

# Integrated Transport Assessment

For

Plan Change 81 (Rezoning - Updates to the Tasman Resource Management Plan (TRMP))

Richmond MDRZ

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Prepared For: Policy Team, Plan Change 81

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# 1 Executive Summary

## **Summary: Richmond Medium Density Residential Transport Assessment**

The Richmond Central area, currently zoned Residential, is proposed to be rezoned as Medium Density Residential. This would allow for greater housing intensification, supporting approximately 1,720 additional dwellings at a density of around 40 dwellings per hectare. The area is a priority for intensification and will develop progressively.

### **1. Existing Transport Environment**

**Active Transport:** The area has a well-established pedestrian network, with footpaths and off-road shared paths, and the 2022 Walking and Cycling Strategy outlines planned upgrades. Currently, 17% of residents walk or jog to work or school, and 6% cycle. Among Richmond residents who commute locally, more than 60% walk or cycle, suggesting strong potential for further uptake with improved infrastructure.

**Public Transport:** Just 2% used buses according to the 2023 Census, but the launch of the Nelson Tasman eBus in August 2023 has increased usage. The Richmond Bus Interchange on Queen Street acts as a hub.

**Road Network:** Richmond's road hierarchy includes key routes like SH6, Salisbury Road, and Queen Street, carrying daily traffic volumes ranging from 1,000 to 24,000 vehicles per day. Crash data from 2020–2025 shows 316 reported incidents, with serious crashes disproportionately involving vulnerable users (pedestrians, cyclists, and motorcyclists).

### **2. Transport Effects**

**Trip Generation:** New development is expected to generate an additional 13,000 daily vehicle trips based on current vehicle usage. Combined with regional growth, this will increase congestion unless mitigated by network upgrades or mode shift.

**Mode Share:** Around 22% of journeys are already made by walking or cycling, with higher active mode share in and around the town centre. Further increases are likely if safety and infrastructure continue to improve. The Tasman Walking and Cycling Strategy targets 40% of urban journeys by active modes by 2030. The MDRZ area is well placed to support mode shift because it is close to the Richmond town centre, schools, and a relatively frequent bus service to Nelson.

**Hope Bypass:** NZTA Waka Kotahi is developing an investment case for the Hope Bypass, which would ease SH6 congestion and influence local traffic patterns. Supporting modelling and planning are underway.

**Safety:** Vulnerable users account for 75% of fatal and serious injuries in Richmond crashes. Increased traffic without improved infrastructure could worsen safety outcomes and discourage active transport.

**Parking:** Increased housing and reduced on-site parking requirements will raise on-street parking demand. A local parking strategy is needed to manage competing demands and support intensification.

**Emissions:** Without significant mode shift, vehicle kilometres travelled (VKT) and emissions will rise. Intensification in existing urban areas can limit VKT (and therefore emissions) more effectively than greenfield development.

**Effects of Not Intensifying:** If higher-density housing isn't provided, population growth will shift farther from town centres and public transport. This will likely increase vehicle use even more, worsening the impacts already described.

### **3. Mitigation Measures**

To support intensification and manage transport effects, it is recommended that Council:

1. Continue collaboration with NZTA Waka Kotahi on the Hope Bypass, and on traffic modelling to inform local road planning and identify roading projects for inclusion in Council's 2027-37 Long Term Plan,
2. Identify key active transport initiatives for inclusion in Council's 2027-37 Long Term Plan , and
3. Develop a parking strategy for the wider Richmond area to identify parking policies and projects.

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## **2 Introduction**

### **2.1 Purpose of this Transport Assessment**

Tasman District Council (TDC) is progressing Plan Change 81 (PC81) to the Tasman Resource Management Plan (TRMP). This plan change proposes to rezone land identified in the Nelson Tasman Future Development Strategy (FDS) 2022–2052.

Separate Integrated Transport Assessments (ITAs) are being prepared for each affected township: Wakefield, Brightwater, Richmond, Māpua, Motueka, and Tākaka.

This assessment focuses on Richmond central. It evaluates the proposed rezoning, existing transport conditions, and potential transport related effects, and identifies mitigation measures to address adverse effects.

### 3 Proposed Zone Changes

#### T-22a, T-22b, T-112b Richmond Central Infill - Currently zoned Residential (RIDA)

The proposal seeks to rezone the area to Medium Density Residential, enabling greater housing intensification.



