

1 SH1 Rolleston transport improvements project

Engagement summary



Connecting Rolleston and Selwyn District

Connecting people is key to Rolleston being a great place to live - connecting people to places of work and play, community facilities, essential services, local business and industry.

The aim of this project is to better connect the residential and industrial sides of Rolleston over State Highway 1 (SH1) and rail line. The recommended plan will improve safety and connections at high-risk intersections and provide a more reliable, resilient and sustainable transport network into the future.

In 2020, the Government announced the NZ Upgrade Programme (NZUP), an \$8.7 billion transport investment in growing areas across New Zealand.

NZUP is investing \$300 million for six projects to support growth in south-west Christchurch, Selwyn and Ashburton Districts - with \$125 million (including contingencies) for Rolleston where there has been significant residential and industrial expansion, including inland ports.

Developing a solution with the community

Talking with communities is an essential step informing Waka Kotahi transport planning and design. This step gives everyone an opportunity to have a say on the project and helps the design team to deliver the best possible solution for the community.

The purpose of asking the community for feedback is so the team gains a deeper understanding of issues and experiences, various safety concerns and further insight into what is happening on the road. This information helps the team to assess competing needs and decide whether any further investigations or refinements are required. It is not always possible to meet everyone's requests but by weighing up often competing views we aim to come up with the best possible solution on balance.

Giving feedback on transport projects is not like voting. We consider community views as part of our decision making. We also need to consider many other aspects such as fair access for everyone, safety requirements, cost versus benefit, environmental considerations and carbon footprint, buildability, potential impact on surrounding residents and businesses as well as short and long-term effects. There are many competing needs and trade-offs to examine and consider.

Seeking a balance – shaping future transport together

The need for a solution to Rolleston's access issues started as far back as 2007, with the release of the Christchurch Rolleston Environs Transport Study. Fast forward to 2021 and the SH1 Rolleston Transport Improvements Project got underway following confirmation of NZUP funding. The team started by analysing Rolleston's access problems, confirming the objectives and planned for two rounds of public consultation as part of preparing the business case. Initial draft concepts were shared in 2021 to seek feedback on what was important to the community. This feedback was invaluable and along with ongoing investigations, helped to shape the draft plan shared with the community for feedback in June/July 2022.

The business case included a review of past transport investigations, considered rapid growth since the Christchurch earthquakes and technical analysis to confirm the issues and potential benefits that could be achieved by various transport solutions.

During the first round of public consultation, people told us they wanted a more direct connection to all industrial areas, for Jones Road to remain continuous and for increased highway access. People also asked for more information on how and why the recommended flyover alignment came about. You can read the first round of community feedback on the initial concept here: [Community engagement report - December 2021](#)

A critical part of our technical analysis is to ensure the transport system can work effectively. During this analysis it became clear that the Weedons Interchange would struggle to cater for all the traffic wanting to access Rolleston from the north. This was also raised as a concern during the first round of consultation, along with concerns about the potential traffic flows along Jones Road and Levi Road.

With community feedback onboard and the results of ongoing investigations, the team reassessed all the viable options for connecting the two sides of Rolleston across the highway and rail corridors. This process involved testing how the strongest options performed against the project objectives and key criteria, including short and long-term effects on the wider transport network and fit with Selwyn District Council's vision for Rolleston. This led to a significant change for the flyover from a skewed alignment to a shorter, more direct flyover to Jones Road, enabling Jones Road to remain continuous.

To assist the second round of public consultation in June/July 2022, a summary was published of the various options we considered to help people understand the

background better and the reasons for the changes: [The path to a flyover - SH1 Rolleston Transport Improvements](#)

Public consultation 2022 – checking we're on track

We listened, considered, and changes were incorporated into the recommended plan for a last check back with the community in June/July 2022, before we wrap up the business case.

The recommended plan comprises safety upgrades to four highway intersections, a flyover between Rolleston Drive North and Jones Road and improved walking and cycling facilities.

Key changes included:

- A more direct flyover between Rolleston Drive North and Jones Road providing equitable connection and access to all local businesses and industry while maintaining continuity of the Jones Road arterial route.
- Additional highway access points to spread the traffic load and provide safer and more reliable access at the Rolleston Interchange at Weedons Road:
 - after the rail level crossing, a free left turn lane northbound onto the highway from Hoskyns Road
 - a new off-ramp from the southbound service road to Rolleston Drive North, connecting to Jones Road, via the flyover.

