

Item 23.**Parking - No Parking, No Stopping, P15 minute, Traffic Treatments - Kent Street, Argyle Street, Watson Road, Upper Fort Street, Millers Point****TRIM Container No.: 2025/471946****Recommendations**

It is recommended that the Committee review the following reallocation of parking and traffic treatments in Millers Point:

- (A) On the northern side of Argyle Street between the points 18 metres and 24 metres (one car space) east of Argyle Place as "No Parking Council Vehicles Excepted".
- (B) On the southern side of Argyle Street between the points 51 metres and 75 metres (four car spaces) east of Watson Road as "No Parking 8.30-9am 3-3.30pm (School Days) and "Bus Zone All Other Times".
- (C) On the southern side of Argyle Street between the points 119 metres and 179 metres (ten car spaces) east of Watson Road as "P15 Minute 8am-6pm Mon-Fri" and "2P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays Permit Holders Excepted Area 16".
- (D) On the southern side of Watson Road between the points 38 metres and 137 metres (17 car spaces) east of Argyle Street as "No Stopping".
- (E) On the eastern side of Upper Fort Street between the points 0 metres and 38 metres (six car spaces) south of Watson Road as "P10 Minute 7am-8.15am 3.30pm-6pm Mon-Fri", "No Stopping 8.15am-9am 2pm-3.30pm Mon-Fri" and "4P Ticket 9am-2pm 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays".
- (F) Installation of a raised pedestrian crossing on Watson Road east of Argyle Street next to the Watson Road Steps.
- (G) Raise the existing at-grade pedestrian crossing on Watson Road north of Upper Fort Street in front of the pedestrian tunnel to leading to the Sydney Harbour Bridge and Cumberland Street.
- (H) Installation of a raised pedestrian crossing on the Observatory Access Road at its intersection with Upper Fort Street.
- (I) Installation of a "No Entry Authorised Vehicles Excepted" and "Bicycles Excepted" restrictions along Upper Fort Street south of the Sydney Observatory Access Road.
- (J) Installation of a "Give Way" control on the southern section of Upper Fort Street at its intersection with Sydney Observatory Access Road.
- (K) Changes to the intersection controls at the Observatory Access Road and Upper Fort Street intersection. Designate Observatory Access Road and Upper Fort Street

(southbound) as the major road, and Upper Fort Street (northbound) as the minor road.

Advice

Advice will be updated after the meeting.

Background

In February 2024, the NSW Government completed the upgrade of Fort Street Public School (FSPS) to support increasing enrolments and enhance learning environments. The redevelopment included new classrooms, play areas, and an internal pick-up and drop-off (PUDO) zone.

Since the school's reopening, the FSPS community has raised safety concerns about the internal PUDO zone located within the school's premises. The internal PUDO zone is located close to the school's play area, increasing the risk of conflicts between vehicles and children. Concerns were also raised about the increased interactions between cyclists, vehicles, and pedestrians in Upper Fort Street, which is a key cycle route connecting the Kent Street Cycleway to the Sydney Harbour Bridge.

In response to the community's concerns, School Infrastructure NSW (SI), the Department of Education (DoE), and the City have worked collaboratively to relocate the internal PUDO zone to nearby streets surrounding FSPS.

Comments

Site visits and discussions with SI, DoE and FSPS revealed that the school's internal PUDO zone poses a significant risk to student and staff safety. The internal PUDO zone is located next to the school's play area and there's been reported near misses between cars and students on several occasions.

Assessment undertaken showed that approximately 60 students travel to/from the FSPS by car. The assessment also revealed that the operating window for PUDO at school times was between 8.30-9am and 3-3.30pm.

Based on a conservative assumption that each vehicle transports one student, the total number of vehicle movements during school times is estimated to be 60 vehicles. However, this number may be lower due to carpooling and siblings attending the same school, which can result in multiple students travelling in a single vehicle.

To mitigate these risks and improve overall safety, it is proposed that the internal PUDO zone be permanently closed and satellite PUDO zones be implemented on the southern side of Argyle Street, east of Watson Road.

