



Proposed SH1 Rolleston Flyover and Transport Improvements plus safer speeds

**Community engagement report
December 2021**

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1. PURPOSE OF THIS REPORT

This report summarises community feedback collected between 20 July and 17 August 2021 on proposed plans for a flyover and transport improvements for SH1 Rolleston. At the same time, Waka Kotahi gathered community feedback on highway speed limits from Hoskyns Road to Dunsandel.

Community feedback will assist technical investigations and help to identify and refine the preferred option for the suite of transport improvements within the scope of this project. This is the first of two opportunities for the community to provide feedback during the Detailed Business Case phase of the project.

1.1 Project overview

Rolleston is facing unprecedented growth and the current traffic signals on a high-speed state highway at Hoskyns Road and Rolleston Drive North are no longer fit for purpose and are becoming unsafe. With increasing traffic delays and queues these safety concerns are growing, along with serious concerns about the short stacking spaces at the Hoskyns Rd rail level crossing. The other intersections of Tennyson, Brookside, Rolleston South and Dunns Crossing/Walkers all have safety concerns with right turn conflicts and delays.

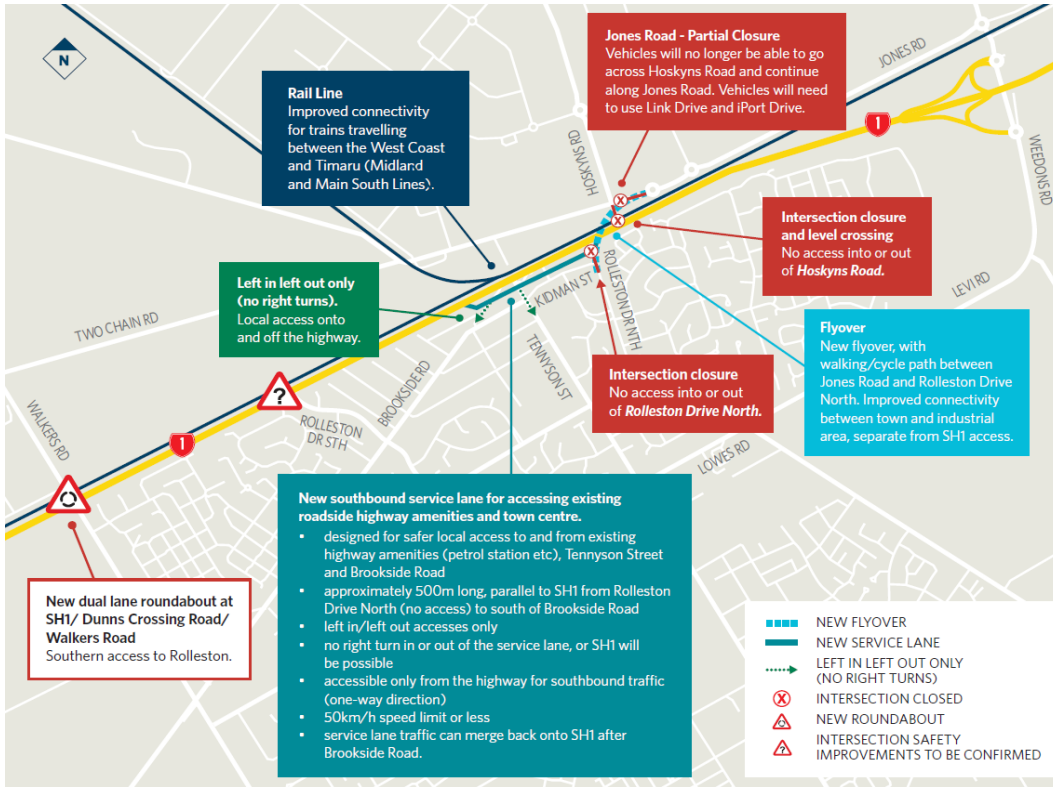
The Rolleston industrial area includes two inland ports for rail connections to the Lyttelton Port and PrimePort Timaru. To increase the uptake of freight by rail, the project includes rail improvements for the connection between the Main South Line and the Midland Line that will improve rail operations and connections to all key rail destinations in Rolleston.

