

Sandhurst Precinct – Draft LATM Plan



Recommended Treatments

The proposed traffic management treatments to address the main traffic issues identified through community consultation, traffic speed and volume surveys, crash statistics and site investigations within Sandhurst Precinct are listed below, with those that have a specific location displayed on the above map.

No.	Recommendation	Justification
1	Reduce the posted speed limit at Sandhurst Boulevard and connecting local roads from 50 km/h to 40 km/h	Traffic speed on Sandhurst Boulevard was identified as a major issue through the community circular, with 54% raising it as an issue. This was verified through the traffic speed surveys, with the 85 th percentile speed (the speed at which 85% of vehicles travel at or below) at 4 out of the 7 surveyed locations on Sandhurst Boulevard being higher than the posted 50 km/h speed limit.
2	Monitor the 85 th percentile speed on Sandhurst Boulevard after the speed reduction, and investigate the possibility of implementing more traffic management treatments if the 85 th percentile speed remains higher than the posted speed limit	
3	Convert the 2 existing pedestrian crossings to raised pedestrian crossings and improve the lighting	Pedestrian safety was identified as an issue by 37% of the community circular responses. Lack of proper lighting around pedestrian crossings was also raised during the public meeting.
4	Provide raised pedestrian crossings at: — 4.1. in front of 2 Flynn Terrace — 4.2. west of Clubhouse Lane — 4.3. adjacent to 3 Waterside Circuit — 4.4. in front of 149 Sandhurst Boulevard — 4.5. in front of 104 Sandhurst Boulevard — 4.6. adjacent to 189 Sandhurst Boulevard	Implementing raised pedestrian crossings at the existing crossings and at key locations will improve pedestrian connectivity within the study area and also help achieve speed control on Sandhurst Boulevard.
5	Extend and enforce the 'No Standing' zone on either side of pedestrian crossing adjacent to 13 Niblick Circuit	During site investigation, it was observed that vehicles parking within the legal distance of the pedestrian crossing obstruct visibility of the approaching drivers. Extending the 'No Standing' zone will expand pedestrian and driver sightlines on the inside of the curve.
6	Change the sign to 'Golf Carts Slow Down' at the pedestrian crossing adjacent 13 Niblick Circuit	The existing signage at the crossing states 'Carts Must Give Way', which can be confusing to both golf carts waiting to cross the road and cars who are used to giving way to people on the crossing. Changing the sign to 'Golf Carts Slow Down' will improve safety at the crossing by giving drivers more reaction time whilst still retaining the natural 'give way' behaviour for drivers.

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7	Implement a 'No Standing' parking restriction opposite Niblick Ninja Park, from Torres Parade to Lexington Square	The area opposite Niblick Ninja Park, on Sandhurst Boulevard, is currently a 'No Parking' zone, which allows drivers to temporarily stop to pick up and drop off passengers, or stay parked for up to 2 minutes without leaving the vehicle. It is proposed to change the restriction to a 'No Standing' zone and extend the no standing area up to Torres Parade and Lexington Square, to improve the safety around the playground area.
8	Implement signs and linemarking at the Sandhurst Boulevard / Waterside Circuit / Lakeside Drive roundabout to guide drivers towards the correct exit A threshold treatment similar to the one existing at Waterside Circuit access, is proposed at Lakeside Drive access, to indicate drivers of the local road entry.	The roundabout at Sandhurst Boulevard / Waterside Circuit / Lakeside Drive intersection consists of a large diameter and can cause confusion to drivers when circulating and exiting the roundabout. This issue was raised through the community circular and during the public meeting. Signs and road linemarking clearly indicating the exits will reduce confusion in drivers and improve safety.
9	Install 'Give Way' signage and linemarking at Coventry Drive / Sandhurst Boulevard intersection	The missing stop line at the Coventry Drive / Sandhurst Boulevard intersection can be confusing to drivers.
10	Adjust the 'keep left' sign at Cunningham Crescent / Sandhurst Boulevard intersection to better align with driver sightlines	During the RTC meeting, a resident raised the issue of the 'keep left' sign at the Cunningham Crescent / Sandhurst Boulevard intersection being positioned out of driver sightlines, which was verified during the sight visit.
11	Investigate parking improvements at Niblick Ninja Park	Parking at Niblick Circuit and Niblick Ninja Park was identified as an issue by 5 respondents through the community circular and 4 respondents through the online mapping tool.
12	Promote Sandhurst Club's procedure for homeowners to install additional parking bays, noting that these works are undertaken at the homeowner's expense	Insufficient parking was raised through the community circular, leading to parking on narrow streets. Expanding parking on nature strips was suggested by residents during consultation sessions.

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13	Organise information sessions in collaboration with Sandhurst Club to inform residents of parking rules on local roads and near intersections. If parking continues to be an issue, Council can consider designating no parking areas and further enforcement options.	Parking was identified as a major issue by 83% of the community survey participants, with parking issues such as vehicles parking on both sides of narrow roads and near intersections. This indicates inconsistent understanding of existing parking rules. Conducting information sessions for residents prioritises raising awareness and behaviour change before enforcing parking rules or traffic management treatments.
14	Liaise with the residents in organising a parking strategy for streets affected by parked cars at turnaround areas	Cars parking at the turnaround areas at the end of driveways, blocking access for residents and emergency vehicles, was raised as an issue through the community circular and the online mapping tool. We recommend liaising with the residents in identifying the affected streets and organising a tailored parking strategy.
15	Implement chevron hatching / hockey-stick line marking at the indented parking bays along Sandhurst Boulevard, to indicate the allowable parking areas	Cars parked at indented parking bays with part of the car hanging out on to the traffic lane was raised at the RTC meeting.