*Figure 1 T-22a, T-22b, T-112b Location Plan*

It is estimated that the Medium Density Residential Zone would support a density of approximately 40 dwellings per hectare. Although uptake is expected to occur progressively, this area is identified as a high-priority location for rezoning. Modelling indicates potential for Approximately 1,720 additional dwellings are estimated within the subject area over a period of time.

This assessment only covers the Medium Density Residential Zone in Richmond. A separate Integrated Transport Assessment is being prepared for the zone change at 405 Lower Queen Street.

## 4 Existing Transport Environment

### 4.1 Active Transport Network

Most roads within the subject area contain footpaths on both sides, forming a coherent pedestrian network. This is supplemented by a system of off-road shared walking and cycling paths that traverse reserves and follow watercourses. The 2022 Walking and Cycling Strategy proposes further upgrades (shown in Figure 2), improving both safety and connectivity for pedestrians and cyclists.

The 2023 Census data indicates that 12% of Richmond workers and students worked or studied from home. Of those who travelled, 19% walked or jogged, and 6% cycled. This reflects an existing pattern of active transport that may be further supported by increased infrastructure investment.

Cycling facilities have been recently improved through the implementation of parts of the Walking and Cycling Strategy, with new on-road cycle lanes introduced on Champion Road, Hill Street, Wensley Road, and Salisbury Road.



## KEY

- Shared path
- ▬▬▬ Separate cycle lane
- Slow speed town centre
- 50km/h road
- ▬▬▬ Slow speed residential street (Greenway)
- Pedestrian crossing improvements
- State highway

Figure 2 Proposed Walking and Cycling Network (Walking and Cycling Strategy)

## 4.2 Public Transport

The 2023 census was held in March 2023, and recorded 2% of workers and students in Richmond travelling to work or education by bus (either public or school bus).

The Nelson Tasman eBus service commenced in August 2023, significantly expanding coverage and frequency compared to the previous bus network. This has led to a marked increase in public transport use.

The Richmond Bus interchange on Queen Street operates as a hub for bus services between Richmond and Nelson, Wakefield / Brightwater, and Motueka / Mapua. The current bus routes through Richmond are shown in Figure 3