Proposed "Kiss and Drop" (No Parking) zone - Refer to Plan 1

The kerb space on the southern side of Argyle Street east of Watson Road where the "Kiss and Drop" zone is proposed is currently signposted as "Bus Zone". It is proposed to

reallocate 24 metres of "Bus Zone" (four car spaces) to "No Parking 8.30-9am 3-3.30pm (School Days) and "Bus Zone All Other Times".

The "Kiss and Drop" times were chosen following discussions with SI and FSPS. Surveys revealed that majority of families drop off their children between 8.30-9am and pick-up in the afternoon between 3-3.30pm.

The parking changes would allow families to stop briefly to pick-up and drop-off (PUDO) their children during the AM and PM school times. In a "No Parking" zone drivers can stop of a maximum time limit of two minutes and must not be more than three metres from their vehicle.

Following the designated "Kiss and Drop" periods, the kerb space will revert to a "Bus Zone". To ensure the area remains clear of buses during "Kiss and Drop" times, the City will coordinate with bus operators to ensure their drivers do not park in the allocated "Kiss and Drop" zone during the respective morning and afternoon PUDO times.

The proposal has been discussed with Transport for NSW (TfNSW), who have raised no objections.

Proposed P15min Pick-Up and Drop-off Zone - Refer to Plan 1

The kerb space on the southern side of Argyle Street, Millers Point east of Watson Road where the parking changes are proposed is currently signposted as "2P Ticket 8am-10pm Permit Holders Excepted Area 16".

It is proposed to reallocate 60 metres of ticket parking (ten car spaces) to "P15 Minute 8am-6pm Mon-Fri" and "2P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays Permit Holders Excepted Area 16". The ten P15min parking spaces would allow families to park and walk their children to school.

An assessment undertaken indicated that it takes approximately 15 minutes for families to travel between the P15min zone and FSPS. Therefore, the existing P15min parking spaces are considered sufficient to support parent PUDO activities during school times.

The walking route from the Kiss and Drop and P15min zones to FSPS follows a safe and direct path. It begins along the footpath on the southern side of Argyle Street, continues up the Watson Road steps, then along the footpath on the northern side of Watson Road. Pedestrians cross at the designated crossing at the intersection of Watson Road and Upper Fort Street and proceed along the footpath on the western side of Upper Fort Street, leading directly to FSPS.

Other Parking Changes

- **No Parking Council Vehicles Excepted - northern side of Argyle Street - Refer to Plan 1**

The kerb space on the northern side of Argyle Street east of Argyle Place where the parking changes is proposed is currently signposted as "2P Ticket 8am-10pm Permit Holders Excepted Area 16". It is proposed to reallocate 6 metres of ticket parking (one car space) to "No Parking Council Vehicles Excepted" to allow Council staff to service the Abraham Mott Hall and nearby amenities.

The council parking space was originally located on Watson Road which was removed to accommodate the proposed footpath widening.

- **No Stopping - southern side of Watson Road - Refer to Plan 2**

The kerb space on the southern side of Watson Road where the parking change are proposed is signposted as "No Stopping", "No Parking Council Vehicles Excepted" and "P10 Minute 7am-8.15am 3.30pm-6pm Mon-Fri", "No Parking 8.15am-9am 2pm-3.30pm Mon-Fri" and "4P Ticket 9am-2pm 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays".

To improve pedestrian access and create additional space for people walking, it is proposed to widen the footpath on the southern side of Watson Road. To accommodate the proposal, approximately 99 metres of parking (17 car space) will be reallocated to "No Stopping". The widened footpath will enhance safety for students walking to/from Fort Street Public School, and for visitors to the area.

- **No Stopping at school PUDO times - eastern side of Upper Fort Street - Refer to Plan 3**

The kerb space on the eastern side of Upper Fort Street where the parking changes are proposed is currently signposted as " P10 Minute 7am-8.15am 3.30pm-6pm Mon-Fri", "No Parking 8.15am-9am 2pm-3.30pm Mon-Fri" and "4P Ticket 9am-2pm 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays".

To discourage families from using Upper Fort Street during school PUDO times, it is proposed to reallocate the existing "No Parking" restrictions to "No Stopping" during the school PUDO times.

The P10 restrictions are maintained to provide parking access for families attending before and after school care services.