How we gathered feedback

4

community pop-up sessions

20+

meetings with stakeholders, businesses, and community groups



84

emails



655

online survey responses

12,121

views on our project website



756

pieces of feedback received



166

letters with feedback forms dropped to nearby homes

17

written statements, letters or feedback forms received



1,851

subscribers to our e-newsletter

What we asked

The reason for the second round of public consultation was to check our changes were on track, and if there was anything else we needed to consider before making any last adjustments and wrapping up the project business case at the end of 2022.

We asked: What are your thoughts on the recommended plan for SH1 Rolleston? Is there anything you think we need to consider before we finalise the plan and move to the next stage of the project?

What we heard

Overall, people were generally more supportive of the recommended plan since changes were made following consultation last year.

People were supportive of the new roundabout proposed for the SH1, Dunns Crossing and Walkers Roads intersection. We received lots of feedback expressing safety concerns about the anticipated increase in traffic on Dunns Crossing Road and past West Rolleston Primary School.

We received requests to make walking and cycling safer between Dunns Crossing and Walkers Roads and for a cycle connection between Rolleston and Burnham.

Ensuring the plan for SH1 Rolleston is future focussed and provides for more sustainable travel options and opportunities is top of mind for some people.

Feedback on the flyover itself was varied and included suggestions for alternative configurations and alignments, requests to accommodate all forms of travel (including vulnerable road users) and concerns about traffic wait times.

We heard that ensuring local roads and main arterial routes are fit for purpose is a high priority for people.

We heard from:

- Key stakeholders
- Residents and landowners
- Businesses, organisations and industry representatives
- Schools
- Community groups
- People who work locally and commute to Christchurch
- Cyclists and advocacy groups like Spokes
- People who regularly travel across and through Rolleston on the highway
- Groups reliant on transport such as la Ara Aotearoa Transporting New Zealand, emergency services and public transport.

You said

As is stands, it's shorter to go to Lincoln than to drop my daughter off at the iZone



You really need to consider the fact that there are 750 school age children at West Rolleston Primary School on Dunns Crossing Road. The road is already so narrow and dangerous due to heavy vehicles coming down there

There needs to be improvement for bike and pedestrians crossing SH1 at the Dunns Crossing/Walkers Road roundabout. This will allow people to safely commute from south side of Rolleston to Burnham Military Camp on Runners Rd and avoid SH1

I really like this plan, it seems much safer with no RH turning traffic, also allows for future upgrade to 4 lanes

Traffic backs up more than halfway along Levi Road at times. I live on Masefield Drive and some mornings I have to sit for 10 minutes at the end of my driveway before I can get out

I am concerned that the gradient is not suitable for all cyclists and that, when travelling on the downhill sides vehicles may go faster than they can control when approaching the signalised traffic controls, especially in wet conditions

Please consider future-proofing the project now, by making the road four lanes from near Brookside Rd (or even better, all the way to the proposed Dunns Road roundabout) to a direct four lane connection onto the existing motorway before Weedons Rd

My one concern with this however is that I wonder if there is adequate provision for bleeding the traffic off SH1 onto the 30kph service lane without causing delays to the straight-through traffic on SH1. I understand that most of this south-bound traffic should be turning off via the Weedons Interchange, but this does not happen currently. A way to encourage residents to use that interchange is vital to the success of the 30kph southbound service lane

Move the bridge design to be on SH1 similar to the Memorial Ave design at the Airport



Levi road and the Weedons interchange are already too busy and unable to cope with current traffic levels. This makes it harder for residents to access the motorway to travel to Christchurch

Too many sets of lights so will be a lot of sitting idling vehicles

Speed limit signs are not enough as they are routinely ignored. I've seen "boy racers" come down Levi at 120 kmph+. Either traffic lights or speed bumps might help at the Strauss Rd/Levi Rd intersection

We need to encourage more people to cycle and walk (for health and to reduce emissions) but if it's not user friendly they will continue to drive

I recommend reducing speed to 80 KM/H from Dunns Crossing roundabout to where the freeway starts going to Christchurch

Future proofing, especially with 'park and ride', is essential for such a large rural capture area. None of us are going to stop driving into CHCH otherwise