In summary, the key problems and objectives of the project are:

PROBLEM	OBJECTIVE
Safety Increasing traffic and rail movements and poor interface with local road intersections and level crossings is resulting in increased conflicts, and the risk of deaths and serious injuries.	Working towards Vision Zero a targeted reduction of 40 percent on the number of deaths and serious injuries on our roads by 2030.
Liveability (connectivity) Rapid changes in land use have outpaced the delivery and availability of alternative transport choices, maintaining a reliance on private vehicles, resulting in increased severance and reduced liveability and sustainability of Rolleston.	A more liveable and connected community.
	A more sustainable and resilient transport network.

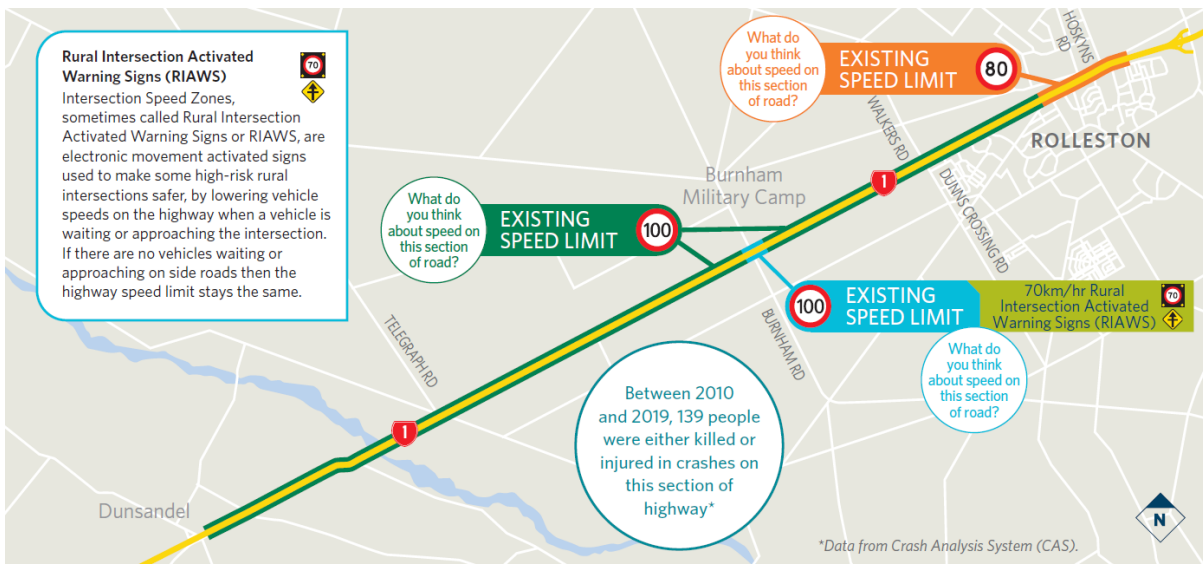
The Rolleston flyover project plans to make it safer for people to get on and off the state highway through Rolleston by addressing safety risks at key intersections. The project is also looking to connect Rolleston’s residential and industrial hubs over SH1. The flyover for local traffic, including cyclists, pedestrians and buses, will give people safer access across the highway and make travel more reliable in the face of ongoing growth. Rail improvements will help trains to operate more efficiently in Rolleston and support more uptake of freight by rail. In developing the package of improvements, the team is developing an integrated transport system that ties in with the key roads around Rolleston and key areas such as the town centre and industrial and business areas on the north side of the state highway.

Map from engagement material showing the proposed SH1 flyover and changes to intersections and rail network:



Alongside asking for feedback on these proposed improvements, Waka Kotahi also asked for people’s views on speed limits and safety on SH1 from Hoskyns Road to Dunsandel.

