City of Ipswich

Karalee Emergency Access Feasibility Study

Community Engagement Report
Phase 2

November 2024



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Disclaimer: Quantitative and qualitative data was collected from participants during the engagement, in accordance with council's Information Privacy Policy. Quantitative data was downloaded from the various digital platforms and/or transcribed into a master Excel database by project staff. The data was cleaned, de-identified, aggregated and charted in the master database. Open thematic analysis of qualitative comments was carried out using Excel. For the purposes of this report, percentages are rounded to the nearest whole number, which may result in a total not equal to 100%.



EXECUTIVE SUMMARY

As part of the implementation of Ipswich City Council's (council) Ipswich Integrated Catchment Plan, council is investigating solutions for improving flood emergency preparedness, response and recovery in the suburbs of Karalee and Barellan Point. Specifically, during significant flood events Junction Road in Karalee becomes inaccessible in certain locations, resulting in the isolation of approximately 2,000 properties.

In 2023, with support from the Karalee Community Association, council applied for and was successful in obtaining a $50,000 Flexible Funding Grant under the Australian and Queensland Government's Disaster Recovery Funding Arrangements for the Karalee Emergency Access Feasibility Study.

The purpose of the study is to identify a feasible and cost-effective solution for improving flood emergency preparedness, response and recovery in the Karalee and Barellan Point suburbs, aligning with the Queensland Government State Guideline for Flood Evacuation Routes.

These guidelines identify that early and ongoing engagement with stakeholders throughout a project is recommended. Consequently, engagement for this study has been split into two phases. Phase 1 of engagement focused on raising awareness of the project within the local community and gathering firsthand experiences and insights on past events and future preparedness to understand the scope and impact of the flood emergency problem. Findings from this engagement were outlined in the Community Engagement Report – Karalee Emergency Access Feasibility Study – Phase 1.

Phase 2 engaged the community for feedback on five potential solutions drawn from phase 1 of engagement and technical research and findings.

The themes and stakeholder insights identified in this community engagement report will play a role in identifying the final recommended solutions to moderate challenges faced by the Karalee and Barellan Point community during emergency events.

WHY WE ENGAGED

Phase 2 engaged the community with aims to:

- Share a summary of the 15 potential solutions identified from technical findings and phase 1 of engagement
- Capture insights into the community's response to five of the potential solutions

HOW WE ENGAGED

Phase 2 of engagement was undertaken between 30 October 2024 and 6 November 2024. The community was able to contribute their feedback through:

- Karalee Community Association meeting
- Shape Your Ipswich
- Email

As this project has a very specific area of impact, only residents of Karalee and Barellan Point were targeted for this engagement. To maximise engagement from these communities, the following communication channels were used to reach the community and trigger awareness.

Karalee Community Association (KCA)

The Karalee Community Association (KCA) is a community group open to residents of Barellan Point, Chuwar and Karalee. Council partnered with KCA to raise awareness of the project with local community members. Council's project team attended a monthly meeting held on 30 October 2024 to discuss the project, with about 40 community members in attendance. The KCA also promoted the project through their channels.

Shape Your Ipswich

One email campaign was sent out via Shape Your Ipswich. The campaign was sent on 31 October 2024 and was sent out to Shape Your Ipswich members who had selected Karalee or Barellan Point as their place of residence. This campaign was sent to a total of 230 members, of which 115 opened the email.

Overall, these activities led to 444 views of the Shape Your Ipswich page and 55 individual contributors throughout phase 2 of engagement as outlined in the table below.

Engagement Channels	Contributors[1]
One Karalee Community Association meeting	40
Shape Your Ipswich	15
Email	0
Total	**55**

[1] Total number of unique individuals who submitted feedback per engagement channel. An individual who makes more than one contribution on a single engagement channel is only counted as a single contributor. Noting individuals may be counted multiple times if submitting feedback across multiple engagement channels.

