

Local Area Traffic Management – Existing Conditions Report

Sandhurst Precinct LATM

Project Number 250407

Draft Report 15/01/2026

Client Frankston City Council

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Executive summary

Frankston City Council engaged Trafficworks to undertake a local area traffic management (LATM) study for Sandhurst Precinct.

The study area is bound by Thompsons Street, McCormicks Road, Wedge Road and Western Port Highway, and comprises of approximately 1,000¹ residential properties and the Sandhurst Golf Club.

This existing conditions report details the study methodology, existing conditions and traffic management treatments within the study area, crash statistics, traffic survey information and insight gathered through community consultation.

Identification of existing conditions involved extensive consultation with the local community to identify the existing traffic issues. Traffic surveys were conducted to collect existing traffic volume and speed information.

The main traffic safety issues identified through community consultation include:

- high traffic speed issues on Wedge Road and Sandhurst Boulevard
- high traffic volume on Sandhurst Boulevard and McCormicks Road
- parking issues on Sandhurst Boulevard
- lack of pedestrian facilities on Sandhurst Boulevard
- reckless driving of golf carts, e-scooters and bicycles within the study area.

¹ An estimate based on aerial photography

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1 Introduction

Frankston City Council engaged Trafficworks to undertake a local area traffic management (LATM) study for the Sandhurst precinct.

The purpose of the LATM study is to assess the current traffic conditions within the local road network and to identify opportunities to improve road safety, accessibility, amenity and overall network performance for road users. The LATM study will identify the existing traffic and road safety conditions and propose potential traffic management treatments to mitigate the issues.

This report details the existing conditions within the study area, the existing traffic management treatments, crash statistics, traffic survey data, the responses gained through community consultation, and the identification of issues within the study area.

For the detail about:

- study methodology – see section 2
- background information – see section 3
- study area – see section 4
- community consultation feedback – see section 5
- identification of issues – see section 6
- our conclusions and recommendations – see section 7.

2 Study Methodology

The overall objective of this study is to prepare a local area traffic management (LATM) plan for the Sandhurst precinct that will assess the current traffic conditions within the local area and identify and address the local traffic and safety concerns.

A LATM study process comprises the following main steps:

- project familiarisation
- data collection and consultation
- issue identification
- draft LATM plan development
- community consultation
- final LATM plan development

2.1 What is a LATM study

An LATM considers traffic-related problems and safety issues in the context of a local area and proposes solutions to mitigate the impacts. The primary target of an LATM is to change driver behaviour, both directly by physical influence on vehicle operation, and indirectly by influencing the driver's perceptions of what is appropriate behaviour on the street.

The need for LATM usually arises from:

- an intent to reduce traffic-related problems
- orderly traffic planning and management
- a need to modify transport behaviour
- a desire to improve the community space

The study process for the LATM study is illustrated in Figure 1.



Figure 1: LATM study process

2.2 Community consultation

Community consultation is an important step in the development of a LATM plan, as it ensures that the study captures the everyday traffic and safety concerns faced by the residents within the study area and ensures the suggested solutions reflect the community needs. Community input is taken into consideration throughout the study process as listed below:

- **Community circular:** a community circular was distributed by council to all properties in the study area, requesting residents to complete a questionnaire survey on traffic problems in their streets and local area. The questionnaire was distributed on 16 October and was open for feedback until 19 November.
- **Public meeting:** the initial public meeting was held on Thursday 6 November 2025, to inform the residents of the LATM study, outline the study process and also provide the residents with the opportunity to discuss traffic issues in the area.
- **Selection of the Resident Traffic Committee (RTC):** residents were invited to join the RTC, as representatives of the study area.
- **The first RTC meeting:** was held on 9 December. Issues identified through a review of the existing conditions including the existing traffic management devices, traffic survey data, crash survey data and community circular feedback were presented to the RTC, to gain assistance in identifying and prioritising the issues.
- **The second RTC meeting:** will be held to discuss the suggested traffic management options. A plan of the proposed treatments and locations will be presented, and the RTC will be informed on the technical details, advantages and disadvantages of each traffic management option, to ensure each option addresses the traffic safety concerns of the residents.
- **The second community circular:** the draft LATM plan will be distributed among the residents within the study area, for feedback.
- **The third RTC meeting:** a third RTC meeting will be held to discuss the community response to the proposed LATM plan. The LATM plan will be finalised incorporating the feedback received from the final RTC meeting.

3 Background Information

3.1 LATM Policy

To ensure council funds are allocated to the areas most in need of treatment, Frankston City Council compiles a priority listing of streets within the municipality. Each street is ranked according to several factors including 85th percentile speed, crash history, abutting land use and traffic volumes.

On this basis, each street is assigned to a Local Area Traffic Management (LATM) precinct. This priority listing is continuously updated, and Council undertakes between 1-2 LATM studies each year, depending on budget, in the highest ranked precincts.

These LATM studies aim to:

- discourage through-traffic from using the local area
- improve the safety of local streets for all road users (including pedestrians and cyclists) by reducing traffic speeds
- reduce the potential for crashes within the precinct
- address the traffic concerns of the community whilst maintaining good levels of accessibility for residents, local businesses and emergency services
- maximise the benefits to the community of available funding, by giving priority to locations with severe crash histories and the greatest level of community concern.

3.2 Council Documents

3.2.1 Frankston City Council – Bike Riding Strategy

The Frankston City Council Bike Riding Strategy was developed to guide the delivery of bicycle infrastructure and encourage bike riding across the municipality.

The strategy intends to increase bike riding in Frankston City by:

- creating a network of safe and connected bike lanes and paths
- promoting safe bike riding behaviours in the community

Through community consultation, issues that discourage bike riding were identified:

- lack of bicycle lanes and shared paths
- parked cars in bicycle lanes making it unsafe for cycling
- lack of bicycle parking infrastructure in public spaces

The strategy further details Council's plan to develop a connected bicycle network around Frankston City, that will connect communities to key destinations such as shops, schools and train stations, and provide opportunities for recreational riding.

The strategy also contains an action plan developed to guide council in the delivery of bicycle infrastructure, advocacy and education initiatives to encourage bike riding over the next 15 years.

3.2.2 Frankston Integrated Transport Strategy 2022 – 2024

Frankston Integrated Transport Strategy (ITS) acts as the council's blueprint for guiding transport planning and decision-making over the next 20 years. It highlights the current travel patterns of the community, a set of targets and actions designed to respond to the community's concerns and expectations towards transport and accessibility.

The ITS lists a set of targets designed to help council achieve its long-term vision of developing a transport system that will support a safe, sustainable and inclusive city that enables everyone to participate in the community and economy:

- Emission target: achieving net zero emissions by 2050, with an interim target of 50% reduction in transport emissions by 2030.
- Road safety target: eliminating fatalities and lifelong injuries on council roads by 2040.
- Access target: infrastructure improvements that will support the implementation of 20-minute neighbourhoods across Frankston.
- Mode share target: current data shows that about 83% of all trips in Frankston are by car. If the mode share remains the same, 15,000 extra car trips can be expected on Frankston's roads by 2041. Achieving the sustainable scenario targets of 5% public transport, 10% bicycle and 20% walking will reduce the car trips by 17%.

Council has identified the following upgrades to the transport network, that will improve overall mobility and accessibility within Frankston:

- Implement EV charging roadmap project
- Capitalise on major transport projects
- Real-time car parking information systems
- Improved integration of the train stations with the wider transport network
- Create high quality walking and cycling networks connecting the community together
- Monitoring and acting on emerging transport technology
- Create a coherent and safe cycling network
- Make walking and cycling to school the preferred choice in Frankston.

3.2.3 Frankston City Council - Paths Development Plan 2020

The Frankston City Council Paths Development Plan was developed to assist council identify and prioritise paths projects in order to program, fund and complete Frankston's pathway network.

The Paths Development Plan assists in planning, constructing and maintaining pathways throughout the city, and includes:

- A comprehensive list of potential pathway projects for delivery
- A methodology for ranking projects located in roads and streets, considering their relative benefits
- Identifies access paths in nature and recreational reserves for including in reserve development and management plans.

Incorporating these into the plan provides council with a systematic basis for:

- Responding to community requests for new paths
- Allocating funding for paths projects in annual budgets
- Seeking federal and state government funding for projects
- Coordinating with the planning of other paths that may be provided in the course of private, government or council developments
- Maintaining the existing pathway network.

3.2.4 Frankston City Council - Road Safety Strategy and Action Plan 2025 – 2030

Frankston City Council Road Safety Strategy identifies the number of crashes within the City of Frankston and details the actions taken to reach the target of halving fatalities and serious injuries related to road accidents by 2030 and eventually eliminating the risk of fatalities and lifelong injuries by 2040.

The action plan is built upon The Safe System approach, which addresses 4 main elements of road safety:

- Safe roads and paths
- Safe speeds
- Safe people
- Safe vehicles

The Safe System approach places responsibility on those designing and operating the transport system to ensure that the system is safe.

The action plan further describes the approaches and initiatives undertaken to ensure the safety of the road users, including infrastructure treatments, road safety programs and safer vehicle training programs.

LATM studies are among one of the strategic approaches undertaken to improve the safety of the local transport network.

3.2.5 Frankston City Council – Contributory Schemes Policy 2019

Frankston City Council Contributory Schemes Policy includes a priority list of unconstructed road infrastructure on the basis of ranking factors including road hierarchy, condition, traffic frequency, safety and maintenance.

3.3 Asset transfer

Ownership and maintenance of most road related infrastructure in Sandhurst Estate was transferred by Sandhurst Club to Frankston City Council in 2024.

As part of the transfer, council is now responsible for maintaining:

- asphalt roads
- road pavements
- side entry pits and grated pits accepting roadway stormwater
- kerb and channel
- local area traffic management devices (roundabouts, traffic islands, coloured or textured road treatment)
- road lighting, lamps, luminaire and mounting brackets
- street signs, regulatory, warning and road signage and linemarking

Sandhurst Club will continue to be responsible for maintaining:

- footpaths, shared paths and lighting on footpaths and walking tracks
- nature strips
- swale drains and lake system, sediment basin, bio retention swale drains
- stormwater drainage pipes and stormwater drainage pits not taking water off the roadway
- parks, gardens, playgrounds and open space infrastructure

- street trees and vegetation
- vehicular crossovers and common property accessways
- decorative lighting
- street names / directional signs on Sandhurst branded blades and poles
- off-street car parks
- CCTV cameras and associated poles.

Figure 2 shows the road ownership status of the Sandhurst precinct.