Map from engagement material showing where highway speed limits are under review:



2. SUMMARY OF ENGAGEMENT ACTIVITIES

- Radio and digital advertising.
- Media release.
- 4 pop-up community events.
- Community organisation presentations.
- Letterbox drop and submission brochures available at Selwyn District Council facilities.
- Comments posted via online map (Social Pinpoint).

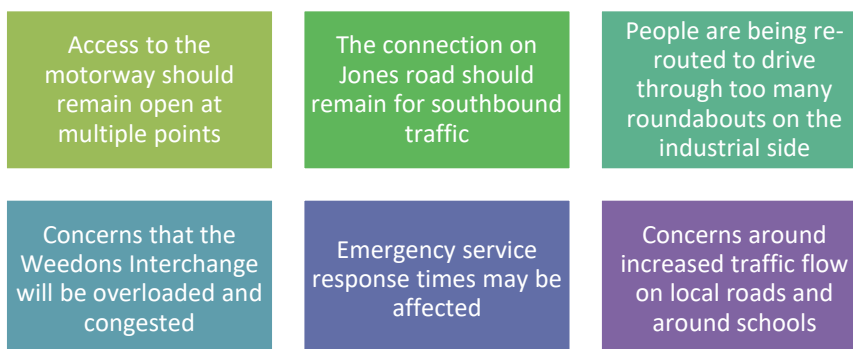
3. SUMMARY OF FEEDBACK

3.1 Feedback snapshot

- 5130 online total visits.
- 1865 unique online users.
- 875 Social Pinpoint online map comments.
- 28 feedback form submissions.
- 77 email/letter submissions.
- Around 80 people attended pop-up events.

3.2 Commonly heard concerns

While other feedback indicated support for elements of the proposal, the concerns below highlight the key challenges the design team is working through to identify the best possible solution. The feedback provided and summarised in the following pages is helping the design team complete their technical analysis and option assessment as well as aspects requiring clarification or more information for people, ready for the next round of community engagement.



3.3 Proposed infrastructure and access

LOCATION	FEEDBACK
State Highway 1 (SH1)	<ul style="list-style-type: none"> • 95 submissions relevant to roading infrastructure on SH1. 58 requested changes to the flyover design. • 11 submissions requested retaining access to Jones Road via Hoskyns Road level crossing • Alternative flyover or connection designs for consideration accompanied some submissions. <p>Some concerns were raised about</p> <ul style="list-style-type: none"> • The potential for inefficiencies and congestion on local roads due to changing/closing certain access points on and off the highway. • Weedons Interchange overloading with extra traffic due to access restrictions at Hoskyns Road and Rolleston Drive North. • SH1 entry to Rolleston be extended to two lanes rather than one. • Emergency services not being able to respond within reasonable timeframes due to access restrictions. • Difficult access to the railway station. • Access to and from the fuel station.
Jones Road/Hoskyns Road/George Holmes Road	<ul style="list-style-type: none"> • Retain access to Jones Road. • Jones Road needs to be upgraded if traffic is increased. • Access to Hoskyns Road should remain. • Flyover should connect to George Holmes Road or Hoskyns Road directly. • Ensure balance of north and south bound traffic routes. • Concern about closure of Hoskyns Road and having to re-route with too many roundabouts along Weedons Road, Jones Road, IPort and Link Drive. • The practicality of freight and vehicles negotiating additional roundabouts and how this would affect local businesses on Jones Road. • Loss of connection to the south of Jones Road and iZone resulting in potential loss of revenue and/or property value. • Concerns about freight negotiating multiple roundabouts on the proposed freight route through Weedons Road. • Heavy vehicle impacts on roads that need upgrades (Levi and Jones Road). • Safety and congestion concerns created by the proposed change.
Rolleston Drive North	<ul style="list-style-type: none"> • Request for the flyover to connect Rolleston Drive North to Hoskyns Road to improve access to Jones Road businesses. • Flyover to be part of SH1 rather than going across SH1 from Rolleston Drive North to Hoskyns Road. • Access from Rolleston Drive North onto SH1 to remain. • Flyover should go from Rolleston Drive North to Jones Road. • Increased traffic on other roads creating safety problems for those with schools on them (Tennyson Street and Dunns Crossing Road). • Closing access to SH1 from Rolleston Drive North will sever easy access to the township. • Create congestion on local roads such as Levi Road. • Increased travel times for residents travelling to or from Christchurch. • Access to the new health hub on Norman Kirk Drive will be hindered. • Increased risk taking by drivers.
Rolleston Drive South	<ul style="list-style-type: none"> • Create a roundabout at Rolleston Drive South. • Access onto/off SH1 should remain at Rolleston Drive South. • Traffic lights at this intersection.

