

7 February 2024

Journalist
TVNZ
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REF: OIA-14267

Dear

Request made under the Official Information Act 1982

Thank you for your email of 11 December 2023 requesting the following information under the Official Information Act 1982 (the Act):

*Any reports, memos or advice NZTA holds regarding the Hope Bypass since the start of 2022.
The latest cost estimate for the Hope Bypass with a breakdown of what those costs are for.*

In 2022, the NZ Transport Agency Waka Kotahi (NZTA) Board and the Tasman District Council endorsed the [Richmond Transport Programme Business Case](#) (PBC). The business case addresses Richmond's transport needs over the next 30 years. The short-term programme included extending the lapse date of the designation for the Hope Bypass, which was due to expire this year.

In October 2023, the Hope Bypass designation lapse date was extended until 1 November 2038. This extension means NZTA retains the ability to plan for long-term transportation measures should more network capacity be required.

The completed PBC investigates methods to improve the road corridors' safety and efficiency in the short, medium, and long term.

Short- and medium-term solutions are underway. These are the first steps to understand if and when the Hope Bypass will be needed as a long-term transport option.

Following the extension of the lapse date, the next step is to investigate the current state highway, the form and functions of the bypass, the intersections that connect with the state highway, walking and cycling, and public transport.

As the Hope Bypass is not currently in the short-term and medium-term proposals for the Richmond Transport Business Case, specific project costs have not been developed and a breakdown is not available. However, the project could have an investment range of between \$400 million to \$700 million.

Funding for programmes within the Richmond Transport Business Case, including a single stage business case, depends on the Government's General Policy Statement (GPS) on Land Transport. The Government is currently in developing the 2024 GPS, which will set the strategy for investing in the land transport system for the 10 years from 2024. It also provides guidance on how we invest the National Land Transport Fund, and how we assess and prioritise activities for Regional Land Transport Plans and the National Land Transport Programme.

The documents you have requested have been attached – see *OIA-14267 Hope Bypass documents*.

Certain information has been withheld under sections 9(2)(a) and 9(2)(g)(i) of the Act. These sections allow for the withholding of information to:

- s9(2)(a): protect the privacy of natural persons, including that of deceased natural persons, and
- s9(2)(g)(i): maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to withhold some information. The contact details for the Ombudsman can be located at www.ombudsman.parliament.nz.

As noted in our acknowledgement email of 11 December 2023, the information requested contains names of NZ Transport Agency Waka Kotahi (NZTA) staff. As we have not received a response as to whether the inclusion of names is required, we have deemed these to be out of scope of your request.

In line with Waka Kotahi policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with Waka Kotahi, please contact Andy Knackstedt, Senior Manager, Media, by email to andrew.knackstedt@nzta.govt.nz.

Yours sincerely



Robyn Elston
National Manager System Design