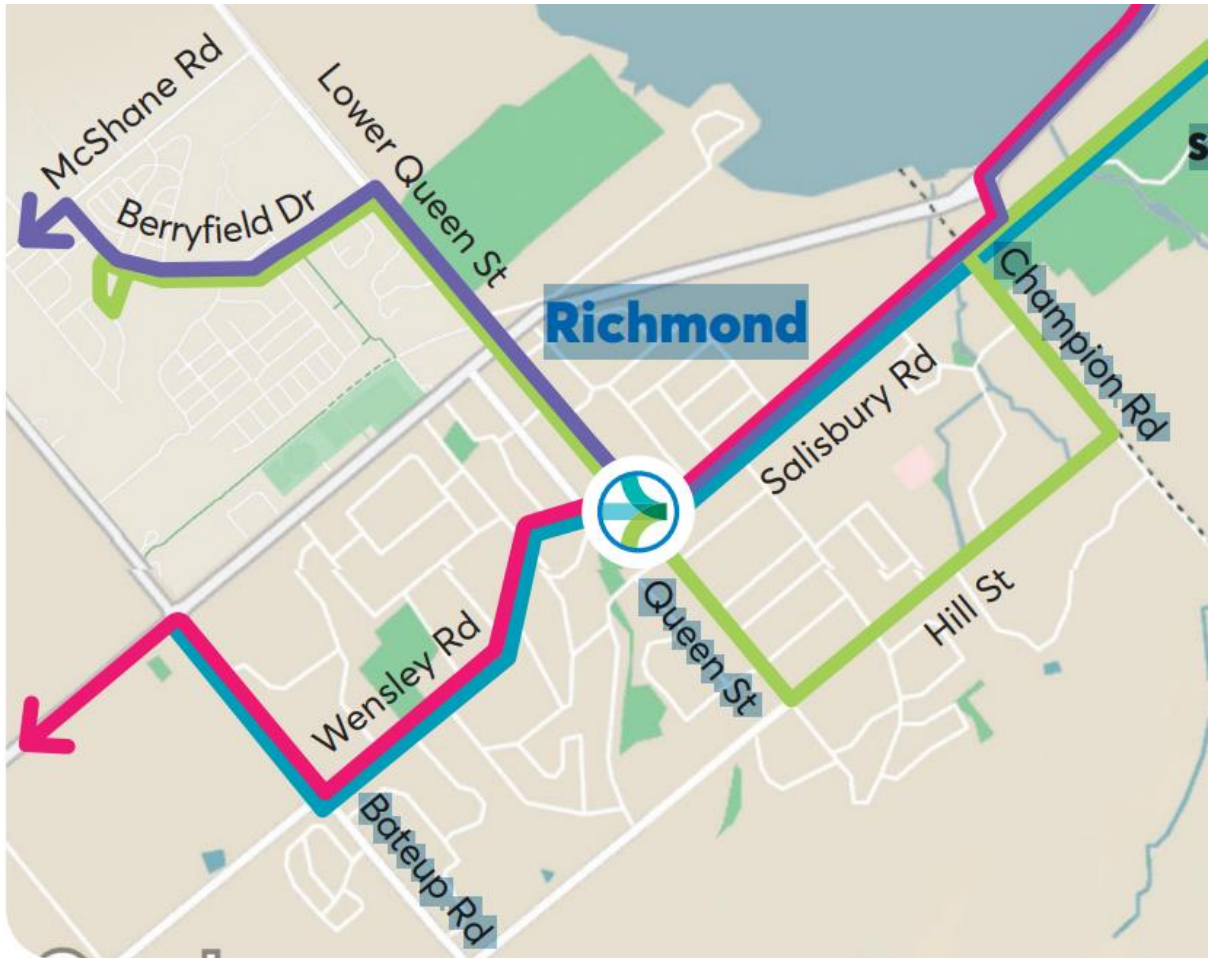


Figure 3 Bus Routes through Richmond

### 4.3 Road Hierarchy

The road hierarchy in Richmond is shown in **Error! Reference source not found..** Key roads in the hierarchy, and the daily traffic volumes (vehicles per day (vpd)) they carry are shown in Table 1

Road Name	Daily Traffic Volume (vpd)
State Highway 6 (Richmond Deviation)	24,000
State Highway 6 (Gladstone Road)	21,000
Oxford Street (SH6 to Wensley)	4,900
Oxford Street (Wensley to Queen)	8,100
Talbot Street	8,100
McGlashen Avenue	10,400
Wensley Road	5,000–6,000
Salisbury Road	16,000–20,000
Champion Road	8,000–9,000
Queen Street (SH6–Salisbury)	7,000–9,000

<b>Queen Street (Salisbury–Hill St)</b>	5,000–8,000
<b>Hill Street (Champion–Queen)</b>	6,000–7,000
<b>Hill Street (Queen–Hart)</b>	1,000–2,000
<b>Hart Road</b>	3,000–3,500
<b>Bateup Road</b>	3,000–6,000