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	<ul style="list-style-type: none"> • Relocate the flyover here. • Concerns about potential increase in congestion on nearby roads due to traffic re-routing.
Tennyson Street/Brookside Road	<ul style="list-style-type: none"> • Place flyover at Tennyson Street and connect to iZone. • Place flyover or an underpass at Tennyson Street directly to George Holmes Road. • Flyover to go from Tennyson Street to Jones Road. • A roundabout at Brookside Road/Rolleston Drive south intersection. • Support for restricted right turn at Brookside Road and Tennyson Street. • Some residents regularly use the right-hand turn on Brookside Road and want it kept open. • Concerns about potential congestion. • Concerns about pedestrian safety on Brookside Road. • 30km/h speed limit for Tennyson Street will not handle the increased traffic flows which would be caused by closing Rolleston Drive North. • Safety concerns for students and pedestrians at Rolleston School and congestion problems at pick up and drop off times.
Dunns Crossing Road/Walkers Road/Two Chain Road	<ul style="list-style-type: none"> • Majority support a roundabout at Dunns Crossing/Walkers Road intersection. • Dunns Crossing Road is narrow and needs widening to cater for increased traffic. • Safety and congestion concerns due to proposed periphery roading network. • Suggestion for traffic lights at Dunns Crossing/Walkers Road instead of roundabout. • Request for full grade separation similar to Weedons Road. • Suggested roundabout at Walkers Road/Two Chain Road intersection. • Walkers Road/Two Chain Road intersection needs widening and upgrading. • Concerns about these roads being proposed as a main freight route. • Peak school time traffic causing congestion on Dunns Crossing Road. • Safety concerns from increasing traffic - including being a main freight route - past West Rolleston Primary School. • SH1 traffic being impaired giving way to traffic exiting Dunns Crossing Road. • Causes a bypass away from the town centre. • Rail level crossing activation at Walkers Road may cause traffic queues at the Dunns Crossing/Walkers Road roundabout, creating a new safety risk.
Weedons Road/Weedons Ross Road	<ul style="list-style-type: none"> • Roundabouts create snag points for heavy vehicles on a proposed freight route. • Increased congestion at the Weedons Road access to/from SH1, which is already busy. • Increased traffic from Roydon Quarry using Weedons Road as access point. • More traffic travelling to Weedons Road increases safety risks for pedestrians and cyclists. • Vehicle safety at the rail level crossing on Weedons Road caused by congestion getting on and off SH1.
Levi Road/Lowes Road/Masefield Drive	<ul style="list-style-type: none"> • These roads need better maintenance. • Safety and congestion concerns due to proposed periphery roading network. • Widen Levi Road (to cope with high traffic volumes). • Traffic lights or roundabout at Levi/Lowes Road/Masefield Drive intersection.

- Levi and Lowes Roads cannot cope with current peak hour traffic flows.
- Levi Road is not fit to be a main SH1 connector road.
- Congestion will add time to commuter travel.
- Concerns there will be more freight and traffic through residential areas.
- Access from residential homes onto Levi and Lowes Roads is difficult already.
- Increased traffic flows will increase safety risks for pedestrians and cyclists.
- Turning right from Levi Park onto Levi Road is already difficult.

