



Richmond Transport Business Case

Summary of public engagement 19 July –13 August 2021

Waka Kotahi NZ Transport Agency

6 October 2021

1. Background

The Richmond PBC has been developed to better understand the current and future transport problems that Richmond is facing, and to establish a preferred programme of work. The key reasons for undertaking this PBC now are:

- The impacts of a growing population and the pressure this puts on infrastructure.
- Richmond’s expanding and diversifying urban area.
- More demands on moving freight in particular from Port Nelson through Nelson, Stoke, and Richmond.
- The need to improve connections to nearby areas such as Wakefield, Brightwater, Mapua and Motueka, with safer travel options.
- The Government Policy Statement that guides Waka Kotahi and the Tasman District Council, focuses on increasing the use of other transport options, like public transport, walking, and cycling.
- The designation of the ‘Hope Bypass’ is due to lapse in 2023.

Project extent

The extent of the project area is Richmond and the Waimea Plains from Wairoa River to the south, Waimea River to the north and Champion Road to east. The project area, as shown in **Figure 1**, includes the three roundabouts at SH6/Salisbury Road; Salisbury Road/Main Road Stoke and Champion Road/Salisbury Road.



Figure 1: Project area

Establishing a preferred staged programme

The process for establishing a preferred staged programme used the following process:

1. Establishing a long list of interventions.
2. Screening of the long list of interventions.
3. Development of a long list of programmes. Each of the long-listed interventions were included within at least one of the programmes.
4. Multi-criteria assessment (MCA) of the long list of programmes. This helped to establish the relative benefits of each of the programmes. An indicative cost and benefit for each long-listed programme was also established.
5. We held two workshops with stakeholder and community groups and used the feedback we received during these workshops to refine an emerging staged programme. The workshops included members from NZ Police, Road Transport Association, Automobile Association, Climate Change Forum, cycling groups, Blind Low Vision NZ, community advocacy groups, local schools, business groups and the district health board.
6. We asked for feedback from Nelson and Tasman residents on the emerging staged programme.
7. We will be finalising a preferred staged programme based on the feedback received by the community and a review by Waka Kotahi and the Tasman District Council.

2. Public engagement process

Methods for obtaining feedback

Information about the Richmond PBC was available on both the Waka Kotahi and Council websites, including maps and details about the short, medium- and long-term programmes.

Waka Kotahi and Tasman District Council published a joint media release on 19 July 2021 advising Nelson and Tasman residents that feedback was open on the emerging staged programme. Between 19 July and 13 August, Waka Kotahi and the Council also both published numerous posts and information about feedback options and advertised community drop-in events on social media (Facebook and Twitter).

Adverts were also placed in local community papers, which included Waimea Weekly, Guardian Motueka, Nelson Mail, and the Tasman Leader. Information brochures (including the feedback survey) were available at Richmond Aquatic Centre, Richmond Library, and the Tasman District Council information desk.

Tasman District Council included information on the Richmond PBC and community events and feedback options in two editions of their Newline newsletter which gets sent to all Tasman residents.

Throughout the engagement period, 1,184 pieces of feedback were received. A breakdown of the sources of this feedback is provided within Table 1.

Table 1: Sources of feedback received

Total Feedback by Type	#
Direct Engagement at events	328
Social Pinpoint comments	657
Social Pinpoint Surveys	95
Email/postal Surveys	57
Emails/Letters	42

Organisations/groups	9
Total	1184

Social Pinpoint

Social Pinpoint was used so people could provide feedback online. It was open for comment from 22 July and closed on 13 August.

We had strong engagement online, with:

- 1374 total visits (number of times the site was visited)
- 431 unique users (number of people that visited the site)
- 140 unique stakeholders (number of people made a comment and engaged on the site)
- 657 comments (number of comments that were left on the site)
- 95 survey responses (number of surveys that were completed through social pinpoint)

Four drop-in events

All the drop-in events were run in the same format, with large posters of the emerging staged programme set up for people to look at and discuss with a member of the project team. People could then provide feedback through leaving post-it notes on the posters. These pieces of information were then collated and reviewed by the project team.

1. Waimea College - 6 people attended.
2. Richmond Mall - 150 people dropped by.
3. Richmond Library - 64 people attended.
4. Connings Food Market - 110 people dropped by.