WHAT THE COMMUNITY TOLD US

Shape Your Ipswich

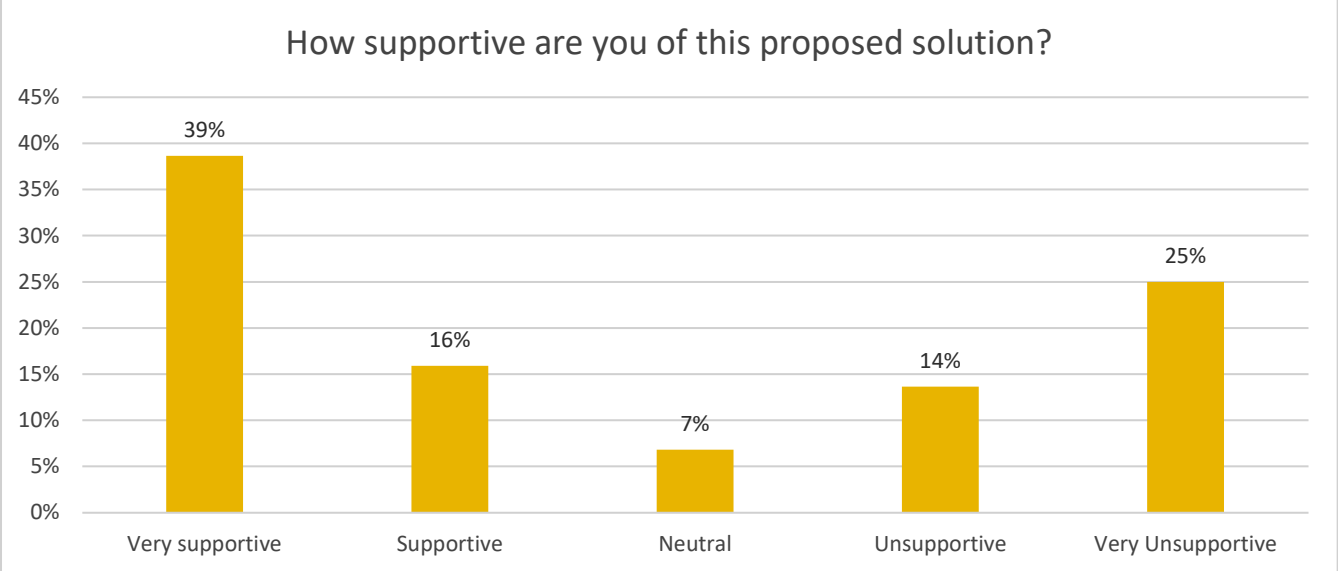
Comments were captured via one online survey on the project page, Karalee Emergency Access Feasibility Study, hosted on Shape Your Ipswich. Survey questions can be seen in Appendix 1. Engagement questions replicated the engagement exercise facilitated at the Karalee Community Association meeting. For a holistic understanding of community sentiment, comments captured via the online survey and from the Karalee Community Association meeting have been summarised together.

Karalee Community Association

The community was invited to attend the Karalee Community Association meeting held on 30 October 2024 for an update on the project and an opportunity to participate in an engagement exercise to share their feedback on five of the proposed solutions. Feedback was captured on posters, as seen in Appendix 2.

Proposed Solution 1: Raise Junction Road profile with bulk earthworks

Community members were asked to indicate how supportive they were of the proposal to raise Junction Road profile with bulk earthworks. Council staff received questions on whether the option would include culverts to facilitate water movement beneath the road. It was confirmed at the meeting during the engagement exercise that this option does include culverts and that the road design and possible impacts would be subject to further concept and hydraulics technical work if identified as the recommended solution in the final report. While mixed responses were received, most respondents were supportive or very supportive (55%) of this proposed solution.

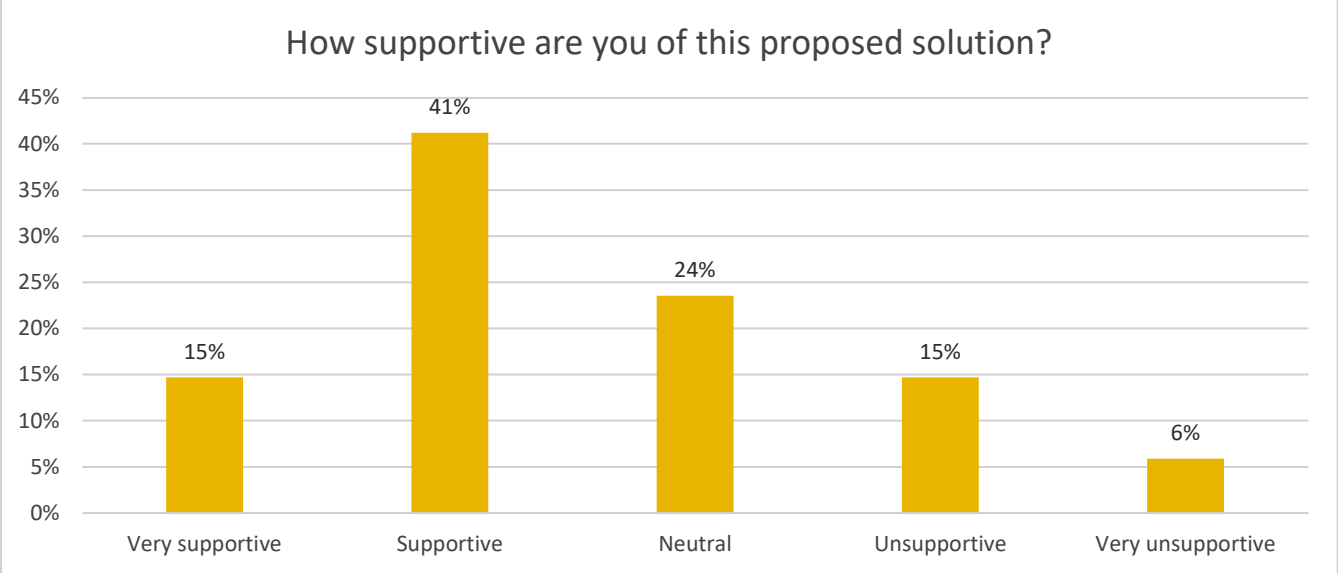


Supportive	55% of respondents were generally supportive of the proposed solution. Reasoning provided included:

