



# Rolleston Access Improvements

## Consultation and Engagement Report

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

1 November 2024



Contents

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<b>1</b>	<b>Purpose of Report.....</b>	<b>1</b>
<b>2</b>	<b>Project Description .....</b>	<b>2</b>
<b>3</b>	<b>Consultation and Engagement process .....</b>	<b>3</b>
3.1	Key Stakeholders .....	4
3.2	Engagement.....	6
3.3	Summary .....	12

Appendices

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No table of contents entries found.

Revision History

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Action	Name	Signed	Date
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on behalf of	Beca Limited		

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# 1 Purpose of Report

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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 an overpass over SH1 at Rolleston 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

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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 2 will be discussed.

Package 2 involves the construction of an overpass linking Rolleston Drive North with Jones Road over SH1 with provision for pedestrians and cyclists, and a range of associated works including:

- construction of an off-ramp connecting SH1 southbound to Rolleston Drive North
- a slip lane improving access to McDonalds Rolleston and the BP Truckstop
- left-in, left-out changes at the intersections of SH1 with Brookside Road, Tennyson Street and Hoskyns Road and amended lanes at the Jones Road / Hoskyns Road intersection
- installation of median barrier on SH1 from a point east of the proposed overpass to Brookside Road
- installation of traffic signals at the Kidman Street / Rolleston Drive North intersection and at the Rolleston Drive North / Jones Road landing point
- removal of traffic signals at the intersections of SH1 with Rolleston Drive North and Hoskyns Road
- relocation further westward of the '2 to 1' lane merge at the end of the Christchurch Southern Motorway.

These changes are necessary to create a connection between the residential and industrial sides of Rolleston. The Project will make it safer and easier for people to access employment and support local business and industry, as well as to get to social and recreational opportunities in the place they choose to live.



### 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 Programme Business Case (PBC) through to Pre-Implementation phase, a range of consultation and engagement has been undertaken as depicted in Figure 3-1 below.