How will the flyover affect the public weighbridge at Taylor Coal? It is one of the only public weighbridges in the area and is incredibly busy



How about you create a bypass for sh1. Go between West Melton and Rolleston iZone

At times the rail barrier is closed for about 10 mins and at times less depending on the length of the train. This will cause unnecessary delays to the residents of Rolleston heading off to work

If the shared use path can be grade separated that would be awesome

Would it also be worthwhile future proofing for direct pedestrian/cyclist access from the flyover down to the rail platform (eg elevator and stairs)

Be quick

At present the merging of lanes from 2 to 1 coming south off the motorway onto state highway on the city side of Rolleston is congested at peak hours and a high-risk area



Please make sure the plan includes for the best access to future commuter rail, i.e. park and ride, pedestrian and cycle access over the bridge

Put a roundabout at Rolleston Drive South

Is there an opportunity to move the road behind the school?

Improve engineering on Levi Road to cope with heavy traffic and increased traffic

Addressing key concerns

The following main themes came through during consultation.

FEEDBACK: Pedestrian and cycle improvements

Lots of people asked for safe walking and cycling highway access to be included in the SH1, Dunns Crossing and Walkers Roads roundabout as well as a cycle connection between Rolleston and Burnham. People were also concerned about cycle and pedestrian accessibility on the proposed flyover and that plans should integrate properly with existing and future local cycle paths and connections to a range of destinations within the industrial area, including shops and sports clubs.

RESPONSE:

A roundabout is recommended at the SH1, Dunns Crossing and Walkers Roads intersection to address the current crash issues which will get worse as traffic volume increases.

We are investigating if further improvements can be made as demand for the Burnham to Rolleston Cycleway grows along with possible land use development.

This would require an underpass under the highway which would link up with the Burnham to Rolleston Cycleway, which is a future Selwyn District Council project.

Given there is significant community support for such a connection, the team is investigating this possibility further and how it might be delivered. In the meantime, land for a cycle underpass and connection will be protected.

A roundabout will be safer for people cycling and walking than the current uncontrolled intersection and is appropriate for the current low level of demand.

Each leg of the roundabout will have a central island refuge so people can cross the road in stages. This reduces the crossing distance, and you'll only need to find a gap in one stream of traffic at a time, instead of two.

The physical form of the roundabout requires people to reduce their vehicle speed and pay attention in order to navigate the intersection. People are much more likely to survive a crash at a lower speed. (Traffic signals at this location are less safe because red light running is possible. If a crash occurs at a high speed, especially colliding with another vehicle, the likelihood of the people being killed in this type of crash increases.)

The proposed flyover will have shared paths on both sides connecting with current and potential future paths planned by Selwyn District Council.

We are working closely with the Council to ensure paths connect with the local network. The next phase of the project includes designing safe approaches and crossing points for cyclists and people using the shared paths on the flyover and those that will connect to it.



People can get a feel for the gradient by crossing Prestons Bridge over the Christchurch Northern Corridor in Redwood.

A shorter, more direct route to all industrial and business areas is the preference for cyclists, instead of landing further east along Jones Road and having to backtrack to the other western business and industrial areas. (As per initial skewed flyover). While the Rolleston Drive North - Jones Road connection covers a shorter distance, the gradient is a little steeper at just under 8 per cent. We had some feedback saying this is unacceptable, however it does meet accessible guidelines of a 1 in 12 gradient, which over a short length is not a significant barrier as shown by bridges and overpasses elsewhere in Christchurch.

Working with our partners

Throughout planning for this project, we are working closely with Selwyn District Council and KiwiRail to consider nearby areas and future projects, so our plan is compatible and ensures the whole transport system

works effectively. We've made changes that support the Council's vision and planning for Rolleston and to further improve public transport, walking and cycling opportunities and connections.

FEEDBACK: Impact on local roads – especially Dunns Crossing Road

We had lots of feedback from people concerned about how plans would impact on the safety and efficiency of local roads and whether these roads are at an appropriate standard.

While lots of people welcomed a new roundabout to address safety and improve access, some were concerned about formalising the SH1, Dunns Crossing and Walkers Roads roundabout as the main southern entrance into Rolleston and increased traffic flows along Dunns Crossing Road. People gave us examples of large trucks having difficulty passing each other from opposite directions outside West Rolleston Primary School and parking contributing to safety concerns, particularly at drop-off and pick up times. There were also similar concerns about accessing other educational facilities nearby.