	• Provide road access to properties • Safe exit option anyone can use • Access to essential resources including food and fuel
Neutral	7% of respondents were neutral towards the proposed solution. Reasoning provided included: • Unsure of impact on surrounding properties
Unsupportive	39% of respondents were unsupportive of the proposed solution. Reasoning provided included: • Concern for impact on surrounding properties • Felt the upgrade was unnecessary / will become obsolete once the Moggill Pocket Arterial Road upgrade is complete • No levee

Proposed Solution 2: Raise Arthur Summervilles Road profile with bulk earthworks

Community members were asked to indicate how supportive they were of the proposal to raise Arthur Summervilles Road profile with bulk earthworks. Council staff received questions on whether the option would include culverts to facilitate water movement beneath the road. It was confirmed at the meeting during the engagement exercise that this option does include culverts and that the road design and possible impacts would be subject to further concept and hydraulics technical work if identified as the recommended solution in the final report. While mixed responses were provided, most respondents were supportive or very supportive (56%) of this proposed solution.

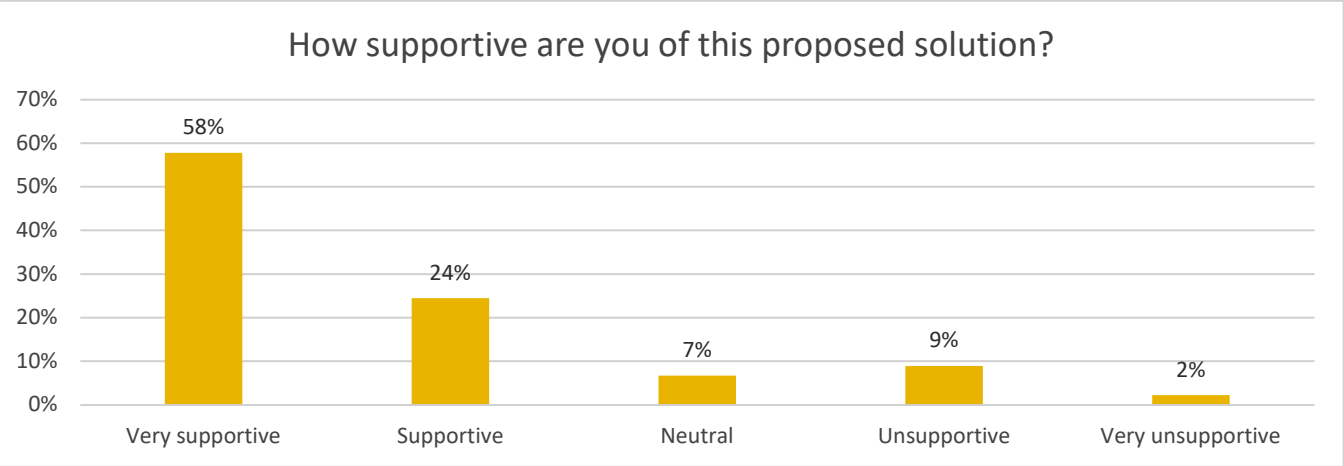


Supportive	56% of respondents were generally supportive of the proposed solution. Reasoning provided included: • Safe exit option anyone can use • Provides access to essential resources such as food and fuel

	• Welcome improvements to the road
Neutral	24% of respondents were neutral towards the proposed solution. Reasoning provided included: • Unsure of overall effectiveness depending on flood levels • Concern for impact on surrounding properties
Unsupportive	21% of respondents were unsupportive of the proposed solution. Reasoning provided included: • Felt the upgrade is unnecessary • Alternative solutions suggested such as a bridge or a new road • No levee

Proposed Solution 3: Adapt existing facilities as an emergency shelter in an accessible location

The community were asked to indicate how supportive they were of the proposal to adapt existing facilities as an emergency shelter in an accessible location. Significant support was received from respondents on this option, with 82% either supportive or very supportive.