The parking change aims to reduce traffic volumes along Upper Fort Street at school times, thereby improving pedestrian safety for students walking to and from Fort Street Public School and minimising the risk of conflicts between vehicles and bicycle riders.

Traffic Treatments

- **Raised pedestrian crossing - Refer to Plan 4, Plan 5 and Plan 6**

The following traffic treatments are proposed:

- A raised pedestrian crossing on Watson Road next to Watson Road Steps;
- Raise the existing at-grade pedestrian crossing on Watson Road in front of the tunnel leading to the Sydney Harbour Bridge and Cumberland Street.
- A raised pedestrian crossing on Observatory Access Road, west of Upper Fort Street

Installing raised pedestrian crossings at the above locations would significantly enhance pedestrian safety and accessibility, particularly for students attending Fort Street Public School. The raised crossing acts as a traffic calming measure by encouraging lower vehicle speeds, improving driver awareness of pedestrian activity, and providing a more visible and defined crossing point. Additionally, it supports safer walking routes for school children and other pedestrians, reduces the likelihood of vehicle-pedestrian conflicts, and contributes to a more walkable and people friendly streetscape.

- **Road closure, Give Way control and changes to intersection layout - Refer to Plan 7**

Following the relocation of the internal PUDO zone at FSPS, the need for vehicles to access the school directly will be significantly reduced. To support this change and enhance pedestrian safety, it is proposed to close the section of Upper Fort Street south of the Observatory Access Road to general traffic. Access would be restricted to authorised vehicles only, such as maintenance and emergency services, thereby creating a safer and more pedestrian and bicycle friendly environment around the school.

To support the proposed road closure, the intersection layout at Observatory Access Road and Upper Fort Street will be modified. Under the new configuration, Observatory Access Road and Upper Fort Street (north of the closure) will form the major road, while Upper Fort Street (south of the closure) will become the minor road. This change will reinforce the restricted access arrangement and improve overall traffic flow and safety at the intersection

Consultation

In August 2025, the City consulted the community on a proposal to relocate FSPS's internal PUDO to surrounding streets. In addition to the proposed parking changes outlined in the report, the proposal also included reallocating four existing parking spaces on the eastern side of Kent Street near Agar Steps into a "Kiss and Drop" (No Parking) zone.

The City consulted local residents and businesses in the area on the August 2025 proposal. There were 478 letters sent out with nine submissions received providing feedback on the proposal.

The City reviewed the submissions received and developed a revised proposal, which is presented in this report. The updated plan removes the previously proposed parking changes on Kent Street and instead relocates the four "Kiss and Drop" (No Parking) spaces to the southern side of Argyle Street. These spaces will be implemented as P15min parking zones to better support short-term school pick-ups and drop-offs.

The City has scheduled the delivery of a footpath extension along the Observatory Access Road in the Capital Works Program. The footpath extension would provide a safer walking route for pedestrians, students, and visitors travelling between Agar Steps and Upper Fort Street. This improvement is expected to be completed by the end of June 2026.

Following the completion of the footpath extension, the City will reassess the Kent Street PUDO proposal to ensure it aligns with the FSPS community requirements.

The City has notified the submitters on the original proposal about the revised proposal. As the changes directly respond to community feedback, additional consultation on the revised proposal was not considered necessary.

The summary of the submissions received on the original proposal, and the City's response are provided in the following table.

Table 1 - Summary of submissions received on the original proposal

No.	Support/ Objection / Feedback	Summary of submission	COS Response
1	Support	- Supports the parking changes for an alternative PUDO location and traffic treatment proposal to improve safety for students during the school PUDO times. - The proposals would remove the conflicts between vehicles, bike riders and students on Upper Fort Street outside FSPS during the school PUDO times.	Noted
2	Objection to the parking change proposals in Kent Street	- Objects to the parking changes in Kent Street as it would increase traffic and road safety issues in the area. - Concerned about students being dropped off away from the Kiss and Drop zones due to the spaces being occupied. Students may need to cross the road putting them at risk from passing vehicles. - Recommends the NSW Government accelerates the construction of the cycle lane on the southern side of the bridge	- The revised proposal presented in this report reflects the feedback received through community submissions. - As part of the update, the previously proposed parking changes on Kent Street have been removed. - Given that the delivery of the cycleway on the southern side of the bridge is under the jurisdiction of the NSW Government, the City will continue to advocate the NSW Government to deliver this important connection.
3	Support – Traffic treatments to improve pedestrian safety in the area	Submissions raised concerns about the PUDO zones on Kent Street. The PUDO zones would create congestion and confusion leading to overtaking movements increasing the risk of conflicts with	- The revised proposal presented in this report reflects the feedback received through community submissions. - As part of the update, the previously proposed

