



State Highway 1 - Rolleston Access Improvements

Consultation and Engagement Report

Prepared for New Zealand Transport Agency Waka Kotahi
Prepared by Beca Limited

16 October 2024



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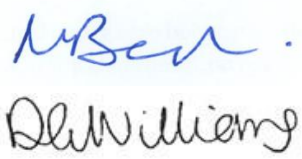


Acronyms, Terms and Abbreviations

Acronym/Term	Description
AEE	Assessment of Effects on the Environment
CAG	Cultural Advisory Group
DBC	Detailed Business Case
ECan	Environment Canterbury Regional Council
FENZ	Fire and Emergency New Zealand
MCA	Multi Criteria Assessment
NZTA	NZ Transport Agency Waka Kotahi
NZUP	New Zealand Upgrade Programme
NoR	Notice of Requirement
Project	Package 1 of Rolleston Access Improvements
RoRS	Road of Regional Significance
SDC	Selwyn District Council
SH1	State Highway 1

Revision History

Revision Nº	Prepared By	Description	Date
1	Heather Law, Kate Graham, and Daly Williams	Final	16 October 2024

Document Acceptance

Action	Name	Signed	Date
Prepared by	Heather Law and Daly Williams		16 October 2024
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on behalf of	Beca Limited		

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1 Purpose of Report

This Report has been prepared by Beca Limited (Beca) to accompany the Assessment of Environmental Effects AEE) for one Notice of Requirement (NoR) being sought by New Zealand Transport Agency Waka Kotahi (NZTA).

The Project includes the construction of a roundabout at SH1 Dunns Crossing and Walkers Road intersection and associated works to provide transport upgrades that are necessary to respond to existing transport and safety deficiencies.

This Report sets out the consultation and engagement undertaken throughout the various stages of the Project from 2020 through to late 2024.

This report should be read alongside the AEE, which contains further details on the history and context of the Project. The AEE also contains a detailed description of works to be authorised within this NoR, and the typical construction methodologies that will be used to implement this work.

Where a description of an activity is necessary to understand the potential effects, it has been included in this report for clarity.

2 Project Description

Rolleston is one of the fastest growing towns in New Zealand and is experiencing transport pressures to keep the community connected and state highway intersections safe. In addition, there are increasing potential conflicts at road/rail crossings.

The urgent need for investment in the Rolleston transport network has been recognised as a Road of Regional Significance (RoRS), with the Rolleston Access Improvements project part of the 'Canterbury Package'.

The project includes a number of safety and efficiency improvements (reduced deaths and serious injuries, greater travel choices and reduced travel times) on State Highway 1 and adjacent local roads in Rolleston. The objectives of the project are to:

- Improve the safety and efficiency of travel on the State Highway and intersections with the State Highway through Rolleston.
- Provide safer connections and access for goods and people travelling between the residential and industrial areas of Rolleston enabling transport choices.
- Improve the safety and travel time reliability of the regional journey between Rolleston and Christchurch.

The Project is being delivered in two packages:

- Package 1 - SH1 / Dunns Crossing Road Roundabout and associated works.
- Package 2 - Overpass and balance of the works.

For the purposes of this Report, Package 1 will be discussed.

Package 1 involves the construction of a roundabout and associated works at the SH1, Dunns Crossing and Walkers Roads intersection to support safe and efficient access across the highway and to and from Rolleston.

The associated works include the realignment of Dunns Crossing Road and of Walkers Road to align with the new roundabout, construction of a new cycle/pedestrian subway across the state highway and an upgraded railway level crossing for both vehicles and pedestrians.

3 Consultation and Engagement process

This section sets out the consultation and engagement process that NZTA has undertaken with mana whenua, landowners, network utility operators, community, and other stakeholders in respect of the Project. As the Project has progressed from PBC through to Pre-Implementation phase, a range of consultation and engagement has been undertaken as depicted in Figure 3-1 below.

