



**Hunters Hill Local Area  
Traffic Committee  
11 September 2025 at 10.30**



## ORDER OF BUSINESS

Attendance, Apologies,  
Declarations of Interests  
Confirmation of minutes  
Reports

**HUNTER'S HILL COUNCIL**  
**HUNTERS HILL LOCAL AREA TRAFFIC COMMITTEE**  
**11 September 2025**

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## COMMENCEMENT

The meeting opened at 10.37am.

## IN ATTENDANCE

Carla Kassab	Councillor
Ms Vicky Walker	TfNSW Representative
Robert Gallagher	NSW Police

## ALSO PRESENT

Ben Cantor	Busways Representative
Samantha Urquhart	Director Infrastructure & Environmental Sustainability
Peter Chudek	Manager, Assets
Mrs Leanne Stathakis	Traffic & Transport Officer
George Skondrianos	Executive Administration Officer

## APOLOGIES

Vicky Walker	Vicky Walker , TfNSW
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## CONFIRMATION OF MINUTES

### RESOLUTION

That the Minutes of Hunters Hill Local Area Traffic Committee of previous Meeting held on 10/04/2025 be adopted.

## REPORTS

### 3.1 FERN ROAD AT WYBALENA ROAD - PROPOSED FORMAL DELINEATION OF THE INTERSECTION

#### PROCEEDINGS IN BRIEF

TfNSW recommended the “Give Way” sign to be installed if suitable.

### RESOLUTION

1. That Give way control line marking be installed across Fern Street
2. That the statutory 10m ‘No Stopping’ at the intersection be installed by yellow line marking
3. That double centre line be installed in Fern Street at the intersection with Wybalena Road up to the 10m statutory ‘No Stopping’ zone





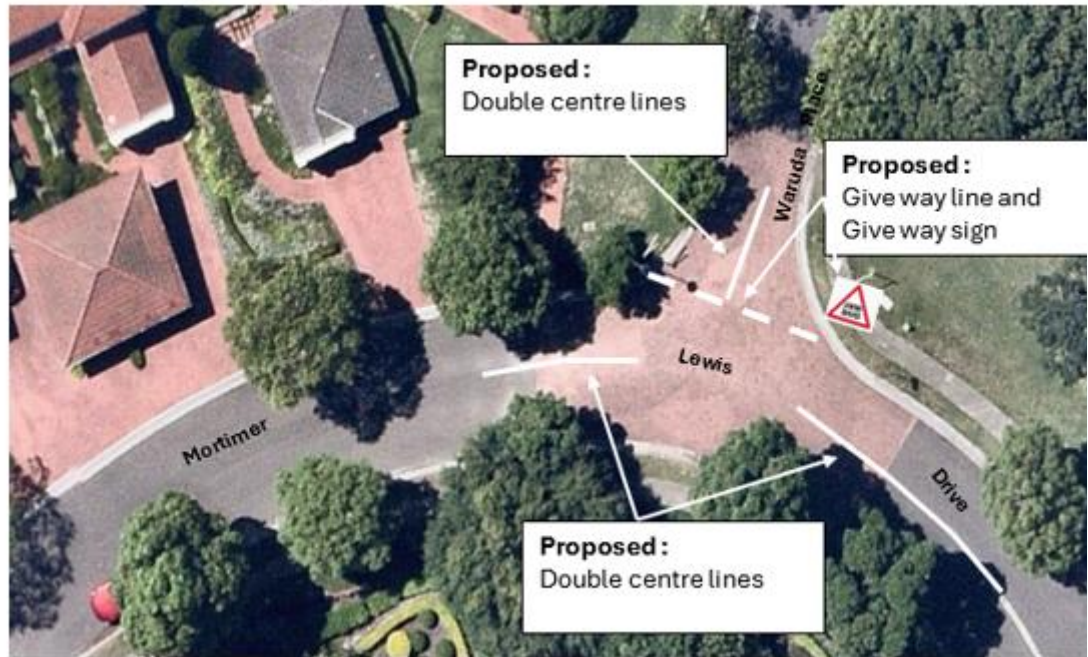
RECORD OF VOTING	
For	Against
Clr Carla Kassab	
TfNSW Representative Josh Mesiti	
NSW Police Robert Gallagher	

### 3.2 MORTIMER LEWIS DRIVE AND WARUDA PLACE - INTERSECTION DELINEATION

#### PROCEEDINGS IN BRIEF

#### RESOLUTION

1. That double centre lines be installed on the intersecting streets of Mortimer Lewis iDrive and Waruda Place as shown below.
2. That 'Give way' line marking and sign posting be undertaken to define the right of way as shown below.