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	Objection – PUDO zones on Kent Street	pedestrian and other vehicles in the street. • Loss of permit parking for residents. • Kent Street PUDO would not be safe for students who would be unsupervised. • Students are required to walk along the Observatory Access Road putting them at risk from passing vehicles. • Recommended additional PUDO zone in Cumberland Street near the SHB tunnel that leads to Upper Fort Street. • Recommended convert the Harbour Bridge storage area next to Upper Fort Street as a PUDO zone.	parking changes on Kent Street have been removed. • With the removal of the Kent Street PUDO zone from the proposal, students will no longer need to walk along the Observatory Access Road to travel between the PUDO zone and Fort Street Public School. • The section of Cumberland Street in the vicinity of the SHB tunnel is under the jurisdiction of Place Management NSW (PMNSW). The City can refer the request to PMNSW for their considerations. • The Harbour Bridge storage area next to Upper Fort Street is not recommended as a PUDO zone due to road safety issues.
4	Supports the traffic treatments to improve pedestrian safety Objects to the parking changes in Kent and Argyle Streets.	• Submission supports improving PUDO for the school but objects to the proposed parking changes as it would increase traffic and road safety issues in the area. • Requests that if the City proceeds with the proposal, School Crossing supervisors should be provided at the crossing on Argyle and Kent Streets.	• The provision of a School Crossing Supervisor falls under the jurisdiction of the TfNSW. • The City understands that the TfNSW are currently working on a proposal to extend the School Zone onto Argyle Street. Once the School Zone extension is in place, the TfNSW will be able to consider assigning a School Crossing Supervisor to the area.

No.	Support/ Objection / Feedback	Summary of submission	COS Response
			The revised proposal presented in this report reflects the feedback received through community submissions. As part of the update, the previously proposed parking changes on Kent Street have been removed.
5	Supports the closure of the PUDO inside the school grounds	- Supports the closure of the PUDO inside the school grounds - Raised the issue of the lack of footpath along the Observatory Access Road. - Students are required to walk along the road putting them at risk from passing vehicles. - Concerned that the number of PUDO spaces provided may not be sufficient and may lead to congestion, frustration putting children at risk of conflicts with passing vehicles.	- The revised proposal presented in this report reflects the feedback received through community submissions. As part of the update, the previously proposed parking changes on Kent Street have been removed. - If the parking changes supported and implemented, the City will monitor the traffic and parking conditions in Argyle Street and feedback from families and the community. - If there is a need for changes, the City will consult all stakeholders and consider improvement options.
6	Supports the closure of the PUDO inside the school grounds	- Raised the issue of the lack of footpath along the Observatory Access Road. - Students are required to walk along the road putting them at risk from passing vehicles. - Requests for traffic control personnel to be stationed along the Access Road to	- The revised proposal presented in this report reflects the feedback received through community submissions. - As part of the update, the previously proposed parking changes on Kent

No.	Support/ Objection / Feedback	Summary of submission	COS Response
		assist students walking from Agar Steps to FSPS. - Recommended additional PUDO zone in Cumberland Street near the SHB tunnel that leads to Upper Fort Street. - Raised concerns about the risk of conflicts between vehicles and students along Upper Fort Street at school PUDO times.	Street have been removed. - With the removal of the Kent Street PUDO zone from the proposal, students will no longer need to walk along the Observatory Access Road to travel between the PUDO zone and Fort Street Public School. - If the parking changes are supported and implemented, the City will monitor the traffic and parking conditions in Argyle Street and feedback from families and the community. - If there is a need for changes, the City will consult all stakeholders and consider improvement options. - The section of Cumberland Street in the vicinity of the SHB tunnel is under the jurisdiction of Place Management NSW (PMNSW). The City can refer the request to PMNSW for their consideration. - As part of the update, the previously proposed parking changes on Kent Street have been removed. - With the removal of the Kent Street PUDO zone from the proposal, students will no longer need to walk along the

