

Agenda: Cambridge Connections Community Reference Group

Time:	5.15pm-6.45pm
Date:	Wednesday, 18 February 2026
Venue:	Kaipaki Room, Waipā District Council, Cambridge Office, 23 Wilson Street Cambridge, and via Teams.
Invited:	Katie Mayes, Peter Carr (Co-Chair), Chris Flatt (Co-Chair), Kelly Bouzaid, Ian Wilson, Ngawai Hamblin, David Cooney, Phil Mackay, Sharon Cresswell, Alan Garvin, Andrew Myers, Kellie Pearson, Peter Pickett, Poto Davies
Supporting:	Ingrid Barratt, Rachel Algar, Bryan Hudson, Abby Reddy (minutes)
Apologies:	Graham Scott

Purpose: To brainstorm ideas that align with the NZTA Intervention Hierarchy parts 3 & 4 - 'best use of existing system' and 'new infrastructure' – that address the three problem statements approved by Council in Dec 2025, and for the CRG to report back on their network engagements.

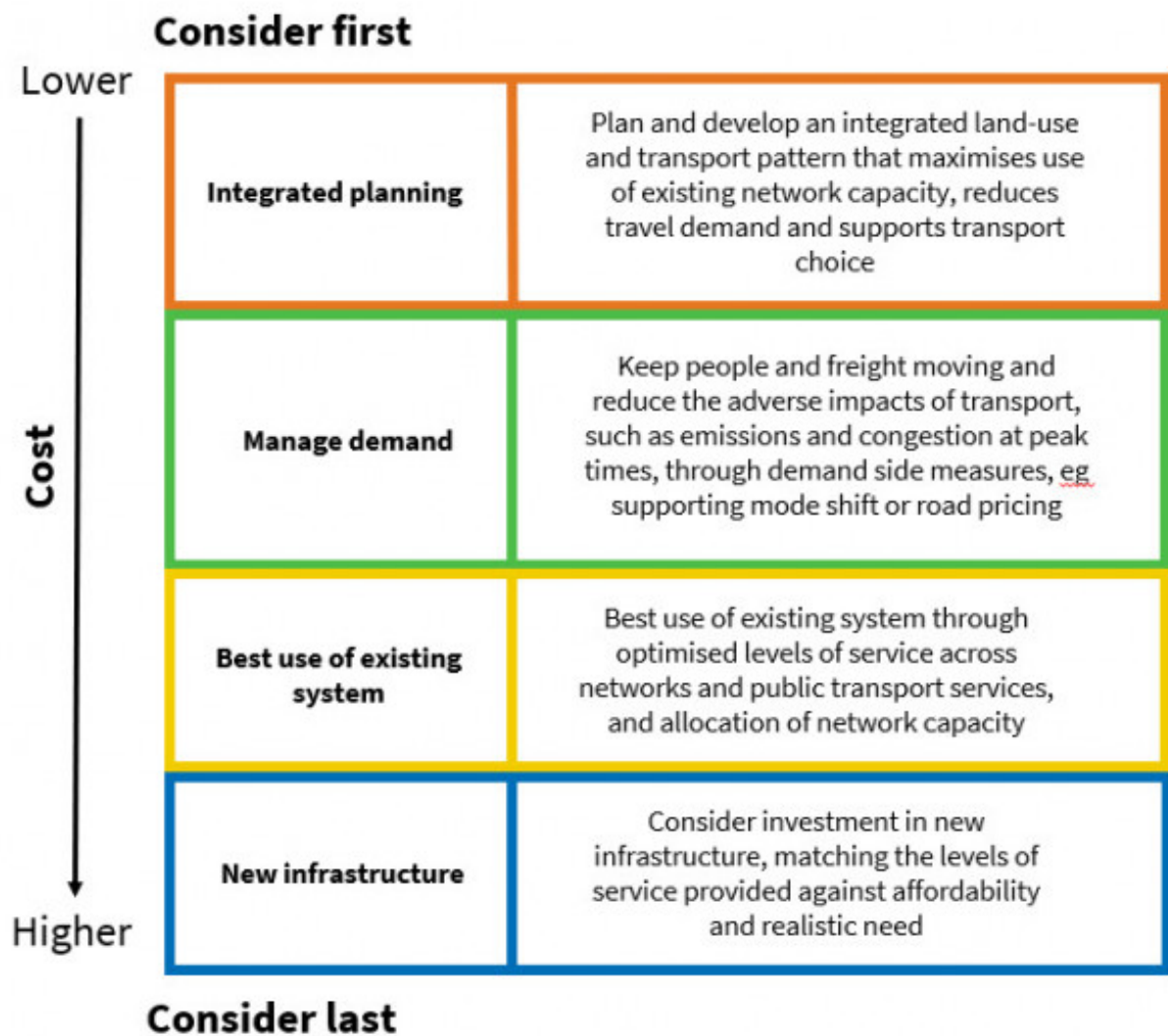
Agenda Item	Timing
Karakia timatanga	
Welcome and Admin - Most important meeting rule to focus on.	5 min
Review NZTA Intervention Hierarchy - Best use of existing system - New infrastructure	60 min
Community engagement - Report back from those who have engaged with their networks	15 min
General Business and Next Steps	10 min
Karakia whakamutunga	