RESPONSE:

We all want our tamariki to feel safe walking and cycling to school. Selwyn District Council classifies Dunns Crossing and Walkers Roads as arterial roads supporting both main local traffic and cross district travel routes. Traffic growth is expected due to the rapid growth of Rolleston. The Council has welcomed the proposed roundabout as it will make travel along this route safer and more reliable. We have engaged with West Rolleston Primary School and the Council, who are already looking at ways to manage the expected traffic flows along Dunns Crossing Road.

In 2023, the Council plans to reduce the speed limit and build shared used paths before the proposed roundabout is constructed. The Council also intends to signalise the intersection of Dunns Crossing and Burnham School Roads to control traffic and provide safer crossing points for school children and people accessing school facilities.

The widening of Dunns Crossing Road on the west side is being considered in upgrade plans for the area which will need to coordinate with the residential private plan changes if they occur. Based on how these eventuate, further road upgrade requirements to accommodate the anticipated traffic expected in this part of the Rolleston road network, will be needed.

In addition, the new Setting of Speed Limits Rule requires lowering speed limits outside schools to 30km/h around 40% of schools by 2024. As West Rolleston Primary School is an urban school on a higher volume arterial road, addressing speed outside this school will be a high priority for the Council.

We are working with the Council, West Rolleston Primary School and the Ministry of Education on developing options which provide safe outcomes for everyone.

The Council's Draft 2024-2034 Long Term Plan process allows the timing of local road improvements to be changed or new projects to be added, to ensure the whole transport system operates effectively.

We are working collaboratively with the Council so local road improvements can align with plans for the highway, once the SH1 Rolleston Transport Improvements project business case is approved. Our project website [frequently asked questions](#) page has information on upgrades for local roads which will help to support this project.

FEEDBACK: Provide additional access to Rolleston for northbound highway traffic

While some people said plans for left-in/left-out access which is safer makes sense, others voiced concern about whether the recommended plan has enough northbound access into both the residential and industrial/business sides of Rolleston. People said there's a good chance drivers could miss the turnoffs to the main southern entrances at the proposed SH1, Dunns Crossing and Walkers Roads roundabout and that a right turn into Rolleston Drive South should be added to the plan. People were also concerned that consolidating these key access points could impact the safety and efficiency of these roads – especially Dunns Crossing Road and the Rolleston Interchange at Weedons Road. Similarly, we received requests to retain left-in access at Hoskyns Road to industrial/business areas. People also suggested adding a northbound off-ramp connecting the flyover directly to the highway and other ideas.

RESPONSE:

The recommended plan for SH1 Rolleston is based on 'safe-system' design. This recognises people make mistakes on the road, but a crash shouldn't result in the people involved being killed or seriously injured.

While it may seem like more access points will improve local access, the result is increased safety risk and crashes which affect travel time reliability.

Turning right across the main flow of high-speed traffic is high-risk and increasingly dangerous as traffic volumes increase. 'T-bone' and head-on collisions are often the most lethal types of vehicle crashes. The recommended changes remove right turning risks while providing access and connectivity at key locations.

We have consulted with emergency services who are satisfied the recommended plan provides an improved level of highway access and connection.

If we provide any more highway access than what is currently recommended, with the anticipated traffic increases, safety at intersections would be compromised and travel would become increasingly inefficient, on both the highway and local roads.

Retaining a right turn or a roundabout at Rolleston Drive South would not be safe in this road environment. We have checked the capacity of Dunns Crossing Road, and while traffic does increase here and along parts of Brookside Road and Lowes Road, these roads are intended to carry the anticipated level of traffic. In some cases, the Council has already proposed upgrading these roads in response to residential growth.

To prevent head-on crashes and keep people safe, flexible barriers in the middle of the highway will be installed from the end of the Christchurch Southern Motorway north of Rolleston, through to Dunns Crossing Road. The barrier catches vehicles before they crash. If you hit a flexible barrier, the steel cables flex, slowing down your vehicle and keeping it upright. They can be lowered and driven over in an emergency.

