

MIN-4272 Richmond Transport projects

31 August 2023

Provide information about Richmond Transport projects ahead of the Nelson-Tasman e-Bus Service launch on 1 August 2023.

Waka Kotahi NZ Transport Agency's response:

- The Richmond Programme Business Case (PBC) was endorsed by Waka Kotahi and Tasman District Council in 2021.
- The work completed on the PBC to date has identified an emerging programme of transport options that could be delivered over the short, medium and long-term out to the year 2050. Waka Kotahi and Tasman District Council are currently undertaking short-term improvements to the road network, including:
 - Cycle lanes along key routes
 - Priority lanes for freight and public transport
 - Targeted safety treatments for pedestrians and cyclists.
- Following the completion of the short-term programme, Waka Kotahi will investigate further 'medium-term' improvements to Richmond's transport network. This work will focus on safety improvements on the state highway and investments to cycle lanes connecting residential zones with areas of high place value. Before finalising the long-term programme, Waka Kotahi will review the success of the short and medium-term interventions and ultimately decide if long-term interventions, notably the Hope Bypass project, are required in the Richmond area. This will be dependent on several factors including:
 - The level of mode shift for journeys to education and work that the short-term programme can deliver
 - Uptake in public transport following improvements to services
 - Where future land use development occurs, and how this compares to what we are expecting
 - When future land use development occurs.
- The PBC noted that the Hope Bypass designation should be extended to allow time for a detailed investigation into the form and function of a potential bypass to be undertaken. The PBC-level assessment and modelling established that:
 - Without the bypass, travel time reliability along SH6 Gladstone Road will likely worsen. This is because interventions which are targeted at improving liveability, such as reduced speed limits on Salisbury Road to discourage rat-running, places more demands on SH6. Significant housing growth will also generate significantly more vehicle trips, and regardless of how much active mode infrastructure is provided, the majority of new trips would still be car-based.
 - A bypass would deliver significant travel time benefits for through traffic, and as a result would reduce the level of rat-running on local streets. The bypass would therefore strongly support the desired safety and liveability objectives for the project, and in the long term these objectives potentially may not be delivered unless the Hope Bypass is introduced.

- For capacity reasons, the form of the intersection between the bypass and Lower Queen Street would most likely need to be grade-separated (flyover).
 - The Hope Bypass would not necessarily be a high-speed road (>60kph). Potential forms and functions for the road should be considered as part of a separate business case.
 - Careful consideration will need to be given to how the designation could be used to support the active transport network. The assumption of this PBC is that the bypass would include a fully separated off-road cycle (or shared) path that would run the length of the designation, with at least one safe (signalised) crossing point.
- Transport plans for Nelson are set out in the Nelson Future Access Detailed Business Case.
 - The Nelson Southern Link corridor is being held for potential use in future if a significant event made SH6 impassible.