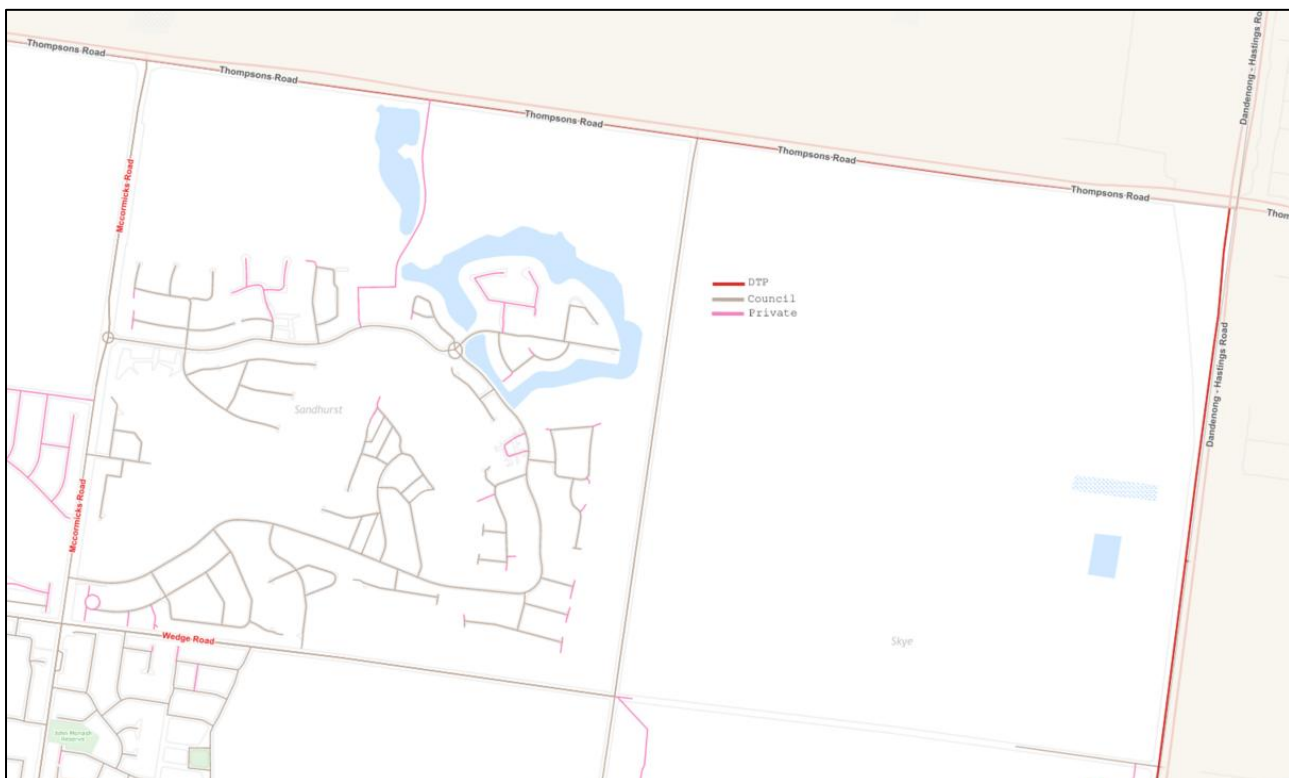


Figure 2: Sandhurst precinct road ownership

4 Study Area

Sandhurst is located 37 km south-east of Melbourne CBD and is situated within the City of Frankston local government area.

The study area comprises approximately 532.8 ha and mostly consists of residential properties, in addition to the Sandhurst Golf Club.

The study area is bound by Thompsons Road to the north, Western Port Highway to the east, Wedge Road to the south and McCormicks Road to the west, as shown in Figure 3.

Thompsons Road and Western Port Highway are arterial roads managed by Department of Transport and Planning (DTP), while McCormicks Road and Wedge Road are major roads managed by council.

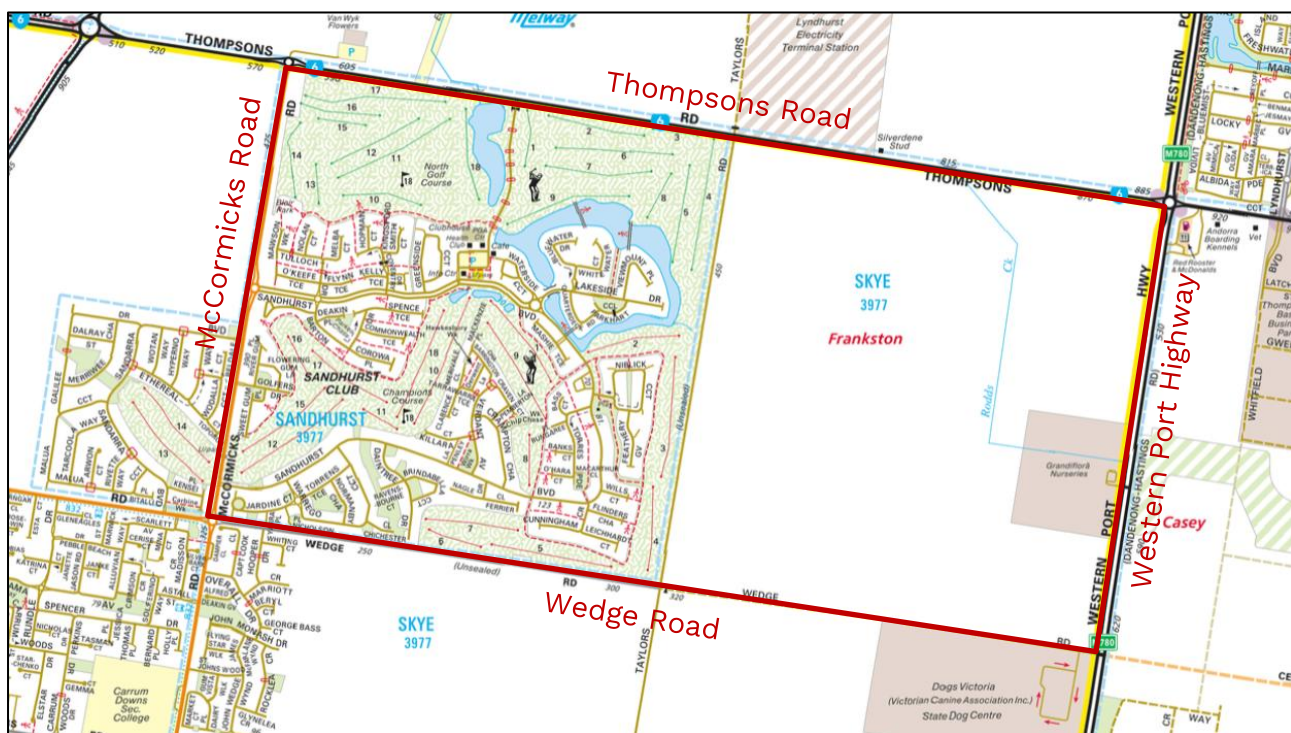


Figure 3: Study area (Source: Melways)

Figure 4 shows an aerial photograph of the study area.



Figure 4: Aerial photograph of the study area (Source: Nearmap reproduced under licence to Trafficworks)

Figure 5 shows zoning for the study area.

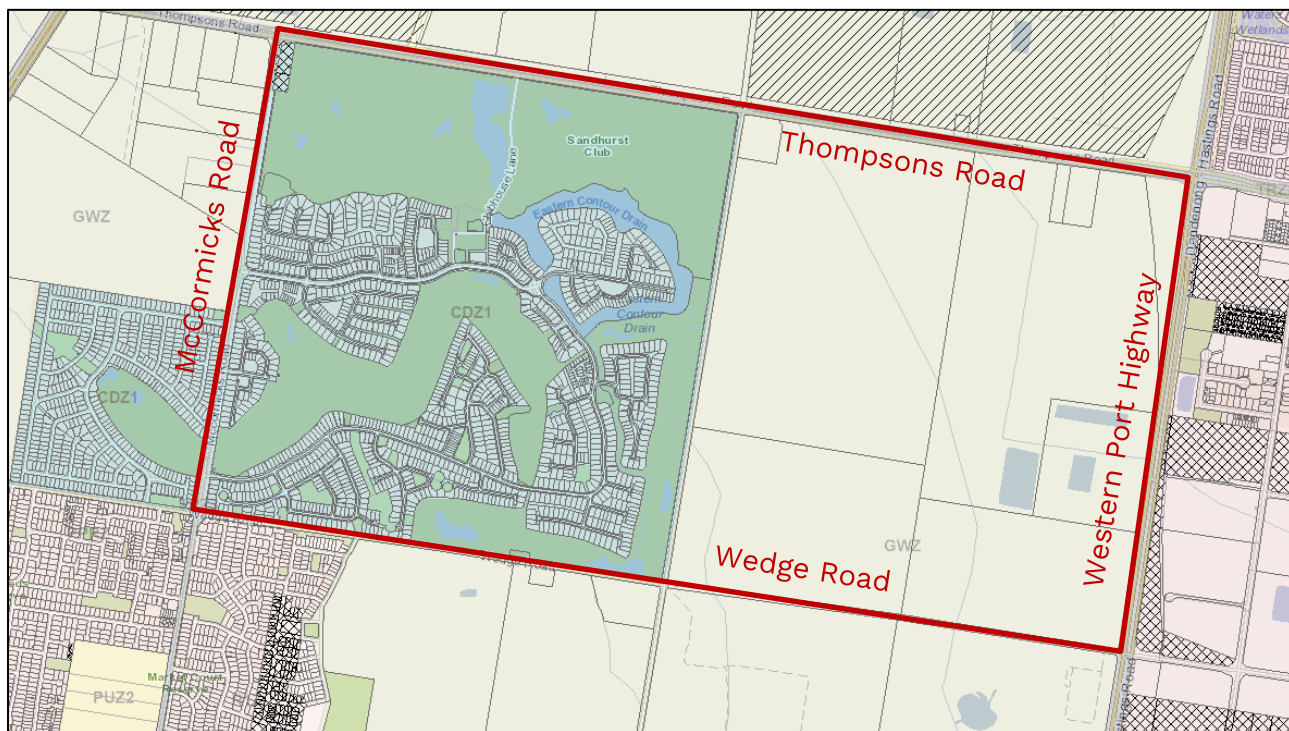


Figure 5: Zoning plan (Source: Vicplan website)

4.1 Public transport

The public transport routes operating in the study area are summarised in Table 1.

Table 1: Public transport options available within the study area

Route number	Route description	Closest stop
Bus route 832	Frankston - Carrum Downs via Kananook and McCormicks Road	McCormicks Road / Sandarra Boulevard intersection
Bus route 833	Frankston Station - Carrum Station via Carrum Downs	McCormicks Road / Wedge Road intersection

4.2 Existing traffic management

The existing traffic management treatments in the area include:

- Pedestrian crossings at:
 - Clubhouse Lane
 - Sandhurst Boulevard
- Road hump at:
 - Greenside Circuit
- Roundabouts at the following intersections:
 - Warrego Circuit / Jardine Court / Torrens Terrace
 - Sandhurst Boulevard / Tulloch Drive / Barton Drive
 - Sandhurst Boulevard / Lakeside Drive / Waterside Circuit
 - McCormicks Road / Sandhurst Boulevard
 - McCormicks Road / Wedge Road
- Threshold treatments at the following intersections:
 - Warrego Circuit / Sandhurst Boulevard
 - Chichester Close / Warrego Circuit
 - Torrens Terrace / Normanby Chase
 - Warrego Circuit / Normanby Chase
 - Brindabella Circuit / Daintree Drive

- Ravensbourne Court / Brindabella Circuit
- Daintree Drive / Sandhurst Boulevard
- Ferrier Close / Nagle Drive
- Verdant Avenue / Sandhurst Boulevard
- Nagle Drive / Sandhurst Boulevard
- Crampton Chase / Sandhurst Boulevard
- Leichhardt Court / Cunningham Crescent
- Flinders Chase / Cunningham Crescent
- Cunningham Crescent / Sandhurst Boulevard
- Wills Court / Sandhurst Boulevard
- Torres Parade / Sandhurst Boulevard
- Bass Court / Torres Parade
- Lexington Square / Sandhurst Boulevard
- Bluewater Drive / Lakeside Drive
- Lakeside Drive/ Quarterdeck Road
- Lakeside Drive / Viewmount Place
- Tulloch Drive / Flynn Terrace
- Tulloch Drive / O’Keefe Terrace
- Tulloch Drive / Melba Court
- Tulloch Drive / Nolan Court
- Tulloch Drive / Mawson Walk

The existing traffic management treatments are shown in Figure 6.



