

Peregian Beach Active Street Project

About this Project News

This update summarises feedback and insights gathered during the preliminary design phase of the Active Street project. Below, you'll find:

- **Summarised Community Feedback** – What residents and stakeholders shared about the initial design.
- **Parking & Traffic Survey Highlights** – Key findings from traffic counts and observations.
- **Next Steps** – How the project will progress, including opportunities for the community to stay informed and provide feedback.

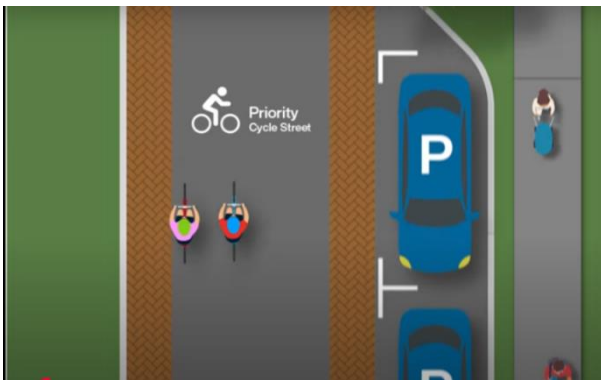


IMAGE: Active Street Concept

Background

An 800m Active Street along Lorikeet Drive, linking Emu Mountain Road to Jabiru Street, will be delivered with 100% grant funding secured by Noosa Council.

An Active Street prioritises bike riders and people walking with safer pathways, bike riding-priority zones, lower speed limits, and traffic calming features.

Lorikeet Drive was selected for its key role in connecting the Noosa and Sunshine Coast Coastal Pathways, improving access between Peregian Beach and Peregian Springs. It offers a safer, quieter alternative to David Low Way while supporting the character of this beachside community.

The project responds to strong community feedback in the Noosa Cycling and Walking Strategy (2021) and Liveability Study (2022), both highlighting the need for safer, more connected active transport routes. It also aligns with Queensland's vision to expand active transport networks.

Works will include community engagement, design, and construction of shared pathways, traffic calming, landscaping, and formalised parking. The long-term vision is to create an Active Street that connects directly to Peregian Square, strengthening links between homes, schools, parks, and local shops.

Timeline

- Design Phase – in progress
- Final Design – late 2025
- Construction Phase – early to mid-2026

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www.noosa.qld.gov.au/Community/Cycling-and-Walking-Projects

Contact Us

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(Subject: Peregian Beach Active Street Project)

Engagement activities at preliminary design phase

Council has undertaken community engagement at the preliminary design phase to share information and gather feedback.

A Project News update was mailed to Lorikeet Drive households and Peregrine Beach community groups in early April, supported by a dedicated project webpage featuring key resources, including FAQs, an overview layout and project video.

Community pop-up information sessions were held at Victory Park (17 April) and two at Peregrine Beach Community House (30 April), with over 25 attendees across morning and evening sessions. These provided an opportunity for residents to view the 30% concept design, ask questions, and share feedback. Council also engaged directly with the High Priority Route working group.



IMAGE: Community pop-up information session – Victory Park

Community feedback

Overall, community feedback showed support for the project, along with some important concerns and suggestions. Here's how we're responding:



You're concerned about traffic impacts on nearby streets – particularly Oriole Avenue, Petrel Street and surrounding roads.

What we're doing: We're investigating Local Area Traffic Management (LATM) measures, will monitor traffic impacts, and may seek funding for traffic calming in future stages if needed.



You're uncertain about parking layout on the western side – especially the potential consequence for on-street parking outside homes.

What we're doing: We've carried out traffic counts to provide more detailed information at the developed design phase to ensure more than adequate parking (see overleaf for details).



You're concerned about congestion and safety at the Village entry – from Jabiru Street north, where dual-side parking and blind corners make it difficult for people walking.

What we're doing: We're exploring interim safety improvements now, and longer-term pathway and boardwalk options as part of Stage 2.



You said event day parking can be chaotic – with overflow and illegal parking creating safety and access issues.

What we're doing: We'll formalise parking on streets and in parks, and illegal parking will continue to be managed through enforcement.



