

**City of
Ipswich**

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Motorcycle Deterrent Infrastructure installed on Council owned or managed land.

9 December 2025

Asset and Infrastructure
Services



Purpose

To inform Council on Motorcycle Deterrent Infrastructure on Council owned or managed land and the current challenges they present to vulnerable persons.

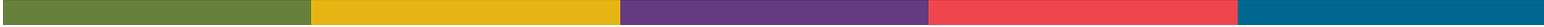


Councils Motorcycle Deterrent Infrastructure (MDI) is generally in the form of gates, chicane barriers, post and rail and cable barrier with the aim to restrict motorcycle access into Council owned or managed land.



MDI have typically been installed reactively, in response to requests relating to the recurrent nuisance of motorcycles entering Council parks, natural areas, or taking shortcuts on pedestrian thoroughfares.



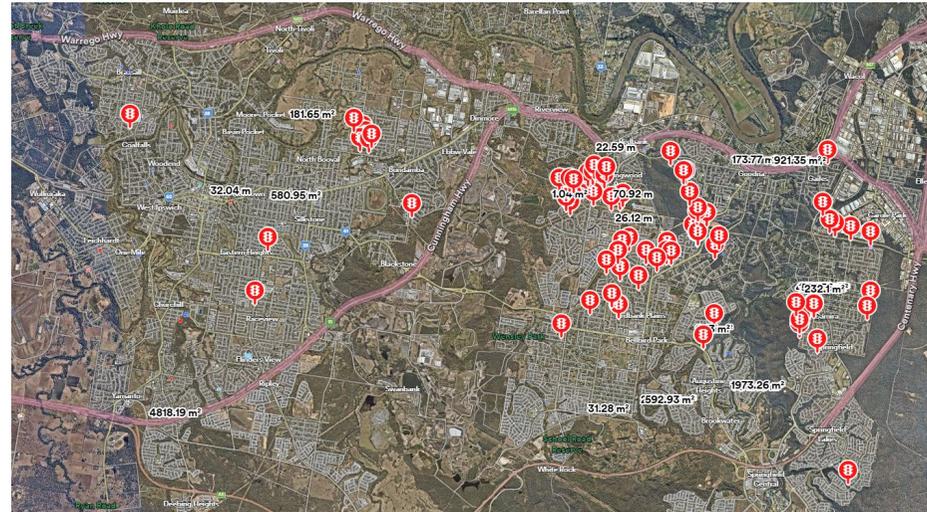


MDI has been installed across Ipswich, predominately in eastern suburbs such as Collingwood Park, Goodna, Redbank Plains and Springfield.

More than 100 gates or chicane barriers installed across paths in Council parks and thoroughfares across Ipswich.

There is no “gated” solution which is accessible for all the various sizes of wheelchairs and mobility devices.

Council officers have continued to receive requests from the community to consider removing gates or chicane barriers across paths in Council parks and pedestrian thoroughfares.



Gates or chicane barriers adversely restrict the accessibility of persons with a disability, mobility device users, cyclists and persons with a pram.

Council's use of gates or chicane barriers across footpaths do not align with:

- Human Rights Act 2019 - The Right to freedom of movement
- Disability Discrimination Act 1992 - Access to Premise and Access to Goods Services and Facilities
- Ipswich City Council Human Rights Policy
- Ipswich Inclusion and Connectedness Plan
- iGo City of Ipswich Transport Plan
- Active Ipswich Strategy 2031

Ipswich Inclusion and Connectedness Implementation Program 2024-2026.

Program Action Item - Develop a plan to remove chicane barriers along shared paths.