APPENDIX A – Preferred programme

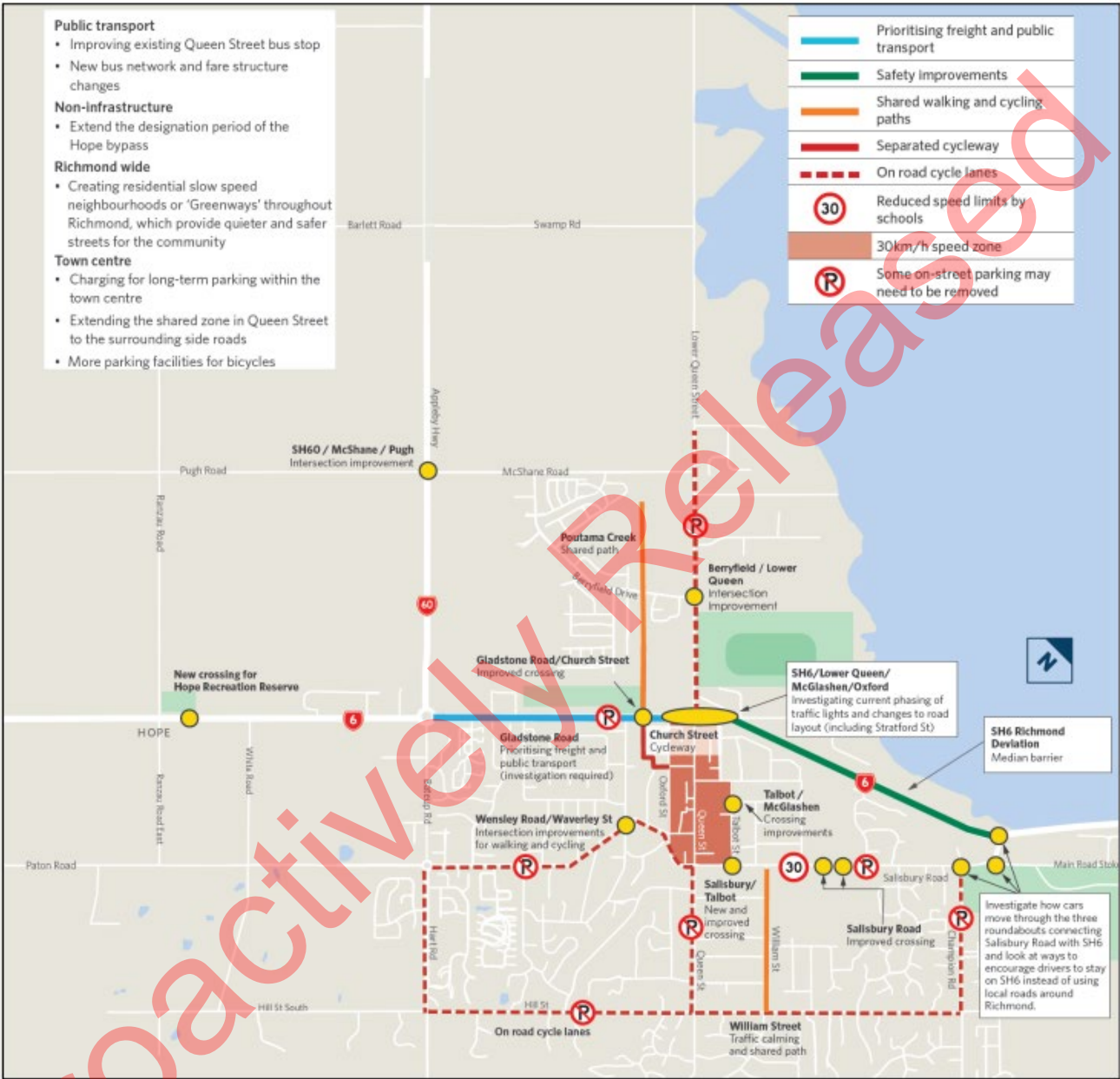


Figure 34: Preferred programme – Short Term (2021 to 2024)



Figure 35: Preferred programme – Medium Term (2024 to 2031)

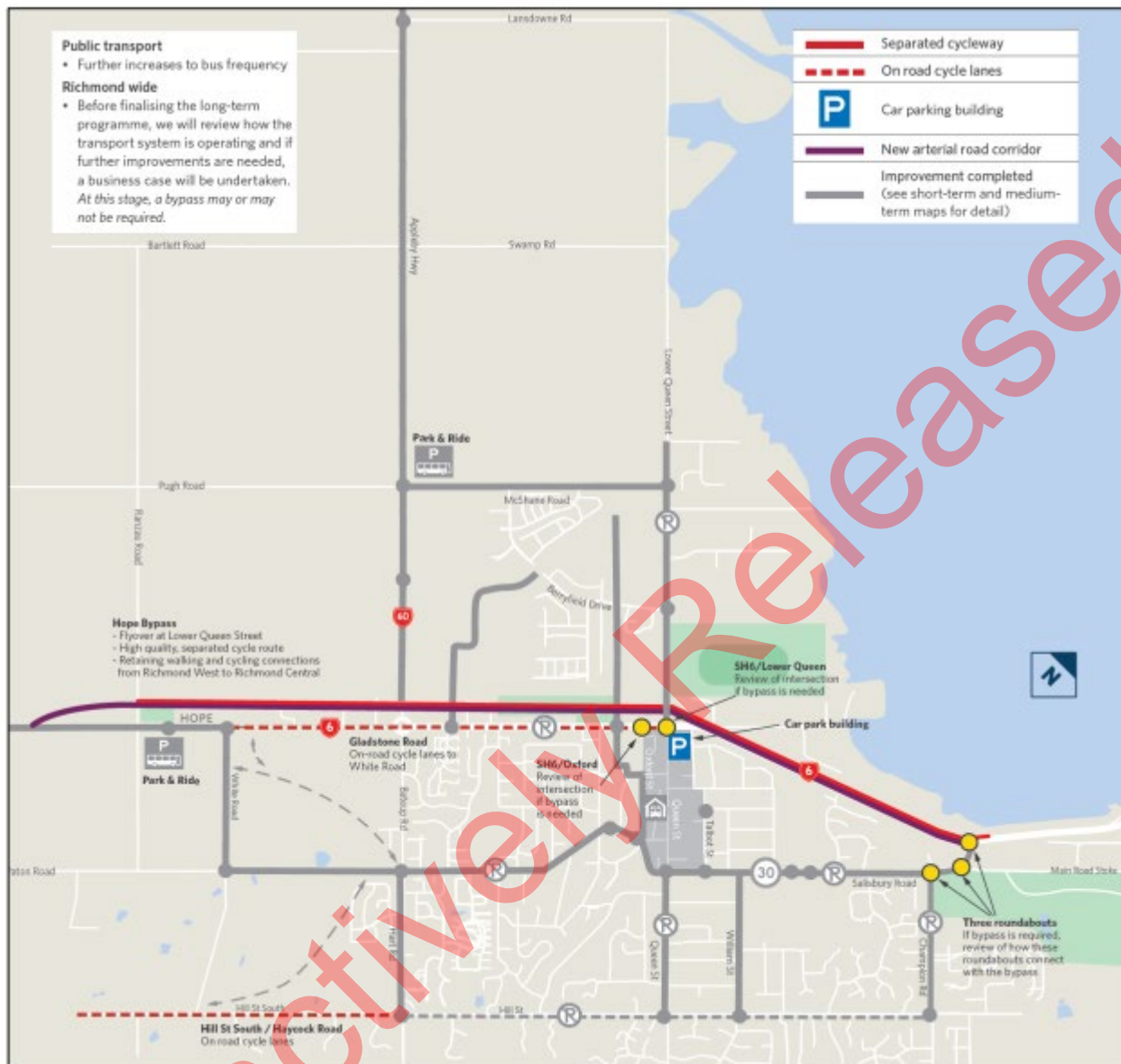


Figure 36: Preferred programme – Long Term (2031 to 2050)