RECORD OF VOTING	
For	Against
Clr Carla Kassab	
TfNSW Representative Josh Mesiti	
NSW Police Robert Gallagher	

### 3.3 WOOLWICH ROAD NEAR FRANKI AVENUE - PROPOSED WOMBAT CROSSING

#### PROCEEDINGS IN BRIEF

The attachments didn't attach to the agenda. Documents and will be resent to committee members.

Comments proceeding review of detail design attachments sent by email.

Busways – made the following comments

- a) that bendy buses operate from time to time on route 505 and 538 and require a longer bus zone due to their length. However, the bendy buses have been operating in the current bus zones without any issues being raised.

*Comment:- This would remove the one space for parking. The design consultant has been requested to confirm that the space can accommodate an extended Bus Zone length of 40m. of the crossing.*

- b) that bus stops would need to be DDA (Disability Discrimination Act) compliant.

*Comment:- This information will be forwarded to the consultant*

- c) That B-Pole signage adjustments cost would have to be covered by Council.

*Comment: Noted*

**RECOMMENDATION**

1. That the first draft detail design for a raised crossing (wombat) be supported, and that comments be sought from committee members for further consideration prior to community consultation and adoption by Council.

An AMENDMENT was moved by Cllr Carla Kassab seconded by Mr Gallagher, and RESOLVED that:

1. That the first draft detail design for a raised crossing (wombat) be supported.
2. That consideration be given to the extended Bus Zone on the south side to assist bendy bus movements.
3. The detail design be presented at the next councillor briefing.

RECORD OF VOTING	
For	Against
Cllr Carla Kassab	
TfNSW Representative Josh Mesiti	
NSW Police Robert Gallagher	

### 3.4 BORONIA LATM

**PROCEEDINGS IN BRIEF**

The attachments didn't attach to the agenda. Documents will be resent to the committee members.

Angled slow points not supported by community due to loss of parking spaces, speed humps is the preferred traffic calming device.

All speed humps will be permanent devices (not rubber).

The director commented the final plan is a result of community feedback.

**RESOLUTION**

1. That the Boronia LATM Option C be adopted by Council, as shown on the attached report.
2. That detail designs be undertaken and community consultation be carried out prior to construction

RECORD OF VOTING	
For	Against
Cllr Carla Kassab	
TfNSW Representative Josh Mesiti	
NSW Police Robert Gallagher	

OTHER BUSINESS

4.1 FOR DISCUSSION : BLAXLAND ROAD AND BARONS CRESCENT - PARKING RESTRICTIONS AND TRAFFIC CONGESTION

PROCEEDINGS IN BRIEF

A number of factors were discussed such as bus routes, vehicle illegally parked on the road and possible solutions to make parking legal.

Busways usage data collected on bus stops in this section of Barons Cres noted 24 persons for 2025, 18 persons for 2024. This information has been forwarded to TfNSW for consideration in the number of bus stops to be utilised.

Council noted the cost to formalise parking due to road gradient is not feasible.

Committee note the area requires further monitoring.

4.2 BUS ZONES

Busways noted “new” legislation in place for towing vehicles illegally parked in bus stops.

Busways also requested if council will consider line marking bus zone rather than sign posts.

Action: TfNSW to confirm if Council is permitted to provide line marking of bus zones

Action: Council to seek legal advice on “new” legislation.

The meeting closed at 11.58am.

I confirm that these Minutes are a true and accurate record of Hunters Hill Local Area Traffic Committee Meeting held on 26 June 2025.

.....  
CHAIRPERSON



<b>ITEM NO</b>	: 3.1
<b>SUBJECT</b>	: REIBY ROAD - PROPOSED PARKING RESTRICTIONS
<b>STRATEGIC OUTCOME</b>	: SAFE WALKING, CYCLING, AND ACTIVE TRAVEL IS SUPPORTED AND ENCOURAGED WITH IMPROVED INFRASTRUCTURE.
<b>ACTION</b>	: IMPLEMENT THE RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE
<b>REPORTING OFFICER</b>	: LEANNE STATHAKIS

Ref:771217

**PURPOSE**

To further investigate and review parking restrictions as proposed at the previous Local Traffic Committee for the assistance of waste collection.

