneyyoursay@cityofsydney...

COPY EMAIL ADDRESS

Why we're doing this

These improvements will make walking easier, cut traffic speeds and reduce urban heat by bringing more nature into the city.

E-Newsletter



Image: Lucy Farley / City of Sydney

New greening and traffic calming measures in Millers Point

These improvements will make walking easier, cut traffic speeds and reduce temperature.

Review the proposed locations and share your thoughts by Wednesday 1 April.

[Read more](#)