The main southern entrances to Rolleston will be clearly signposted to give people plenty of warning. Appropriate highway signage will guide traffic as well as 'wayfinding' signs on surrounding local roads. The proposed two-lane roundabout at SH1, Dunns Crossing, Walkers Roads will provide the main southern access to both sides of Rolleston, the same as the Rolleston Interchange at Weedons Road provides from the north.

We looked into whether the left turn into Hoskyns Road could stay and concluded there would still be an unacceptable rail level crossing short stacking risk with traffic queuing back from the Jones Road traffic signals. Equally, the Hoskyns Road rail level crossing (when activated) would cause vehicle traffic to back up down the highway, creating queues and increasing crash risks. Once the proposed flyover is up and running, traffic from the residential side of Rolleston will no longer need the Hoskyns Road entry. Assessments show the remaining highway traffic from the south using this access point will have good access via Walkers/Two Chain/Jones Roads to business and industrial areas. If people miss the exit, it's not much further to loop back via the Rolleston Interchange at Weedons Road and Jones Road. The Council is planning to upgrade this route.

We received lots of ideas for alternatives to the flyover and further on and off ramps to the highway and most of these had to cross the rail lines at various angles and alignments that would not be safe or meet requirements. (Refer also to our response further on: Preferences for a skewed flyover, an underpass etc)

A northbound off-ramp from the flyover to SH1 had been considered as part of the optioneering process and was ruled out, mainly because traffic signals would be needed on the flyover for right turning traffic.

As well as there not being enough space to cater for all the turning movements, traffic signals would not work well in a confined space, especially with gradient affecting how far people can see ahead. A bigger bridge is not an option either – given the requirements for height clearances, operation, embankments and connecting intersections and ensuring safety for everyone – people in vehicles, cyclists and pedestrians.

We have designed the recommended flyover and traffic signals to provide a coordinated route for people travelling to the city. Vehicles will be able to travel from Rolleston Drive North to the Hoskyns Road on-ramp where people will get their own free-flowing lane, after the level crossing, joining the Christchurch Southern Motorway.

FEEDBACK: Enough highway capacity - make sure we plan for more highway lanes

People asked if we are providing four lanes on the state highway, or whether we have protected for this in the future under the flyover.

RESPONSE:

We have checked the forecast traffic volumes along the highway and confirmed that once the traffic signals are removed (these require two lanes on the highway approaches), the expected volume of traffic can operate adequately on a single free flowing lane in both directions along with the service lane that will connect to adjoining Council township roads. The recommended flyover design provides for over dimension vehicles and there is sufficient space along the highway corridor so we will not be prevented from adding lanes to the highway in the future, if needed and the flyover support piers have been positioned to allow for this.

Current and predicted highway traffic volumes to 2038 show that one free flowing lane is all that is needed in the meantime.

Our investigations show if there is a need to increase highway capacity, the 'pinch points' for widening the highway would be further south of the flyover, where the rail corridor and adjacent properties would make this a serious and challenging undertaking.

FEEDBACK: Get rid of bottlenecks on the highway

People raised concerns about the current one to two-lane lane merge on the Christchurch Southern Motorway ahead of the traffic signals at Hoskyns Road.

RESPONSE:

This design was intentional to ensure motorway traffic slowed down before the traffic signals to reduce the risk of crashes.

Once the signals have been removed there is less of a requirement to retain this lane merge for speed management. The recommended plan southbound is for one lane turning left into Rolleston township and one lane travelling along the state highway through Rolleston. We are investigating providing for two lanes where the lane merge is currently located.

Once the signals have been removed, southbound traffic will be able to merge and flow more freely than what people are currently experiencing. We're planning for a single free-flowing southbound lane of highway traffic travelling 80km/h the length of Rolleston, up to the two-lane roundabout at the intersection of SH1, Dunns Crossing and Walkers Roads.

The free left turn to travel north on SH1 from Hoskyns Road after the rail level crossing, forms an additional lane connecting with the motorway. No merge will be required here for Christchurch commuters and heavy vehicles from the industrial areas. (This access was added following public consultation in 2021.) Travelling south, in addition to the Rolleston Interchange, there will be an additional southbound exit lane onto the service road for access into Rolleston.

FEEDBACK: Make sure transport planning for Rolleston is future proof and provides for all forms of transport.