Emails

50 emails were submitted to the project team, 41 were from individuals while nine were from organisations/groups.

These organisations/groups were:

- Automobile Association (AA)
- Hope School
- Ministry of Education
- Nelson Tasman Climate Forum
- Nelson Tasman Community Transport Trust
- Nelson Transport Strategy Group (Nelsust)
- Nelson Marlborough District Health Board
- Richmond Unlimited
- Zero Carbon Nelson Tasman

Survey feedback

The project information sheet included a survey which could be scanned and emailed to the project email or free posted to the Council and the survey was also available online via Social Pinpoint. 152 surveys were completed in total, 95 surveys were completed through social pinpoint and 57 surveys were emailed or posted to the project team.

A breakdown of the responses to the questions asked in the survey is provided in the following sections. The percentages are rounded to the nearest whole number. As a result, some totals do not add up to exactly 100%. The tables present the total from all survey feedback channels.

Question 1

Asked people how well they think the short, medium, and long-term programmes respond to the needs of the Richmond community and transport network over the next 30 years.

A) Opportunities to make roads safer

Answer	Responses (127)
Yes	54%
No	28%
Unsure	18%

B) Opportunities to make Richmond a nicer place to live

Answer	Responses (128)
Yes	59%
No	27%
Unsure	15%

C) Opportunities to make journey times more reliable

Answer	Response (122)
Yes	38%
No	42%
Unsure	21%

D) Opportunities to make more travel options for people to get to where they live and work

Answer	Responses (125)
Yes	58%
No	28%
Unsure	14%

Question 2

2.1) What projects do you think should be done sooner?

- Hope Bypass
- Lower Queen St upgrades
- Park & Ride facilities
- crossing improvements for people walking and cycling
- Improvements to public transport
- Parking building

2.2) What projects do you think should be done later?

- Cycle lanes
- Traffic calming measures that slow traffic
- Hope bypass
- Parking charges being introduced and parking becoming more restricted

2.3) Anything else we missed?

Feedback provided from this question is included in section 3 in the feedback themes table.

Question 3

Asked people to rate the below options in order of importance on Richmond's local roads (not state highways), with 1 being most important and 3 being least important. The answers included "space for parking", "space for walking and cycling", and "space for prioritising public transport (and getting more people out of their cars and onto the buses.)"

1 being the answer (most important)

Answer	Responses (120)
Space for parking	43%
Space for walking and cycling	39%
Space for prioritising public transport	18%

2 being the answer

Answer	Responses (79)
Space for prioritising public transport	41%
Space for walking and cycling	42%
Space for parking	17%

3 being the answer (least important)

Answer	Responses (68)
Space for prioritising public transport	50%
Space for parking	34%
Space for walking and cycling	16%

Question 4

Asked people whether providing space for parking or providing prioritised vehicle lanes on Gladstone Rd (State Highway 6) is more important to them.

More important

Answer	Response (131)
Space for priority lanes	111
Space for parking	20

3. Feedback themes

The following themes, ideas and concerns were highlighted during the engagement period:

General

Theme/Concern	Summary of public feedback	Waka Kotahi and Tasman District Council Comments
Climate Change	<p>Consideration needs to be made regarding climate change and should be included as a reason for the proposed changes</p> <p>Some people wanted to understand how the new infrastructure and designs are going to help decrease carbon use and that this needs to be calculated and publicised.</p>	<p>This is an important aspect and a more detailed analysis of the impact on climate change and a carbon count will be completed at the detailed business case stage. This is due to it being challenging to quantify this information at this earlier stage in the process.</p>