You raised questions about e-bike safety – and how e-bikes interact with people walking and vehicles.

What we're doing: This is a shire-wide issue. Council is looking at rules and enforcement, and will roll out signage and a campaign to help everyone follow Active Street guidelines.



You suggested more police or local laws presence – especially during the project's start-up phase.

What we're doing: We'll work with relevant agencies to provide support during the transition period.



You're concerned about connectivity and staging – that the project could feel isolated if it doesn't link properly with the village.

What we're doing: In response to feedback, planning has already commenced on the next stage to connect this section to the village and allow funding submissions to keep going with this valuable work.



You want to see environmental values protected – including wetlands and avoiding short-term fixes.

What we're doing: We're committed to a long-term, quality design that avoids sensitive areas wherever possible.

For more detail on these topics, and other questions raised, please refer to the latest FAQs, available on council's website.

Parking traffic survey insights

Council engaged independent traffic counters to assess current conditions along Lorikeet Drive and surrounding streets. Observations highlighted that the area is currently chaotic, erratic, unsafe, and not sustainable. On an average day, 126 cars were parked in the area, rising to 198 vehicles during peak periods, such as Easter Saturday.

As part of the Active Street project, formalised parking will be introduced, improving safety and organisation. The upgraded design will retain 249 parking spaces (of which 125 are formalised), exceeding current demand, while supporting safer, more convenient access for residents and visitors.

Next steps

Building on feedback from the preliminary design phase, **Council is now sharing the developed design** and continuing to gather input from the community. Residents and stakeholders can view updates and provide feedback through the dedicated Council project webpage. Council will also conduct localised door knocks and can arrange one-on-one briefings for residents seeking detailed, tailored discussions.

This next phase ensures the community continues to have a say in shaping the project and guiding its progress.

Funding

The project is jointly funded by the State and Federal Governments through the 2024–27 South East Queensland Liveability Fund and the Active Transport Fund. This funding lets Council deliver:

- A safe pedestrian pathway
- Road surface upgrades on Lorikeet Drive
- Renewal of selected kerbing
- Better stormwater management and reduced driveway flooding
- “Greening” of parts of Lorikeet Drive
- Upgrades to the timber bridge in Lorikeet Park
- Formalised parking in Victory Park

Stay informed!

Noosa Council is committed to keeping residents and visitors informed.

For the latest updates and information, visit www.noosa.qld.gov.au/Community/Cycling-and-Walking-Projects or scan the QR code below.