People stressed the need for improved travel options to encourage more walking, cycling and public transport, and allowance for future changes, such as Park and Ride sites and improved rail facilities.

RESPONSE:

The recommended plan offers improved and better integrated travel options, and preserves even more land for future transport facilities than what was initially consulted on with the public.

Through our design we have intentionally maximised residual space for future development. This includes two parcels of land – on Kidman Street and on the south-east corner of Jones and Hoskyns Roads.

- On Kidman Street, Council owned land has been preserved for potential Park and Ride expansion. This good-sized site is located on the residential side of Rolleston, and adjacent to the improved bus stop on Kidman Street, handy for people commuting from Rolleston suburbs to Christchurch. It is close to the flyover and the existing bus stops on Kidman Street.

To encourage more people into buses instead of one-person car commutes to Christchurch, Kidman Street buses will get 'the jump' ahead of traffic at the flyover traffic signals. All the new signals associated with the flyover will be phased to keep traffic flowing efficiently, especially at peak times.

- On the corner of Jones and Hoskyns Roads there is also space for a possible Park and Ride and potential train station alongside new planned retail developments in the area, if that's what is needed in the future.

Further development of plans for the skewed flyover showed the bridge, embankment and rail space required severely restricted the development potential of available land.

The main objective of this project is to create a connection between the residential and industrial sides to make it safer and easier for people to access and support local business and industry and to make the most of what makes Rolleston a great place to live. The recommended straight flyover connection will position Rolleston as a more self-sufficient, safe, sustainable, and thriving town, leading into the future.

FEEDBACK: Concern the plan will impact on people and businesses.

People told us they had heard some businesses may need to relocate and they felt concern for the people involved.

RESPONSE:

The plans have been designed to ensure good access for as many people and businesses as possible. We are mostly utilising land owned by Waka Kotahi, KiwiRail and Selwyn District Council and have made every effort to design around affecting people's private property and access. The plans do unfortunately affect some businesses and property close to the proposed flyover and at Dunns Crossing/Walkers Roads. We have had early engagement with the most affected parties to understand their concerns and possible ways to reduce impacts.

Near the flyover, we're talking with directly affected people about anticipated property impacts and access. We are not quite at the point of needing to acquire property yet.

Once we know what is needed, property required for the project will be purchased by Waka Kotahi, based on current market value, determined by independent valuers. Waka Kotahi offers services and support to the people involved as part of this process.

As detailed planning progresses, the team will be working to understand other potential impacts including noise and vibration, traffic impacts, constructability, air quality and more.

We will keep people informed as we progress, and we encourage you to get in touch or [subscribe to our e-newsletter](#) so we can keep you updated.

FEEDBACK: Preferences for a skewed flyover, an underpass or a Memorial Avenue-style alignment

RESPONSE:

We have reassessed all the options alongside ongoing investigations and the plan was modified mainly due to:

- Community feedback saying people wanted access to all of the industrial/business area, rather than landing in the east and having to backtrack.
- A more direct connection was preferred by cyclists and emergency services.
- Keeping Jones Road continuous for freight and business access.
- Available space – bridge embankments, underground services and proximity to rail.
- Safety – an underpass can feel unsafe for pedestrians, and if traffic is queued drivers can't see as far as they need to.
- Size of structure – impacts on private land and property access, buildability, carbon footprint and environmental impacts, construction time and community disruption.

It's worth mentioning the skewed flyover option is 166m long compared with the straight option at 114m. Plus the skewed option has some constructability issues like very long bridge spans (60m maximum on a skew and 35m maximum straight) that create issues where piers can be placed in relation to the existing highway and rail lines.

For people wanting more information on how the flyover was decided we've published an overview which you can read here:

[SH1 Rolleston transport improvements – the path to a flyover](#)

FEEDBACK: Travel time

People were concerned about the time it would take to travel through three sets of traffic lights and over the flyover to Christchurch.

RESPONSE:

Right now, the highway traffic signals are almost at capacity which is why we need to make changes. They also need to be removed for road and rail level crossing safety reasons.

The primary objective of this project is to provide safe and reliable connectivity between the two sides of Rolleston across the highway and rail lines. Refinements following community feedback also help to improve access to Christchurch and relieve congestion at the Rolleston Interchange at Weedons Road.