Figure 6: Existing traffic management treatments

4.3 Crash history

The Victorian road crash database details all reported crashes on roads throughout Victoria. The categories of crash severity are defined as follows:

- **Fatal:** a road crash where at least one person involved died within 30 days of the crash as a result of the injuries sustained
- **Serious injury:** a road crash where at least one person involved was admitted to hospital as a result of injuries sustained
- **Other injury:** a road crash where at least one person involved was given medical treatment for injuries sustained in the crash

An assessment of the crash history for the study area was undertaken by analysing the available crash data for the past 5 years i.e. 01/11/2020 – 01/11/2025.

A breakdown of the crashes is as follows:

- A total of 11 ‘serious injury’ crashes occurred within the study area including:
 - 2 in Sandhurst Boulevard
 - 2 in Wedge Road
 - 3 in McCormicks Road
- A total of 34 ‘other injury’ crashes occurred within the study area including:
 - 1 in Sandhurst Boulevard
 - 2 in Wedge Road
 - 4 in McCormicks Road

Figure 7 summarises the crashes in the study area within the last 5 years.



Figure 7: Road crash data

4.4 Traffic survey information

Traffic volumes and speed surveys were commissioned by council in the study area and are summarised in Table 2.

Table 2: Traffic survey data

Location	Date	Speed zone (km/hr)	Weekday average 2-way traffic volume (veh/day)	Weekend average 2-way traffic volume (veh/day)	85 th %ile speed (km/hr)	Heavy vehicle %
Sandhurst Boulevard (outside property 231)	26/11/2025 – 3/12/2025	50	3,787	3,507	49.4	6.8%
Sandhurst Boulevard (outside property 165)	26/11/2025 – 3/12/2025	50	2,280	2,126	50.2	5.2%
Sandhurst Boulevard (outside property 115)	26/11/2025 – 3/12/2025	50	1,287	1,174	45.2	3.2%
Sandhurst Boulevard (20m north of Mashie Terrace)	26/11/2025 – 3/12/2025	50	1,792	1,654	48.9	6.9%
Sandhurst Boulevard (100m north of Lakeside Drive)	26/11/2025 – 3/12/2025	50	2,834	2,625	51.8	9.3%
Sandhurst Boulevard (50m east of Greenside Circuit)	26/11/2025 – 3/12/2025	50	3,512	3,078	53.6	12.2%
Clubhouse Lane	26/11/2025 – 3/12/2025	50	284	267	31.4	8.4%
McCormicks Road (outside property 465)	20/6/2022 – 27/6/2022	80	12,830	9,463	68.6	4.5%
McCormicks Road (south of Wedge Road)	10/6/2025 – 17/6/2025	60	10,645	8,264	60.1	4%

Location	Date	Speed zone (km/hr)	Weekday average 2-way traffic volume (veh/day)	Weekend average 2-way traffic volume (veh/day)	85 th %ile speed (km/hr)	Heavy vehicle %
McCormicks Road (outside property 455)	10/6/2025 – 17/6/2025	80	12,128	10,027	68.6	2.3%
Sandhurst Boulevard (100m east of McCormicks Drive)	21/7/2025 – 28/7/2025	50	4,617	3,917	52.4	6.5%
Taylor's Road (south of Wedge Road)	22/8/2025 – 29/8/2025	60	132	76	63.6	27.2%
Taylor's Road (south of property 237)	22/8/2025 – 29/8/2025	60	40	21	44.9	31%
Wedge Road (outside property 250A)	22/8/2025 – 29/8/2025	60	282	222	60.9	22%
Wedge Road (east of Seaberry Prom)	22/8/2025 – 29/8/2025	60	150	91	67.9	25%

The local streets experiencing 85th percentile speeds above the urban default 50 km/h limit include:

- Sandhurst Boulevard (100m north of Lakeside Drive)
- Sandhurst Boulevard (50m east of Greenside Circuit)
- Sandhurst Boulevard (100m east of McCormicks Drive).

The traffic survey data is summarised in Figure 8.



Figure 8: Traffic survey data (7-day average traffic volume, 85th %ile speed)

5 Resident Feedback

5.1 Community circular #1

A community circular was distributed among the residents to seek their views on a range of traffic issues pertaining to the study area, including:

- traffic speed
- traffic volume
- truck traffic
- pedestrian facilities / safety
- bicycle facilities / safety
- irresponsible driving

The circular was distributed among the residents on 16 October 2025 and was open for responses until 19 November 2025.

Through the questionnaire, residents were given the opportunity to provide more detailed feedback on any traffic safety issues pertaining to their streets or any traffic safety issues they have encountered whilst walking, cycling or driving within the study area.

An online mapping survey was also conducted, which provided the opportunity for the community to pinpoint issues on a map and provide comments.

5.1.1 Number of responses

A total of 116 responses were received in response to the circular, representing a response rate of 11%.

Table 3 summarises the no. of responses received from residents in relation to the street they live on, and the percentage of responses received from each street.

Table 3: Questionnaire responses

Street Name	No. of responses	% of total responses	Approx. no. of properties in the street	% of street responding
Bass Court	1	1%	8	13%
Bluewater Drive	1	2%	23	4%
Brindabella Court	2	1%	14	14%
Commonwealth Terrace	2	2%	20	10%

Street Name	No. of responses	% of total responses	Approx. no. of properties in the street	% of street responding
Corowa Place	1	2%	20	5%
Coventry Drive	2	2%	16	13%
Crampton Chase	2	3%	30	7%
Cunningham Crescent	2	2%	22	9%
Daintree Drive	4	3%	27	15%
Feathery Grove	3	3%	28	11%
Ferrier Close	4	2%	18	22%
Flinders Chase	1	2%	17	6%
Flowering Gum Lane	2	2%	16	13%
Flynn Terrace	1	2%	17	6%
Greenside Circuit	3	5%	46	4%
Jardine Circuit	1	2%	24	4%
Killara Court	3	1%	14	21%
Kingsford Smith Court	1	2%	18	6%
Lakeside Drive	1	3%	30	3%
Leichhardt Court	1	2%	20	5%
Lexington Square	1	2%	17	6%
Mawson Walk	3	1%	9	33%
Melba Court	1	2%	17	6%
Merivale Close	1	1%	7	14%
Nagle Drive	1	1%	13	8%
Niblick Circuit	5	4%	43	12%
Nolan Court	2	1%	13	15%

Street Name	No. of responses	% of total responses	Approx. no. of properties in the street	% of street responding
O'Hara Court	2	1%	9	22%
O'Keefe Terrace	1	2%	24	4%
Parkhart Circle	1	1%	11	0%
Penley Lane	1	1%	10	10%
Quarterdeck Road	3	2%	20	15%
Rivergum Place	3	2%	16	19%
Sandhurst Boulevard	24	17%	165	15%
Spence Terrace	2	3%	26	8%
Sweet Gum Place	2	2%	21	10%
Verdant Avenue	1	2%	21	5%
Viewmount Place	2	2%	23	9%
Warrego Circuit	8	6%	56	14%
Waterside Circuit	1	3%	33	3%
Wills Court	1	1%	12	8%
Yarra Place	1	1%	5	20%
Total	105	-	999*	11%

*An estimate based on aerial photography

In addition to the streets they live on, the residents also provided responses relating to issues within the major roads surrounding the study area, which are summarised in Table 4.

Table 4: Questionnaire survey response

Location of issue	No. of responses
Wedge Road	4
McCormicks Road	13
Sandhurst boulevard	40
Thompsons Road	9

Location of issue	No. of responses
Taylor's Road	1
Total	67

5.1.2 Traffic issues identified through the community circular

A summary of main traffic issues identified through the community circular is listed in Table 5.

Table 5: Traffic issues identified, and solutions suggested by the community

Location	Traffic issues / suggestions
Wedge Road	
Issues identified by the community	— Vehicle speeds (4 responses) — Irresponsible driving (1 response) — Truck traffic causing dust (2 responses) — Noise (1 response) — Rubbish dumping (1 response)
Solutions suggested by the community	— Installing chicanes — Installing 'local traffic only' signs — Installing speed limit signs — Enforcement of the existing rules
McCormicks Road	
Issues identified by the community	— High traffic volumes (9 responses) — High traffic speed (5 responses) — Motor bikes driving at high speed (1 response) — Irresponsible driving (2 responses) — Vehicles using McCormicks Road as a through road to bypass Thompsons Road (2 responses) — Vehicles using McCormicks Road as a through road to bypass Dandenong-Frankston Road (2 responses) — High trees along McCormicks Road blocking view of the traffic turning onto Sandhurst Boulevard (1 response) — Lack of pedestrian crossing facilities (1 response)

Location	Traffic issues / suggestions
Solutions suggested by the community	- Construct Taylors Road between Thompsons Road and Wedge Road, as an alternative road for McCormicks Road - Add more traffic lanes - Widen the existing traffic lanes - Install a roundabout at the McCormicks Road / Sandhurst Boulevard southern intersection
Sandhurst Boulevard	
Issues identified by the community	- Traffic speed (42 responses) - Traffic volume (17 responses) - Truck traffic (5 responses) - Parking issues (25 responses) - Pedestrian facilities / safety (16 responses) - Bicycle facilities / safety (9 responses) - Irresponsible driving (23 responses) - Parking on the nature strip (1 response) - Parked cars on both sides of the road causing congestion (19 responses) - Vehicles parking on the corners and bends of the road (3 responses) - Vehicles parking opposite driveways, restricting movement for cars entering or exiting the driveways (2 responses) - Inadequate parking spaces within the Boulevard (4 responses) - Christmas lights displays and Halloween events increasing traffic volumes and causing traffic congestion (5 responses) - The landscape within the Sandhurst Boulevard / Tulloch Drive / Barton Drive roundabout is too high, blocking view of oncoming traffic - Electric scooters, bicycles and golf carts speeding on footpaths (3 responses)
Solutions suggested by the community	- Implement a one-way traffic system from the southern entrance of the Sandhurst Boulevard up to the Lakeside Drive/ Sandhurst Boulevard roundabout - Implement parking and speeding monitoring - Provide more parking spaces for residents - Install speed humps

Location	Traffic issues / suggestions
	— Install speed limit signs — Encourage residents to park in their garages — Install speed cameras — Install a roundabout at the McCormicks Road / Sandhurst Boulevard southern intersection — Enforce parking restrictions — Enforce speed limits — Implement off-street parking spaces on nature strips — Install stop /give way signs — Implement illuminated pedestrian crossings — Implement traffic flow support / traffic management during the Christmas and Halloween events — Restrict parking to one side of the road — Reduce the speed limit from 50 km/h to 40 km/h — Install traffic humps between McCormicks Road to Club House — Implement more visible and well-lit pedestrian crossings — Install flashing warning signs at pedestrian crossings — Implement linemarkings on the road — Install signs to warn drivers about wildlife — Restrict parking during daylight — Restrict non-resident parking — Construct and maintain footpaths — Restrict parking opposite driveways — Install raised pedestrian crossings near the childcare centre / clubhouse — Implement a one-way traffic configuration during Christmas light / Halloween events, and engage traffic officers to direct traffic — Implement off-street parking on the nature strip to reduce the flow blockage caused by on-street parking — Restrict parking during morning and evening peak times
Thompsons Road	
Issues identified by the community	— High vehicle speeds (5 responses) — High traffic volumes (6 responses)