Proposal for Consideration

A proposal for discussion is outlined below:

- Review existing MDI installations in built-up and urban areas across the city
- As natural areas typically do not provide all-access trails and tracks, they could be excluded from any reviews
- Undertake an impact and risk assessment on a case by case basis
- Develop a plan for the individual MDI sites based on the above assessment
- Determine appropriate funding to modify if required following the assessment

Summary and next steps

Summary

- Motorcycle Deterrent Infrastructure has been installed at various locations across Ipswich.
- Given this infrastructure restricts the movement of vulnerable persons, Council needs to give due consideration to preparing a plan to further consider existing MDI on a case by case basis at sites in urban and built-up areas

Next Steps

- Consider proceeding with the outlined proposal
- Report back to Council the outcomes of the initial investigation

Questions/Discussion

ATTACHMENT 1

Examples of Motorcycle Deterrent Infrastructure in Ipswich

Tite Family Park, Bundamba

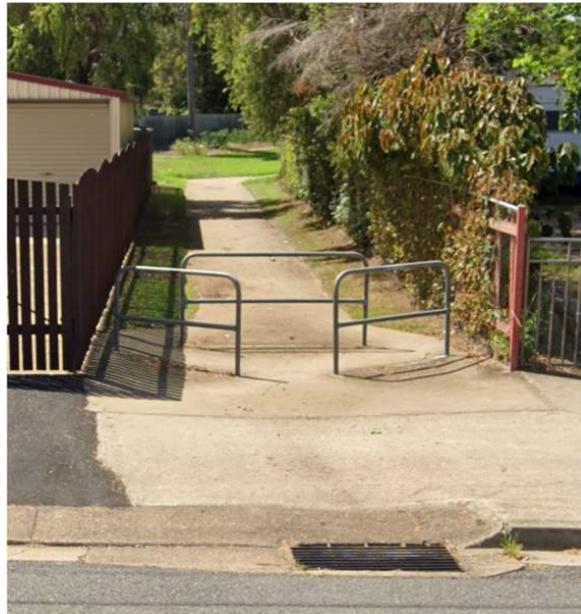


6 France Street, Eastern Heights



Item 5 / Minutes Attachment 2

114 Raceview Street, Raceview



28 Buckland Court, Collingwood Park



Item 5 / Minutes Attachment 2

Jamboree Park, Collingwood Park



12 Manning Court, Collingwood Park



Camira Recreation Reserve, Camira



101 Moss Road, Camira



Resident Access to Road Reserve and Other Council Land

9 December
Seren McKenzie
General Manager, AIS
30 minutes



Purpose

To workshop Council's approach for managing public access to fenced and gated council-controlled land (such as unformed road reserves, drainage areas, and natural areas).

It is proposed to take a risk based approach to fees and charges associated with access to the Council controlled land.



Current Access Process

- Resident applies for temporary access, providing purpose, duration, and vehicle details.
- If approved, resident pays a bond and collects a key from Council.
- Council officer replaces the Council lock with a standard lock.
- After access, resident returns the key.
- Council inspects for damage, reinstates the Council lock, and processes bond refund.

The bond process was introduced three years ago to prevent council-funded remediation from unrestricted land use. Since then, only a few incidents have required using the bond or charging applicants for damage to trees, ground surfaces, or waste removal. Most permits cause no issues.

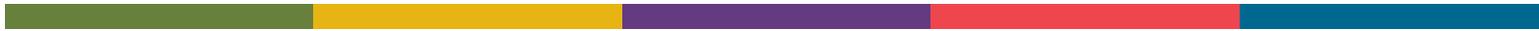
Council receives about four applications per month for land access. Permits are time-limited, and keys must be returned when they expire.



At the Council meeting of 30 April 2025, the following Notice of Motion was presented by Cr Tully and resolved by Council;

- A. That Council waive the bond for access to De Graaf Street Bellbird Park by local residents who wish to access their properties and this waiver apply for six months pending a review of the Council charge for access to Council land.
- B. That Council delegate to the CEO the power to approve the waiver of fees in similar circumstances in relation to other properties within the City of Ipswich

Since the NOM resolution, no further bond waiver requests have been made, and resolution B has not been used.



Proposed Process

Maintaining gated access with keys helps prevent overuse and damage while ensuring access for those who need it.

Council could adopt a risk-based approach to bonds for land access, considering factors such as land type (road reserve, stormwater drainage, environmental areas) and frequency of use (e.g., occasional caravan movement vs. daily vehicle access). An extended, but limited, key access period may also be appropriate.

Summary and next steps

Determine appropriate fees and charges through a Council resolution.

Questions/Discussion