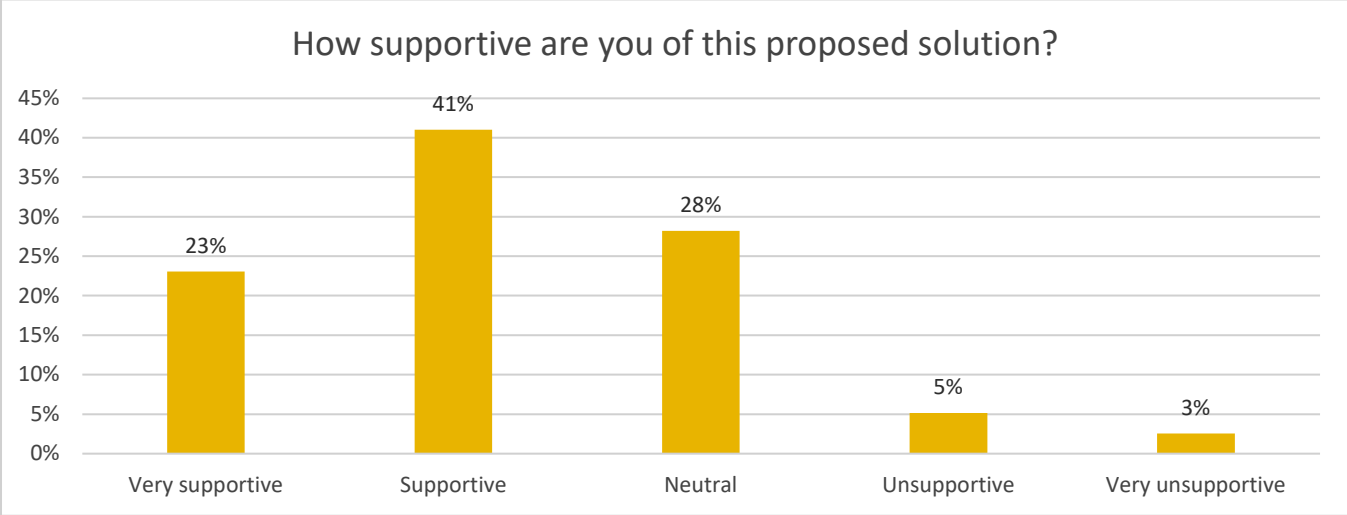


Supportive	82% of respondents were generally supportive of the proposed solution. Reasoning provided included: • Provide shelter and other resources for those in need • Feel it is required, but should be in conjunction with another solution that enables access in and out • Central location with good access
Neutral	7% of respondents were neutral towards the proposed solution. Reasoning provided included: • Already used in emergencies and unsure of added benefits in formalising the school as an emergency shelter
Unsupportive	11% of respondents were unsupportive of the proposed solution. Reasoning provided included:

	• Felt the upgrade is unnecessary • Only available to some residents • Does not address options for evacuation

Proposed Solution 4: Undertake community flood awareness, education and preparedness campaign

Community members were asked to indicate how supportive they were of the proposal to undertake a community flood awareness, education and preparedness campaign. While mixed responses were provided, most respondents (64%) were supportive or very supportive of this proposed solution.

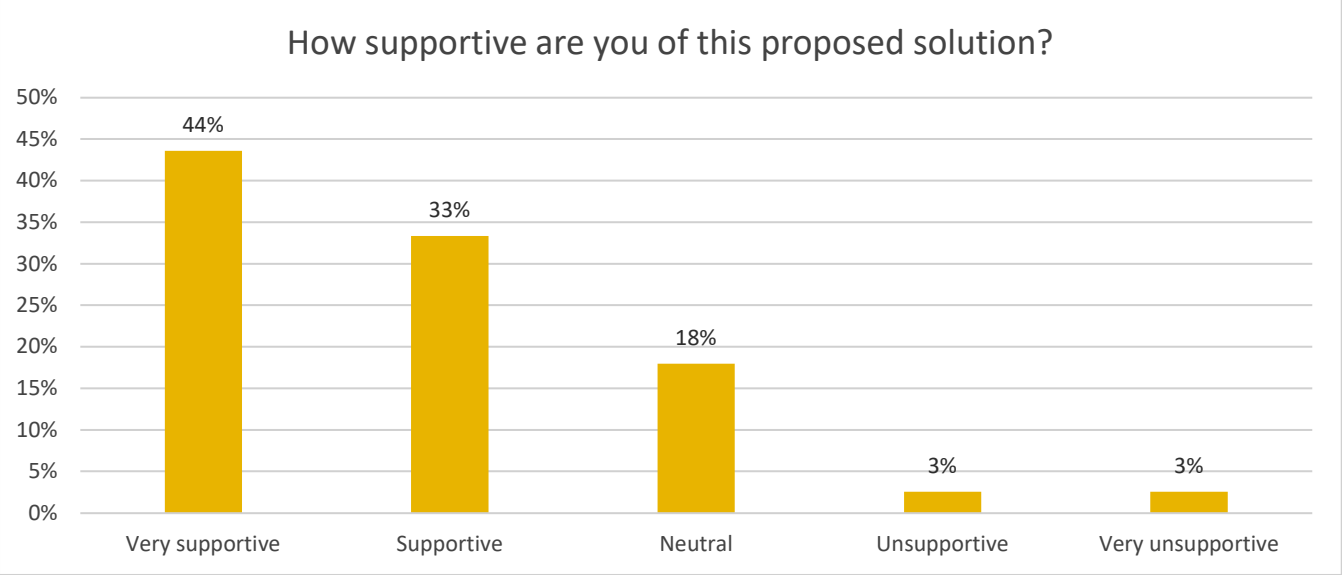


Supportive	64% of respondents were generally supportive of the proposed solution. Reasoning provided included: • Improve awareness of new residents in expanding suburbs • Empower the community to make educated plans and decisions • Would like implemented in addition to road access improvements
Neutral	28% of respondents were neutral towards the proposed solution. Reasoning provided included: • Felt most residents were already aware of and prepared for flood situations • Felt the program is unnecessary • Does not stop or mitigate flooding
Unsupportive	8% of respondents were unsupportive of the proposed solution. Reasoning provided included: • Felt it should be funded by state government instead • Does not address options for evacuation

Proposed Solution 5: Construct a new emergency access track through unformed road reserve between Quiberon Street and Riversleigh Court

Community members were asked to indicate how supportive they were of the proposal to construct a new emergency access track through unformed road reserve between Quiberon Street and Riversleigh Court. Council staff confirmed during the engagement exercise that this option would not facilitate general public access during an emergency event as the road standard would be very low. This solution was well supported by respondents, with 77% either supportive or very supportive.