Location	Traffic issues / suggestions
	- Motorbikes driving at high speeds (2 responses) - Irresponsible driving (1 response) - Noise (1 response) - Dumped rubbish and overgrown vegetation at the shared path (1 response)
Solutions suggested by the community	- Add more traffic lanes - Install speed cameras - Install sound barriers - Clean the shared path by cutting vegetation and cleaning dumped rubbish - Implement lighting along shared path
Bass Court	
Issues identified by the community	Parking issues (1 response)
Brindabella Circuit	
Issues identified by the community	- Traffic speed (1 response) - Traffic volume (1 response) - Truck traffic (1 response) - Parking issues (1 response) - Irresponsible driving (2 responses)
Solutions suggested by the community	Implement a one-way road system
Commonwealth Terrace	
Issues identified by the community	Parking issues (1 response)
Solutions suggested by the community	Encourage residents to park vehicles within garages
Corowa Place	
Issues identified by the community	Parking issues (1 response)

Location	Traffic issues / suggestions
Coventry Drive	
Issues identified by the community	— Parking issues (1 response) — Cars parked at the entrance to Coventry Drive causing safety issues for cars entering and leaving Coventry Drive
Crampton Chase	
Issues identified by the community	— Traffic speed (2 responses) — Traffic volume (1 response) — Truck traffic (1 response) — Parking issues (2 responses) — Pedestrian facilities / safety (1 response) — Bicycle facilities / safety (2 responses) — Irresponsible driving (2 responses)
Cunningham Crescent	
Issues identified by the community	— Traffic speed (2 responses) — Traffic volume (1 response) — Truck traffic (1 response) — Parking issues (1 response) — Pedestrian facilities / safety (1 response) — Bicycle facilities / safety (1 response) — Irresponsible driving (2 responses)
Solutions suggested by the community	— Install more parking bays — Restrict parking on narrow roads
Daintree Drive	
Issues identified by the community	— Traffic speed (3 responses) — Traffic volume (2 responses) — Parking issues (3 responses) — Pedestrian facilities / safety (1 response) — Bicycle facilities / safety (1 response)

Location	Traffic issues / suggestions
	— Parking of cars on Sandhurst Boulevard, opposite the Daintree Drive entrance, causing safety issues for cars entering and exiting Daintree Drive
Solutions suggested by the community	— Encourage residents to park cars in their garages — Enforce no parking at T-intersections
Feathery Grove	
Issues identified by the community	— Traffic speed (1 response) — Parking issues (2 responses) — Pedestrian facilities / safety (1 response)
Solutions suggested by the community	— Reduce the size of nature strips to provide more parking spaces — Lower the speed limit from 50 km/h to 40 km/h
Ferrier Close	
Issues identified by the community	— Parking issues (3 responses) — Pedestrian facilities / safety (1 response) — Bicycle facilities / safety (1 response)
Solutions suggested by the community	— Provide parking bays on nature strips — Enforce parking restrictions
Flinders Chase	
Issues identified by the community	— Parking issues (2 responses) — Residents parking in front of their neighbours' property
Solutions suggested by the community	— Encourage residents to minimise on-street parking on bin collection days to reduce congestion and allow for bin trucks to pass through
Flowering Gum Lane	
Issues identified by the community	— Parking issues (2 responses)
Solutions suggested by the community	— Encourage residents to leave enough space for emergency vehicles to pass through when parking
Flynn Terrace	

Location	Traffic issues / suggestions
Issues identified by the community	Irresponsible driving (1 response)
Solutions suggested by the community	Install speed humps
Greenside Circuit	
Issues identified by the community	- Parking issues (3 responses) - Cars parking opposite the Sandhurst Boulevard / Greenside Circuit intersection - Cars parking on the footpath
Solutions suggested by the community	Restrict parking on the median strips, near junctions and side road access points
Jardine Circuit	
Issues identified by the community	Parking issues (1 response)
Solutions suggested by the community	Provide more parking spaces
Killara Court	
Issues identified by the community	Parking issues (1 response)
Kingsford Smith Court	
Issues identified by the community	Parking issues (1 response)
Solutions suggested by the community	Provide parking bays on the nature strip
Lakeside Drive	
Issues identified by the community	- Traffic speed (1 response) - Parking issues (1 response) - Pooling of water on the road

Location	Traffic issues / suggestions
	— The landscaping on Lakeside Drive / Sandhurst Boulevard / Waterside Circuit roundabout obstruct view of the oncoming traffic
Solutions suggested by the community	— Implement a better drainage system — Convert nature strip into a parking area — Install signage at the roundabout at Lakeside Drive / Sandhurst Boulevard / Waterside Circuit
Leichhardt Court	
Issues identified by the community	— Traffic speed (1 response) — Truck traffic (1 response) — Parking issues (1 response) — Pedestrian facilities / safety (1 response) — Bicycle facilities / safety (1 response) — Irresponsible driving (1 response)
Solutions suggested by the community	— Install stop / give way signs — Introduce parking management — Implement an improved lighting system at the existing pedestrian crossings — Implement speed humps and chicanes to slow traffic speeds — Restrict the driving of unregistered golf carts on roads
Lexington Square	
Issues identified by the community	— Parking issues (1 response)
Solutions suggested by the community	— Add parking bays on nature strips
Mawson Walk	
Issues identified by the community	— Parking issues (2 responses) — Parked cars blocking off driveways and restricting visibility for drivers exiting driveways
Solutions suggested by the community	— Implement time restricted parking — Restrict parking on nature strips and front lawns

Location	Traffic issues / suggestions
Melba Court	
Issues identified by the community	— Parking issues (1 response)
Solutions suggested by the community	— Restrict parking to one side of the court
Merivale Close	
Issues identified by the community	— Parking issues (1 response)
Nagle Drive	
Issues identified by the community	— Parking issues (1 response)
Solutions suggested by the community	— Allow residents to widen the driveways, especially residences with double garages — Provide more parking spaces on the nature strip
Niblick Circuit	
Issues identified by the community	— Traffic speed (2 responses) — Traffic volume (2 responses) — Parking issues (5 responses) — Pedestrian facilities / safety (3 responses) — Bicycle facilities / safety (1 response)
Solutions suggested by the community	— Allow parking on the nature strips — Implement speed humps — Provide indented parking bays — More parking spaces at the Niblick Circuit playground — Install 'for residents only' signs at the Niblick Circuit playground
Nolan Court	
Issues identified by the community	— Traffic volume (1 response) — Parking issues (2 responses)

Location	Traffic issues / suggestions
Solutions suggested by the community	— Provide reserved parking spaces for each residence
O'Hara Court	
Issues identified by the community	— Parking issues (2 responses)
Solutions suggested by the community	— Provide parking bays on the nature strips — Restrict parking opposite driveways
O'Keefe Terrace	
Issues identified by the community	— Parking issues (1 response)
Solutions suggested by the community	— Allow parking on the nature strips
Parkhart Circle	
Issues identified by the community	— Parking issues (1 response)
Penley Lane	
Issues identified by the community	— Traffic speed (1 response) — Pedestrian facilities / safety (1 response) — Golf carts travelling at high speed
Solutions suggested by the community	— Install stop signs at both ends of the road — Install shared zone signs at both ends
Quarterdeck Road	
Issues identified by the community	— Traffic speed (1 response) — Traffic volume (1 response) — Truck traffic (1 response) — Parking issues (3 responses) — Irresponsible driving (1 response) — Residents parking cars on the side of the road reducing the trafficable width of the road

Location	Traffic issues / suggestions
Solutions suggested by the community	— Encourage residents to park cars in their garage
Rivergum Place	
Issues identified by the community	— Traffic speed (1 response) — Traffic volume (1 response) — Parking issues (2 responses) — Pedestrian facilities / safety (1 response) — Bicycle facilities / safety (1 response) — Parked cars obstructing driveways — Trees blocking street lighting at night — Insufficient parking spaces
Spence Terrace	
Issues identified by the community	— Traffic speed (1 response) — Truck traffic (1 response) — Parking issues (1 response) — Pedestrian facilities / safety (1 response) — Bicycle facilities / safety (1 response) — Irresponsible driving (1 response) — Parked vehicles obstructing driveways
Sweet Gum Place	
Issues identified by the community	— Parking issues (2 responses) — Irresponsible driving (2 responses) — Drivers using the nature strip and driveways to turnaround at the end of the road
Torres Parade	
Issues identified by the community	— Parking on nature strips
Solutions suggested by the community	— Enforcement of the parking rules

Location	Traffic issues / suggestions
Verdant Avenue	
Issues identified by the community	— Traffic speed (2 responses) — Parking issues (2 responses) — Pedestrian facilities / safety (1 response) — Cars driving at high speed, especially near parks and playgrounds — Poor visibility of oncoming traffic due to parked cars — Cars parked near driveway entrances, restricting view for drivers exiting the driveway
Solutions suggested by the community	— Restrict parking near driveway entrances
Viewmount Place	
Issues identified by the community	— Parking issues (1 response)
Solutions suggested by the community	— Reduce the size of nature strips and implement parking spaces
Warrego Circuit	
Issues identified by the community	— Traffic speed (3 responses) — Traffic volume (2 responses) — Parking issues (7 responses) — Pedestrian facilities / safety (1 response) — Irresponsible driving (2 responses) — Parking of cars at intersections and road bends — Parking of cars near driveway entrances obstructing the view for drivers exiting the driveway
Solutions suggested by the community	— Install a traffic mirror at the Sandhurst Boulevard / Warrego Circuit intersection to provide a clear view of oncoming traffic — Encourage drivers to park in their driveways — Widen driveways to allow parking of up to 2 cars — Restrict parking on nature strips — Discourage parking at the intersection of Warrego Circuit / Sandhurst Boulevard

Location	Traffic issues / suggestions
	— Provide more parking spaces on the nature strips
Waterside Circuit	
Issues identified by the community	— Traffic speed (1 response) — Parking issues (2 responses) — Cars parking on the nature strip
Solutions suggested by the community	— Install 'no parking' signs near road bends and on nature strips
Wills Court	
Issues identified by the community	— Traffic volume (1 response) — Parking issues (1 response) — Pedestrian facilities/ safety (1 response) — Bicycle facilities / safety (1 response) — Vehicles driving at high speed around road bends — Cars parking at the bend near Wills Court / Sandhurst Boulevard intersection (2 responses)
Solutions suggested by the community	— Provide parking on the nature strips
Yarra Place	
Issues identified by the community	— Traffic volume (1 response) — Parking issues (1 response)
All areas	
Issues identified by the community	— Parking issues (1 response) — Traffic speed (1 response) — Dangerous driving of golf carts on the roads (1 response) — Dangerous driving of electric scooters at high speeds on the roads and footpaths (1 response) — Uneven paths and inadequate lighting on the walking paths (1 response) — Dumped rubbish and overgrown vegetation at shared paths (1 response) — Vehicles speeding at pedestrian crossings

Location	Traffic issues / suggestions
	— Cars parked opposite each other blocking access for larger vehicles such as emergency vehicles and garbage trucks (1 response) — Missing footpaths (1 response) — Vehicles driving at high speed near parks and playgrounds (1 response) — Reduced visibility of on-coming traffic due to parked cars (1 response)
Solutions suggested by the community	— Reduce the speed limit from 50 km/h to 40 km/h — Ban the use of electric scooters — Construction and maintenance of footpaths — Install raised pedestrian crossings — Traffic management during the Christmas and Halloween times — Install chicanes and speed cameras — Improve lighting, reduce vegetation, install cameras at the walking paths — Make it mandatory for e-scooters, e-bikes and golf carts to use a bell to warn pedestrians

5.1.3 Summary of the main traffic issues identified by the community in response to the LATM circular

The community circular distributed among the residents gave the opportunity to identify the traffic issues they face on a day-to-day basis within their local community and also rate the issues as ‘major’, ‘minor’ or ‘no issue’ depending on their severity, which are summarised in Table 6.