Active Street Developed Design Concept

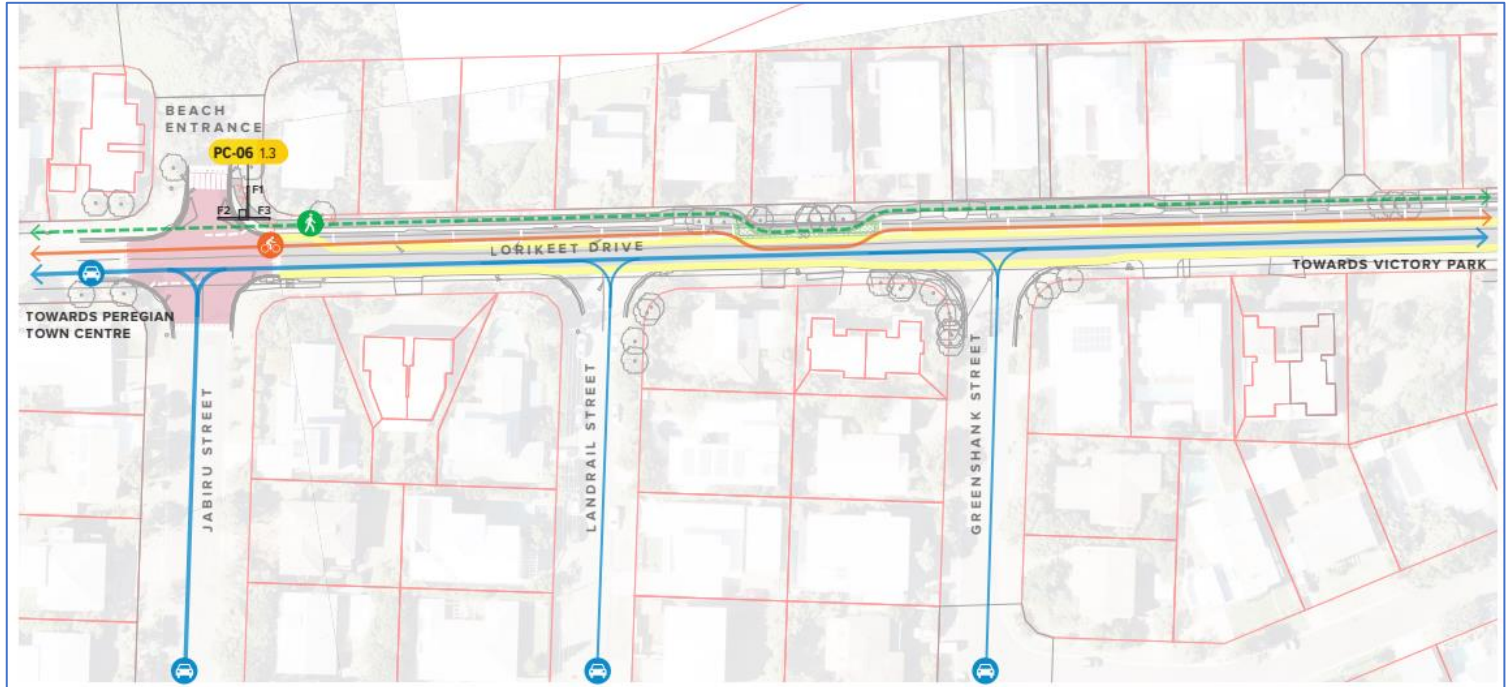


IMAGE 1: Concept design Lorikeet Drive (Jabiru Street towards Victory Park)