Table 1 Key Roads

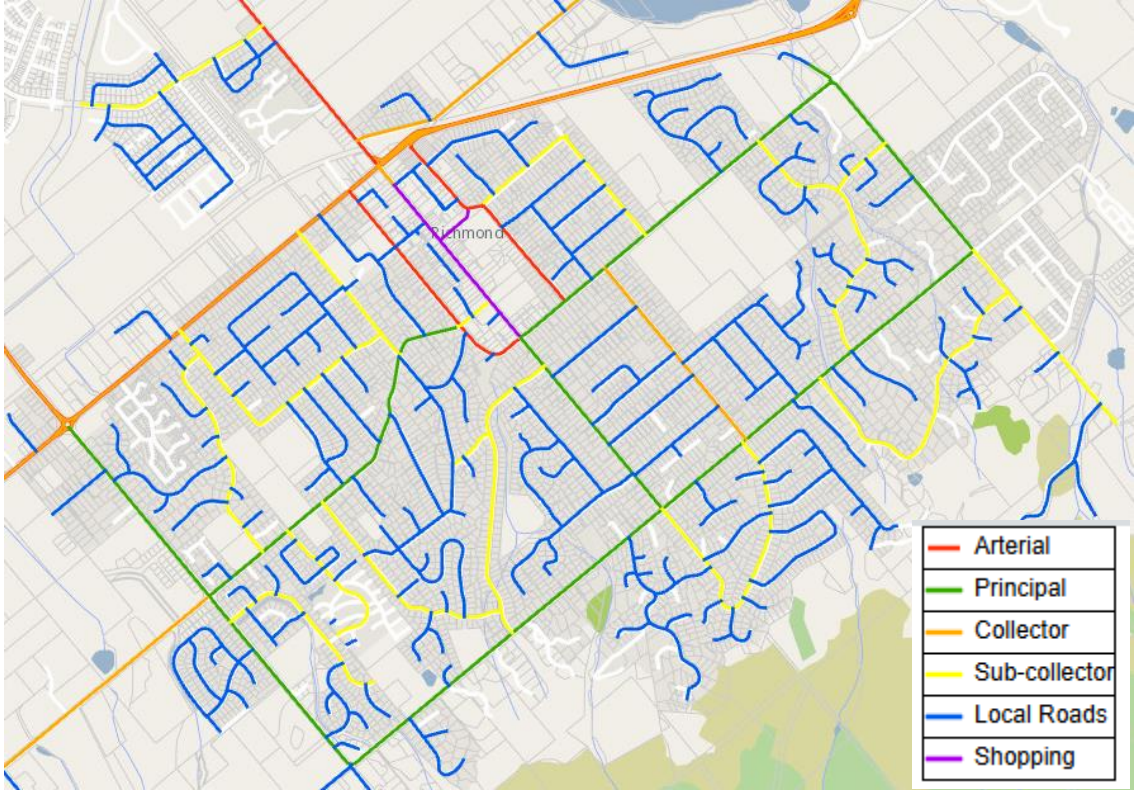


Figure 4 Road Hierarchy

### 4.4 Crash History

A total of 316 crashes were reported on NZTA’s crash database in the Richmond area for the 5 year period from 2021 to 2025 plus part of 2025. Many crashes (particularly minor crashes) are not reported to police, so are not included in the database.

**Error! Reference source not found.** is a map of the crash locations. As expected the crashes tend to occur predominantly on the main arterial routes such as State Highway 6, Salisbury Road and Wensley Road, with a large number of crashes at the State Highway 6, Queen Street, Lower Queen Street intersection.

Figure 6 shows the locations of fatal and serious crashes. Other than the crashes on SH6, these crashes are less concentrated on major vehicle routes, and are more widely spread.