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			Observatory Access Road to travel between the PUDO zone and Fort Street Public School.
7	Supports the closure of the PUDO inside the school grounds Feedback on PUDO zones	- Supports the closure of the PUDO inside the school grounds and traffic treatments to improve pedestrian safety. - Raises concerns about potential traffic issues resulting from the PUDO proposals in Kent and Argyle Streets. - Raised concerns about the risk of conflicts between vehicles and students along Upper Fort Street at school PUDO times. - Requests removing the Bus Zone along Argyle Street to create more PUDO spaces. - Requests for traffic control personnel to be stationed along the Access Road to assist students walking from Agar Steps to FSPS. - Requests more P15minute parking spaces on Argyle Street and free P10minute parking along the northern side of Argyle Street. - Requests consideration to change the proposed No Parking restrictions along the PUDO zone in Kent Street to P10minute to allow families to park and walk their children up Agar Steps to the school.	- If the parking changes are supported and implemented, the City will monitor the traffic and parking conditions in Argyle Street and feedback from families and the community. - If there is a need for changes, the City will consult all stakeholders and consider improvement options. - Bus Zones in NSW are under the jurisdiction of TfNSW. The correspondent has been advised to write to TfNSW to discuss their concerns about the Bus Zone. - A shared zone along Observatory Access Road is not supported due to safety concerns. It would not be suitable for students to walk along a road with active traffic, particularly younger children who may not fully understand the concept of a shared zone or recognise the associated risks. - The City would refer the request to SI to consider installing a barrier along the closed section of Upper Fort Street with

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		- Concerned that No Parking restrictions could lead to families parking, leading to traffic congestion and confusion. - Requests a shared zone along the Access Road to improve safety for students. - Requests a barrier be installed at the Upper Fort Street and Access Road and entry/exit be allowed for authorised vehicles only. - Change the No Parking restriction along Watson Road and Upper Fort Street to clearway.	entry permitted only for authorised vehicles. - The traffic and safety issues raised at Upper Fort Street would be resolved when the parking changes are implemented. - The City does not support the installation of P10min parking spaces on the northern side of Argyle Street, as this would require students to cross the road to access the Watson Road steps. - While a pedestrian crossing is available to facilitate safe crossing, some families may be uncomfortable with their children crossing the road unsupervised. - If the school zone is extended to include Argyle Street and a School Crossing Supervisor is stationed at the pedestrian crossing, the City may consider installing P10min parking spaces
8	Feedback on the proposal	- Submissions requests options to improve safety for visitors at the National Trust entry along the shared path. - There is an increased risk of crashes involving visitors entering and existing the trust and bicycle riders. - Raised safety issues on Upper Fort Street at school	- The traffic and safety issues raised at Upper Fort Street would be resolved when the parking changes are implemented. - The City can work with TfNSW to improve the signage and lighting along the shared cycle path

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		times, due to interactions with bicycles, cars and students. • Increase traffic along the road towards the Trust and Observatory impacting on access.	adjacent to the National Trust access.
9	Feedback	• Raised the issue of the lack of footpath along the Observatory Access Road. • Suggested that the City consider installing a pedestrian crossing on High Street at its intersection with Kent Street	• The revised proposal presented in this report reflects the feedback received through community submissions. • As part of the update, the previously proposed parking changes on Kent Street have been removed. • With the removal of the Kent Street PUDO zone from the proposal, students will no longer need to walk along the Observatory Access Road to travel between the PUDO zone and Fort Street Public School. • The City has many worthy locations for walking improvements and traffic calming competing for prioritisation. • We review and prioritise projects for funding annually taking into consideration safety issues and traffic conditions, walking and cycling access, and the overall community benefit of the project. • The City will investigate the feasibility of installing a pedestrian crossing on

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			High Street at its intersection with Kent Street.

Financial

Funds for the installation of the parking changes are available in the current budget.

Appropriate funding for the traffic treatment proposals will be secured once greater certainty on the construction timeline is reached

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