

## FREQUENTLY ASKED QUESTIONS

### Lorikeet Drive Active Street Project – Peregian Beach

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#### Summary

Noosa Council are proceeding to design and deliver an 800m 'Active Street' along Lorikeet Drive, with an intent through to Jabiru Street.

The 'Active Street' concept prioritises cyclists and pedestrians, incorporating infrastructure such as pedestrian-friendly footpaths, and cyclist-priority zones. It will also feature traffic-calming measures, such as speed restrictions designated parking and chicanes, ensuring the area is safe and accessible for all users.

The Active Street concept, a TMR initiative, will now be adopted by Noosa Council following community feedback from the 2020 Noosa Cycling and Walking Strategy consultations and the 2022 Noosa Liveability Study. Residents highlighted the need for safer walking and cycling paths, better transport options, and improved connectivity.

The project also aligns with Queensland's broader effort to enhance and expand active transport routes across the state.

#### What is an Active Street?

An Active Street is designed to make walking, cycling, and moving around without a car safer and easier. It features an on-road Cycle Street treatment, off-road shared pathway, and clear signage to help everyone get where they need to go. Active Streets promote healthy, active lifestyles and help create more connected, liveable neighbourhoods.

#### Why was Lorikeet Drive selected?

Lorikeet Drive was chosen as a key link between the Noosa Coastal Pathway and the Sunshine Coast Coastal Pathway. This location, once completed through to Peregian Square:

- Connects Peregian Beach to local parks, beaches, homes, and schools.

- Fills a missing gap in the Coastal Pathway, making it easier to walk and cycle between Peregian Beach and Peregian Springs.
- Offers a quieter, safer route compared to busy roads like David Low Way.

#### Why not David Low Way?

David Low Way is a busy, high-traffic road, making it less safe for walking and cycling—especially for children and less experienced riders. Lorikeet Drive offers a quieter, safer alternative while still connecting key destinations.

#### Can I ride my bike on the pathway?

Active Streets are designed to encourage bike riders to use the road by reducing vehicle traffic speed and giving priority to bikes. We understand that not everyone is comfortable riding on the road and so a pathway will be provided which can be used by less confident bike riders. In Queensland, all pathways are shared unless otherwise signed.

#### Why is my tree/landscaping being removed?

Although we aim to minimise this wherever possible, in some cases, trees or landscaping may need to be removed to make space for the pathway or to meet safety standards.

#### What about parking?

We understand parking is important to the community. The Active Street project includes designated on-street parking to manage traffic flow and prevent vehicles from blocking pathways. This ensures the area remains safe, organised, and accessible for everyone.

## **What will the on-road treatment look like?**

The Active St will feature coloured asphalt with a textured surface to clearly define overrun areas. Care will be taken to select the right colour for the Noosa Shire to align with the Noosa Design Principles.

Please refer to the animation feature and drawings on the Council web page.

## **Will the beach accesses be affected?**

No. There will be no construction at beach access points. Transitions onto the Active Street will be appropriately marked.

## **When will the construction work start and how long will it last?**

The design phase is underway and is scheduled to be completed by late-2025.

Construction is expected to commence in 2026.

A detailed construction schedule will be available once a contractor is appointed. We will keep you updated as the project progresses.

## **Will the footpath go through my driveway?**

No. The footpath will be designed to align with existing driveways heights without interfering with or compromising access where possible.

Should this not be the case we will discuss these occasions with individual property owners.

## **How will drivers and cyclists be educated in the correct use of the Active Street?**

Active Streets are designed to be intuitive and self-explanatory. Clear on-site signage will guide all users, with links to additional information on the Council's website.

Changes in the road surface will naturally encourage drivers and cyclists to reduce speed and navigate the area more cautiously.

## **Will Council be providing speed limit stickers for the side of waste bins?**

The existing speed limit stickers are not a Council initiative. 30km/hr speed limit signs will be installed as part of the project.

## **How will the project address stormwater issues?**

Water Sensitive Urban Design (WSUD) principles will be explored as part of the design process to manage stormwater. This approach will focus on both the quality and quantity of stormwater.

## **What about the next stage through to Peregrine Village?**

Forward planning and design work is underway for the next stage and will be subject to allocation of funding. It is intended to use project learnings from Stage 1 in the design.

## **How will Noosa Council address 'rat running' through adjacent streets by those avoiding the Active Street?**

Traffic impacts will be considered as part of the design process with Local Area Traffic Management (LATM) strategies to be explored in consultation with Council's Transport and Traffic team.

## Can we stop the reckless use of electric bikes, motorbikes, and scooters in the Active Street and surrounding areas?

We understand the concerns about the use of electric bikes, motorbikes, and scooters in the Active Street and surrounding areas, and we are actively looking into ways to improve safety and ensure responsible use.

## On which side of the street will the formalised parking and footpath be located?

Formalised parking is expected to be primarily located on the eastern side of Lorikeet Drive, though some parking may be required on the western side, depending on final design outcomes. The footpath will be constructed on the eastern side within the road reserve.

## How was this route decided upon?

As part of the Corridor Study, various route options were considered by the Project Reference Group. A boardwalk through the dunal system was among the alternatives but was ultimately deemed unfeasible due to environmental impacts and high project costs identified through the feasibility analysis.

## How do I stay informed about the project and its progress?

Updates will be provided through Council's website and social media platforms.

Should you have any questions or concerns, please contact us on **07 5329 6500** or via email at **mail@noosa.qld.gov.au** (subject line: Active Street Peregrine Beach).

## Useful resources

### [Encroachments Policy](#)

*Provides guidelines for managing encroachments on Council-managed land.*

### [Tree Management](#)

*Helpful information on policies and guidelines for managing trees on public land.*

### [Management of Urban and Rural Residential Verges Factsheet](#)

*Detailed guidance on garden planting and other verge enhancements.*