New roads and parking

Theme/Concern	Summary of public feedback	Waka Kotahi and Tasman District Council Comments
Hope Bypass	<p>68 people commented on the Hope Bypass, with 74% of respondents in support and most of these people keen to see it completed sooner. The other 26% of respondents didn't want to see the bypass built with most of these people citing climate change and the fact that more roads equal more cars.</p> <p>Six groups/ organisations submitted feedback that included comments on the Hope bypass.</p> <p>Two organisations (Automobile Association and Richmond Unlimited) are keen to see the Hope Bypass included and encourage it to happen as early as possible. This is due to the volume of cars and trucks on the road which will continue to increase, both on the State Highway as well as the local roads. They advise if the objective of safer, quieter streets for Richmond and more effective use of the current State Highway is to be achieved, greater and earlier emphasis needs to be placed on access to the state highway to allow traffic needing to bypass Richmond to do so more easily and without rat-running through the arterials, urban and residential streets. They felt that this cannot be delayed for 10-30 years.</p> <p>Four organisations do not support the proposal of a Hope bypass. This includes Nelson Marlborough Health Board, Nelsust, ZCNT, and Nelson Tasman Climate Forum. These organisations advised this is due to the impacts that it would have on the climate, emissions, potential costs, air pollution/ health and that it would not provide incentives for people to look at other modes of transport, like cycling or buses. They also state that more roads will lead to more traffic.</p>	<p>In the short-term, the Hope bypass designation will be extended, so that it can continue to be an option in the long-term.</p> <p>The Hope Bypass is in the long-term programme because it does not address the outcomes we're aiming to achieve in the short to medium term.</p> <p>In the short to medium term, Waka Kotahi and Tasman District Council are focused on making the best use of the current transport network by seeking ways to improve and make existing roads and intersections safer. We are also looking to provide greater options for people to travel around and through Richmond by using other forms of transport, like walking, cycling and taking the bus.</p> <p>Before finalising the long-term programme, we will review how the transport system is operating with the short- and medium-term improvements in place. If we find that further improvements are needed, a detailed business case will be developed to investigate whether improvements such as the hope bypass are needed. At this stage, a bypass may or may not be required in the long term.</p> <p>This approach aligns with national and regional transport strategies,</p>

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		including the need to reduce transport related carbon emissions.
Waimea Inlet bypass	Some people would like to see a bypass placed across or along the Waimea inlet connecting Whakatu Drive to Lansdowne Road. They think this is needed to help people get from Nelson or Richmond out to Mapua, upper Moutere or Motueka.	<p>This would not be a viable option, as the Waimea Inlet provides habitat for rare or threatened native plants and animals, and important populations of coastal wetland birds and migratory wading birds.</p> <p>Waka Kotahi and the Council have a joint challenge of needing to reduce carbon emissions while also providing for increased transport demands.</p> <p>By getting some people to use different transport modes (walking, cycling, public transport) other than driving a car, we can continue to get more out of our existing roads and transport network.</p> <p>In making our decisions on the staged programme, both for planning and investment, we are guided by what's called an 'intervention hierarchy'. That means we need to look at the lowest cost alternatives and options first, including making best use of existing roads, before considering higher cost alternatives and options like new roads.</p>
Richmond deviation (SH6) slip-lane	Some people wanted a slip-lane from Beach Rd to Richmond deviation created. This would allow northbound traffic to head north without passing through the Lower Queen St/ SH6 intersection.	When we investigate options for improvements to the Lower Queen Street and Gladstone Road intersection, we will look at the surrounding roads to see if further changes need to be made to the layout of the road.
New Richmond/ Nelson connection	A number of people mentioned the need to extend the connection from Hill Street to Suffolk Road, so that there was another road into and out of Nelson.	This may happen as development happens but will be a low collector road. This means that if Hill Street was ever extended it would be a low-to-moderate-capacity road that moves traffic from local streets and designed to provide access to residential properties. This would not be a substitute to Main Road Stoke or SH6.
Parking	<p>People provided mixed feedback on whether on-street parking should be removed for cycleways and/or traffic calming. These comments included "Roads are public spaces not parking spaces" and "Don't agree with removing parking anywhere"</p> <p>People mentioned that they felt that parked cars posed a danger to cyclists. Areas where they saw more risks included but aren't limited to, outside Stillwater Gardens and cycling up the hill on Wensley Road.</p>	Within the staged programme we have proposed removing some on-street parking throughout Richmond to allow space for prioritisation of buses, freight; shared walking and cycling paths and both on-road and separated cycling lanes.

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		At this stage we do not know how many on-street parks could be removed. If projects get funded, the individuals projects will be looked at in greater detail and there will be further opportunities to provide your feedback about on-street parking.