3.4 Cycle specific

LOCATION	FEEDBACK
State Highway 1/Jones Road/Weedons Road/Levi Road/Dunns Crossing Road	<ul style="list-style-type: none"> • The controlled access to Jones Road would discourage cyclists and pedestrians. • Interest in seeing a cycleway extend from Prebbleton through to Rolleston. • Concerns for cyclist and pedestrian safety if traffic is intensified around periphery roads. • Concerns about the access to Jones Road and iZone through the extra diversion caused by the flyover.

3.5 Speed and safety

LOCATION	FEEDBACK
State Highway 1 (SH1)	<ul style="list-style-type: none"> • Requests for no change in speed. • Request to review speed after transport improvements are constructed. • Upgrade passing options. • Suggestions for other infrastructure (e.g. roundabouts) to manage speed. • Suggestions for lights, signage and/or bollards. • SH1 entry to Rolleston be extended to two lanes rather than one, leave speed limit unchanged. • Reduce speeds for freight compared to passenger cars. • Safety of passengers accessing the train station. <p>Specific speeds were also suggested:</p> <ul style="list-style-type: none"> • Speed drop to 80km until Burnham or speed reduction until Dunns Crossing Road. • 50km/h to Rolleston Drive North. • 70km/h on SH1. • 70km/h speed at Burnham made permanent. • The majority of submissions requested changes to the road to improve safety. • The most commonly requested change related to changes to traffic lanes, requesting SH1 is upgraded to two lanes. • Other concerns highlighted that SH1 is a dangerous stretch of road, a service lane should be implemented to keep highway traffic separate.
Rolleston Drive South	<p>Specific suggested speeds were:</p> <ul style="list-style-type: none"> • 60/70km/h reduced speed from Rolleston Drive South to Dunns Crossing Road. • 50km/h speed limit from the end of the motorway through to Rolleston Drive South.

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	A few submissions related to safety on Rolleston Drive South. The majority were about pedestrian/cyclist safety, particularly in relation to the safety of young children in the area.
Tennyson Street/Kidman Street	Most submissions were concerns about pedestrian/cyclist safety along Tennyson Street, especially Rolleston School children and pedestrians on Kidman Street.
Dunns Crossing Road/Walkers Road	<ul style="list-style-type: none"> • Requests for reduction in speed. • Suggested speeds were between 50km/h and 80km/h. • Most submissions expressed concerns about pedestrian/cyclist safety along Dunns Crossing Road, especially the safety of children at West Rolleston Primary, given traffic and heavy vehicles will increase past the school.
Weedons Road	The majority of submissions requested changes to improve safety, especially in relation to the Weedons Road/Levi Road intersection and the safety of school children on Weedons Road.
Levi Road	Most people requested changes to improve safety, in particular in relation to the Levi Road/Weedons Road intersection and the safety of pedestrians and cyclists on Levi Road.
Brookside Road	Most people wanted changes to improve safety. These included a left turn only at Brookside Road and changes to the Brookside Road/Rolleston Drive South intersection.
Burnham Road/Aylesbury Road intersection	<ul style="list-style-type: none"> • The intersection with SH1 is already a safety concern. • 70km/h speed limit is not complied with. • The Burnham Road/Aylesbury Road intersection is dangerous and requires improvements, for example a roundabout. • A few people wanted the intersection left as it is. • Most people wanted changes to improve safety at this intersection and from Aylesbury Corner.

4. NEXT STEPS

The feedback received during engagement is being reviewed by the project team, alongside technical analysis and on-going investigation to identify the best possible design for Rolleston and recommend the safe and appropriate speeds along SH1. Our transport partners and stakeholder groups will be included in this process.

Following the option assessment process, the next step will be to develop the recommended option and offer the community a second opportunity for feedback. We expect in the first half of 2022.

Visit www.nzta.govt.nz/rollestonflyover for more information and to subscribe to updates.