It is noted that two contributions received from the Karalee Community Association meeting were put directly between "very supportive" and "supportive". For reporting purposes, these votes have been recorded under "supportive".



Supportive	77% of respondents were generally supportive of the proposed solution. Reasoning provided included: • Provides options for emergency situations / those most in need • Would like this in addition to upgrades to other roads • Support use of road for emergency only, and not for private use • Considered a simple but effective solution
Neutral	18% of respondents were neutral towards the proposed solution. Reasoning provided included: • Not accessible for all residents • Concerns over restricted access
Unsupportive	6% of respondents were unsupportive of the proposed solution. Reasoning provided included: • Concerned for additional traffic • Felt the upgrade is unnecessary

Email

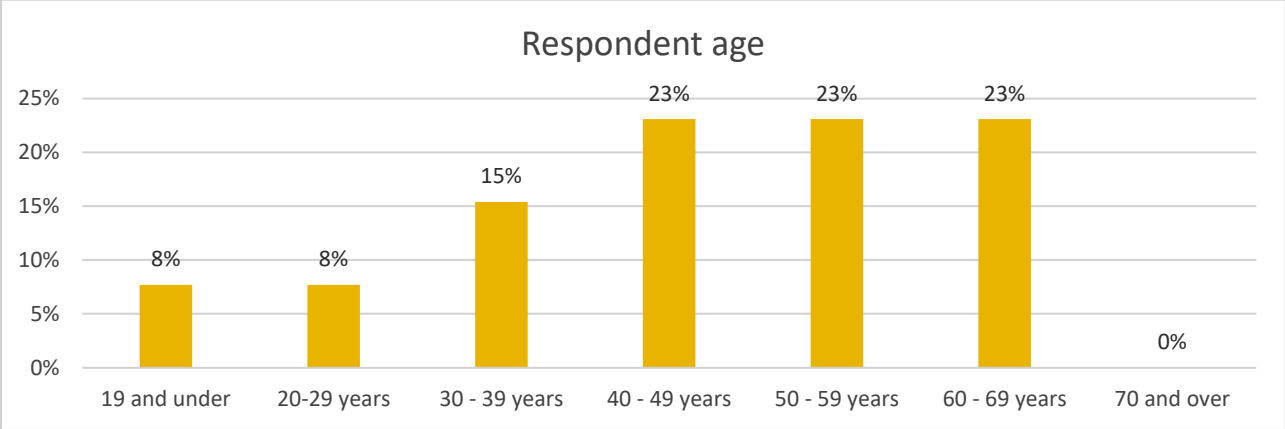
The community was able to reach out to council via communityengagement@ipswich.qld.gov.au with feedback on this project. No contributions were received through this channel in relation to this phase of engagement.

WHO ENGAGED

Where reasonable, demographic data was captured as part of engagement activities hosted on Shape Your Ipswich to understand the diversity of respondents.

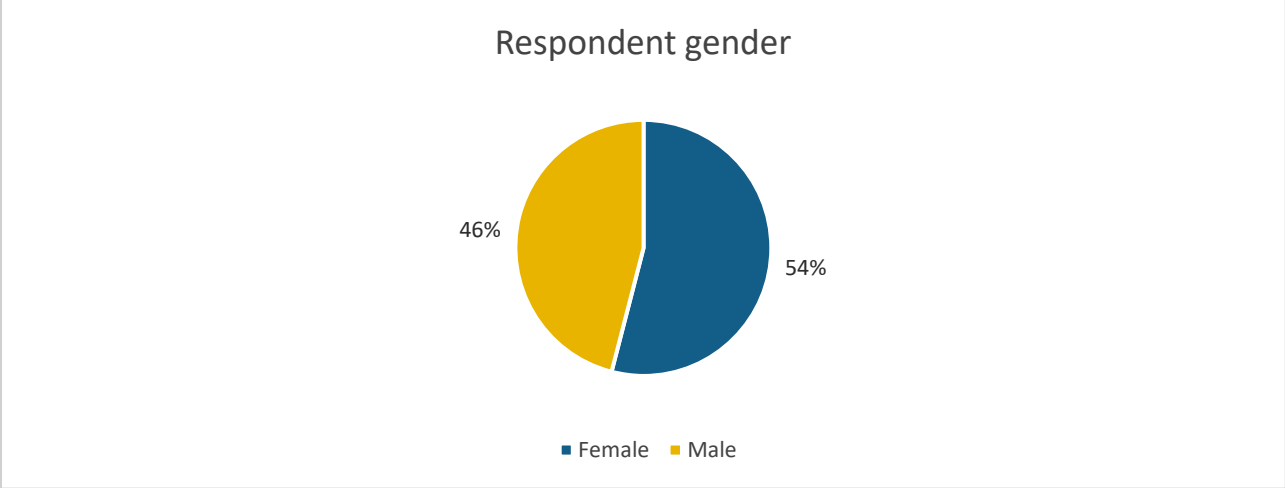
Age

Respondents represented a diverse range of age groups, from under 19 and under and up to 69 years of age.