Walking, cycling and public transport

Theme/Concern	Summary of public feedback	Waka Kotahi and Tasman District Council Comments
Walking and Cycling	<p>Some people thought that improving cycling and walking paths and creating more walking and cycling paths was needed.</p> <p>All organisation/ groups who submitted feedback agreed that there is a need to improve the cycleway connections and make walking and cycling a safe choice for everyone.</p>	<p>Waka Kotahi and the Tasman District Council are happy to see that people understand the need to make walking and cycling safer and easier for everyone.</p> <p>In the short to medium term, we are focused on making the best use of the current transport network by exploring ways to improve and make existing roads and intersections safer. We are also looking to provide greater options for people to travel around and through Richmond by using other forms of transport, like walking, cycling and taking the bus.</p>
Public Transport (Buses)	<p>People wanted to see an increased number of bus routes</p> <p>People wanted to see bus routes out to Mapua, Wakefield, and Motueka.</p> <p>People wanted to see buses run more frequently, some mentioned they would like buses to run every 15 to 30 minutes</p> <p>People wanted to see a bus service which went direct to the airport</p> <p>People wanted to see an express service from Richmond to Nelson CBD.</p>	<p>The Richmond Programme Business Case aligns with the Nelson–Tasman Regional Public Transport Plan 2021–31, which will deliver a step change in the public transport network and system in the wider Nelson Tasman area over the next 10 years. It focuses on delivering a system that builds on the existing services, with significant increases in frequency and greater geographic coverage for all users and areas.</p> <p>Learn more about this plan here: www.nelson.govt.nz/assets/Our-council/Downloads/Plans-strategies-policies/2021/2021-31-Regional-Public-Transport-Plan-Approved-7-July2021.pdf</p>
Park & Ride	<p>Some people asked for the parking to be free for park & ride facilities. This is because people were wanting to drive to the park & ride and then commute to work on their bike, but they did not want to be charged for parking.</p>	<p>We envisage that the parking facilities will be free of charge. There will, however, continue to be a fare for using public transport services. The exact location of the Park and Ride facilities will need to be further investigated but would be close to cycling paths so that those who want to use them for park and bike ride are easily able to.</p>

Priority Lane on Gladstone Road (SH6)	Some people mentioned they did not think the priority lanes on Gladstone Road extended far enough. They would like to see the priority lanes extended to at least the three brother's corner. They felt that this short stretch of priority lanes would not have any impact on travel times.	The priority lane is designed to allow the bus to jump to the front of the queue at the set of traffic lights. How far back the priority lane extends will be investigated in the design phase but is likely to increase from where we had indicated it would be.
Safety for people walking	Some people mentioned that being able to cross the road on the following streets is important: Wensley Road close to Waverly Street, crossing Gladstone Road, crossing Hill Street (especially at William St intersection), and the Lower Queen Street/ SH6 intersection. Some people had concerns about shared paths with the uptake of E-bikes that can travel at much faster speeds than people walking. They saw this as a concern for vulnerable people like children and the elderly.	We have taken this feedback onboard and we will look to see what additional crossing points can be included within the programme. We have added crossings points at Hill Street near William Street and on Wensley Road near Waverly street to the programme. We have noted the concern around shared paths and will take this onboard when we investigate the project further.
Safety for people cycling	Some people wanted to see more cycling lanes and easier and safer access to existing cycling lanes across Richmond, but especially at the following areas: Wensley Road, Gladstone Road close to three brothers' corner (this will allow riders to connect with the Great Taste Trail), crossing Lower Queen Street, and travelling along and crossing Hill Street. The Ministry of Education and Richmond School raised concerns about the Church Street cycleway. Church St dissects Richmond school from its sports field and is already busy at peak times and dangerous for children to access. This is also the only area close to the school where all day parking is allowed.	We have taken this feedback onboard and we will look to see what additional cycling lanes we can include within the programme. We will be speaking with Richmond school and the Ministry of Education to talk to them about the cycle lane design on Church Street and make sure their feedback is taken onboard.
Bike parking	Some people asked for a dedicated secure bike parking facility with E-bike charging facilities in town, preferably located near the proposed bus hub.	Due to this feedback, the programme now includes installing secure bike parking in the Richmond area and will be part of the design of the new bus hub. E-bike charging is not seen as a priority due to the costs involved and an E-bike battery will be able to get most riders into town and home on one charge.
Lower Queen Street cycle lane	Some people mentioned that Lower Queen Street cycle path should be lengthened about 150m to Sandeman Road. This suggestion was made to help workers within the area get to their workplace on their bikes safely. There are a number of large businesses within this area, including the Ministry for Primary Industries; and Nelson Pine Industries.	Waka Kotahi and the Tasman District Council thought this was a very good suggestion as it would help people working within this area get to work more easily and safely on their bikes. We have updated the Programme Business Case to include the extension of the cycle path to Sandeman Road.
Champion Road cycle lane	Some people wanted to see the cycle lane on Champion Road extend to the Silvan Forest Mountain Bike Trails as this is a key cycling destination.	Waka Kotahi and the Tasman District Council did not see this as a high priority compared to other areas which needed cycle lanes. This is due to currently less traffic Southeast of Hill Street on Champion Road. Champion Road is the boundary between Tasman and Nelson, the Tasman District Council and the Nelson City Council will be ensuring footpaths are completed around new housing