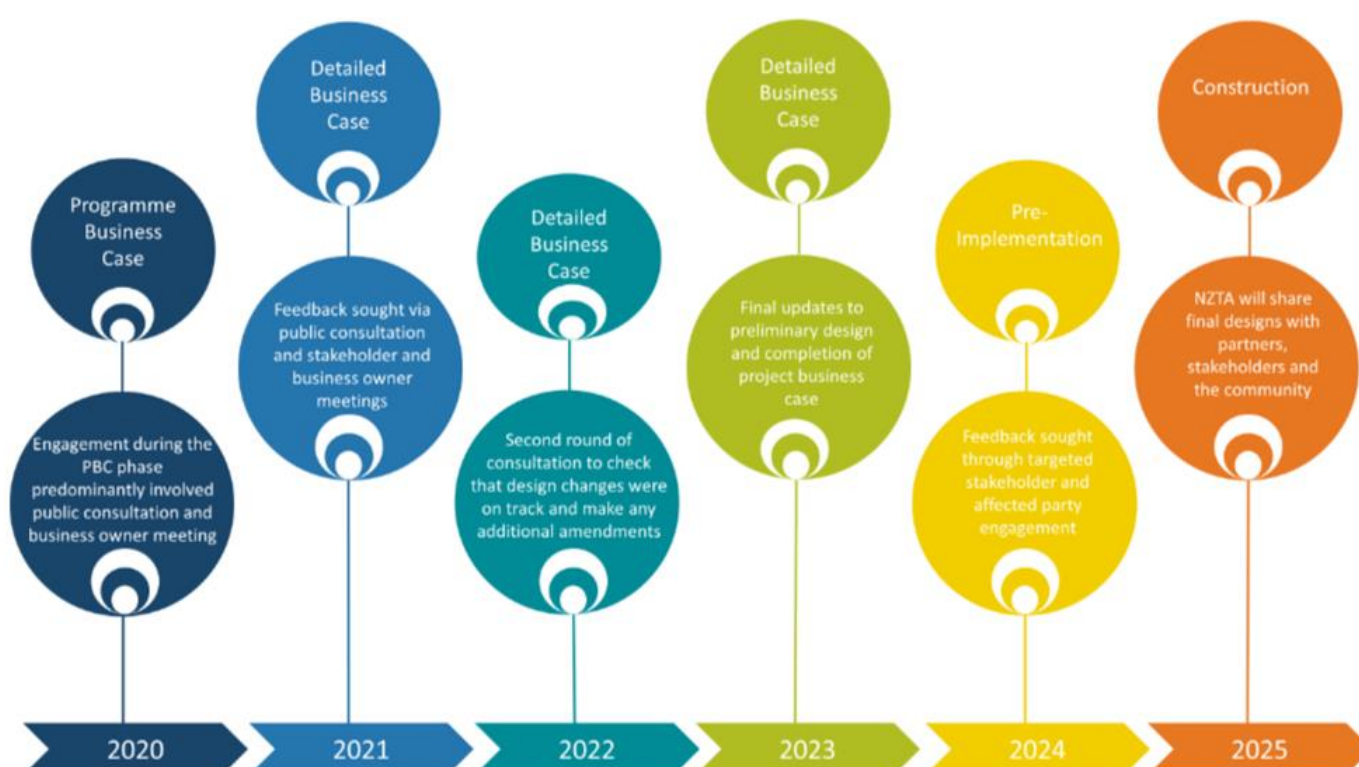


Figure 3-1: Project Phases

Figure 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"> <li>Selwyn District Council transport asset management and local Councillors</li> <li>KiwiRail</li> <li>Environment Canterbury regarding public transport services</li> <li>Burnham Camp (NZ Defence Force)</li> <li>Industrial area stakeholders and developers</li> <li>Potentially affected landowners</li> <li>Internal NZTA stakeholders.</li> </ul>
Detailed Business Case	2021	Feedback sought via public consultation and stakeholder and business owner meetings: <ul style="list-style-type: none"> <li>Consultation took place from July to December of 2021</li> <li>Engagement on the initial draft concepts sought feedback on what was important to the community</li> </ul>

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

### 3.1 Key Stakeholders

A list of the stakeholders identified for the Project can be found in Table 3-2 below.

Table 3-2: Stakeholder engagement records

Stakeholder group:	Stakeholder name:
Mana whenua	<ul style="list-style-type: none"> <li>Ngāi Tahu (Te Taumutu Rūnanga and Ngāi Tūāhuriri)</li> </ul>
Key Stakeholders	<ul style="list-style-type: none"> <li>Selwyn District Council</li> <li>KiwiRail</li> <li>Environment Canterbury (ECan)</li> <li>Network Utility Operators</li> </ul>

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

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 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 Waka Kotahi NZ Transport Agency 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.

## 3.2 Engagement

### 3.2.1 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 Project 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.

### 3.2.2 Environment Canterbury

Environment Canterbury Regional Council (ECan) received a presentation on options as they relate to public transport during the DBC in 2022, including the reasons behind the preferred option. ECan noted that Tennyson Street provides deeper penetration into iZone which may be better for public transport but understood the reasons for the straight overpass (at this stage it was referred to as a flyover) emerging as 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.

### 3.2.3 Selwyn District Council

Throughout the development of the Project, NZTA has engaged with Selwyn District Council (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 3-3: 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.

### 3.2.4 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 la Ara Aotearoa Transporting New Zealand, emergency services and public transport.

Following consultation, NZTA gave presentations to the Rolleston Road Safety Group and Selwyn District Council to provide a project update and inform about changes 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.

Table 3-4: Community engagement

Date	Activity/Audience	Outcome
6 June 2024	Updated designs and project timeframes shared via a range of communication channels, namely: Website update, social media post, e-newsletter to Rolleston Access Improvements e- database (1882 subscribers), Media Release, with project email address available for queries.	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.

Date	Activity/Audience	Outcome
	Further updates to be issued in 2025 as designs are finalised, and ahead of construction (est. start late 2025).	Where suggestions were made and had already been considered during previous rounds of engagement, these were responded to accordingly.

### 3.2.5 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:

- Christchurch RV Centre – property required in entirety for the proposed overpass. Engagement is ongoing in relation to acquisition.
- Selwyn District Council – property initially thought to be required for the ‘loop’ offramp design, superseded by the design change to more direct SH1-Rolleston Drive North connection. Other discussion to determine the approach for additional SDC and reserve land and LTO agreements.
- KiwiRail – property required for extension of highway designation, discussion in relation to temporary and permanent carpark, pier protection and Jones/Two Chain level crossings.
- Tailored Properties Ltd – property initially thought to be required for the overpass landing, superseded by the design change to the more direct overpass.
- South Junction Properties Limited - property initially thought to be required for the overpass landing, superseded by the design change to the more direct overpass.

Engagement is ongoing with the Christchurch RV Centre from a property perspective, and with Tailored Properties Ltd in relation to likely construction and operational effects.