Table 6: Main traffic issues identified through the community circular

Safety issue	Discussion								
Traffic speed	TRAFFIC SPEED <table border="1"> <thead> <tr> <th>Issue Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>No issue</td> <td>46%</td> </tr> <tr> <td>Minor issue</td> <td>28%</td> </tr> <tr> <td>Major issue</td> <td>26%</td> </tr> </tbody> </table> Figure 9: Traffic speed Traffic speed was identified to be a main concern within the study area with 54% of the responses raising it as an issue, with 26% rating it as a major concern. .	Issue Category	Percentage	No issue	46%	Minor issue	28%	Major issue	26%
Issue Category	Percentage								
No issue	46%								
Minor issue	28%								
Major issue	26%								
Traffic volume	TRAFFIC VOLUME <table border="1"> <thead> <tr> <th>Issue Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>No issue</td> <td>63%</td> </tr> <tr> <td>Minor issue</td> <td>21%</td> </tr> <tr> <td>Major issue</td> <td>16%</td> </tr> </tbody> </table> Figure 10: Traffic volume Traffic volume was generally identified to be a major issue for the major roads within the study area, such as McCormicks Road and Sandhurst Boulevard, but not within the local streets. 37% of the responses identified traffic volume as an issue within their local streets.	Issue Category	Percentage	No issue	63%	Minor issue	21%	Major issue	16%
Issue Category	Percentage								
No issue	63%								
Minor issue	21%								
Major issue	16%								

Safety issue

Discussion

Truck traffic

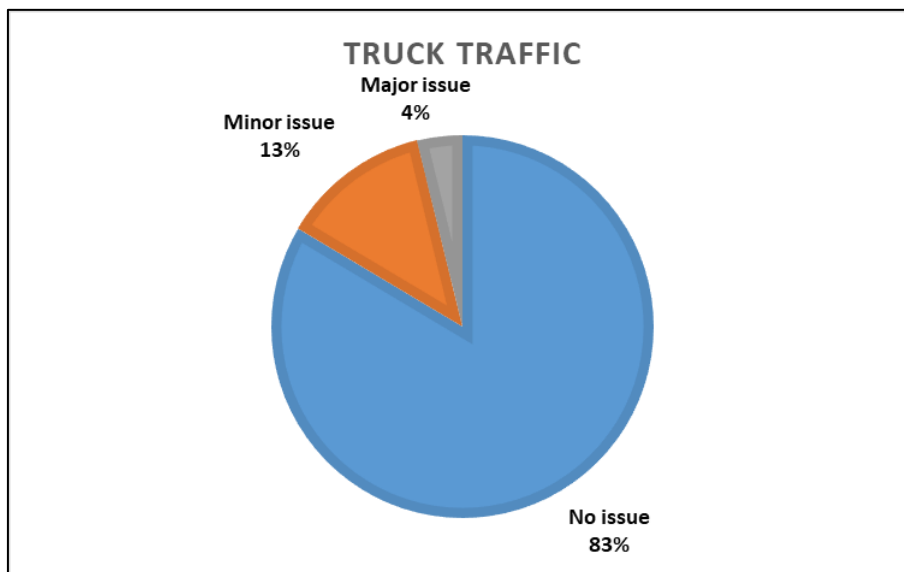


Figure 11: Truck traffic

Truck traffic was identified to be a major issue on Wedge Road, but generally not an issue within other streets of the study area. 17% of the community circular responses identified truck traffic as an issue within their local streets.

Parking issue

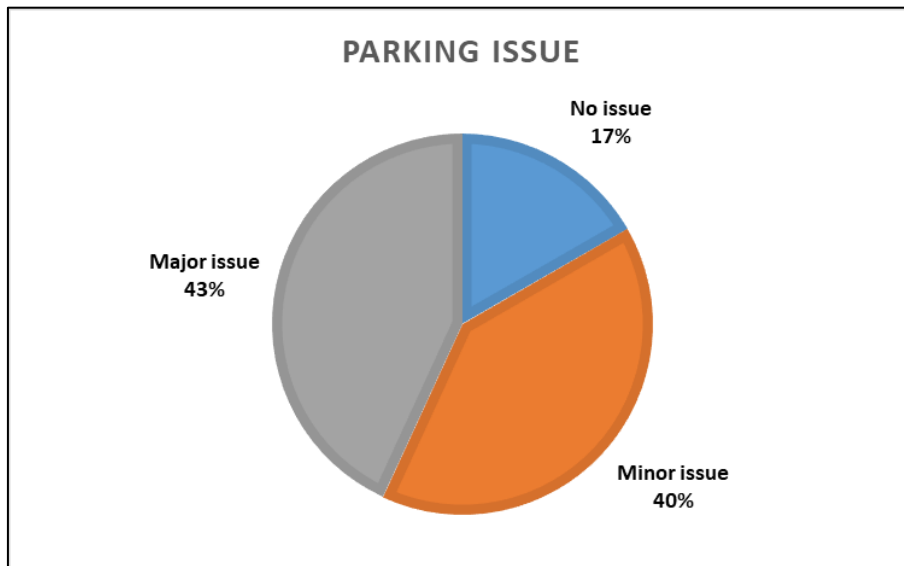


Figure 12: Parking issues

Parking was identified as a major issue throughout the study area, raised by 83% of the responses.

Safety issue

Discussion

Pedestrian facilities
/ safety

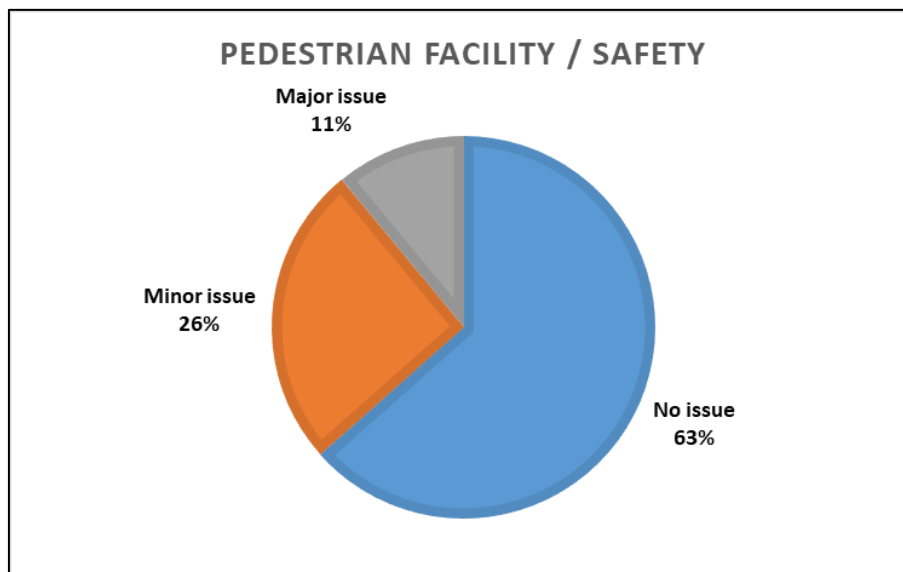


Figure 13: Pedestrian facility / safety

Pedestrian facilities / safety was identified as an issue by 37% of the responses.

Bicycle facilities /
safety

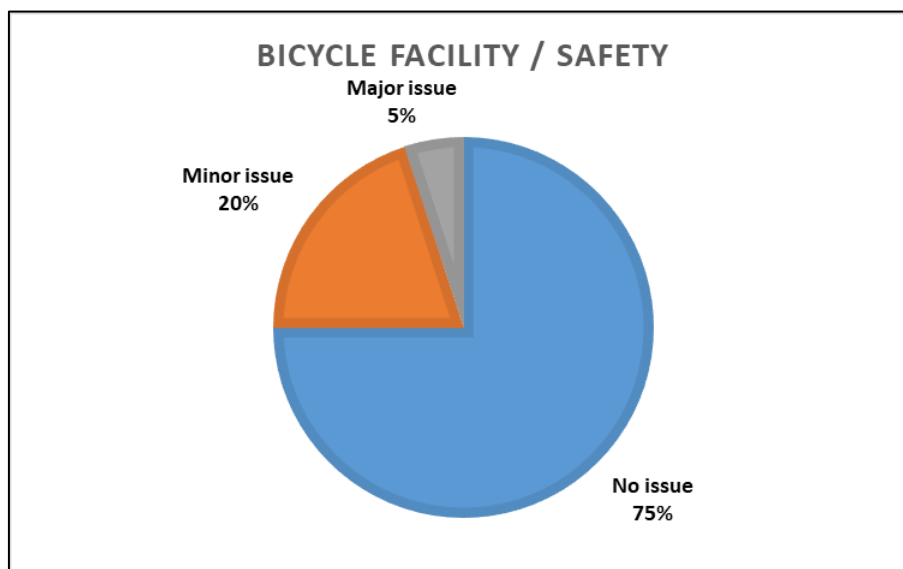


Figure 14: Bicycle facility / safety

Bicycle facilities / safety was identified as an issue by 25% of the responses.

Safety issue	Discussion
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Irresponsible driving

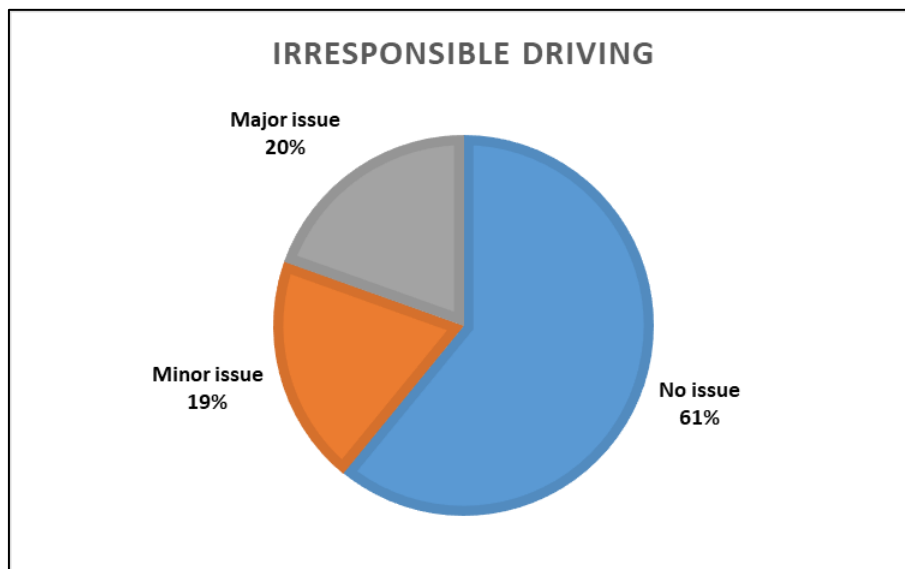


Figure 15: Irresponsible driving

Irresponsible driving was identified as an issue by 39% of the responses.

The circular also gave the community the opportunity to identify which times of the day the traffic issues take place, which is summarised in Table 7.