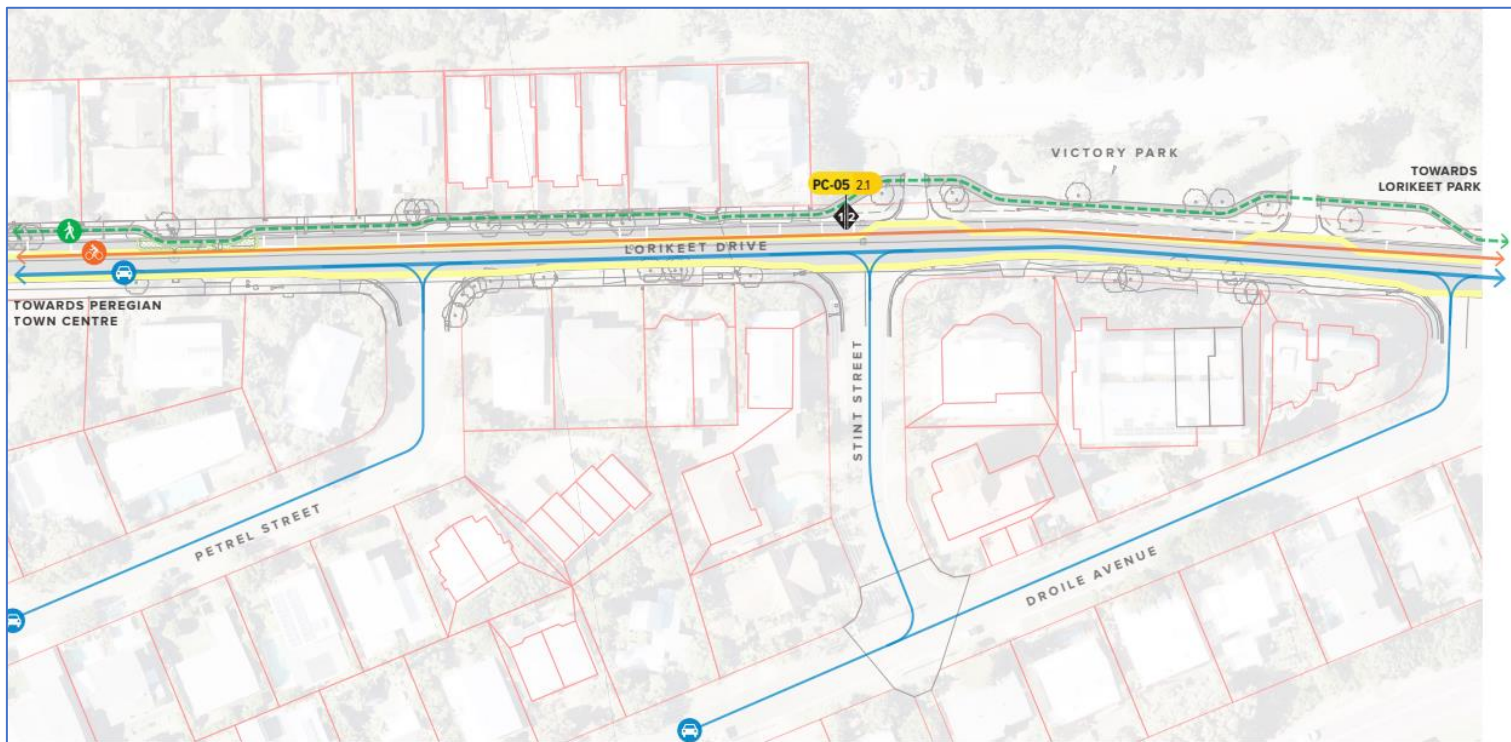


IMAGE 2: Concept design Lorikeet Drive (Petrel Street towards Pitta Street)