#### *Rolleston Drive North residents*

The reconfiguration of Rolleston Drive to align with the new overpass and the installation of traffic signals will result in a change in access for adjacent residents, both during and post construction:

- Due to a raised median strip, residents at 13A, 13B, 15, 17, 19A and 19B Rolleston Drive will be unable to turn right out of, or into, their property. Travel via a slightly different route will be required in some cases.
- Residents at 23 and 25 Rolleston Drive are not physically impeded by the raised median strip, so will be able to exit right with care if traffic volumes allow. When entering their driveway from the south, they will be able to queue in the new flush median which has space to allow vehicles to pass on the inside.

These property owners/residents were not specifically engaged by the project team during the DBC phase as the overpass alignment is new and some homes were not built at that time. Therefore engagement in this phase is important to make sure that property owners and residents understand what is planned.

In September 2024, NZTA provided a letter to the above identified landowners / tenants with a copy of the project design, offering a meeting to explain the design changes and potential construction impacts. As of early November, no meetings with NZTA have been requested. These landowners and tenants will be contacted again in 2025 once designs are finalised, and prior to construction.

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

- 801 Jones Road (Christchurch RV Centre)
- 2 Norman Kirk Drive (SDC)
- Lot 2 DP 501225, Kidman Street (SDC)

### 3.2.6 Jones Road Business Group

The various elements of Package 2 are together designed to make it safer and easier for people to travel to, from and between the residential and industrial areas of Rolleston. Throughout the project, NZTA has engaged with Jones Road businesses via the Group and individual businesses. Regular presentations have gathered feedback and changes have been made that support safer and more efficient access to the industrial and commercial areas of IZone and Jones Road, particularly for heavy vehicles. With SDC plan changes enabling future industrial development nearby, the Project supports associated traffic increases.

During Pre-Implementation, engagement with Jones Road businesses has taken place as follows:

Table 3-5: Jones Road businesses engagement

Date	Activity/Audience	Outcome
6 June 2024	Information shared with business owners and staff	A number of businesses are subscribed to the SH1 Rolleston Access Improvements e-newsletter to receive project updates.
June 2024	In-person visit #1 with businesses on Jones Road	Communication of project progress, the revised alignment of the overpass to a 'straight' option, discussion about how heavy vehicles will use the Weedons Interchange/Dunns Crossing Road roundabouts to access Jones Road via the 'ring road' design.
July 2024	In-person visit #2 with additional businesses on Jones Road	
September 2024	In-person visit #3 with remaining businesses on Jones Road (specifically Drummond & Etheridge, Industrial Hair)	Construction of a new service lane beside SH1 on the Rolleston town side will provide improved left in left out access to highway amenities and businesses such as McDonalds Rolleston and the BP Truck Stop.
Late 2024 / early 2025	In-person visit planned with Tailored Energy Solutions	To discuss options for traffic signals design at Jones Road driveway entry.

The BP Truckstop and McDonalds Rolleston are not considered 'affected', although entry to their premises will change via the new slip lane off SH1. However this is assessed to have a positive, rather than negative, impact as it will lower vehicle speeds at entry, and people can continue their journeys via options using Tennyson Street, Kidman Street and Rolleston Drive.

Although land is no longer required from Tailored Properties (landowner of 804 and 808 Jones Road), NZTA will continue to engage with representatives in relation to safe and efficient access to the businesses located onsite (Tailored Energy Solutions and U-Tow New Zealand). Additional engagement with Jones Road businesses will occur prior to construction in 2025.

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



Table 3-6: 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 Rolleston Access Improvements updates.
30 August 2024	Letter issued to NZ Police, St John and 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. NZ Police responded that they did not require a meeting.

### 3.2.8 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, 2022 and 2024, 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.

During Pre-Implementation, NZTA will maintain communication with Freight and Heavy Haulage operators to keep them updated as designs progress. This includes presenting at the October Canterbury Freight Forum and responding to requests for information in relation to the design specifications of the overpass.

Table 3-7: Freight industry engagement

Date	Activity/Audience	Outcome
6 June 2024	Received e-newsletter via transport industry subscribers.	NZ Heavy Haulage Association, 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 shared updated designs so that freight and Heavy Haulage understand changes to the main freight route into the industrial areas. There was discussion regarding the envelope provided by the overpass for over-dimensional vehicles. Following the meeting, NZ HHA reported the overall design looked suitable for most oversize loads that will travel through on SH1, but requested the proposed plans for KiwiRail level crossings to check that they allow for wide oversize loads.
October 2024	Ia Ara Aotearoa Transporting NZ lodged an Official Information Act request for all options tested in the Business Case phase	NZTA will respond within the specified time frame and meet with organisation representatives once they have received the information.