Appendices

- [NZTA Intervention Hierarchy](#)
- [Problem statements](#)

Appendix 1

NZTA Intervention Hierarchy Diagram



Appendix 2

Problem Statements

1. High growth and impacts on transport network.

Rapid population and economic growth and development in and around Cambridge, coupled with high reliance on private vehicles and limited transport choices, is placing increasing pressure on the town's transport network and wider network connections. This is increasing congestion, delays and safety risks, increasing emissions and negatively impacting on accessibility for the community.

2. Through and across town traffic and heavy vehicles accessing through residential areas and the town centre.

Reliance on a small number of key connections, including only one bridge able to carry heavy traffic over the Waikato River in Cambridge, means all heavy and through traffic travelling east–west or north–south must pass through residential areas and the town centre. This increases crash risk for road users, increasing congestion, and diminishing the town's amenity and character.

3. Limitations and resilience of river crossings.

The ageing and limited capacity of bridge infrastructure, exacerbated by the lack of schools and essential services on the Leamington side of town is constraining reliable and resilient transport links between Cambridge and Leamington and the wider network. These limitations reduce network resilience, disrupt connectivity during emergencies and temporary closures, and compromise the safety and efficiency of the transport system.

Minutes for:
Cambridge Connections Community Reference Group

Time:	5:15 – 6:45 pm
Date:	18 February 2026
Venue:	Kaipaki Room, Waipā District Council, Cambridge Office, 23 Wilson Street Cambridge, and via Teams.
In attendance:	Katie Mayes, Chris Flatt (Co-Chair), Ian Wilson, David Cooney, Phil Mackay, Sharon Cresswell, Alan Garvin, Andrew Myers, Peter Pickett, Kelly Bouzaid
In support:	Ingrid Barratt, Rachel Algar, Abby Reddy (minutes)
Apologies:	Peter Carr (Co-Chair), Graham Scott, Ngawai Hamblin, Kellie Pearson, Poto Davies

1. Welcome & Admin

Co-Chair Chris Flatt opened with karakia.

Katie welcomed the group, noting apologies from Ngawai, Graham, Poto, Kellie and Co-Chair Peter.

2. Review NZTA Intervention Hierarchy Parts 3 & 4

Katie outlined that this meeting followed on from the previous CRG session (outputs circulated) and would focus on:

- Feedback from the last meeting
- NZTA Intervention Hierarchy – Levels 3 and 4:
 - Best use of existing transport systems
 - New infrastructure
- Community engagement updates
- General business and process discussion

Members were reminded that one further CRG meeting remains in this phase, where all community engagement feedback to date will be reviewed, gaps identified, and next steps discussed.

Members split into three working groups to brainstorm ideas against Levels 3 and 4 of the intervention hierarchy.

Each group provided a summary of key ideas and themes rather than a full list. Strong overlap was noted between groups, particularly around:

- Intersection improvements
- Freight management
- Need for additional river crossings
- The importance of good data and evidence to support decision-making

A full record of the brainstorm notes is attached as Appendix 1.