developments on the upper part of Champion Road.

Specific locations of interest

Theme/Concern	Summary of public feedback	Waka Kotahi and Tasman District Council Comments
Lower Queen Street and Gladstone Road intersection	<p>Many people mentioned that the lower Queen Street and Gladstone Road (SH6) intersection seems to be a point that provides the biggest congestion issues.</p> <p>People felt that if the Lower Queen Street and Gladstone Road intersection isn't improved to allow more traffic to flow through it, then everything proposed for the local roads won't have much of an impact.</p> <p>Some people advised that access to businesses and the retirement village near the Lower Queen Street and Gladstone Road intersection was difficult due to the amount of traffic so were unable to easily turn right in and out of Lower Queen Street.</p> <p>People mentioned that the Lower Queen Street and Gladstone Road intersection is dangerous for people cycling and trying to cross the road to the Great Taste Trail to the cycleway that runs along the Richmond deviation and also out to Wakefield.</p> <p>People advised that at the Lower Queen Street and Gladstone Road intersection it is difficult for elderly people and young children to cross the road.</p>	<p>Waka Kotahi and the Council agree this is a challenging intersection and that is why we have included it in the short-term programme. We will be investigating the traffic light phasing and current layout and provide improved options for people driving, cycling or walking. The investigation will also include looking at improving the Stratford Street and Lower Queen Street intersection and the surrounding accessways.</p>
Stratford Street/ Lower Queen Street intersection improvements	<p>People wanted to see an increase for the merge lane for when turning out of Stratford Street onto Lower Queen Street.</p> <p>People also wanted to extend the no-parking along Stratford Street, so that the right turning and left turning traffic lanes can be extended further into Stratford Street.</p>	<p>We will take these suggestions onboard and the Stratford Street/ Lower Queen Street intersection will be investigated in the short-term programme as part of the investigations into making the Lower Queen Street and Gladstone Road (SH6) intersection better.</p>
Salisbury Road speed limit change	<p>15 people commented on the Salisbury Road speed change. 66% of this feedback did not think there was a need to change the speed limit to 30km/h due to pushing cars onto surrounding streets, also known as rat running. People also mentioned that this road had fewer people walking and cycling outside of school times. Most of these people thought a variable speed zone would be better suited for this area to operate during school times. 33% of the 15 people that commented thought that a permanently lower speed limit of 30km/h is needed. Nelson Marlborough Health Board supports the permanent speed limit change to 30km/h as it would be safer for everyone and would decrease the severity of any crashes, so people were more likely to not be seriously injured. The Automobile Association advised</p>	<p>Tasman District Council is responsible for speed limits on Salisbury Road and have taken this feedback onboard. The speed limit changes on Salisbury Road will be investigated further as part of the region's speed management plan.</p>

