

19 November 2025

OIA25-TW19

Connor  
Greater Auckland Inc.

Via email: [admin@greeterauckland.org.nz](mailto:admin@greeterauckland.org.nz)

Dear Connor

Thank you for your Official Information Act 1982 (the Act) request, received on 23 October 2025 as follows:

*"We are reaching out under the OIA to request any advice Te Waihanga has given to the Minister of Transport Chris Bishop, NZTA, or the Ministry of Transport about the 'Roads of National Significance'.*

*We would like all advice prepared in the past 6 months or so relating to the programme.*

## My Decision

I have interpreted your request to mean advice provided by the New Zealand Infrastructure Commission/Te Waihanga (the Commission) to the Minister of Transport, New Zealand Transport Authority, or to the Ministry of Transport (MOT) on the subject of Roads of National Significance (RoNS) during the period from 1 April 2025 to 23 October 2025 (i.e., the past 6 months or so).

## Information in Scope

Information in scope of your request has been identified and assessed as follows:

### *Information released*

I have identified the information listed in the table below for release, and a copy is attached to this letter:

Date	Item#: Document Description	Decisions
17 July 2025	Item 1: Email Correspondence; RE: OC250517 Funding and Financing the Roads of National Significance - Briefing - Policy	Release in part: information withheld under s9(2)(f)(iv) and s9(2)(a) of the Act.

### *Information withheld*

During this period, we provided the Ministry of Transport with advice through email correspondence on topics related to the RoNS. The correspondence was on matters that are under active consideration, and I have therefore decided to withhold this information in full under s9(2)(f)(iv).

I consider that the interest in withholding this information outweighs the public interest in its release. Once the matter is no longer under active consideration, this reason for withholding may no longer apply, and you are welcome to make a further request at that stage.

### **Public Interest Test**

In making my decision I have decided to withhold information under:

- s9(2)(f)(iv) to protect the confidentiality of advice tendered by Ministers of the Crown and officials
- s9(2)(a) to protect the privacy of natural persons, including that of deceased natural persons

I consider that the interest in withholding this information outweighs the public interest in its release. In relation to information withheld under s 9(2)(f)(iv), once the matter is no longer under active consideration the reason for withholding may no longer apply, and you are welcome to make a further request at that stage.

### **Publicly Available Information**

I also note that the Commission proactively releases information on its website ([www.tewaihanga.govt.nz](http://www.tewaihanga.govt.nz)) as noted below that includes reference to RoNS. This information is considered outside the scope of your request but may be of interest to you.

- Responses to Official Information Act requests: <https://tewaihanga.govt.nz/about-us/corporate-documents-official-information/oia-responses>
- Research and Insights papers (web address) <https://tewaihanga.govt.nz/our-work/research-insights/buying-time-toll-roads-congestion-charges-and-transport-investment>
- Paper to support Transport and Infrastructure Select Committee – Briefing on the report of NZIER – Te Tai Tokerau Northland Expressway <https://media.umbraco.io/te-waihanga-30-year-strategy/psldjbz4/opening-remarks-transport-infrastructure-select-committee-inquiry-northland-rons.pdf>
- Recommendations in the draft National Infrastructure Plan [Draft National Infrastructure Plan | Te Waihanga](#)
- Advice on challenges and opportunities in the transport system: <https://media.umbraco.io/te-waihanga-30-year-strategy/30fppqpo/proposed->

[proactive-release-challenges-and-opportunities-in-the-transport-system-tw-2025-528.pdf](#)

- PwC New Zealand's report commissioned by us to study how pricing currently works in four network infrastructure sectors (land transport, water, telecommunications, and energy) and how well current pricing systems and approaches align with best practice principles for pricing of network infrastructure. This research was published on 17 May 2024: <https://tewaihanga.govt.nz/our-work/research-insights/network-infrastructure-pricing-study>
- Buying time: Toll roads, congestion charges, and transport investment  
<https://media.umbraco.io/te-waihanga-30-year-strategy/befnqpvg/ri-transport-pricing-report.pdf>

This reply addresses the information you requested. You have the right to ask the Ombudsman to investigate and review my decision.

Please note that this letter (with your personal details removed) may be published on the Commission's website.

Yours sincerely



Andy Hagan  
**General Manager, Investment**

**From:** [Jeff Whitty](#)  
**To:** [George Ross](#); [Duncan Wilson](#)  
**Cc:** [Andy Hagan](#); [Nadine Dodge](#); [Peter Nunns](#); [Graham Campbell](#); [Lucy Groenhart](#); [Peter Nunns](#); [Graeme Sharman](#); [Paul Alexander](#); [Charlotte Vannisselroy](#); [Jedd Ugay](#); [Mark Hodge](#); [Tim Herbert](#)  
**Subject:** RE: OC250517 Funding and Financing the Roads of National Significance - Briefing - Policy  
**Date:** Thursday, 17 July 2025 2:20:00 pm  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[s9\(2\)\(f\)\(iv\)](#)

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Kia ora George, Duncan,

Thanks for your updates on the revised approach. Sorry to hear the briefing won't progress in its previous form. It was a beauty.

Having just caught up with my inbox, I haven't had time to compile views across the organisation, but at least a couple us like what we see in the A3. If space allows, you could consider:

- Adding to the NIP forward guidance reference by explaining why decreased expenditure demand is forecast. i.e. *"This is counter to the draft NIP which recommends a decrease in state highway expenditure, mainly due to slow growth in population, income and the need to decarbonise."*
- Consider also noting that this estimate does not include the considerable and ongoing O&M costs that the RoNS would create. If the book value of the State Highway network is about \$40B as of 2022, the RoNS represent a doubling of the value of the network and its future renewal requirements.

I'll invite colleagues to contribute any other suggestions they may have.

Also, I go on annual leave Tuesday, returning to Wellington on 25 Aug. As such, we're conferring internally to agree an alternate point of contact as your advice on the RoNS programme unfolds. Will look forward to catching up on its progress on my return.

Ngā mihi

**Jeff Whitty** ([he/him](#)) | **Principal Adviser - Policy**

**New Zealand Infrastructure Commission | Te Waihanga**

**Ph:** +64 [s9\(2\)\(a\)](#) | **Email:** [s9\(2\)\(a\)](#)

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