### 3.3 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 concerns about the draft proposal (the 'skewed' overpass option plus a package of intersection improvements) which prompted further investigation. Concerns related to network effects 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
- Removing the Hoskyns Road level crossing required travel through multiple roundabouts
- Closure of a section of Jones Road would affect access and be detrimental to businesses, services and facilities to the southwest industrial area.

Considering the feedback NZTA was able to undertake robust analysis of the options (25 options, with seven identified for Multi Criteria Analysis 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 2), engagement with the most affected adjacent property owners (NZTA, Selwyn District Council and KiwiRail) and key stakeholders (emergency services, la Ara Aotearoa Transporting NZ) was supportive overall of the recommended alignment.

The main changes to design following the 2022 consultation related to Package 2 and are summarised in the following Table 3- in response to community and stakeholder concerns expressed:

Table 3-8: 2022 consultation

Feedback	Design outcome
Concern about cycle and pedestrian accessibility on the proposed flyover. 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	<p>The proposed flyover shared path connects with current and potential future paths planned by Selwyn District Council.</p> <p>A shorter, more direct route to all industrial and business areas was 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).</p> <p>While the Rolleston Drive North – Jones Road alignment is shorter, 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.</p>
Concern about whether the recommended plan has enough northbound access into both the residential and industrial sides of Rolleston, and that a right-hand	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

Feedback	Design outcome
turn into Rolleston Drive South should be added	provides an improved level of highway access and connection. Signage will provide clear wayfinding for drivers.
Consolidating entry to Rolleston Interchange via key access points (such as Weedons Road) could impact the safety and efficiency of these roads	The main objective of this project is to create a connection between the residential and industrial sides of Rolleston and make it safer and easier for people to access and support local business and industry.
Left-in access to Hoskyns Road to industrial/business areas should be retained, and a northbound off-ramp to connect the flyover directly to the highway	<p>A left turn into Hoskyns Road was not included as it was determined that this would still present an unacceptable rail level crossing short stacking risk with traffic queuing back from the Jones Road signals. Equally the rail level crossing when activated would cause vehicle traffic to back up down the highway, creating queues and increasing crash risks. Once the flyover is constructed, traffic from the residential side of Rolleston will no longer need the Hoskyns Road entry as they will access both sides of Rolleston via the Walkers/Two Chain/Jones Roads.</p> <p>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 (this access was added following public consultation in 2021).</p>
Make sure transport planning for Rolleston is future proof and provides for all forms of transport	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. This includes two parcels of land (on Kidman Street and on the south-east corner of Jones and Hoskyns Roads) for potential expansion of existing / construction of new Park and Ride facilities.
Plan for future highway capacity (four lanes)	<p>Current and predicted highway traffic volumes to 2038 show that one free flowing lane is all that is needed in the meantime, as will be available once the traffic signals are removed.</p> <p>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.</p>
Preferences for a skewed flyover, an underpass or a Memorial Avenue-style alignment	<p>All options have been reassessed alongside ongoing investigations and the plan was modified mainly due to:</p> <ul style="list-style-type: none"> <li>• Community feedback saying people wanted access to all of the industrial/business area.</li> <li>• A more direct connection was preferred by cyclists and emergency services.</li> <li>• Keeping Jones Road continuous for freight and business access.</li> <li>• Available space – bridge embankments, underground services and proximity to rail.</li> <li>• Safety – an underpass can feel unsafe for pedestrians, and if traffic is queued drivers can't see as far as they need to.</li> </ul>

Feedback	Design outcome
	<ul style="list-style-type: none"><li>Size of structure – impacts on private land and property access, buildability, carbon footprint and environmental impacts, construction time and community disruption.</li></ul> <p>Detailed information on how the flyover was decided can be found in the NZTA document <b>SH1 Rolleston transport improvements – the path to a flyover</b>, publicly available on the project website.</p>
Concern about vehicle speeds on the highway and local roads, that limits should be lower	Once the signals at both Rolleston Drive North and Hoskyns Road are removed, we anticipate the proposed new infrastructure will support a safe and appropriate speed of 80km/h through Rolleston. Most intersections will change to ‘left-in/left-out’ which significantly reduces crash risks. 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.

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 built.

For a number of identified properties there will be construction effects, with potential for noise, vibration, dust and changed access while the new roundabout and underpass are being built. NZTA will continue to engage these residents and property owners to firstly, inform them about what they can expect during construction, and secondly, understand any specific requirements they may have so these can be considered during construction planning.