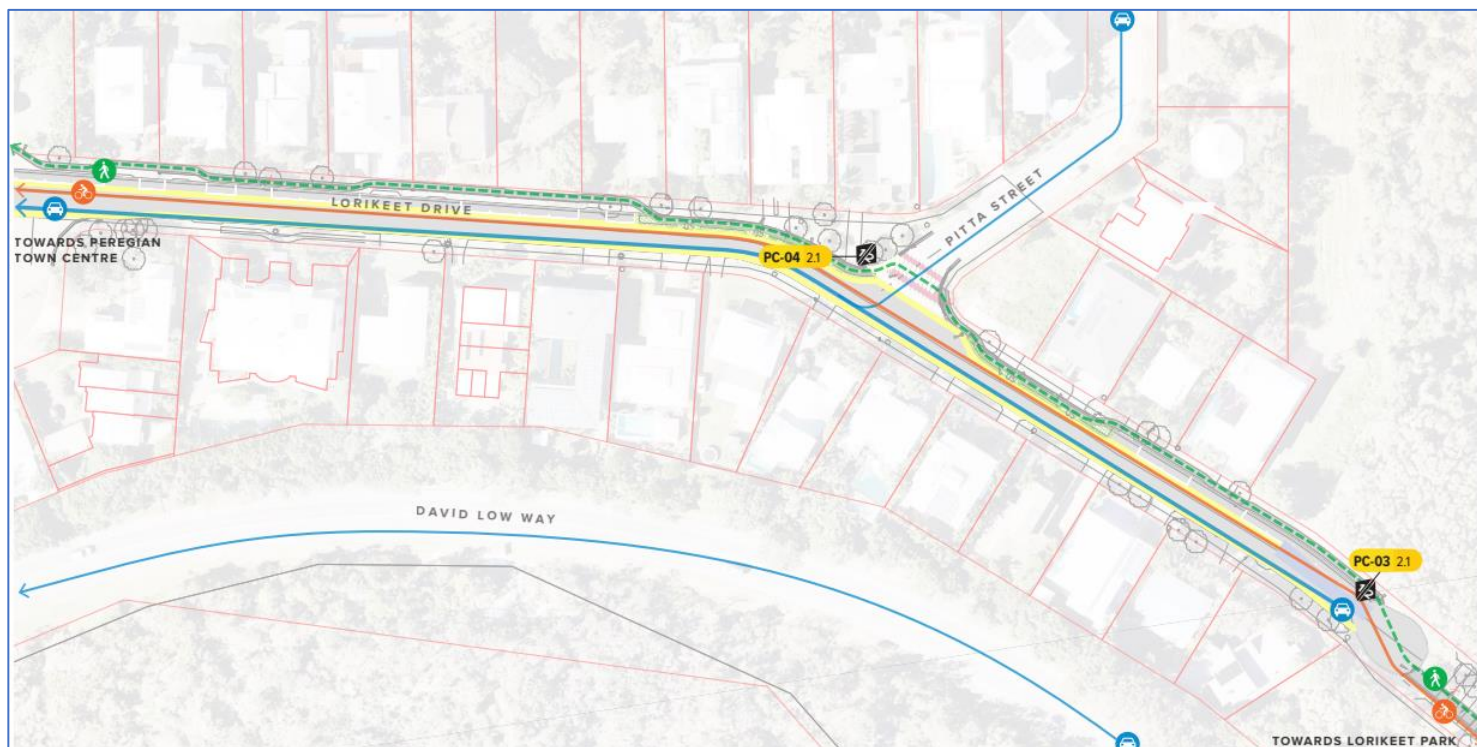


IMAGE 3: Concept design Lorikeet Drive (Pitta Street towards Lorikeet Park)

Legend (symbols enlarged for clarity)

Wayfinding Signs

- Single sided sign location** and the direction the sign is facing
side 1
- Double sided sign location** and the direction the sign is facing
side 1 side 2
- Finger sign post location** and the direction the sign is facing
F1 F2
- Directional sign code**
XX-XX 2.
sign type
unique sign number

Circulation Paths

- Pedestrian**
- Cyclist**
- Vehicle**

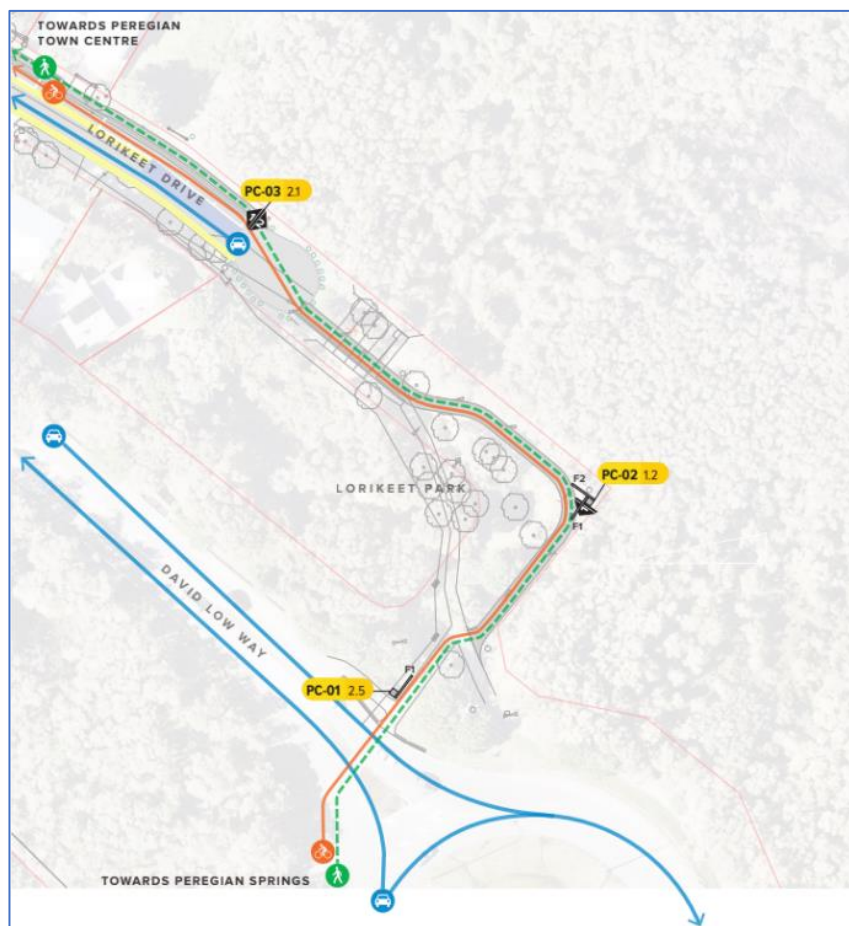


IMAGE 4: Concept design Lorikeet Drive (including Lorikeet Park towards David Low Way)