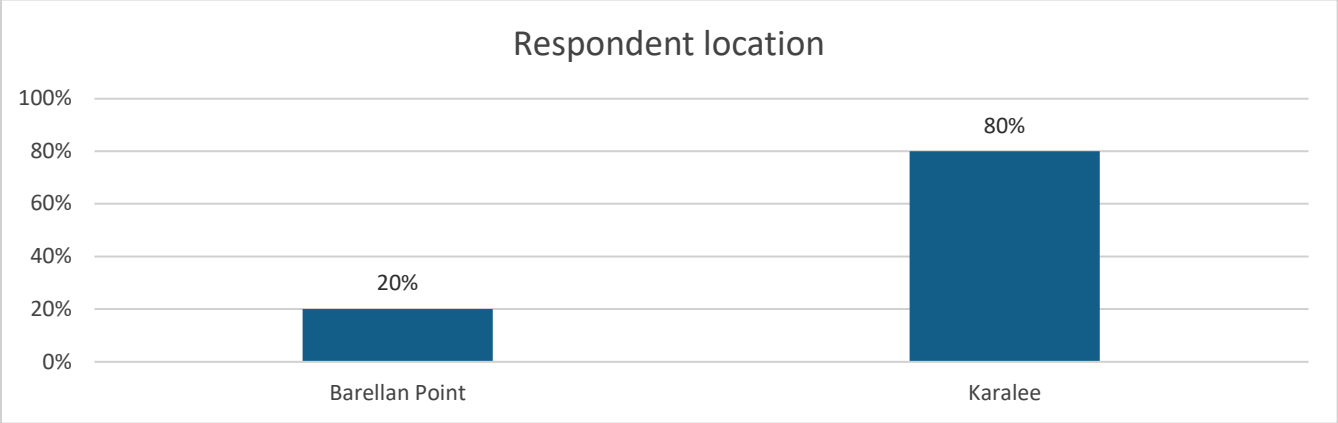
Gender

54% of respondents identified as female, while 46% identified as male.



Locality

All respondents lived in either Karalee or Barellan Point, which were the target suburbs for this project. While a significant portion reside in Karalee compared with Barellan Point, this aligns with population numbers, with Karalee having approximately 4.7 times more residents according to 2021 census data.



FINDINGS

Review and analysis of the data from all engagement activities identified the following key findings from the community.

Findings as outlined in this report are to be shared publicly via Shape Your Ipswich, along with relevant project updates to show how the community's feedback has shaped this project.

- Respondents were generally supportive of all proposed solutions provided, with no solution completely discounted by the community.
- Based on level of community support only, the proposed solution preference order is as follows:
  - **Proposed Solution 3:** Adapt existing facilities as an emergency shelter in an accessible location (82% support)
  - **Proposed Solution 5:** Construct a new emergency access track through unformed road reserve between Quiberon Street and Riversleigh Court (77% support)
  - **Proposed Solution 4:** Undertake community flood awareness, education and preparedness campaign (64% support)
  - **Proposed Solution 2:** Raise Arthur Summervilles Road profile with bulk earthworks (56% support)
  - **Proposed Solution 1:** Raise Junction Road profile with bulk earthworks (55% support)
- Several comments indicated the value of combining multiple of the proposed solutions to address the different community needs during an emergency event.

This information will be used to inform next steps for this project.

APPENDIX

1. SHAPE YOUR IPSWICH SURVEY

Share your feedback on 5 of the proposed solutions

RAISE JUNCTION ROAD PROFILE WITH BULK EARTHWORKS

Estimated cost - $6.6 million

Raise Junction Road profile (inclusive of the Albatross Avenue intersection) with bulk earthworks and culverts between Albatross Avenue and Torrens Street. The works would need to raise the road by approximately 5.8m to be flood free in a 1 in 100 Annual Exceedance Probability (AEP) event.



01. How supportive are you of this proposed solution? Required

Very Supportive | Supportive | Neutral | Unsupportive | Very Unsupportive

02. Please share why

RAISE ARTHUR SUMMERVILLES ROAD PROFILE WITH BULK EARTHWORKS

Estimated cost - $3.25 million

Raise Arthur Summervilles Road profile with bulk earthworks and culverts between Gascoyne Drive and Ludwig Lane. The works would need to raise the road by 2.5m to be flood free in a 1 in 100 Annual Exceedance Probability (AEP) event.