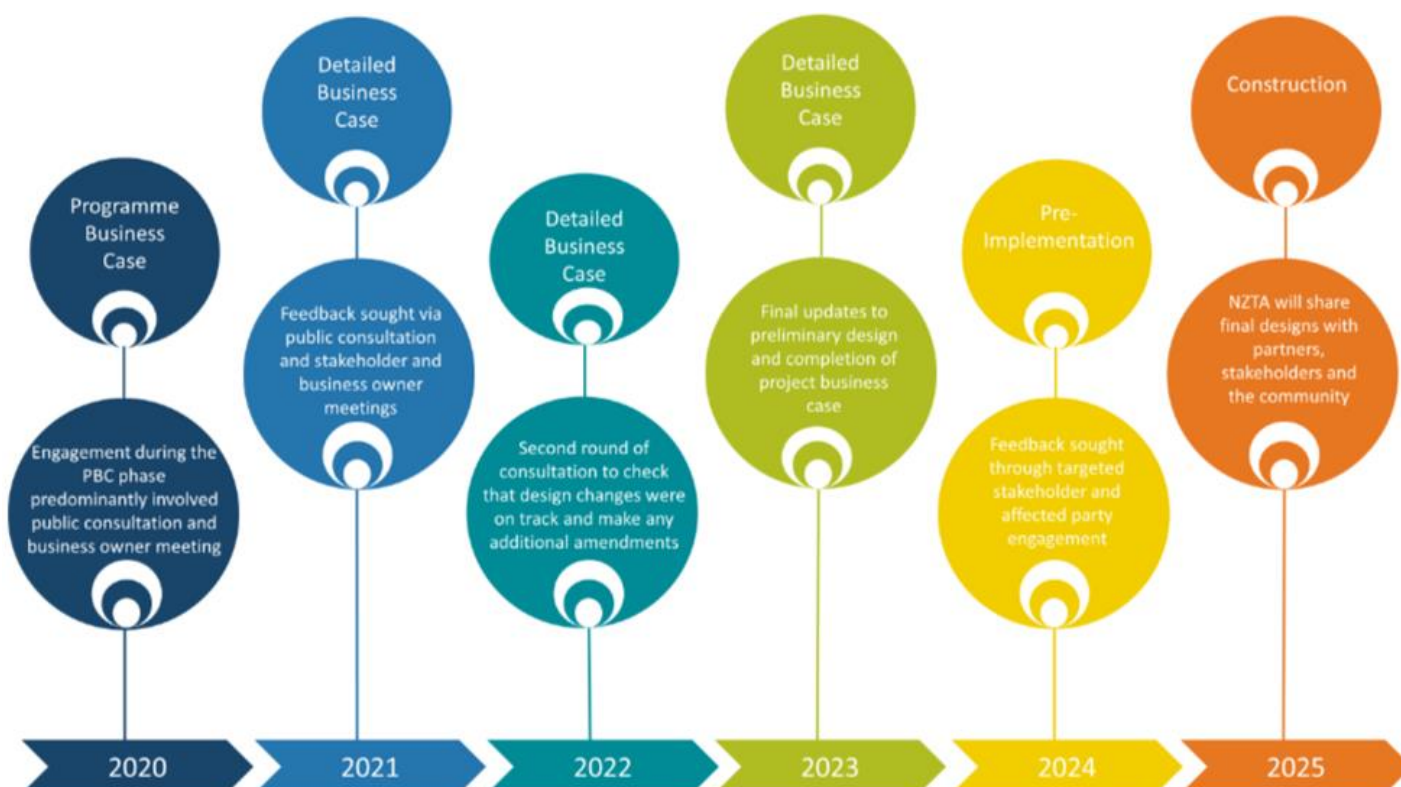


Figure 3-1: Project Phases

Table 3-1 sets out further detail regarding the engagement undertaken (and to be undertaken) during each stage of the Project and includes the tools and activities implemented, the parties engaged, the common issues and themes raised and the engagement outcomes.

Table 3-1: Engagement and Consultation timeline

Project Phase	Timing	Engagement and Consultation milestone
Programme Business Case	2020	Engagement during the PBC phase predominantly involved the following: <ul style="list-style-type: none"> Selwyn District Council (SDC) transport asset management and local Councillors. KiwiRail. Environment Canterbury Regional Council (ECan) regarding public transport services. Burnham Camp (NZ Defence Force). Industrial area stakeholders and developers. Potentially affected landowners. Internal NZTA stakeholders.
Detailed Business Case	2021	Feedback sought via public consultation and stakeholder and business owner meetings: <ul style="list-style-type: none"> Consultation took place from July to December of 2021.