**RECOMMENDATION**

That 'No Stopping' be installed on the south side of Reiby Road from the power pole on the bend to opposite No.7 Gate as detailed within the body of the report.

**Background**

The matter was tabled at the 10 April Traffic Committee and recommended and resolved by Council for further investigation. The feedback was:

*The Committee The committee would like more information on the number of missed services, and requested that perhaps early collection time could be requested. The matter to be referred to the next Traffic Committee if required.*

**REPORT**

Upon further discussion with Council's waste contractor URM their primary concern was the obstruction at the bends. They have requested a 'No Stopping' zone on the south side from the bend adjacent to St Malo reserve as shown above to assist with waste vehicles reversing into the bottom end of Reiby Road, as shown at Diagram 1 below.

URM has confirmed that the general waste is collected early, but the collection of other waste occurs later, and issues can arise due to the parked vehicles generally generated from the school.



**Diagram 1- No Stopping Zone proposed**

URM also confirmed that 7 missed waste collection correspondence had been received this year, and many more were received the previous year.

### **Public Consultation**

Public Consultation was undertaken from 28 February for 14 days. Council undertook a letter drop to adjoining residents and one (1) response was received. The submission agreed that waste collection was being impeded by parked vehicles, however the resident noted that a 24/7 parking restriction would assist with access to driveways and congestion, and that the restriction should be on the opposite side of the road. The responder also commented that any restriction must be enforced.

#### **Response:**

Council's waste collector requested that parking be restricted to the odd side. A 24/7 restriction everyday would improve access, traffic flow, and ensure emergency vehicles have permanent access to Reiby Road. Council will monitor the area and investigate the need for 24/7 parking restrictions to ensure access for all vehicles and for improve safety.

### **CONCLUSION**

The proposed No Stopping zone, as outlined at Diagram 1 above will ensure that waste collection can be undertaken reducing the number of re-visits.

### **FINANCIAL IMPACT ASSESSMENT**

There is no direct financial impact on Council's adopted budget as a result of this report.

**ENVIRONMENTAL IMPACT ASSESSMENT**

There is no direct environmental impact on Council arising from Council consideration of this matter.

**SOCIAL IMPACT ASSESSMENT**

There is no direct social impact on Council arising from Council consideration of this matter.

**RISK ASSESSMENT**

There are no direct or indirect risks impacting on Council arising from consideration of this matter.

**ATTACHMENTS**

There are no attachments to this report.

<b>ITEM NO</b>	: 3.2
<b>SUBJECT</b>	: TFNSW CHANGES TO TRAFFIC DELEGATIONS FROM 01 AUGUST 2025
<b>STRATEGIC OUTCOME</b>	: POLICIES AND FRAMEWORKS THAT ENCOURAGE COLLABORATION AND INNOVATION PROVIDE A SOLID FOUNDATION FOR SUCCESSFUL PARTNERSHIPS AND PROJECTS
<b>ACTION</b>	: IMPLEMENT COUNCIL'S IP&R FRAMEWORK TO MEET COMMUNITY NEEDS, REPORTING AND LEGISLATIVE REQUIREMENTS
<b>REPORTING OFFICER</b>	: FELIX LIU

Ref:787377

**PURPOSE**

To acknowledge and inform changes to traffic delegations as advised by Transport for NSW (TfNSW).

**RECOMMENDATION**

1. That the changes to the traffic delegations be received and feedback provided in relation to Council's application of the changes.

**BACKGROUND**

Council is currently operating under the 2023 Temporary Delegation Instrument as prescribed by TfNSW. TfNSW replaced the 2023 Temporary Delegation Instrument with a [2025 Instrument](#), effective from 01 August 2025.

**REPORT**

The changes made in the 2025 Authorisation & Delegation Instrument are summarised below:

**1. Purpose and Scope**

- The 2025 Authorisation and Delegation Instrument enables councils to manage local roads more flexibly by:
  - Authorising councils to use prescribed traffic control devices (PTCDs) — i.e., enforceable signs, markings, etc., under Section 122 of the *Road Transport Act 2013*.
  - Delegating TfNSW power (under Section 115 of the *Roads Act 1993*) to regulate traffic for any purpose, including special events like parades and markets.
- Councils already had powers for standard traffic control (e.g., roadworks, maintenance) without using this Instrument. The 2025 Instrument allows Council to manage their

network (unclassified roads and all regional roads), including for events, without prior review by the existing Committee.

- It replaces earlier instruments, specifically the 2011 Delegation to Councils and the 2023 Temporary Delegation to Councils.
- The Instrument commenced on 1 August 2025 and will remain in effect until formally revoked.