Our traffic analysis shows, for the journey from Rolleston town centre to Christchurch (Hornby) in the morning peak, if we keep the traffic signals, by 2038 there will be increased delays adding to journey time. Comparatively, with the straight flyover, we can coordinate the traffic signals and the free left turn from Hoskyns Road is expected to improve travel time by around 1 to 2 minutes.

Greater reductions in journey times are expected for people travelling from Rolleston township to business/industrial areas using the flyover. Also, travel times will be more consistent and predictable. In the evening, with the flyover, delays travelling from the industrial area and into Rolleston are expected to reduce by 5-to-10 minutes and there is no rail level crossing short stacking safety risk.

For large trucks, the intended primary northern access route to the business/industrial area will be via the Rolleston Interchange at Weedons Road and along Jones Road. Smaller local delivery trucks will be fine to use the flyover. With additional accesses at Hoskyns Road and Rolleston Drive North, light vehicle traffic on Jones Road will be at more sustainable levels, making it easier for the largest trucks needing to use this corridor. By keeping Jones Road continuous it will be easier for people and goods to get to more locations in a more reliable time.

FEEDBACK: Make sure the plan responds to climate change

We received feedback saying the plans need to make it easier for people to choose more environmentally friendly forms of travel, and emphasising the importance of reducing our carbon footprint and emissions.

RESPONSE:

From the start of planning, we considered the effects the project would have on the environment, neighbours, and how we can reduce its carbon footprint and emissions. This work is critical in gaining the various consents required before construction starts.

As well as being safer for people, this project will offer people more travel options between residential and industrial areas and more sustainable travel choices – such as cycling, scootering and walking. This will help Rolleston to become a more accessible and self-sufficient town. (Refer above to future transport planning response.)

In addition, a Preliminary Infrastructure Sustainability Assessment will be done as part of the business case for Rolleston. It is already evident that the longer skewed flyover option would have more challenges in this respect. The assessment will evaluate the project design against the Infrastructure Sustainability Council's Infrastructure Sustainability (IS) Essentials rating scheme. The IS Essentials rating scheme encompasses a range of environmental, social, and economic outcomes. We will update the community as information becomes available.

The climate emergency declared by the government means that all public agencies, including Waka Kotahi, must focus on achieving a net carbon zero in New Zealand by 2050.

For more on what we're doing in this space visit:

[Government Policy Statement on Land Transport 2021](#)

[Toitū Te Taiao – the Waka Kotahi Sustainability Action Plan](#) sets out our vision for a low carbon, safe and healthy land transport system.

FEEDBACK: Concerns about speed

We had a few people express concerns about vehicle speeds on the highway and on local roads. All were of the view that speed limits should be lower.

On the highway, people suggested the speed limit should be lowered through Rolleston, so it was safer to turn. There were also a few concerns about how speed would be managed on the proposed roundabout.

On local roads, people were worried that by formalising Dunns Crossing Road as the main entrance to Rolleston, drivers would 'rat run' and speed through streets in the Brookside residential area. There were lots of suggestions to lower speed on Dunns Crossing Road and some wanted speed bumps in areas where there are school children around. Others reported high speeds on Levi, Weedons and Brookside Roads and suggested lowering speed limits, so people felt safer turning out of driveways.

RESPONSE:

SH1 will feel very different once the planned flyover is completed. The signals at both Rolleston Drive North and Hoskyns Road will be removed, and we anticipate the proposed new infrastructure will support a safe and appropriate speed limit of 80km/h through Rolleston. Most intersections will change to 'left-in/left-out' which significantly reduces crash risks.

Roundabouts are the safest form of intersection for people in vehicles. The physical form of the roundabout requires people to reduce vehicle speed and pay attention in order to navigate the intersection. People are more likely to survive a crash at a lower speed. (Refer to earlier response regarding pedestrian and cyclist improvements.)

Dunns Crossing Road and Lowes Road are local arterial roads which have the function of distributing traffic to and from local roads and streets. The recent and other intended intersection improvements on the main roads around Rolleston will make them more efficient to use over time, compared with other convoluted and slower alternatives through residential neighbourhoods. (See our response above to feedback about project's impact on local roads.)



For more information visit the project webpage or email the team:



nzta.govt.nz/rollestonflyover



rollestonflyover@nzta.govt.nz