

# 6 Hope Bypass Investment Case

August 2025

## Project objective

The project will provide an efficient and reliable route through Richmond, supporting productivity, regional growth and safety.

## Why Hope Bypass?

SH6 provides a vital regional connection between Port Nelson and the wider Upper South Island, supporting communities, freight movement, and economic activity. It links people and goods to key destinations across the region, including business hubs and transport networks.

Travel demand on SH6 regularly exceeds capacity during peak periods, particularly along the Richmond Deviation. This results in delays and unreliable journey times, with congestion often spilling onto local roads as drivers seek alternative routes.

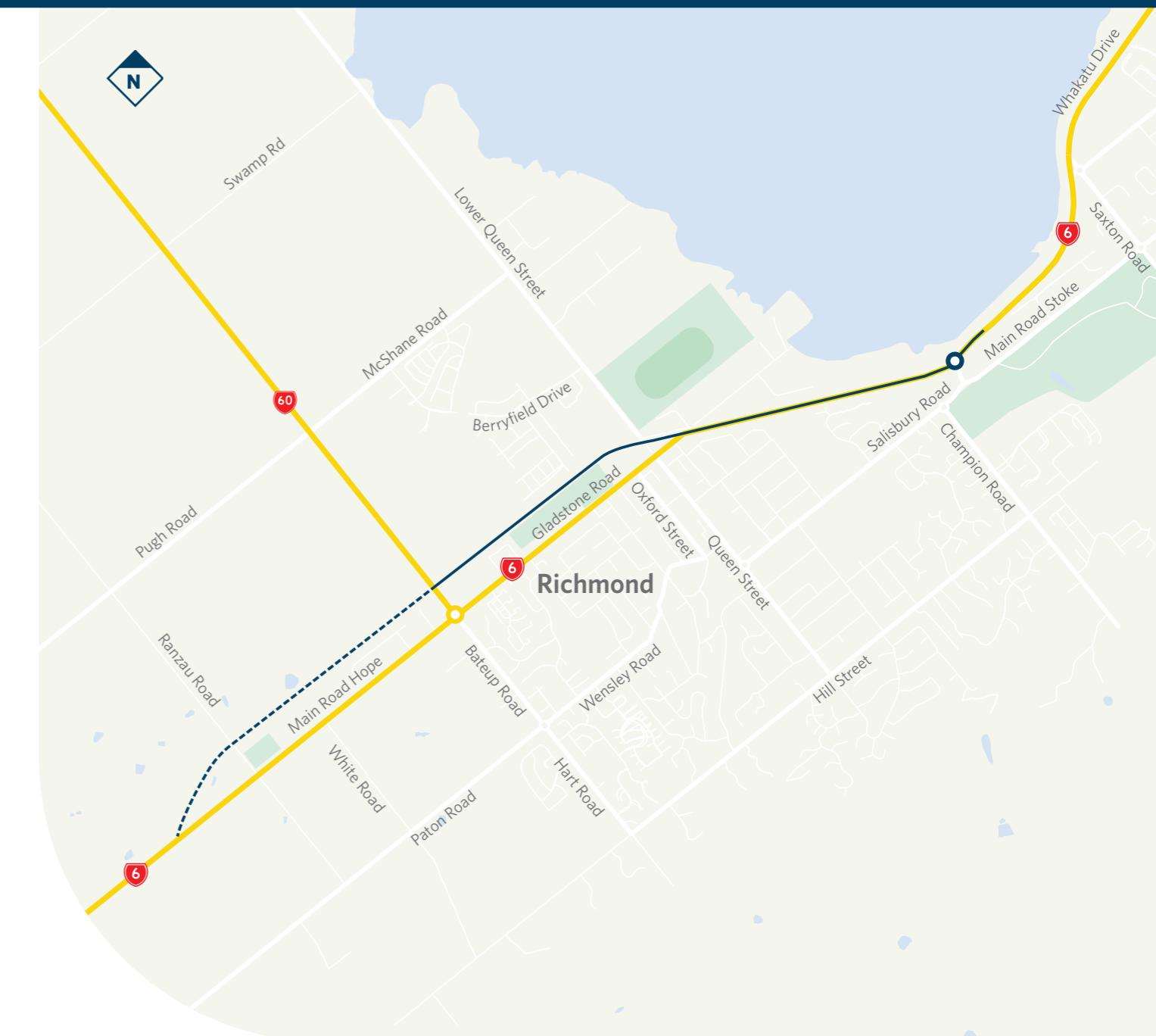
As regional growth and travel demand continue to rise, journey times and reliability will deteriorate further.

## Project outcomes

**Economic benefits:** improved travel times and reliability, boosting economic growth in the region.

**Enhanced connectivity:** less traffic on local roads, making it safer and easier for the community to get around.

**Safety improvements:** a safer state highway corridor with improved infrastructure to help reduce the severity of crashes.



Reduce peak journey travel times through Richmond by at least 10 minutes by 2034.



Reduce peak travel times through Richmond by 16 minutes by 2054



Supports 10,800 new households by 2034 and an additional 11,000 homes by 2054.



1-2 injury crashes saved per year

# 6 Hope Bypass Solution

August 2025

## How we got here

The route of the Hope Bypass was designated in 1964. Richmond is growing at a significant rate, with development in Richmond West and planned development in Richmond South areas occurring sooner than originally anticipated.

Due to this growth, in 2021, NZTA undertook the Richmond Transport Programme Business Case (PBC). The PBC was developed jointly between Tasman District Council and NZTA. The PBC highlighted the Hope Bypass as a long-term transportation route should additional capacity in the network be required based on future demand between Hope and Whakatu Drive. In response to this, the Hope Bypass designation (the southern end of the route) lapse date was extended from November 2023 until 1 November 2038.

NZTA's investment case for the project canvassed previous investigations and business cases and refined designs to develop a recommended option which aligns with the Government Policy Statement on land transport 2024 (GPS).

## What the investment case proposes

The investment case proposes a 2 staged approach to implementation:

- » a new grade separated interchange on SH6 at Salisbury Road Extension (local road over) **A**
- » upgrading the Richmond Deviation from a 2-lane road to 4 lanes **B**
- » widening Lower Queen Street and Gladstone Road to accommodate an additional right turn lane **C**
- » signalising the intersection of Lower Queen Street and Stratford Street **D**
- » new 4-lane grade separated interchange at Lower Queen Street **E**
- » 4-lane Richmond bypass **F**
- » new 2-lane roundabout at SH60 intersection **G**
- » retaining cycleway routes and connections
- » Tolling (post stage 2 construction) to support the construction and maintenance of the road

The designation between SH60 out to Edens Road in Hope is to be retained for future development.



**\$1.1-1.4 billion**

Investment envelope to design, consent and construct the project.

The investment envelope includes escalation, contingency and funding risk.

## Indicative timeline

2025

2026

2027

2028

2029

Timings are subject to change

Investment case

Stage 1 & 2 Pre-implementation