3. Community engagement update

Updates were provided on recent and upcoming engagement activities, including:

- Trash and Treasure market engagement
- Upcoming Farmers Market engagement
- Pop-up session outside BNZ
- Feedback being gathered through community boards and stakeholder networks

Members were encouraged to continue sharing feedback from their networks.

4. General Business

Process for Shortlisting Ideas from Longlist

- Council's Strategic Planning & Policy Committee has approved the Strategic Assessment Framework to guide evaluation of options.
- All ideas raised will be included in the long list, with only minimal exclusions for out-of-scope or infeasible items.
- Assessment criteria and any weighting will be developed with elected members.
- Data, evidence and community values will inform movement from the long list to a short list.
- It is important that ideas are submitted early to ensure they are considered.

Next CRG meeting

The next meeting will be on Tuesday, 3 March at the Cambridge Council Office.

5. Immediate Next Steps

- The brainstorm outcome notes (also attached as appendix 1) and the Strategic Assessment Framework (approved by Council's Strategic Planning & Policy Committee and included as an appendix in recent Cambridge Community Board papers) will be shared with the CRG via email following this meeting.

Co-Chair Chris Flatt closed with karakia.

Appendix 1

Summary of brainstorm outcomes (ECM 11630462)

Part 3: BEST USE OF EXISTING TRANSPORT SYSTEM

- Implement one-way or tidal flow arrangements on Victoria Bridge and key corridors to improve traffic flow at peak times.
- Prioritise traffic on preferred routes, including alternative routes for freight and through-traffic.
- Improve intersection performance through:
 - Optimised traffic signal phasing (including Hamilton Road and Hautapu interchange)
 - Responsive or demand-based signal control
- Improve management of existing roundabouts, including consideration of signalisation where appropriate.
- Divert traffic away from constrained routes (e.g. Ferguson Bridge) to balance network load.
- Re-route or refine bus services to improve local coverage and reliability.
- Spread peak travel demand through flexible school start times, work hours, and travel behaviour change.
- Introduce T2 lanes, bus priority lanes and freight priority on selected corridors.
- Improve wayfinding and directional signage for:
 - Preferred vehicle routes
 - Cycle routes
 - Town centre access and parking
- Improve driver education and road user behaviour, particularly around roundabouts and shared spaces.
- Increase and better locate mobility parking in the town centre.
- Trial low-cost or temporary traffic management measures, with monitoring and refinement.
- Improve access for all transport modes (vehicles, cyclists, pedestrians, scooters) within existing road space.
- Encourage continued access into Cambridge town centre to support local businesses and services.

Part 4: NEW INFRASTRUCTURE

- Provide additional river crossings, including consideration of separate crossings for:
 - Freight traffic
 - Local and commuter traffic
- Ensure any new bridge is delivered as part of a complete supporting roading network, including approach roads and intersections.
- Improve or widen existing bridges (including Ferguson Bridge and the High-Level Bridge) to better accommodate pedestrians, cyclists and vehicles.
- Construct grade-separated pedestrian crossings (overpasses or underpasses) at key locations where safety or flow is constrained.
- Deliver smart traffic systems and intelligent intersections to improve network efficiency.
- Develop a freight bypass or ring-road concept to reduce heavy vehicle movements through the town centre.
- Complete missing sections of the cycle network, including links to schools and key destinations.
- Improve expressway connectivity, including:

- Additional on- and off-ramps (north and south)
 - Improved interchange layouts to reduce congestion
- Require improved urban design standards in new developments, including:
 - Adequate road widths for emergency vehicles, buses, rubbish trucks and freight
 - Grid-based layouts that improve connectivity and mode choice
- Provide park-and-ride facilities supported by frequent public transport services.
- Consider multi-storey car parking in appropriate locations to support town centre access.
- Investigate longer-term public transport infrastructure options (e.g. rail connection to Cambridge).
- Acknowledge that increased congestion may need to be accepted where infrastructure costs are prohibitive.