

Community drop-in discussion summary

Thirteen people from the Coatesville and Riverhead community attended the community drop in session held on 1 May 2024.

The session was very informal. Parag Gupta (AT), Peter Lipscombe and Meagan Barfoot (both from RoadLab) provided an overview of the work being undertaken to replace the Mill Flat Road Bridge, then opened the floor to questions. Tania Reynolds and Beth Houlbrooke were also in attendance from AT.

Below is a summary of what was discussed and questions posed for follow up in the table further below.

Intro:

- Thank you to the community for adhering to the current weight restrictions on the temporary bailey bridge.
- AT now have funding confirmed.
- Design will be completed by July 2024.
- There will be an open tender to AT approved suppliers for physical works.
- Construction is expected to begin later this year.

Replacement bridge design:

- The bridge will be wider than the previous bridge with two 3m wide general traffic lanes which will accommodate two-way traffic for most vehicles (though not if there is a very large truck and car travelling in opposite directions).
- The bridge will include a 1.5m wide footpath on the south side.
- No class or weight restrictions will apply once completed.
- The bridge will be constructed slightly upstream of current bridge location.
- It will be designed for a 1000 year flood event without being washed away – the bridge will be submerged in large flood events, but not damaged if so. Only handrails will be affected so that they don't collect debris in a flood.
- There will be one additional street light (two in total) with a newer design that shines downward, reducing light-spill.
- New signage will be located off the bridge advising narrow warnings etc.
- A bridge located through the property at 710 Coatesville Riverhead Highway has been ruled out. Any work outside of the existing road reserve, as this would be, takes a lot of time. AT have been working on the design since July last year and would need to start again. The current Bailey Bridge is vulnerable, so the priority is to replace it as quickly as possible.

Intersection:

- The new intersection design will create a better and safer turning environment than the existing intersection.
- A right-turn bay will be provided on Coatesville-Riverhead Highway leading toward Mill Flat Road.
- A flush median will be provided adjacent to the right turn bay, that will act as a merge zone to enable space for vehicles to turn in and out.
- Some vegetation removal will facilitate sightlines.
- Widening will occur on the eastern side of the road (within road reserve) south of the intersection, and a retaining wall constructed on the Rangitopuni Stream side north of intersection.
- The current speed of 60kph will remain on the highway.
- Improved signage and lighting is also planned, including an advisory speed limit on the curve (approaching the bridge from Mill Flat Road side) of 25kph.

Construction:

- The new bridge will be built in two stages – firstly one lane slightly north of the current bridge. The bailey bridge will then be removed and a second lane and footpath will be constructed in its place.
- The Coatesville-Riverhead Highway intersection will likely be widened on the east side first under a stop / go arrangement. This would be relatively quick to do, with construction then moving to the longer duration of works on the west side.
- During construction when traffic is using the first lane of the new bridge, there will likely be a length limitation for vehicles. Truck and trailer units are unlikely to be able to make the curve at either end of the partial-bridge. This will be confirmed once design is completed.
- During construction we will keep our now established lines of communication open (predominantly WhatsApp group and liaison with the local FB page team).
- There is likely a need for night work and short road closures temporarily - such as overnight when beams are lifted in. We will need to communicate with the construction team to confirm more once they are on board.
- Emergency access planning will be part of the construction team activities and we will be able to share these later in the year.

Follow up required:



Topic	Discussion held	Design / AT Actions
<p>Is the current bus stop/shelter going to remain?</p> <p>A number of private bus companies still use it (infrequently) as a pick up and drop off point.</p>	<p>In short – yes. The current bus shelter was decommissioned by AT a number of years ago.</p> <p>The bus shelter will likely need to be removed during construction, but will be re-instated around the same location post-construction.</p> <p>The project team have put in a request through to consider making this bus shelter an official stop.</p>	<p>The design team will look further into the location of the bus shelter given local advice that it is still in use by schools.</p>
<p>What is the cost of the replacement bridge and intersection upgrades?</p>	<p>During initial stages, the cost estimate was \$11m including contingency.</p> <p>This will now be updated at this stage of design.</p>	<p>An updated cost estimate is expected later this month.</p>
<p>What traffic management can the community expect to see?</p>	<p>Work on Barratt Road has just been completed and this would be a similar example of what to expect at the Mill Flat Road intersection.</p> <p>Mill Flat Road will likely require closures during construction e.g. when beams are lifted in.</p>	<p>Further communication on this can be expected prior to construction starting.</p>
<p>What are the plans for emergency access during construction?</p>	<p>AT have already held preliminary discussions with the forest owners and access road within it.</p> <p>We will also need to work with the construction team to understand planned closures and whether emergency vehicles could still be accommodated if necessary.</p>	<p>AT will follow up with forest management and construction team once they are on board.</p> <p>Further communication on this can be expected prior to construction starting.</p>

Topic	Discussion held	Design / AT Actions
<p>Will there be other access restrictions during construction?</p>	<p>During construction, there will likely be a length limitation during the second stage, when vehicles are running on the newly built single lane while the second lane is built.</p> <p>Current modelling suggests that truck and trailer units won't be able to make the turn onto and off the bridge. This will be for a period of 5-8 months.</p>	<p>AT will liaise key businesses along the road in relation to this issue.</p> <p>We will keep the community informed of any limitations once confirmed.</p>
<p>Can AT please keep residents updated regularly?</p>	<p>Absolutely. The WhatsApp group is now set up and running and this works well for both the community and AT.</p> <p>We will provide an update at key milestones via the established communication channels, i.e. WhatsApp, FB Page.</p>	<p>AT will liaise with FB admins to share the WhatsApp group QR code again so that this can be posted on the MFR community FB page.</p>