Project Phase	Timing	Engagement and Consultation milestone
		<ul style="list-style-type: none"> Engagement on the initial draft concepts sought feedback on what was important to the community. 980 pieces of feedback received (including Social Pinpoint map comments, feedback form submissions, and letter/email submissions). 80 people attended four community pop-up events. Feedback, along with ongoing investigations, helped to shape development of the draft plan.
Detailed Business Case (DBC)	2022	<p>Second round of consultation to check that design changes were on track and make any additional amendments:</p> <ul style="list-style-type: none"> Consultation took place from June to December of 2022. Feedback on the draft plan confirmed the changes had been incorporated and gained additional information, enabling completion of the DBC. 756 pieces of feedback received (online survey responses, emails and statements/letters/feedback forms). Four community pop-up sessions held. 20+ meetings with stakeholders, businesses and community groups.
Detailed Business Case	2023	<p>Final updates to preliminary design and completion of project business case:</p> <ul style="list-style-type: none"> Internal engagement related to endorsement of business case and securing funding, tendering for pre-implementation phase.
Pre-Implementation	2024	<p>Feedback sought through targeted stakeholder and affected party engagement:</p> <ul style="list-style-type: none"> Engagement informing development of Detailed Design (50% and 85%) and Consent Applications. Property purchase process initiated with landowners where land is required for the Project. NZTA are working closely alongside KiwiRail to seek the relevant approvals associated with the new level crossing.
Construction	2025	<p>NZTA will share final designs with partners, stakeholders and the community to:</p> <ul style="list-style-type: none"> Show where decisions have landed. Inform about construction timelines and potential impacts. Understand requirements of specific user groups (including residents, business and transport operators) ahead of construction.

4 Key Stakeholders

A record of the engagement activity between NZTA and with stakeholder groups can be found in Table 4-1 below.

Table 4-1: Stakeholder engagement records

Stakeholder group:	Stakeholder name:
Mana whenua	<ul style="list-style-type: none"> • Ngāi Tahu (Te Taumutu Rūnanga and Ngāi Tūāhuriri)
Key Stakeholders	<ul style="list-style-type: none"> • SDC • KiwiRail • ECan • Network Utility Operators • Emergency Services (NZ Police, Fire and Emergency NZ, Hato Hone St John) Jones Road Business Group • Freight and Transport Operators (Ia Ara Aotearoa Transporting NZ, Road Transport Association of NZ, Heavy Haulage Association)
Wider Stakeholders	<ul style="list-style-type: none"> • Lyttelton Port Company and Port of Tauranga • Carter Group • Automobile Association of Canterbury-West Coast • Synlait Milk • Spokes Canterbury • Department of Corrections (Rolleston Prison) • Te Puna Wai o Tuhinapo Youth Juvenile Detention Centre • Burnham Military Camp • IZone Business Owners • Rolleston Business Association • Rolleston Road Safety Group
Community	<ul style="list-style-type: none"> • West Rolleston Primary School • West Rolleston Kidsfirst Kindergarten • Kingslea School Te Puna Wai o Tuhinapo • Selwyn Youth Hub • Rolleston Residents Association and other Rolleston residents
Affected property owners	<ul style="list-style-type: none"> • Properties affected by SH1 / Walkers Road / Dunns Crossing Road roundabout design and construction

To support development of the DBC, a **Stakeholder Engagement Plan** was prepared which outlined the purpose and objectives of engagement, the engagement methods and programme. Key messages were developed for the DBC stage as outlined below:

- The Rolleston Transport Improvements project is an exciting and unique opportunity for Selwyn District to develop the connection to between Rolleston Township and the business and industrial zone.
- The project is being funded through the New Zealand Upgrade Programme (NZUP) which is investing \$6.8 billion to save lives, get our cities moving and boost productivity in the country's growth areas.
- The NZUP offers the opportunity to not only build key transport infrastructure for New Zealand, but to drive innovation through its delivery.
- The project will improve the connection between the industrial and residential areas of Rolleston, address safety risks and improve rail efficiency.
- The project is being led by NZTA with support from SDC and partnership with Ngāi Tahu/Te Taumutu Rūnanga, and KiwiRail.
- The project is funded through the NZUP crown fund.