2. Local Transport Forum (formerly Local Traffic Committee)

- A key condition is that Councils must establish a Local Transport Forum (LTF), replacing the previous 'Local Traffic Committee'.
- The LTF provides technical advice, coordination, and review but does not have decision-making power. Formal members include Council, TfNSW, NSW Police and relevant State MP(s). Councils may invite other stakeholders.

3. Referral to the LTF

- Referral to the LTF is mandatory for projects:
  - That restrict or prohibit passage for more than 6 months, or
  - That interfere with public transport operations for over 24 hours.
- For most projects, referring is optional, but Councils must later provide the LTF with a record of any use of PTCs.
- Projects under 24 hours do not require LTF referral, though Councils may need to notify TfNSW, Police, or bus operators depending on specifics.

4. Roles and Responsibilities

- **Council:** decision-maker; proponent; representative of local community interests (residents, businesses, etc.); responsible for safety of users on their network
- **Transport:** advice regarding state-level interests such as public transport planning and operation, road safety, general standards, 'State' network planning and operation
- **Police:** event safety and management advice, law enforcement, highway patrol, public safety, etc.
- **Local Member(s) of NSW Parliament:** representations on community interests and concerns.

5. Council Autonomy and Conditions

- For routine works (like maintenance or roadworks), Councils continue to operate under their existing traffic regulation powers and do not need to use the 2025 Instrument or adhere to its procedures.
- Moreover, Councils are permitted to sub-delegate these delegated responsibilities to their own staff.



**CONCLUSION**

Council acknowledges and has adopted the changes made in the 2025 Authorisation and Delegation Instrument effective from 01 August 2025.

**FINANCIAL IMPACT ASSESSMENT**

There is no financial impact on Council's adopted budget.

**ENVIRONMENTAL IMPACT ASSESSMENT**

There is no environmental impact on Council.

**SOCIAL IMPACT ASSESSMENT**

There is no social impact on Council.

**RISK ASSESSMENT**

There are no direct or indirect risks impacting on Council.

**ATTACHMENTS**

There are no attachments to this report.

<b>ITEM NO</b>	: 4.1
<b>SUBJECT</b>	: GENERAL BUSINESS - LOCAL TRANSPORT FORUM (LTF)
<b>STRATEGIC OUTCOME</b>	: TRANSPORT NETWORKS ARE CONNECTED, RELIABLE, EFFICIENT AND SAFE
<b>ACTION</b>	: IMPLEMENT ROAD SAFETY PROGRAMS
<b>REPORTING OFFICER</b>	: MELANIE GURNEY

Ref:788114

**PURPOSE**

Committee discussion and response to traffic management at Baron's Crescent – apparent congested parking limiting waste bin placement, removal of bus stops, explore a one way zone.

**RECOMMENDATION**

1. That the matter be noted and discussed.

**BACKGROUND**

Council has received an email from a resident, concerning several traffic management challenges at Baron's Crescent.

**REPORT**

1. Traffic management at Baron's Crescent – Precis of email from Alan Bird on 01 September 2025:

*Baron's Crescent is a busy road with congested parking. There are developments in hand which will increase the number of dwellings.*

*It has become evident over the years that there is less and less room for bins to be put out on the street, particularly on the weeks when there are three per household. These new developments will have their own bins (12 additional) to add to the congestion.*

*To exacerbate this situation, there are vehicles parked on the street for long periods, such as a bus which has not been moved for the whole winter and I understand it will be there for a full year.*

*I suggested some months ago to Council that the section of Barons Crescent and Blaxland Street between Park Road and High Street (respectively) could be made a one-way street, with re-routing the almost unused bus service one block to Park and High Streets, with significant benefits to traffic flow and parking availability.*

**CONCLUSION**

Traffic management at Baron's Crescent be discussed with a view to the development of an action plan, prior to responding to the resident.

**FINANCIAL IMPACT ASSESSMENT**

There is no direct financial impact on Council's adopted budget as a result of this report.

**ENVIRONMENTAL IMPACT ASSESSMENT**

There is no direct environmental impact on Council arising from Council consideration of this matter.

**SOCIAL IMPACT ASSESSMENT**

There is no direct social impact on Council arising from Council consideration of this matter.

**RISK ASSESSMENT**

There are no direct or indirect risks impacting on Council arising from consideration of this matter.

**ATTACHMENTS**

There are no attachments to this report.