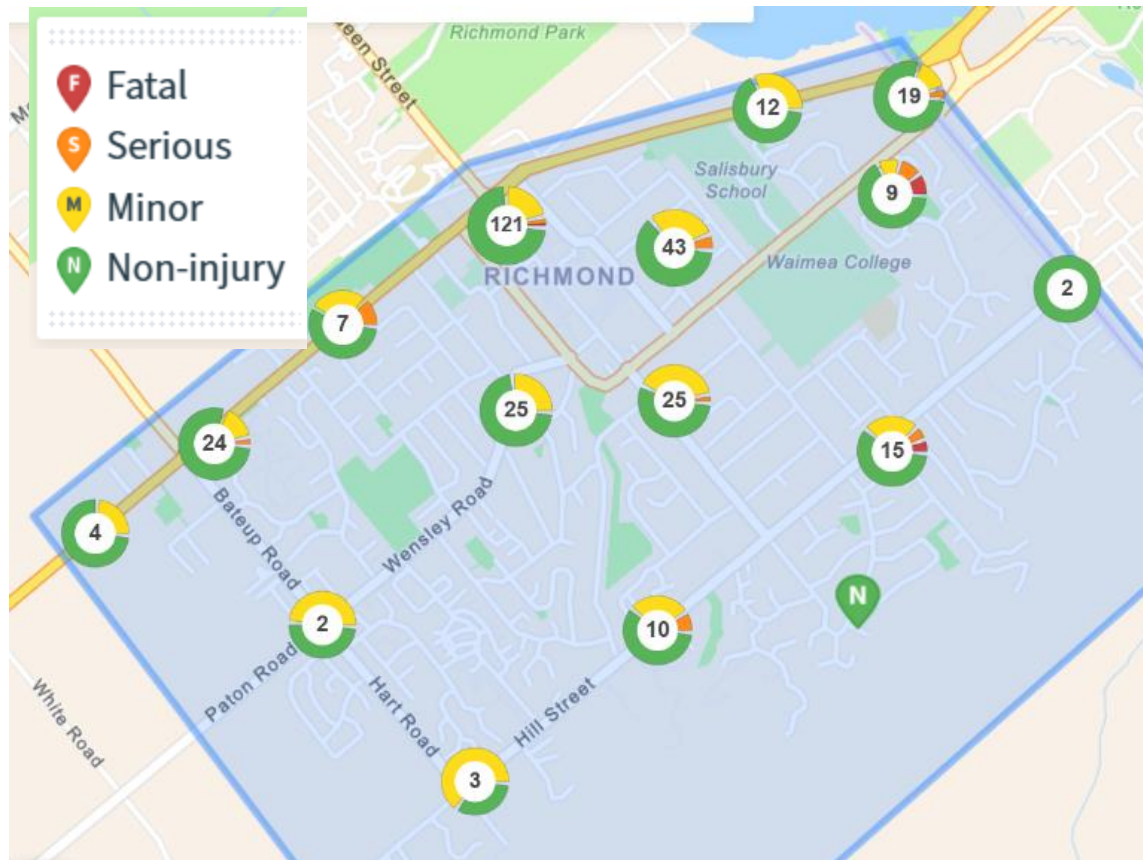


Figure 5 Map of Richmond Crashes

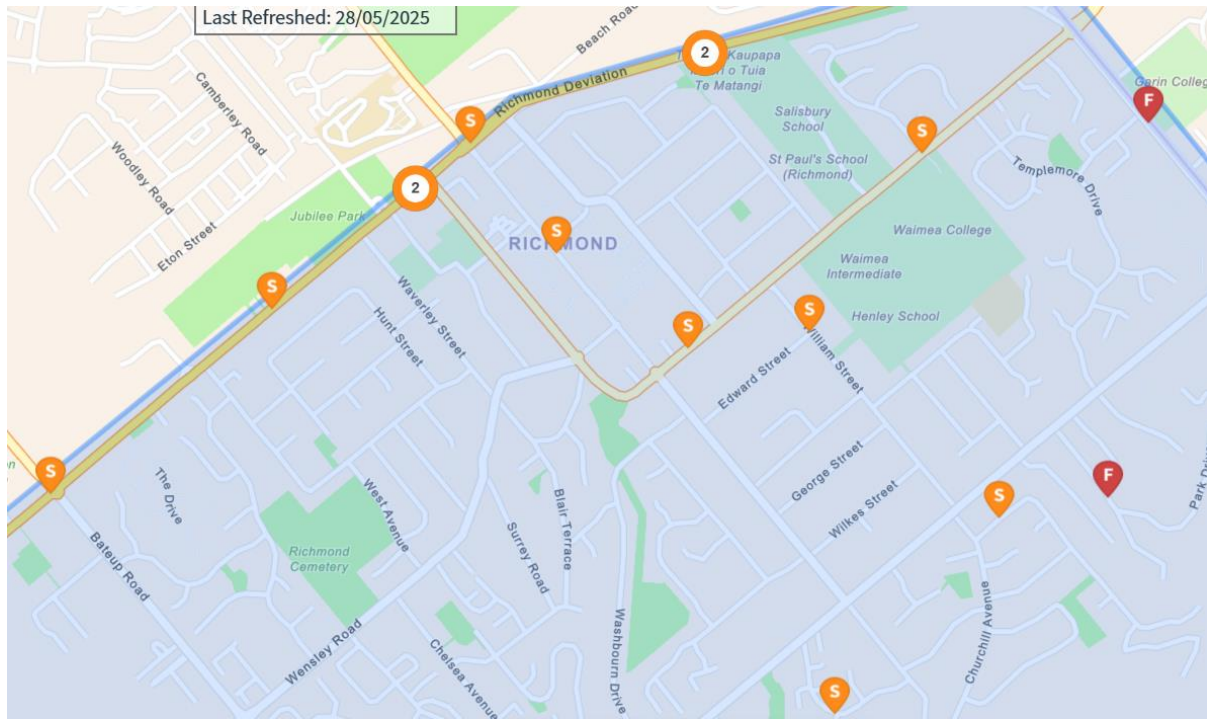


Figure 6 Map of Fatal and Serious Injury Crashes

	Non Injury	Minor Injury	Serious Injury	Fatal	Fatal + Serious
Pedestrian	3 (1%)	9 (11%)	3 (21%)	0	3 (19%)
Cycle	5 (2%)	12 (15%)	3 (21%)	2 (100%)	5 (31%)
Motorcycle	5 (2%)	6 (8%)	2 (14%)	0	2(13%)

<b>Moped<sup>1</sup></b>	0	3 (4%)	2 (14%)	0	2 (13%)
<b>Total outside vehicle</b>	13 (6%)	30 (38%)	10 (71%)	2 (100%)	12 (75%)
<b>Vehicle Only</b>	207 (94%)	50 (63%)	4 (29%)	0	4 (25%)
<b>Total</b>	220 (100%)	80 (100%)	14 (100%)	2 (100%)	16 (100%)

The reported crashes are broken down by severity and mode in Table 2 and Figure 7. This indicates that the vast majority (75%) of recorded fatal and serious injury crashes involve people who are not in motor vehicles, while only 6% of recorded non injury crashes involve people outside vehicles.