Subsequent to the DBC, a **Community and Stakeholder Engagement Plan** was developed for the Pre-Implementation stage of the project (see Appendix Q). Key messages for this stage include the following:

- The Rolleston Transport Improvements project is now in detailed design. This phase focuses on property purchase discussions, iwi consultation, designation requirements, and consent applications. The project team will be talking with property owners and businesses within the project area about the design in some detail.
- The project will improve connectivity and access between the residential and industrial sides of Rolleston, improve safety at high-risk intersections – as well as provide a more resilient and sustainable road and rail network.
- The upgrades will make getting around Rolleston, particularly traveling to places either side of the highway, safer and more reliable with more travel choice.
- The project team will continue to meet and work with property owners whose land is needed to build the overpass (previously referred to as a flyover) and the roundabout at Dunns Crossing Road, and those whose home or business access may change.

5 Engagement

5.1 Mana Whenua

NZTA recognises and respects Te Tiriti o Waitangi and works with Māori to build strong, meaningful and enduring relationships to achieve mutually beneficial outcomes. NZTA recognises the relationships of mana whenua with the land and waterways of Aotearoa New Zealand and their unbroken, living connections across the land, waterways and time. NZTA's commitment to working in partnership with mana whenua led to the development of an Iwi Partnership Plan with mana whenua in 2022, which is a living document that has since been updated in 2023. This document embeds the values and principles of the partnership and how both parties engage. It has been designed to enable mana whenua aspirations for partnerships at all levels of the Kaupapa/project.

A collective iwi and NZTA forum, called the Cultural Advisory Group (CAG), was established in 2018 to discuss and consider matters of interest in relation to the development and delivery of various NZTA projects in Canterbury. The intended purpose of the CAG is to provide a forum to discuss and consider how matters, such as natural and cultural heritage, potential social, environmental and cultural impacts and design are accounted for or integrated in Projects development and delivery.

SH1 Rolleston Access Improvements

Rolleston has been identified as an opportunity for higher level iwi partnership with Te Ngāi Tūāhuriri and Te Taumutu Rūnanga involving:

- Membership on the Project Steering Group
- Representation within/on signage, structures and gateways
- Advice to guide urban design framework development
- Integration with Selwyn District Rolleston Town Centre iwi representation placemaking opportunities associated with infrastructure upgrades, such as the trail markers.

Te Taumutu will be kept up to date with project progress through regular briefings/meetings with the NZTA leadership team to identify and realise opportunities for involvement. Additionally, the CAG meetings will run the course of the Project including the construction phase.

5.2 Environment Canterbury

ECan received a presentation on options as they relate to public transport during the DBC in 2022, including the reasons behind the preferred option.

At an initial pre-application meeting with ECan on 19 August 2024, the ECan consenting team received an update on project progress, engaged in discussion regarding bores and water races, and provided a contact person for any design queries in relation to public transport (bus stops). No concerns were raised during this meeting.

5.3 Selwyn District Council

Throughout the development of the Project, NZTA has engaged with SDC to align the Project with the Council's plans and future projects. The Project is compatible with the existing and future local transport system. Changes have been made that support SDC's vision and planning for Rolleston and to further improve public transport, walking and cycling opportunities and connections.

NZTA Director of Regional Relationships for Canterbury James Caygill has engaged with SDC's elected representatives and CEO. During Pre-Implementation, engagement with SDC has taken place as follows:

Table 5-1: SDC Engagement

Date	Activity/Audience	Outcome
Commenced April 2024	Fortnightly meetings with Transport team	Communication of project progress, discussion and agreement on geometric and design decisions.
June 2024	Information shared with elected members	Several SDC Councillors are subscribed to the SH1 Rolleston Access Improvements e-newsletter to receive project updates.
June, July, August, September 2024	Technical meetings with Utilities & Stormwater, Consenting/Planning, Traffic, Communications and Engagement, and Signage teams	Communication of project progress, discussion regarding design/consenting inputs. Meeting with C&E discussed the project, outlined the timeframes, and discussed the local road upgrades that SDC will undertake to support the project.
September 2024	In-person update provided by James Caygill to Mayor Broughton and CEO Sharon Mason.	Communication of project progress, discussion around next steps and timings for when further information will be shared with the community.
27 November 2024	In-person briefing scheduled for James Caygill and SDC Councillors	Communication of project progress, discussion around next steps and timings for when further information will be shared with the community.