Table 7: Time period during which the traffic issues occur

Safety issue	Discussion
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Traffic speed

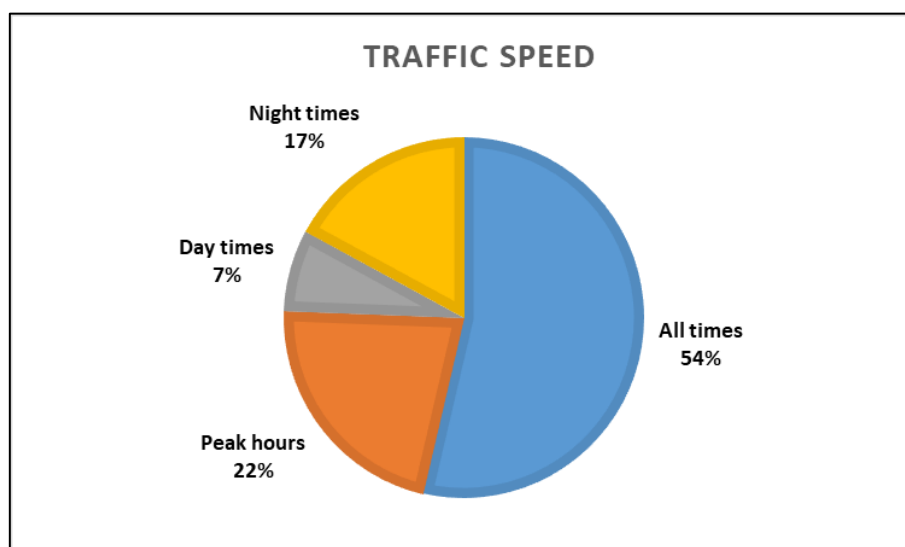


Figure 16: Traffic speed

Traffic speed was identified to be an issue that occurs at all times by 54% of the responses, whilst 22% indicated it occur during the commuter peak hours and 17% at night time.

Safety issue

Discussion

Traffic volume

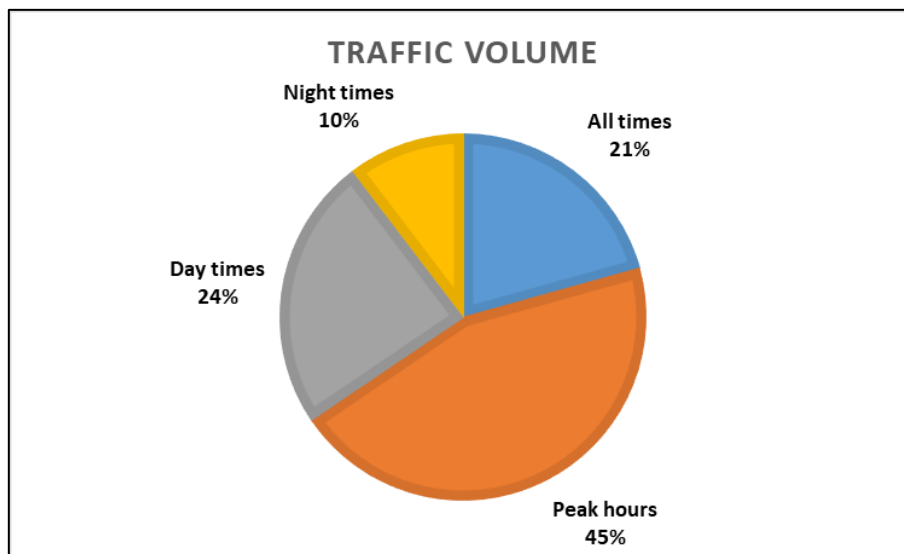


Figure 17: Traffic volume

Traffic volume was identified to be an issue during commuter peak hours by 45% of the responses. 24% of the responses indicated it occurs during day times and 21% indicated it occurs at all times.

Truck traffic

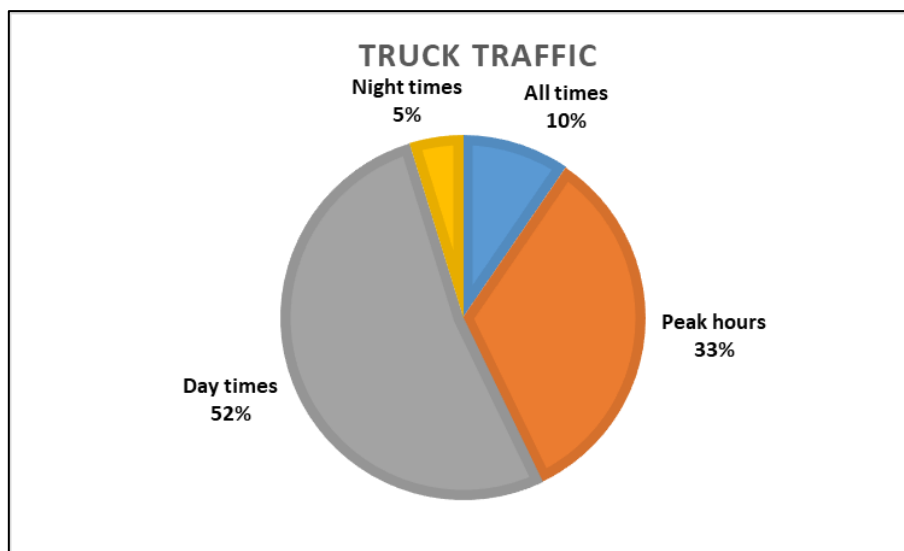


Figure 18: Truck traffic

52% of the responses indicated truck traffic to be an issue that occurs during day time, and 33% indicated it occurs during the peak hours.

Safety issue

Discussion

Parking issues

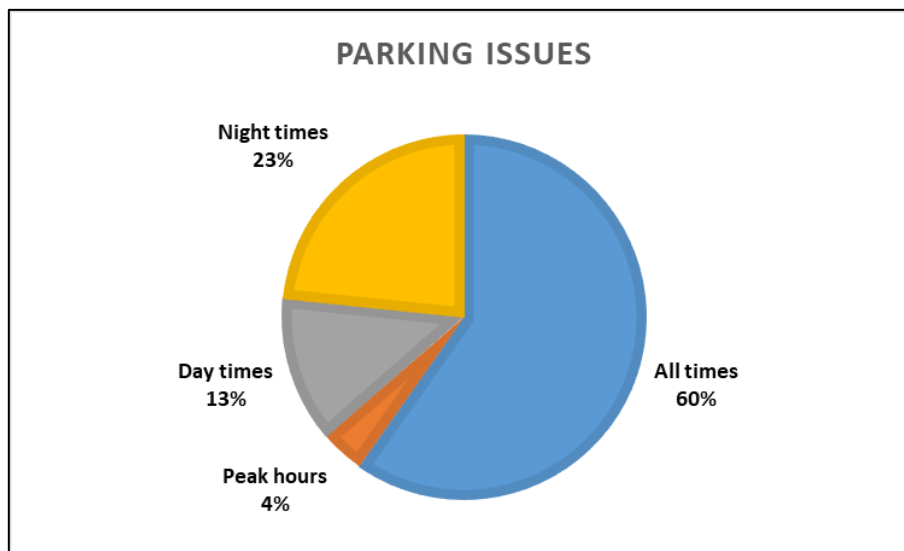


Figure 19: Parking issues

60% of the responses indicated parking to be an issue at all times, and 23% indicated it to be an issue during night times.

Pedestrian facilities / safety

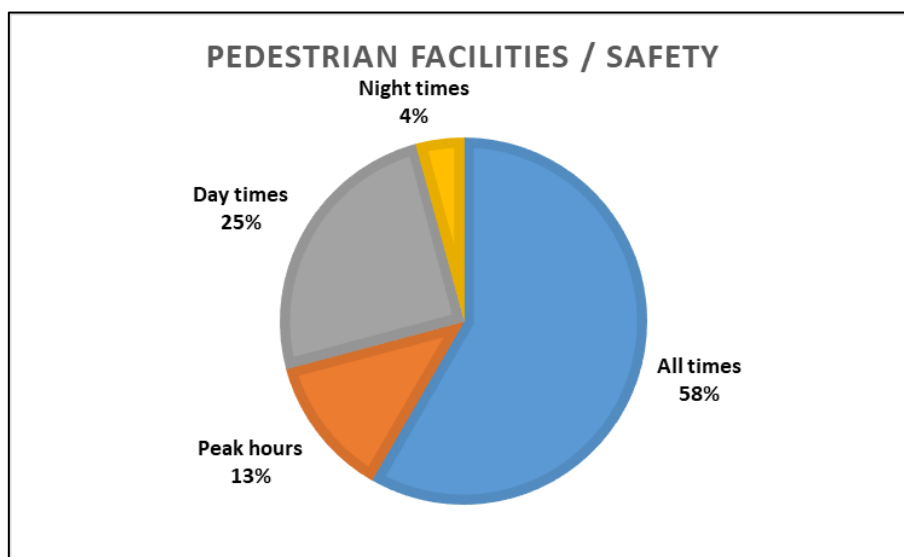


Figure 20: Pedestrian facility / safety

Pedestrian facilities / safety was identified to be an issue that occurs at all times by 58% of the survey responses, and 25% indicating it to be an issue during the day times.

Safety issue	Discussion
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Bicycle facilities / safety

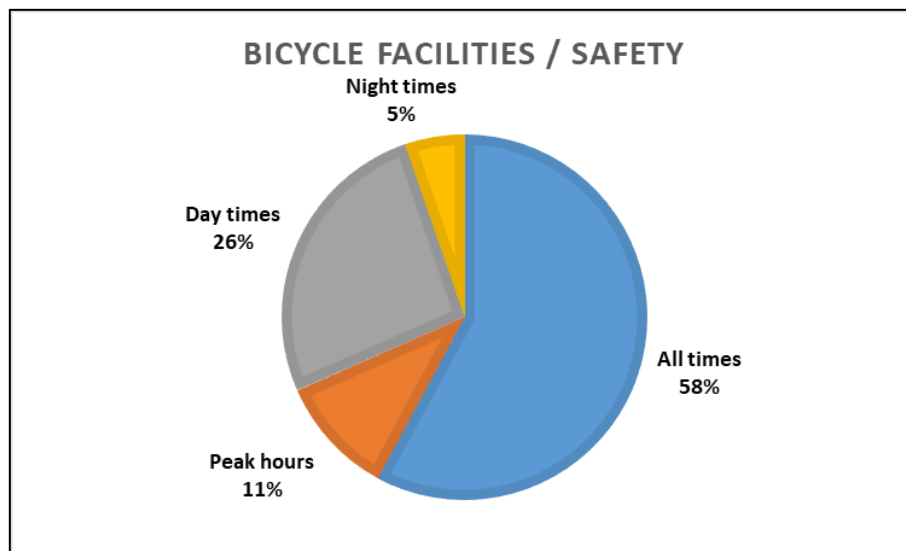


Figure 21: Bicycle facility / safety

Bicycle facilities / safety was identified to be an issue occurring at all times by 58% of the survey responses, and 26% indicated it to be an issue during day times.

Irresponsible driving

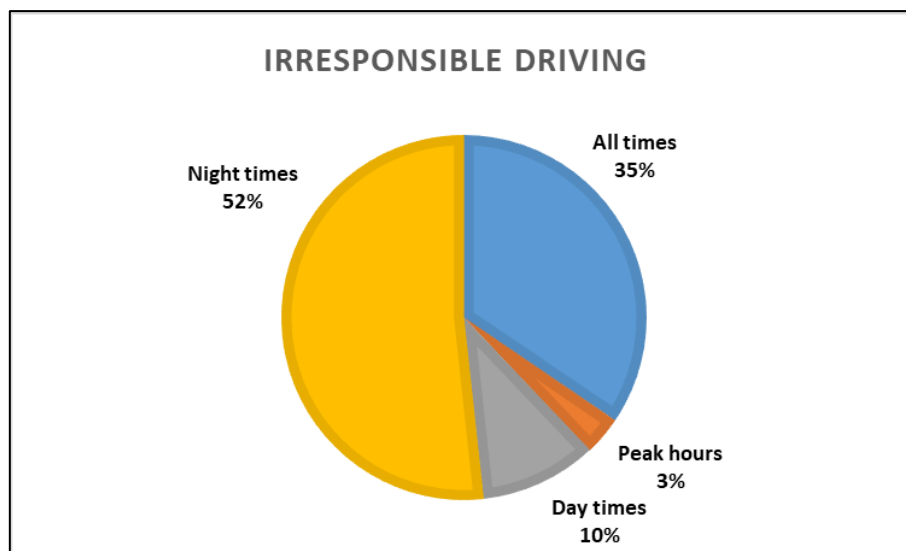


Figure 22: Irresponsible driving

52% of the survey responses identified irresponsible driving to be an issue during night times, and 35% identified it be an issue at all times.