Table 2 Crash Severity by Mode

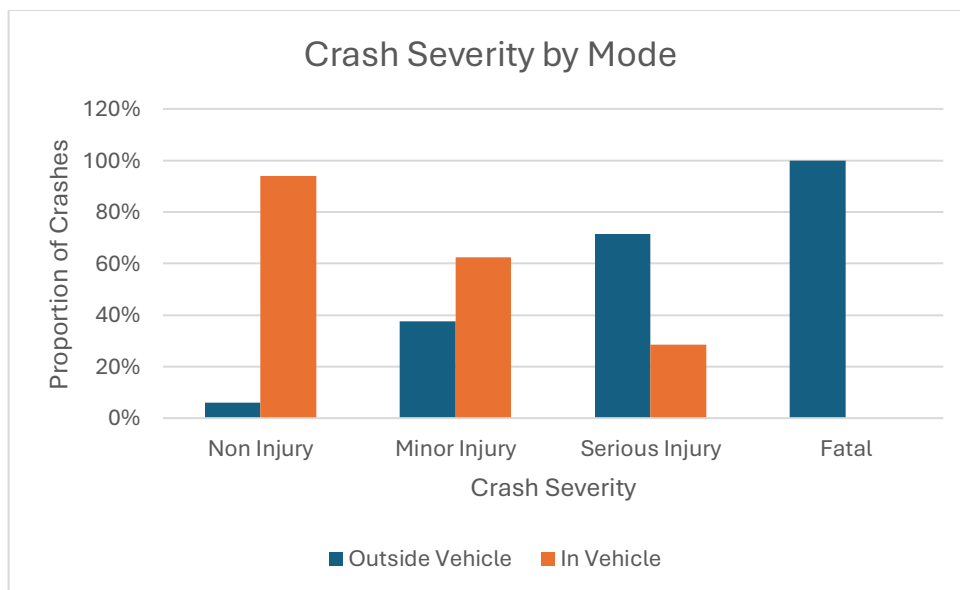


Figure 7 Crash Severity by Mode

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<sup>1</sup> Including low powered Motor Scooters

There is a high under-reporting rate for non-injury and minor injury crashes. This is likely to be particularly so for crashes involving pedestrians and cyclists where insurance claims are unlikely to result from a crash. However, a pedestrian or cyclist involved in a crash with a motor vehicle travelling at urban speeds is much more likely to be seriously injured than the occupants of a motor vehicle involved in a single vehicle crash or crash with another motor vehicle. This is reflected in the magnitude of the disparity of crash severity for pedestrians and cyclists compared with vehicle only crashes.

## 5 Transport Effects

### 5.1 Compliance with the TRMP

PC81 generally complies with the transport provisions of the Tasman Resource Management Plan (TRMP). No specific transport non-compliances have been identified for the Richmond area at this plan change stage, although these may emerge as further details are developed through subsequent stages.

### 5.2 Trip Generation

A review of traffic counters at a number of cul-de-sacs in Richmond indicated the following vehicle trip (excluding walking and cycling trips) generation rates per household in Richmond:

<b>Average:</b>	Daily: 6.7 trips per day	Peak Hour: 0.86 trips per hour
<b>85th%ile:</b>	Daily 8.3 trips per day	Peak Hour: 1.3 trips per hour

If new households generate trips at rates consistent with existing Richmond travel behaviour, the transport network would be required to accommodate approximately 12,000 additional daily vehicle trips. Additional growth in Richmond South, Wakefield, Brightwater, Māpua, and Nelson will further increase overall network demand. Without substantial capacity upgrades or a significant shift toward non-private vehicle modes, these increases are expected to result in material congestion across the Richmond network.

More remote, lower-density development patterns typically produce higher per-household vehicle trip rates and are therefore likely to impose greater impacts on network performance than those expected from the proposed Richmond intensification.