Theme/Concern	Summary of public feedback	Waka Kotahi and Tasman District Council Comments
	<p>they thought a school zone with variable speed would be most appropriate.</p>	
Hill Street	<p>Some people agreed that the Hill Street and Queen Street intersection needed to be reviewed and suggested that either changing which approaches included the stop signs or installing a roundabout would be better at this intersection.</p> <p>Most people felt that Hill Street is used as a 'rat-run', i.e. people are using this road instead of the state highway or trying to bypass Salisbury Road.</p> <p>People felt cars are traveling at high speeds along Hill Street and something should be done to slow speeds down.</p> <p>People felt that Hill Street is currently dangerous for cyclists and hard to cross for pedestrians due to high speeds and high number of cars driving along the road.</p>	<p>Waka Kotahi and Tasman District Council agree that Hill Street and some of the intersections along this road do need to be improved.</p> <p>In the short-term programme, we have included on-road cycling lanes along Hill Street. In the medium-term programme we have included looking at what safety improvements can be made to the Hill Street and Queen Street intersection and this would include looking at options like a roundabout.</p> <p>Within the programme, we will also be including an improved crossing near the Hill Street and William Street intersection.</p>
William Street	<p>People wanted to see that the intersections of William Street and Salisbury Road, and William Street and Hill Street are improved to ensure better crossings for people walking and cycling and easier merging for cars. For the Salisbury Road and William Street intersection people thought a merging lane onto Salisbury Road would help people driving out of William Street and people also mentioned a roundabout and/or traffic lights would also make it easier for people driving.</p> <p>People raised concerns about the shared path down William Street. They thought the shared path may be dangerous for elderly members of the community and the mix of people walking, cycling and scootering at different speeds could create safety issues.</p>	<p>We will not be changing the intersection of William Street and Salisbury Road to include a right turn merge lane, as we do not want to have more cars coming down this street. We will, however, improve the intersection to make walking and cycling through this intersection easier and safer.</p> <p>Due to the feedback we received, we have included in the medium-term programme an improved crossing point at the intersection of Hill Street and William Street.</p> <p>We have noted the concern around shared paths and will take this onboard when we investigate the project further.</p>
Wensley Road	<p>Some people are finding Wensley Road dangerous, particularly at the bend in the road due to blind spots and the narrowness of some of the road. People also mentioned that some cyclists are having to mount the eastern footpath to get around the corner on Wensley Road between Waverley Street and Dorset Street safely. Other people think it is dangerous because people driving are speeding and at some points along Wensley Road there is not enough room for cyclists, people driving and parked cars.</p> <p>Some people thought a pedestrian crossing should be added between Waverly Road and Dorset Street due to lots of children crossing this street to get to Richmond school.</p> <p>Many people thought that people were using Wensley Road as a 'rat-run', for example using this road instead of Gladstone Road (SH6).</p>	<p>Waka Kotahi and the Council agree that Wensley Road is an important local road for people and have included an on-road cycle lane along Wensley Road in the short-term programme. The on-road cycle lane would then be made into a separated cycle lane in the medium-term.</p> <p>Due to the feedback we have received, we have also included in the short-term programme a safe crossing facility across Wensley Road just South of Waverley Street.</p>

Theme/Concern	Summary of public feedback	Waka Kotahi and Tasman District Council Comments
Paton Road	<p>Many people mentioned that the switchbacks on Paton Road are hazardous for everyone, including people driving and in cars. They also mentioned that the pedestrian footpath is narrow or there is no footpath which means that it is not as safe for people walking.</p> <p>People also mentioned the current speed limit on Paton Road and that people were now driving down this road as State Highway 6 has had speed limit changes, which make Paton Road's speed limit higher than the State Highway. Some people thought a lower speed limit was needed.</p>	<p>As residential development continues near the Richmond and Hope boundary and into Hope, we will have included improvements to Paton Road in the medium-term programme. These improvements include looking at what we can do to make the road safer for everyone from the Paton Road and Bateup Road intersection out to the Paton Road/White Road intersection, including how to make the actual intersections safer as well.</p> <p>When we look to make the road safer to take account of the new residential developments and more people living in this area, we will investigate improving safety at the switchbacks, including looking at current speed limits along this stretch of road and evening out the road and crests.</p> <p>The safety work would look at the current footpaths or need for further footpath improvements along parts of Paton Road.</p>
Hope and Richmond connections through Paton Road	<p>Hope School and parents with children attending Hope School would like more consideration around cycling and walking and public transport routes from Richmond to Hope School and the Hope region.</p> <p>Hope school provided feedback which included looking into improvements to allow parents and children to cycle from Richmond to Hope safely.</p>	<p>The Tasman District Council will incorporate the area around Hope School in their Speed Management Plan.</p>

4. Next steps

The business case is expected to be completed at the end of 2021.

With feedback from the community taken onboard, we are finalising the programme and seeking approval from Waka Kotahi and the Council to support future funding applications to deliver the short-term programme.

The Council and Waka Kotahi will continue to work together on delivering this programme of work, including further investigations and engagement with the Nelson and Tasman residents.