5.4 Community Engagement

Public engagement took place twice during the DBC phase of the Project. The first phase occurred between July 2021 and July 2022. During the first phase, NZTA undertook engagement with residents, interest groups, local business groups, business owners and commercial property owners as:

1. Sought feedback on the proposed concept plan from SDC.
2. Promoted the community information sessions through multiple channels, including community e-newsletters, NZTA website, including distribution of project brochures and through paid advertising in local print and social media.
3. Conducted two letterbox drops to residents adjacent to proposals planned.
4. Worked with SDC to make brochures available at the council's customer service centre and at libraries.
5. Held five community drop-in sessions.
6. Met with the Rolleston Residents' Association and Rolleston Rotary Club.
7. Released a series of display maps at each of the community sessions with information to explain the project.
8. Provided relevant information on the project website as well as through the SDC site.
9. Requested feedback through printed materials including a questionnaire, an online questionnaire and interactive map (Social Pinpoint), email and verbally at the various face to face events.

The second round of consultation occurred between July and August 2022, when NZTA asked the public for feedback on an 'initial draft proposal' on transport improvements which included a skewed overpass (previously referred to as a flyover) option. To assist this second round of consultation, a summary was published of the various options to help people understand the background better and the reasons for the changes (see Appendix R: The path to a flyover - SH1 Rolleston Transport Improvements).

Similar to the first round of consultation in 2021, in 2022 NZTA shared the updated plans and promoted opportunities to provide feedback via a range of channels including online, print and physical letter drops. Community drop-in sessions were held at Rolleston Community Centre, Te Ara Atea and Selwyn Aquatic Centre, and a consultation feedback form was distributed to many different people and groups:

- 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 Ia Ara Aotearoa Transporting New Zealand, emergency services and public transport.

Following consultation, NZTA gave presentations to the Rolleston Road Safety Group and SDC to provide a project update and inform about changes as a result of consultation. The second Engagement report was released in December 2022, ahead of the Business Case finalisation in early 2023.

In this phase, the Communication and Engagement approach (as outlined in the Community and Stakeholder Engagement Plan) is to:

- Maintain relationships with key stakeholders and community members potentially affected by the design developed through previous phases of the project.
- Clearly articulate where key stakeholders can affect design and how that has been applied to final design.
- Inform the wider Rolleston and road user communities about project design progress through a drop-in session and videos on website and social media.
- Capture and record the priority issues of key stakeholders and community members heard during this phase of the project, including in-person meeting, and the project inbox.

Date	Activity/Audience	Outcome
6 June 2024	<p>Updated designs and project timeframes shared via a range of communication channels, namely:</p> <p>Website update, social media post, e-newsletter to Rolleston Access Improvements e- database (1882 subscribers), Media Release, with project email address available for queries.</p> <p>Further updates to be issued in 2025 as designs are finalised, and ahead of construction (late 2025).</p>	<p>NZTA received 13 emails in response, relating to property acquisition, access into/out of Rolleston, alternative design suggestions, local road effects, cycle access around Dunns Crossing/SH1 intersection, requests for information from Real Estate Agents, or providing general opinion on the project as whole.</p> <p>Where suggestions were made and had already been considered during previous rounds of engagement, these were responded to accordingly.</p>

5.4.1 Affected Landowner Engagement

Property

Engagement with landowners where land is required has been led by the WSP property team on behalf of NZTA. This has been summarised below:

- White Gold Limited – land required for the proposed roundabout and reconfiguration of Dunns Crossing Road- approach and SH1 approaches.
- Department of Corrections – land required for the reconfiguration of Walkers Road approach to align with the new roundabout.

- KiwiRail – land required due to the shifting of the designated rail crossing to the south-west of its current placement.
- Owners of 15, 17 and 19 Fountain Place – small strips of land required for the construction of a retaining wall adjacent to the new roundabout. Land required is on the highway side of the existing planted bund.