5.2 Public meeting feedback

A public meeting was held on Thursday 6 November 2025 at the Sandhurst Clubhouse.

The purpose of the meeting was to outline the LATM process and provide residents with the opportunity to discuss the local traffic issues. The issues outlined in Table 8 were identified through this meeting.

Table 8: Public meeting feedback

Location	Issues identified
Sandhurst Boulevard	— Trees along the road that reduce visibility — Golf carts driving at speed on the road, causing safety concerns
Thompsons Road	— A high number of undeveloped properties, that will potentially be developed in the future, increasing the traffic along Thompsons Road
McCormicks Road	— Rat-running, high vehicle volume using McCormicks Road as a through-road
Wedge Road	— Increased number of vehicles using the Wedge Road / McCormicks Road roundabout — Blind corner at the Wedge Road / McCormicks Road intersection — Truck traffic causing dust and noise problems

5.3 Online mapping tool feedback

A mapping tool was provided on the Frankston City Council web page, where residents could identify problem areas and provide details of the issue and suggest solutions. Residents could also vote for any comments they agree with.

The mapping survey received 57 posts from 30 contributors, and 89 votes, as summarised in Table 9.

Table 9: Mapping tool feedback

Type of traffic issue	Time of occurrence	Suggestions / comments	No. votes
Sandhurst Boulevard			
Pedestrian facilities or safety	All times	— Add raised zebra crossing (or speed bumps) to slow down traffic at pedestrian and golfer crossing areas	
	All times	— Continue the footpath along Sandhurst Boulevard so that pedestrians don't need to cross over close to a blind corner	
	All times	— Install raised pedestrian crossings	6
	All times	— Install more pedestrian crossings	4
	All times	— Install speed humps	4
Traffic volume	All times	— Install traffic lights instead of roundabouts	
	Peak hours	— Roundabout at the Sandhurst Boulevard / McCormicks Road southern intersection, or traffic lights that activate during peak times	1
Traffic speeds	All times	— Install traffic humps	
		— School buses driving at high speed, and stopping at corners to drop off children	2
	All times	— Vehicles driving at high speeds, with parked cars on both sides. Install chicanes and other speed reduction treatments	2
	All times	— Vehicles driving at speeds and cutting corners	2
	All times	— Vehicles driving at speeds and cutting corners	2

Type of traffic issue	Time of occurrence	Suggestions / comments	No. votes
Parking issues	All times	— Reduce the speed limit to 40 km/h and install speed limit signs	4
	All times	— Implement traffic islands to prevent corner cutting and speeding	4
	All times	— Vehicles speeding over 60-80 km/h	4
		— Install speed humps on the north and south straight sections of the road to force cars to slow down.	
		— Install mobile speed cameras	
	All times	— Parked cars at blind bends	3
Lexington Square	All times	— Install 'no standing' signs on one side of the street	16
	All times	— Restrict parking to one side	2
	All times	— Install 'no parking' signs on the turn-around areas at the end of local streets	4
	All times	— Cars parked on both sides of the road and on the road bend, reducing the trafficable width of the road and reducing visibility	2
	All times	— Provide designated parking spaces on the nature strips	
Penley Lane			
Traffic speeds	All times	— Install 'shared zone' signs at either end of Penley Lane	
Daintree Drive			

Type of traffic issue	Time of occurrence	Suggestions / comments	No. votes
Parking issues	All times	— Parked cars at the entrance to the driveway blocking the view of other vehicles	1
Kingsford Smith Court			
Parking issues	Day times	— Parked cars causing congestion	1
Traffic speeds	All times	— Accidents caused by cars speeding around roundabouts and crashing into trees	
Irresponsible driving (hooning)	All times	— Instal speed humps at Sandhurst Boulevard	
Barton drive			
Parking issues	All times	— Parking occupied by AirBnB owners	
	All times	— Speed humps	
Sandalwood Drive			
Traffic speeds	All times	— Install speed humps — Install speed limit signs — Install signs advising drivers about children playing	
Viewmount Place			
Irresponsible driving (hooning)	Night times	— Implement police surveillance	
Greenside Circuit			
Irresponsible driving (hooning)	Night times	— Enforcement of road rules (better policing)	
Taylors Road			
Traffic volumes	All times	— Construction of Taylors Road will redirect and reduce the traffic on McCormicks Road	
Niblick Circuit			

Type of traffic issue	Time of occurrence	Suggestions / comments	No. votes
Traffic volume	Peak hours		1
Parking issues	All times		4
Traffic speed	Day times		4
Irresponsible driving (hooning)	All times		
Cunningham Crescent			
Parking issues	All times	— Road too narrow for parking	
Traffic speed	All times	— Install speed humps or reduce the speed limit	3
Parking issues	All times	— Cars parked at both sides of the road, causing bottlenecks — Encourage the use of off-street parking	4
McCormicks Road			
Traffic volumes	Peak times	— Widen McCormicks Road	1
Whitewater Court			
Irresponsible driving (hooning)	Night times	— Install speed cameras	
Coventry Drive			
Traffic volumes	Peak times	— Provide separate left-turn lane	
Irresponsible driving (hooning)	Night times		
Traffic volume	Peak times		
Irresponsible driving (hooning)	Day times		
Warrego Circuit			
Irresponsible driving (hooning)	All times		

Type of traffic issue	Time of occurrence	Suggestions / comments	No. votes
Ferrier Close			
Traffic volume	All times	— Install chicanes, 'local traffic only' signs, speed limit signs	
Quarterdeck Road			
Traffic speed	All times	— Implement signs at the Sandhurst Boulevard / Lakeside Drive roundabout, as driver's exiting the island cannot tell whether the cars on their left are going straight or turning right	3
Thompson Road			
Irresponsible driving (hooning)	Night times	— Increase police patrols / presence	
Nagle Drive			
Irresponsible driving (hooning)	Night times	— Increase police patrols / presence	
Barrington Chase			
Traffic volume	Peak hours	— Implement a roundabout or traffic lights at the southern Sandhurst Boulevard / McCormicks Road intersection, that operates only during peak times	1
Parking issues	All times	— Narrow road with a blind bend, that causes safety concerns when cars are parked	3

5.4 Summary of major issues

Of the issues identified through the information gained through the community, issues with more than 3 responses are considered to be major issues and are summarised in Table 10.

Table 10: Major issues for community identified

Location	Issues
Wedge Road	— Traffic speed (4 responses) — Truck traffic causing dust and noise problems (3 responses)
McCormicks Road	— Traffic volume (9 responses) — Traffic speed (5 responses) — Vehicles using McCormicks Road as a through road to bypass Thompsons Road and Frankston-Dandenong Road (4 responses)
Sandhurst Boulevard	— Traffic speed (42 responses) — Traffic volume (17 responses) — Truck traffic (5 responses) — Parking issues (25 responses) — Pedestrian facilities / safety (16 responses) — Bicycle facilities / safety (9 responses) — Irresponsible driving (23 responses) — Parked cars on both sides of the road causing congestion (19 responses) — Inadequate parking spaces (4 responses) — Vehicles parking on the corners / bends of the road (3 responses) — Christmas lights displays and Halloween events increasing traffic volumes and causing traffic congestion (5 responses) — Electric scooters, bicycles and golf carts speeding on footpaths (3 responses) — Trees along the road that reduce sight lines for drivers (3 responses) — School bus traffic at peak times, in addition to stopping often to drop-off children causing traffic congestion (3 responses)
Daintree Drive	— Traffic speed (3 responses) — Parking issues (3 responses)
Ferrier Close	— Parking issues (3 responses)
Greenside Circuit	— Parking issues (3 responses)
Niblick Circuit	— Parking issues (5 responses) — Pedestrian facilities / safety (3 responses)

Location	Issues
Quarterdeck Road	— Parking issues (3 responses)
Warrego Circuit	— Traffic speed (3 responses) — Parking issues (7 responses)

5.5 Issues outside scope

Several issues raised by the community, that are outside of the study scope are:

- Extend Taylors Road from Thompsons Road to Hall Road, which would redirect some of the traffic from McCormicks Road to Taylors Road.
- Extend the cyclist / pedestrian shared path along Thompsons Road from Eastlink to Patterson Lakes
- Implement a public bus route through the Sandhurst Estate
- Extend Wedge Road to connect Westernport Highway and Frankston-Dandenong Road
- The ‘Keep left’ signs at Cadles Road / Wedge Road intersection are too low, below the sightlines of the drivers.

These issues fall outside the study area, which is restricted to the Sandhurst Precinct. Furthermore, council cannot undertake any work on DTP managed arterial roads such as Thompsons Road. However, council can advocate to DTP or any other external party for issues identified through this LATM study.

5.6 Issues identified at the resident traffic committee meeting

The first resident traffic committee (RTC) meeting was held on 9 December 2025 at the Sandhurst Clubhouse. Some of the major concerns raised by the attendees are included in Table 11.

Table 11: Issues identified at the RTC meeting

Location	Issues identified
Warrego Circuit	— Extensive truck traffic at Wedge Road, causing dust and noise problems for nearby residences

Location	Issues identified
Sandhurst Boulevard	— Traffic congestion created by school buses constantly stopping to drop-off children — Trees along Sandhurst Boulevard obstructing sight lines of drivers
Wedge Road	— Right-angled wall near the Wedge Road / McCormicks Road intersection, reducing visibility for drivers
Cunningham Crescent	— ‘Keep left’ sign at Cunningham Crescent / Sandhurst Boulevard being below the sight lines of drivers, and also being struck by vehicles frequently
All areas	— Lack of ‘traffic regulatory signs’ such as ‘stop’ or ‘give-way’ signs throughout the study area — Lack of parking regulatory signs

6 Identification of issues

Based on the feedback received by the community from the community circular, public meeting, review of existing data and traffic survey volumes, the key traffic safety issues within the Sandhurst Precinct are identified in the following sections.

6.1 Traffic speeds

Traffic speed was identified as a main concern within the study area, included within 54% of responses. Table 12 lists the streets identified by the community as the main problem areas, along with the posted speed limit, 85th percentile speed, and the highest recorded speed as captured through the traffic surveys.

Table 12: Streets with traffic speed related safety issues

Location	No. of responses	Posted speed limit	85 th %ile speed	Highest recorded speed
Wedge Road	4	60 km/h	61.1 km/h	128.6 km/h
			68.2 km/h	135.3 km/h
McCormicks Road	5	60 km/h	68.6 km/h	91.7 km/h
			68.6 km/h	100.7 km/h
Sandhurst Boulevard (outside property 231)	23	50 km/h	49.4 km/h	68.7 km/h
Sandhurst Boulevard (outside property 165)			50.2 km/h	70.7 km/h
Sandhurst Boulevard (outside property 115)			45.2 km/h	66 km/h
Sandhurst Boulevard (20m north of Mashie Terrace)			48.9 km/h	71 km/h
Sandhurst Boulevard (100m			51.8 km/h	74.2 km/h

Location	No. of responses	Posted speed limit	85 th %ile speed	Highest recorded speed
north of Lakeside Drive)				
Sandhurst Boulevard (50m east of Greenside Circuit)			53.6 km/h	74.2 km/h
Sandhurst Boulevard (100m east of McCormicks Road)			52.4 km/h	72.2 km/h

In addition to the major roads, several responses indicated high traffic speeds within the local access streets such as Daintree Drive and Warrego Circuit.