### 5.3 Mode Split

Another way to reduce congestion on the road network is to reduce the need for people to drive to key destinations. This is typically achieved through making alternatives such as walking, cycling, and public transport more attractive. The Tasman Walking and Cycling Strategy (2022) has ambitious targets of 40% of urban journeys by walking and cycling by 2030, and 60% by 2050. The 2023 census showed 22% of journeys to work and education in Richmond were by walking or cycling. However, 31% of those who both lived and worked in Richmond Central and travelled to work (excluding those who worked from home) walked to work. Another 3% cycled.

Richmond's compact urban form, centralised employment areas, educational institutions on Salisbury Road, and tertiary facilities on Lower Queen Street make

walking and cycling viable for many trips. However, perceived safety plays a critical role in uptake, especially among pedestrians and cyclists.

The public transport upgrades introduced with the eBus launch resulted in a large *relative* increase in public transport use. However, because this growth occurred from a very low baseline, public transport still accounts for only a small proportion of total trips. In effect, PT use increased significantly as a share of PT trips, but the overall contribution to total travel demand remains modest.

## 5.4 Hope Bypass

NZTA Waka Kotahi has developed an investment case for the proposed Hope Bypass, and is currently working on the pre-implementation phase, including detailed design, and property acquisition. The investment case identified two stages for the construction of the bypass. Stage 1 includes an upgrade of the SH6 / Lower Queen Street intersection, grade separation of the Salisbury Road interchange, and four laning of the deviation between Salisbury Road and Lower Queen Street. No funding for construction of either stage is confirmed at time of writing.

The bypass is expected to ease congestion on State Highway 6 and shift traffic patterns within Richmond. The scope and timing of the bypass will be critical in informing local transport network upgrades. While the bypass is likely to reduce traffic volumes on alternative routes such as Wensley Road, Hill Street, and Swamp Road / Lower Queen Street, the extent of these effects remains uncertain until further detail and timing is available.

## 5.5 Safety

Crash data indicates that 75% of fatal and serious injury crashes in Richmond involve pedestrians, cyclists, or motorcyclists. Without increased mode share shifts to walking, cycling, and public transport or transport infrastructure improvements, growth may increase risks to vulnerable road users. Congestion often leads to lower speeds, reducing severity of crashes. However, it also increases the likelihood of risky behaviours such as poor decision making at intersections or unsafe crossing by pedestrians.

This combination is likely to result in more minor or non-injury vehicle crashes. However, increased conflicts between motor vehicles and non-motorised users are more likely to result in serious injury or death.

A reduction in the perceived safety of walking and cycling could reverse recent mode share gains and increase reliance on private vehicles.

## 5.6 Parking

Maintaining the current mode share will lead to increased demand for parking. However, the National Policy Statement on Urban Development now prohibits mandatory on-site parking minimums. This may be particularly relevant for affordable housing developments where the cost pressures of providing on-site parking are likely to be most acute. Consequently, on-street parking pressure is expected to rise

Simultaneously, corridor demands for vehicle and person throughput will increase requiring more road space. These conflicting pressures necessitate strategic planning for on-street space allocation, particularly on key collector and arterial roads where cycling needs to be safely accommodated away from the moving traffic lanes and priority to public transport is being considered.

## 5.7 Emissions

Urban intensification—especially within, or close to, existing built-up areas—can significantly reduce vehicle kilometres travelled (VKT) and associated emissions compared with greenfield development in rural areas or smaller, remote townships.

Without a shift in travel behaviour, transport emissions are expected to rise. Increasing VKT will further compound emissions unless offset by greater uptake of active and public transport. Achieving sustainable urban intensification depends on providing low-emission mobility options that support climate goals.

# 6 Mitigation

The Hope Bypass will be a critical component of Richmond’s future transport strategy, alleviating pressure on the state highway network and on key local roads. Local road upgrades should be aligned with the timing and configuration of the bypass.

Walking and cycling infrastructure projects, as identified in the Tasman Walking and Cycling Strategy, should be prioritised to enable mode shift. A local parking strategy is also needed to manage increasing parking demand and support housing affordability goals.

To achieve these outcomes, it is recommended that Council:

- 1) Continue collaboration with NZTA Waka Kotahi on the Hope Bypass, and on traffic modelling to inform local road planning and identify roading projects for inclusion in Council’s 2027-37 Long Term Plan,

- 2) Schedule key active transport initiatives for inclusion in Council's 2027-37 Long Term Plan , and
- 3) Develop a parking strategy for the wider Richmond area to identify parking policies and projects.