Engagement is ongoing with these parties from both a property perspective and in relation to likely construction and operational effects. The Department of Corrections and Te Puna Wai ō Tuhinapo Youth Justice Centre were engaged to obtain information about access requirements to help to inform construction programme planning.

Dunns Crossing Road residents

The reconfiguration of Dunns Crossing Road to align with the new roundabout will result in a change in access for adjacent residents, both during and post construction:

- The section of Dunns Crossing Road (between Newman Road and SH1) will become a cul-de-sac, linked to the reconfigured Dunns Crossing Road by a link extension of Newman Road. This means access will change slightly for 406, 404, 402, 400, 398 Dunns Crossing Road and 1 Newman Road.
- The road layout at 392, 390 and 298 Dunns Crossing Road will change slightly resulting in these three properties being accessed via a shared lane.

These property owners/residents were engaged by the project team during the DBC phase. However, as the cul-de-sac layout is new and some homes were not built at that time, it was important to re-engage to make sure that property owners and residents understood what is planned.

In August 2024, NZTA initiated engagement via a letter to identified landowners / tenants with a copy of the project design, offering a meeting to explain the design changes and potential construction impacts. As of late October, no meetings with NZTA have been requested.

s181 written approval is being sought from the private landowners of the following allotments:

- 15 Fountain Place
- 17 Fountain Place
- 19 Fountain Place
- Section 2 SO 480906

5.4.2 Emergency Services

NZTA engages several times each year with Emergency Services via the Regional First Responders Group and provides updates on programmes, projects and initiatives.

Engagement on the SH1 Rolleston Access Improvements project has occurred via this group, and specific presentations. Between the first and second rounds of public consultation, Emergency Services (NZ Police and St John) were updated on the project, given feedback from consultation, and how the design has changed accordingly.

The options assessment process was outlined together with options for further discussion and next steps. In relation to the Dunns Crossing Road/Walker Road/SH1 roundabout, representatives supported its delivery as early as possible with a view to helping alleviate any traffic management impacts around the existing SH1 signals.

During Pre-Implementation, NZTA has sent information to the Rolleston Volunteer Fire Brigade and updated NZ Police, St John and Fire and Emergency New Zealand (FENZ) on design progress in relation to network connectivity.

Table 5-2: Emergency Services Engagement

Date	Activity/Audience	Outcome
6 June 2024	Received e-newsletter via emergency service subscribers.	NZ Police, FENZ and Hato Hone St John representatives are subscribed to receive SH1 Rolleston Access Improvements updates.
30 August 2024	Letter issued to FENZ to share updated design	Highlighted the change in off-ramp configuration and offer to answer any questions they may have, or meet with them if they deem it necessary.

5.4.3 Freight and Heavy Haulage

NZTA engages several times each year with Freight and Transport Representatives via the Canterbury Freight Forum and provides updates on programmes, projects and initiatives. Engagement on the Rolleston Access Improvements project has occurred via this group in 2021 and 2022, and a specific presentation to Transport Operators between the first and second rounds of public consultation.

Operators were updated on the project, given feedback from consultation, and how the design has changed accordingly. The options assessment process was outlined together with options for further discussion and next steps. In relation to the Dunns Crossing Road/Walkers Road/SH1 roundabout, representatives supported the improved network connectivity to Jones Road via Walkers Road and Two Chain Road.

During Pre-Implementation, NZTA will maintain communication with Freight and Heavy Haulage operators to keep them updated as designs progress.

Date	Activity/Audience	Outcome
6 June 2024	Received e-newsletter via transport industry subscribers.	Heavy Haulage, Road Transport Association of NZ and NZ Trucking representatives were informed of updated project plans via the Rolleston Access Improvements email update.
September 2024	Meeting with Trucking Association	Support for revised off-ramp design.
18 October 2024	Update provided to Freight Forum	NZTA updated transport industry operators at the Canterbury Freight Forum in October.

5.4.4 West Rolleston Primary School

West Rolleston Primary School was engaged in DBC phase via a meeting to provide an update on the project, gain context on school operations and concerns, impacts of the proposed design on Dunns Crossing Road and discussion about the options.

