

FREQUENTLY ASKED QUESTIONS

Peregian Beach Active Street Project

Summary

Noosa Council has received funding to design and deliver an 800-metre 'Active Street' along Lorikeet Drive, with plans to extend the project beyond Jabiru Street.

The 'Active Street' concept prioritises bike riders and pedestrians, incorporating infrastructure such as pedestrian-friendly footpaths, and bike riding-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—an initiative by the Department of Transport and Main Roads (TMR)—will now be adopted by Noosa Council in response to community feedback gathered during the 2020 Noosa Cycling and Walking Strategy consultations and the 2022 Noosa Liveability Study. Residents expressed a strong desire for safer walking and bike riding paths, improved transport options, and enhanced connectivity. The project also supports Queensland's broader strategy to expand and improve active transport networks across the state.

What is an Active Street?

An Active Street is designed to make walking, bike riding, and moving around without a car safer and easier. It features an on-road bike riding street treatment, off-road footpath, 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:

- Connects Peregian Beach to local parks, beaches, homes, and schools.
- Fills a missing gap in the Coastal Pathway, making it easier to walk and bike ride between Peregian Beach and Peregian Springs.
- Offers a quieter, safer route compared to busy roads like David Low Way.
- Encourages bike riders to pass through the village, creating a natural stop that supports local businesses.

What consultation did Council undertake to select the Active Street route along Lorikeet Drive?

In 2020, Noosa Council undertook a major Coastal Pathway Corridor Study to plan safer, more connected walking and cycling routes between Tewantin and Peregian Beach. The study was jointly funded by Council and the Department of Transport and Main Roads (TMR) through the Cycle Network Local Government Grants Program.

The process included:

- Reviewing existing pathways to identify areas lacking safe cycling and walking infrastructure.
- Developing a shared vision and guiding principles for the entire corridor.
- Assessing a range of route options and treatment types to determine the most suitable solutions for each area.

To ensure the community was actively involved, Council established a Project Reference Group (PRG) made up of representatives from local residents' associations, community and sporting groups, bike shops, and tourism providers.

Members of this group:

- Represented residents and community interests.
- Took part in three workshops where they reviewed route and design options.
- Provided detailed feedback on safety, parking, environmental considerations, and pedestrian amenity.
- Helped shape the final concept design so it reflected community values and priorities.

Through this process, four possible routes were considered for Peregrine Beach South. Each was assessed against criteria such as safety, comfort, connectivity, directness, and feasibility.

Route B, which includes Lorikeet Drive, scored highest and was chosen as the preferred option.

Three design treatments were also assessed—Cycle Street (Active Street), Advisory Bicycle Lanes, and Shared Path. The Active Street option rated best overall for safety, clarity, and adaptability, and was therefore selected as the preferred treatment.

Why is Peregrine Beach a prioritised route for Stage 1 of the Active Street concept?

The Peregrine Beach South section was given a high priority ranking in the Coastal Pathway Corridor Study, based on:

- High existing and potential walking and cycling demand.
- Its ability to close gaps in the local network and connect key destinations.
- Logical sequencing with other current and planned projects to build a safer, continuous corridor.
- Proximity to key attractors such as local schools, beaches, shops, and community facilities.

This section also rated well for state and federal grant funding opportunities. While it ranked moderately in Council's broader Walking and Cycling Strategy, its strong

performance in the Coastal Pathway Study and its alignment with the SEQ Liveability Program made it an excellent candidate for external funding.

The project was ultimately 100% funded by state and federal grants, meaning it comes at no cost to local ratepayers.

Peregrine Beach was therefore chosen as Stage 1 to take advantage of this funding, deliver early benefits for safety and connectivity, and set the foundation for future Active Street stages along the coastal corridor.

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.

Will the Active Street continue beyond Jabiru Street?

Yes. A preliminary concept is being developed to extend the Active Street route all the way to Peregrine Village. This early-stage design proposes a continuation north via Lorikeet Drive, Shearwater Street, Piper Street, and Plover Street.

The aim is to secure funding for detailed design and construction of this extended route. We're looking forward to sharing the concept and engaging with the community soon.

Will an Active Street cause increased safety risks?

No – quite the opposite. The Active Street is designed to *improve* safety along Lorikeet Drive. Current conditions already present several risks, and this project directly addresses them by removing hazards, improving traffic flow, and encouraging slower, more controlled driving. Together,

these changes create a safer environment for all road users.

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.

Will there be changes to landscaping?

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. Larger character trees will be prioritised for retention, and impacted properties will be contacted. Replacement planting and landscaping is proposed.

What about parking?