03. How supportive are you of this proposed solution?

Very Supportive Supportive Neutral Unsupportive Very Unsupportive

04. Please share why

ADAPT EXISTING FACILITIES AS AN EMERGENCY SHELTER IN AN ACCESSIBLE LOCATION

Estimated cost - $1.625 million

Adapt existing facilities (e.g. the school) as an emergency shelter in a location which is accessible to the majority of residents during a 1 in 100 Annual Exceedance Probability (AEP) event.



05. How supportive are you of this proposed solution? Required

Very Supportive Supportive Neutral Unsupportive Very Unsupportive

06. Please share why

UNDERTAKE COMMUNITY FLOOD AWARENESS, EDUCATION AND PREPAREDNESS CAMPAIGN

Estimated cost - $325,000

Undertake community flood awareness, education and preparedness campaign. This option focuses on methods which will empower the community to make informed decisions to evacuate early if they have any health or mobility concerns etc. and to ensure that those who choose to shelter in place are well prepared for the correct isolation period.



https://www.youtube.com/watch?v=V1CGcl_tGKo

07. How supportive are you of this proposed solution? Required

Very Supportive | Supportive | Neutral | Unsupportive | Very Unsupportive

08. Please share why

CONSTRUCT A NEW EMERGENCY ACCESS TRACK THROUGH UNFORMED ROAD RESERVE BETWEEN QUIBERON STREET AND RIVERSLEIGH COURT

Estimated cost - $1.5 million

Construct a new formal emergency access track through unformed road reserve between Quiberon Street and Riversleigh Court. This track would have locked slip rails and only be available for emergency purposes or to emergency service providers during an emergency event. As the road standard would be very low and due to subsequent safety reasons, general access during an emergency event would not be permitted and would need to be managed appropriately.

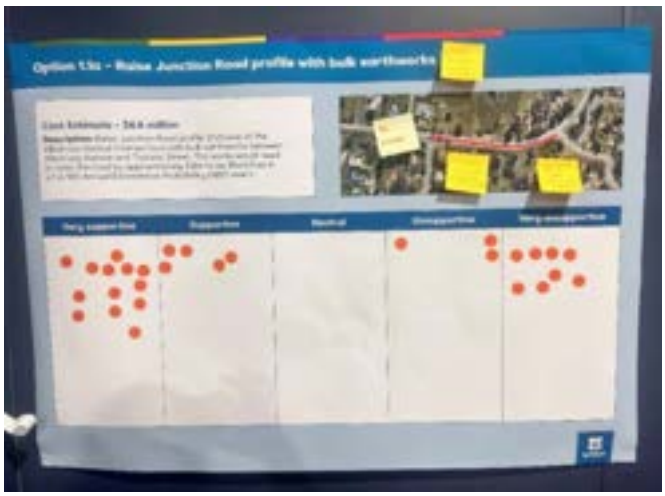


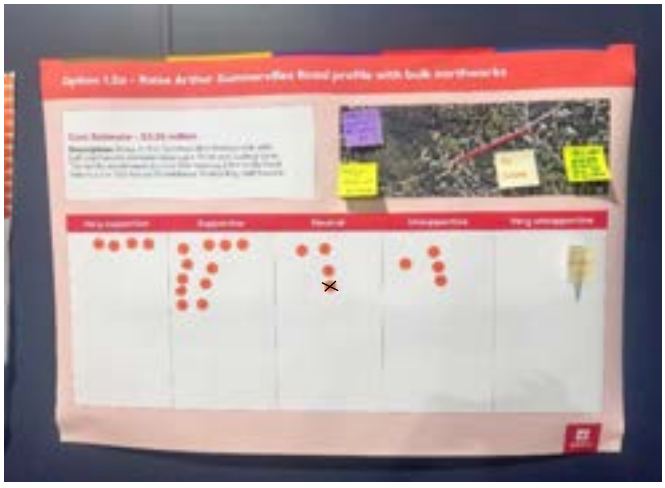
09. How supportive are you of this proposed solution? Required

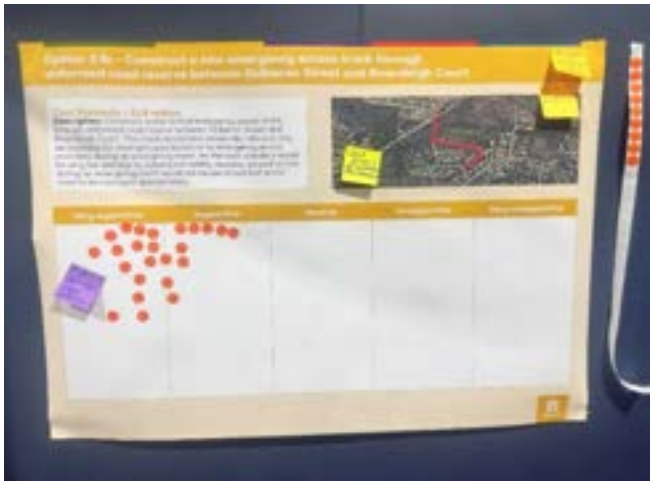
Very Supportive | Supportive | Neutral | Unsupportive | Very Unsupportive