The survey results indicate that on McCormicks Road and Wedge Road, the 85th percentile speed is higher than the posted speed limit.

At 5 of the 8 surveyed locations of Sandhurst Boulevard, the 85th percentile speed was higher than the posted speed limit.

6.2 Parking issues

Parking was identified as one of the major concerns within the study area, included within 83% of responses.

The following streets were identified as having parking congestion or illegal parking issues:

- Sandhurst Boulevard
- Daintree Drive
- Ferrier Close
- Greenside Circuit
- Niblick Circuit
- Quarterdeck Road
- Warrego Circuit

Several issues relating to parking within the study area were identified through community consultation, including:

- illegal parking

- parking on both sides of the road, reducing the trafficable width of the road
- parking near road bends, reducing sight lines of oncoming cars
- parking near T-intersections, reducing sight lines for drivers of cars entering or exiting local streets
- parked cars on both sides restricting access for emergency vehicles.

Being a residential area, no parking restrictions are currently implemented within the study area, with kerbside parking generally allowed on both sides of the road. The general lack of off-street parking facilities within Sandhurst is also identified as an issue by the community.

6.3 Traffic volumes

Traffic volume was identified to be a concern by 37% of the responses, with McCormicks Road and Sandhurst Boulevard being identified roads with high traffic volumes.

The community responses indicate that around festive seasons such as Christmas and Halloween, the traffic volumes tend to increase, creating congestion around Sandhurst Boulevard.

Table 13 shows the roads identified as having high traffic volumes, their road classification, the corresponding daily traffic volumes² and the highest recorded traffic volume for each road.

Table 13: Traffic volumes within streets

Location	Road classification	Approx. traffic volume (vpd)	Highest recorded volume (vpd)	Peak hour as a % of daily volume
Sandhurst Boulevard	Collector road	3,000 – 7,000	4,976	AM – 10.8% PM – 11%
McCormicks Road	Major road	12,000 – 40,000	13,697	AM – 8.3% PM – 9.9%

² Traffic volume is the indicative maximum traffic volume for a 24-hour period, as per the Victorian Planning Provisions (VPP) Clause 56.06-8.

The traffic volume survey data shows that the streets are carrying volumes within acceptable ranges.

For local and collector streets, the general ratio of peak hour to daily traffic volume is around 10 – 12%, with volumes significantly above this indicating ‘rat-running’ during commuter peak periods.

Analysis of data indicates that the peak hour to daily traffic ratio for Sandhurst Boulevard and McCormicks Road are both under 12%, indicating no major degree of ‘rat-running’ takes place along either road.

6.4 Truck traffic

Truck traffic was identified as a major concern on Wedge Road and Sandhurst Boulevard, included within 17% of the community responses. One of the main issues raised in relation to truck traffic was that trucks travelling along Wedge Road cause dust and noise problems for residents living nearby.

Table 14 summarises the percentage of heavy vehicles travelling on Wedge Road and Sandhurst Boulevard, as captured by the traffic survey data.

Table 14: Truck traffic

Location	Date	% of heavy vehicles	
		Eastbound	Westbound
Wedge Road (east of Seaberry Prom)	22/8/2025 – 5/9/2025	13.9%	45.7%
Wedge Road (outside property 250A)	22/8/2025 – 5/9/2025	19.7%	26.2%
Sandhurst Boulevard	21/7/2025 – 28/7/2025	6.3%	6.8%
Sandhurst Boulevard (outside property 231)	26/11/2025 – 3/12/2025	6.7%	7.1%
Sandhurst Boulevard (outside property 165)	26/11/2025 – 3/12/2025	5.2%	5.4%
Sandhurst Boulevard (outside property 115)	26/11/2025 – 3/12/2025	3.4%	3.1%

Location	Date	% of heavy vehicles	
		Eastbound	Westbound
Sandhurst Boulevard (20m north of Mashie Terrace)	26/11/2025 – 3/12/2025	6.7%	7.2%
Sandhurst Boulevard (100m north of Lakeside Drive)	26/11/2025 – 3/12/2025		6.8%
		12.0%	
Sandhurst Boulevard (50m east of Greenside Circuit)	26/11/2025 – 3/12/2025		10.7%
		13.7%	

The survey data indicates that east of Seaberry Prom, Wedge Road carries 13.9% trucks eastbound and 45.7% westbound.

6.5 Pedestrian facilities and safety

A lack of pedestrian crossing facilities was identified as an issue by 37% of the responses, with 12 responses indicating it as an issue in Sandhurst Boulevard.

A review of the study area indicated that there are only 2 at-grade pedestrian crossings located on Sandhurst Boulevard. Footpaths are located on both sides of the southern section of Sandhurst Boulevard, and generally on one side of the northern section of Sandhurst Boulevard.

Of the existing pedestrian crossings, visibility was identified to be a concern, with drivers being unable to see pedestrians approaching the crossing from a distance, especially if there are vehicles parked on either side of the road.

Figure 23 and Figure 24 show the existing pedestrian crossings on Sandhurst Boulevard.



Figure 23: Pedestrian crossing – 100 m southeast of Crampton Chase (source: Google Street View)



Figure 24: Pedestrian crossing – 40 m north of Lexington Square (Source: Google Street View)

A concern identified through community consultation was that on the southern section of Sandhurst Boulevard, the footpath on the western side ends near a bend in the road, with no crossing facility, posing a risk to pedestrians.

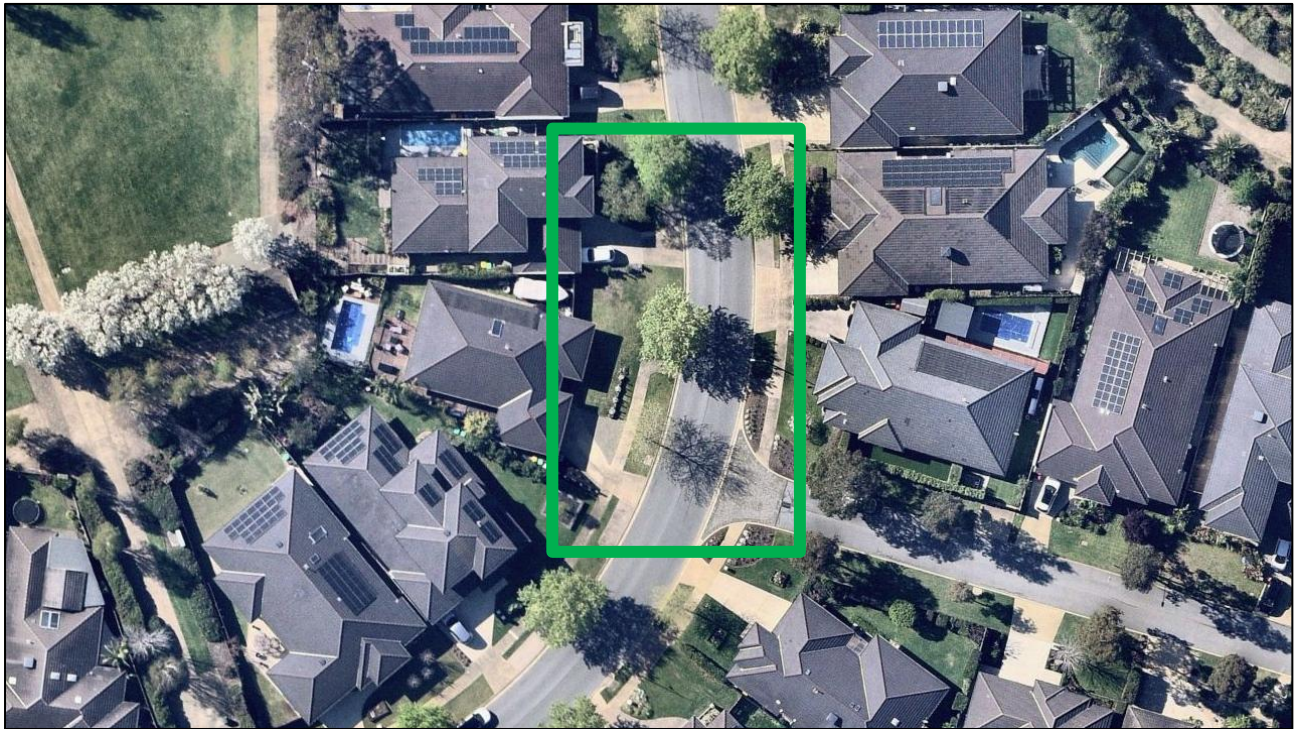


Figure 25: Footpaths end near a bend in Sandhurst Boulevard (source: Google maps)

6.6 Irresponsible driving

Irresponsible driving was identified to be a main safety concern by 39% of the responses, with the majority identifying the issue on Sandhurst Boulevard.

The issues identified include:

- driving while on the phone
- driving under the influence of alcohol
- high speed driving of e-scooters and bicycles
- reckless driving of golf carts.

6.7 Other

Other issues raised by the community that did not fall under any of the above categories include:

- the landscaping in the Sandhurst Boulevard / Tulloch Drive / Barton Drive roundabout is too high, blocking view of the oncoming traffic
- overgrown vegetation at footpaths causing safety issues for pedestrians and cyclists
- trees along Sandhurst Boulevard obstructing sight lines.

6.8 Traffic management devices

A review of the existing traffic management treatments indicated that there is generally a minimal number of traffic management devices within the study area. Threshold treatments were the most common traffic management device, with 2 pedestrian crossings on Sandhurst Boulevard. Traffic regulatory signs such as 'give-way' and 'stop' signs are not implemented within the precinct.

7 Conclusions and recommendations

This report captures the existing conditions and traffic safety concerns within the Sandhurst Precinct as part of the LATM study, identified through community consultation and a review of the study area.

The community consultation included a community circular distributed among the residents, an online mapping tool, a public meeting and the resident traffic committee (RTC). Information gathered through these sources was used to identify the main traffic issues within the study area, including:

- high traffic speed issues on Wedge Road and Sandhurst Boulevard
- high traffic volumes on Sandhurst Boulevard and McCormicks Road
- parking issues on Sandhurst Boulevard
- lack of pedestrian and cyclist facilities on Sandhurst Boulevard
- reckless driving of golf carts, e-scooters and bicycles within the study area.

The issues identified through this report will be considered when developing the draft local area traffic management plan.

Appendix 1 –Traffic survey details

Appendix 2 – Community questionnaire survey

Appendix 3 – Acronyms and terms

Acronyms / terms	Definition
AGRD4	Austrroads Guide to Road Design Part 4 – Intersections and crossings
AGRD4A	Austrroads Guide to Road Design Part 4A – Unsignalised and signalised intersections
AGTM6	Austrroads Guide to Traffic Management Part 6 – Intersections, interchanges and crossings management
AGTM8	Austrroads Guide to Traffic Management Part 8 – Local street management
AS/NZS2890.1	Australian Standard / New Zealand Standard 2890.1 Parking facilities Part 1: Off-street car parking
DTP	Department of Transport and Planning (formerly VicRoads)
ESD	Entering site distance
PSP	Precinct structure plan
SIDRA	SIDRA intersection – micro analytical traffic engineering software to model the performance of intersections
SISD	safe intersection sight distance
TIA	traffic impact assessment
vpd	vehicles per day
vph	vehicles per hour
VPA	Victorian Planning Authority