We understand that parking is important to the community. The project will retain, at least 249 parking locations, including 125 formalised on-street parking spaces available in Lorikeet Drive and Victory Park — well above the demand identified in the recent peak traffic survey. Parking will be clearly marked to help manage traffic flow and ensure pathways remain safe and accessible for people walking and riding. This approach will keep the street organised, safe, and convenient for all users.

What will the on-road treatment look like?

The bike riding lanes will be constructed using coloured asphalt with a textured, stamped surface to clearly define the bike riding area and include an overrun zone to enhance safety. Careful consideration will be given to

selecting a colour that aligns with Noosa Shire's character and the Noosa Design Principles.

For more details, please refer to the animation and drawings available on the Council's website.

Will the beach accesses be affected?

No – there will be no construction at beach access points. Access will remain unchanged, and clear markings will guide transitions onto the Active Street to ensure safety and ease of use.

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

Design work is underway and is scheduled for completion by late 2025. Construction is expected to begin early-mid 2026. A detailed construction schedule will be provided once a contractor has been appointed. We'll continue to keep the community informed as the project progresses.

Will the footpath go through my driveway?

The footpath is designed to match the existing driveway levels, ensuring access is maintained wherever possible. In some instances, adjustments are necessary not only for the pathway but also to address current risks associated with large rain events. Council will engage directly with affected property owners to discuss the details.

How will drivers and bike riders be educated on using the Active Street?

Active Streets are designed to be intuitive for all users. On-site signage will provide clear guidance on how to navigate the corridor, supported by information and resources available on Council's website.

The distinct change in road surface and texture will naturally encourage users to slow down when entering the Active Street area.

To further support the rollout, an education campaign will be launched during the commissioning phase, using social media, variable message signage (VMS), and other communication channels to inform all road users of the changes.

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. E-Bikes are to abide by state law speed limits.

Will my rates be used?

No – 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.

Are there any other anticipated benefits to the community other than an “Active Street”?

Yes – The project funding also enables the council to address some longstanding legacy infrastructural issues and community concerns:

- 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

Will the timber bridge in Lorikeet Park be retained?

Yes – However, the current structure will be renewed to meet minimum technical requirements and be widened to accommodate people walking and bike riders.

Will the trees planted in Lorikeet Park be removed?

The new pathway through Lorikeet Park has been designed to limit impact on trees and will not necessitate the removal of the existing Eucalyptus trees next to the exiting pathway.

What research and best practice supports the Active Street concept?

To ensure the Active Street concept reflects leading practice in safe, accessible, and enjoyable walking and cycling environments, Council undertook a detailed literature review. This work established the planning context for Noosa, captured global best practice, and examined how other lifestyle-based coastal centres are addressing similar transport and liveability challenges.

The review explored principles from state, regional, local, and international policy frameworks to ensure the design is practical, evidence-based, and tailored to Noosa’s unique setting.

Key documents reviewed include:

- Queensland and Noosa policy frameworks
- Queensland Walking Strategy 2019–2029
- Queensland Cycling Strategy 2017–2027
- Queensland Action Plans for Walking and Cycling
- Queensland State of Cycling Report 2017 and Walking in Queensland Report 2019
- South East Queensland Principal Cycle Network Plan and Priority Route Maps 2016
- The Noosa Plan (and latest draft)
- Noosa Corporate Plan 2017–2037

- Noosa Transport Strategy 2017–2027
- Noosa Cycling and Walking Strategy 2004–2016
- Noosa Sport and Active Recreation Plan 2018
- Noosa Design Principles (2015)

Other Queensland and New South Wales councils

- Sunshine Coast Active Transport Plan 2011–2031
- Sunshine Coast Coastal Pathway Master Plan 2017
- Gold Coast Active Transport Plan 2017–2027
- Ipswich iGo Active Transport Action Plan 2016
- Central Coast Council Bike Plan 2019–2029
- City of Sydney Cycling and Walking Strategies
- Northern Beaches Walking Plan

International references

- Auckland Cycling Investment Programme 2018–2028
- Denmark “On Your Bike” 2014
- London Cycling and Walking Action Plans 2018

These documents collectively demonstrate that Active Streets are a proven approach for creating low-speed, low-stress local streets where people walking, cycling, and driving can safely share the space.

The approach supports Noosa’s broader goals for healthy, connected, and sustainable communities, aligning with the Noosa Transport Strategy and the region’s liveability vision. It ensures the design solutions used here are informed by the most up-to-date, evidence-based practices from across Australia and around the world.

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: Peregrine Beach Active Street Project).

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.

[E-Bike rules in Queensland | Transport and motoring | Queensland Government](#)

E-bike and scooter speed regulation