School representatives were supportive of the proposed roundabout and the safety benefits for the school community and road users. Concerns were raised about traffic speeds along Dunns Crossing Road, these were communicated to SDC, and a speed limit change is being assessed.

6 Summary

Engagement with stakeholders and the community is an essential part of the NZTA transport project planning process. It gives everyone an opportunity to have a say on the project, identified people's needs and helps inform the Project acknowledging that there are often competing issues.

2021 consultation

Noting that the consultation looked at both packages of the SH1 Rolleston Access Improvements the first round of consultation revealed that while people acknowledged the need to connect both sides of Rolleston, there were key concerns about the draft proposal (the 'skewed' overpass option plus a package of intersection improvements) which prompted further investigation. Concerns related to network effects, including the proposed roundabout at Dunns Crossing Road, included:

- Reduced highway access – multiple points should remain open.
- The potential for overloading Weedons Interchange.
- Emergency service response times potentially affected.
- Increased traffic on local roads and past schools.

Considering the feedback NZTA was able to undertake robust analysis of the options (25 options, with seven identified for Multi Criteria Analysis (MCA) and three options shortlisted) before developing the next set of plans.

2022 consultation

Having listened to community feedback, undertaken further transport analysis and revised the concept design accordingly, the second round of consultation revealed that people were generally more supportive of the Project. In relation to the Project (Package 1), people were supportive of the new roundabout proposed for the SH1, Dunns Crossing and Walkers Roads intersection.

While the main changes to design following the 2022 consultation related to Package 2 (which is only discussed for information purposes in this NoR) the following Table 6-1 summarises the changes that have been made to the design of the roundabout in response to community and stakeholder concerns expressed:

Table 6-1: 2022 Consultation

Feedback	Design outcome
Concerns about speed and safety on SH1 through Rolleston	A roundabout has been designed at the SH1, Dunns Crossing and Walkers Road intersection to address crash issues which will get worse as traffic volume increases. 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.
Requests for safe walking and cycling highway access to be included in the roundabout design, a cycle connection between Rolleston and Burnham, and that plans should integrate with existing and future local paths, and local destinations	The underpass for pedestrians and cyclists beneath SH1 connecting Dunns Crossing Road and Walkers Road will link up with the Burnham to Rolleston Cycleway, which is a future Selwyn District Council Project. Consultation with cycling groups during detailed design has led to a change in design from a 'kinked' to a 'curved' underpass which will prevent people coming across each other around a sharp corner.
Concern about formalising the SH1/Dunns Crossing and Walkers	SDC classifies Dunns Crossing and Walkers Roads as arterial roads. They have welcomed the proposed

Feedback	Design outcome
Road roundabout as the main southern entrance into Rolleston and traffic flows along Dunns Crossing Road past West Rolleston Primary School	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. We are working collaboratively with the Council so local road improvements can align with plans for the highway.
Concern about drivers missing the southern turnoff to Rolleston at the SH1, Dunns Crossing and Walkers Road roundabout,	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.
Consolidating entry to Rolleston via key access points (Dunns crossing Road) instead of retaining right-hand turns onto the highway could impact safety and efficiency of these roads	Turning right across the main flow of high-speed traffic is high-risk and increasingly dangerous as traffic volumes increase. 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. Signage will provide clear wayfinding for drivers.
Concern about vehicle speeds on the highway and local roads, that limits should be lower	The proposed new infrastructure will support a safe and appropriate speed of 80km/h through Rolleston. The proposed roundabout will require people to reduce vehicle speed and pay attention in order to navigate the intersection. Dunns Crossing Road is a local arterial road and following a speed review, SDC is proposing a reduction to 60km/h on this local road.

6.1 2024 consultation

In this phase of the project, NZTA is engaging with mana whenua and key stakeholders to inform design developments. Affected party agreements are being gained in relation to property acquisition, and residents and other stakeholders are being engaged about project effects, including changes to their access, once the new roundabout is operational.

For a number of identified properties there will be construction effects, with potential for noise, vibration, dust and changed access while the new roundabout is being built. NZTA will continue to engage these residents and property owners to understand their specific requirements, so these can be considered during construction planning. Information shared with the wider community and road users ahead of construction starting, and while it is underway, will provide updates about what to expect, time frames, and detours/access changes.