

Project overview

The Hope Bypass project is part of the government's wider Roads of National Significance programme and is included in the [Government Policy Statement on land transport 2024](#).

State Highway 6 (SH6) provides a vital regional connection between Port Nelson and the wider upper South Island. Growing demand on this route is resulting in delays and congestion, often spilling onto local roads as drivers seek alternative routes. As the local area grows, the bypass will provide an efficient and reliable route through Richmond, supporting productivity, regional growth and safety. Once delivered, the project will offer:

- » 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.

Announcements to date

- » 1964 – route designated
- » 2021 – Richmond Transport Programme business case completed
- » November 2023 – the Hope Bypass designation (the southern end of the route) lapse date extended until 1 November 2038
- » June 2024 – included in the [Government Policy Statement on Land Transport 2024](#)
- » October 2025 – [funding to progress work on design and consenting](#)

More information on the project can be found [here](#).

Next steps

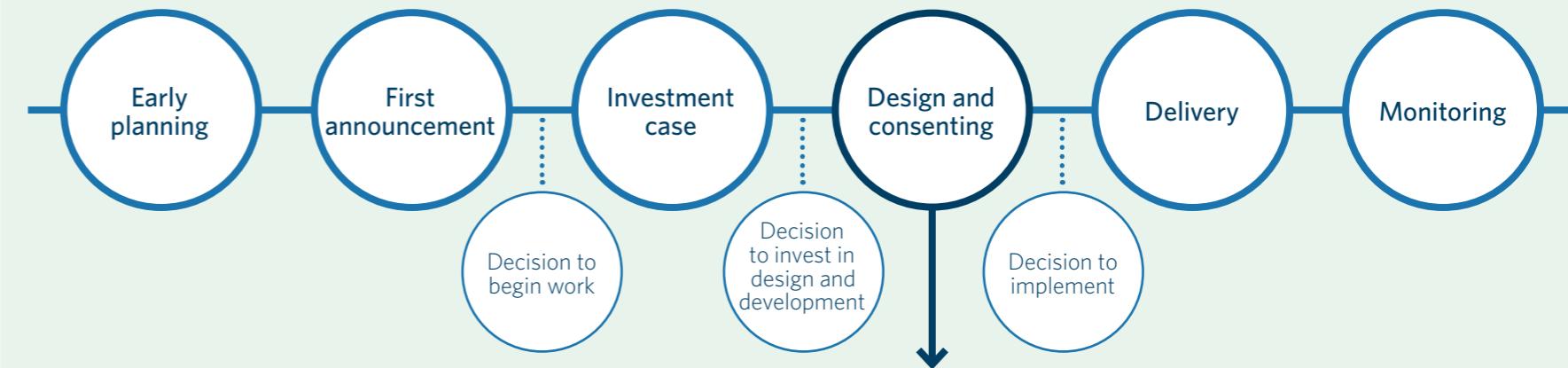
The recommended approach in the investment case is to prioritise work to address the key congestion areas on the transport network through Richmond. Detailed design will be completed for both stages of the project between SH6 Salisbury interchange (SH6/ Link Road roundabout) to SH60 Appleby Highway and SH6 Gladstone Road intersection.

The designation between SH60 out to Edens Road in Hope is to be retained for future work. Design and consenting work is expected to progress to mid-2027. Geo-technical, noise and surveying assessments aim to be underway in February 2026.

The investment case proposes a staged implementation approach. Construction timing or funding has not been confirmed.

We keep this report updated with the latest information as the project evolves. This report was last updated in November 2025.

Project lifecycle – where we're at



An investment case has been developed to investigate options for design and delivery of this project, which is summarised [here](#).

More information about the project lifecycle, and the information that is expected to be available at each stage, is available [here](#).

Work at this stage involves completing the design for the recommended option. This includes:

- » detailed design of changes between SH6 Salisbury interchange (SH6/ Link Road roundabout) to SH60 Appleby Highway and SH6 Gladstone Road intersection
- » geo-technical investigations, surveying and other technical assessments
- » engagement with iwi partners, impacted landowners and the community.

Cost information

The indicative investment envelope to design, consent and deliver this project is \$1.1-1.4 billion. We expect the investment envelope to narrow as work is undertaken to increase cost certainty. Cost information will be refined through the tendering process and as delivery work begins.

Funding

The funding source for work to develop this project is the National Land Transport Fund. Funding of \$72.6 million has been approved to progress design, consenting and procurement activities. Timing and funding for project delivery has yet to be confirmed.

The investment case work explored the suitability of a range of alternative funding options such as tolling, Infrastructure Funding and Financing levy, developer contributions and co-investment from key stakeholders such as councils.

Potential cost risks and opportunities

Key factors that may cause cost information to change are:

- » project detailed design decisions, particularly in relation to interchanges/interchanges and structures, or changes in design standards,
- » project phasing and timing,
- » future escalation of labour costs and materials,
- » ground conditions identified during geotechnical investigations,
- » funding and/or financing options.