10. Please share why

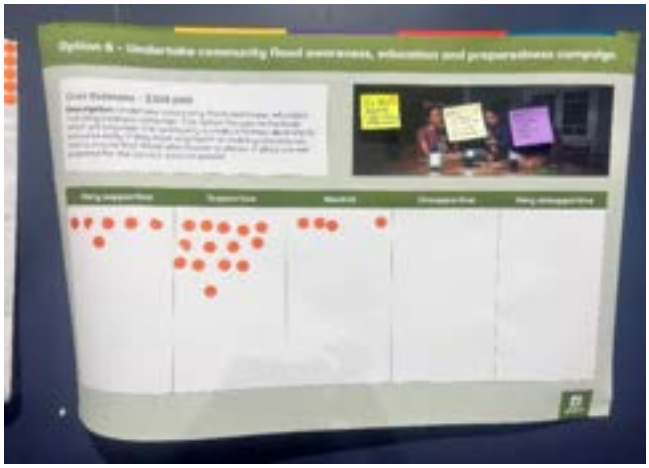
2. ENGAGEMENT POSTERS – KARALEE COMMUNITY ASSOCIATION MEETING

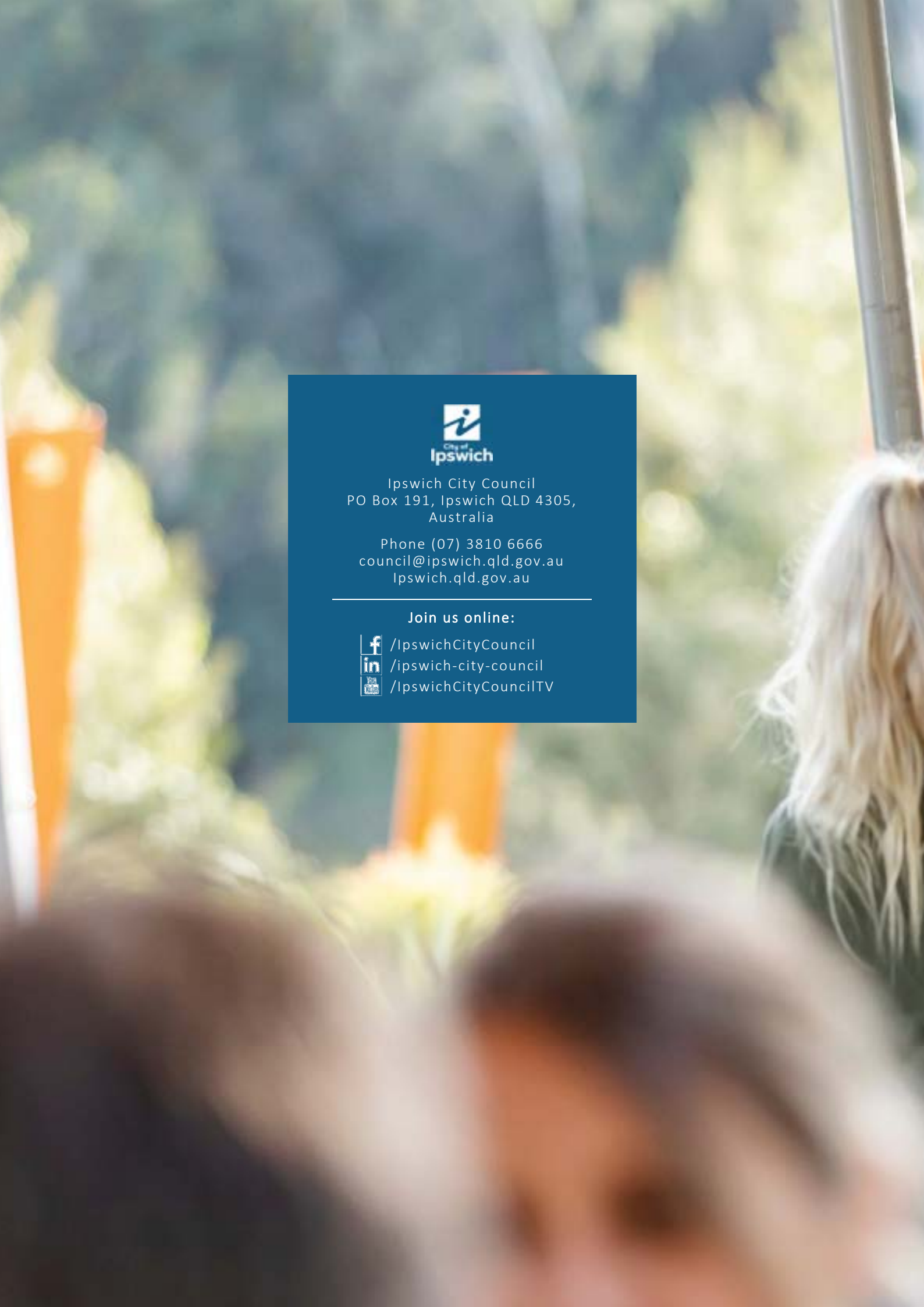







Option 4b – Adapt existing facilities as an emergency shelter in an accessible location





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