

Agenda: Cambridge Connections Community Reference Group

Time:	5.15pm-6.45 pm
Date:	Wednesday, 12 August 2026
Venue:	Kaipaki Room, Waipā District Council, Cambridge Office, 23 Wilson Street Cambridge, and via Teams.
Invited:	Katie Mayes, Peter Carr (Co-Chair), Phil Mackay (Co-Chair), Kelly Bouzaid, Ian Wilson, Ngawai Hamblin, David Cooney, Sharon Cresswell, Alan Garvin, Andrew Myers, Kellie Pearson, Peter Pickett, Poto Davies, Graham Scott
Supporting:	Janeane Joyce, Jane Thompson, Rachel Algar, Rachel Murray (minutes)

Purpose: To update the Cambridge Connections Community Reference Group (CRG) on planning for the 26 August Strategic Planning and Policy (SP&P) committee meeting.

Agenda Item	Timing
Karakia timatanga	
1. Welcome and housekeeping	20 min
2. Overview of 26 August SP&P Committee meeting and report	50 min
3. General Business and Next Steps - 26 August CRG meeting – Future community and stakeholder engagement on technical work, including the Strategic Transport Network Review post 26 August SP&P meeting.	20 min
Karakia whakamutunga	

To: Cambridge Connections Community Reference Group

From: Katie Mayes, Growth, Strategy and Planning Director

Date: 12 August 2026

File Ref: 11737753

Subject: Cambridge Connections – Overview of approach to 26th August SP&P committee meeting

1. PURPOSE

To update the Cambridge Connections Community Reference Group (CRG) on planning for the 26 August Strategic Planning and Policy (SP&P) committee meeting and seek feedback on the following key components:

1. *Does the CRG support the proposed approach for publicly communicating the assessment of the future bridge corridors, including describing the assessment at a corridor level rather than referring to specific road alignments used for transport modelling?*
2. *Does the CRG feel any additional information is required in terms of communicating the 'strategic movement corridors' in the future Strategic Transport Network Review?*

2. BACKGROUND

5 August SP&P Meeting

The key decision from the 5 August meeting was agreement to include the recommended two additional technical criteria into the Multi-Criteria Assessment (MCA) framework, alongside the already agreed strategic criteria, to support assessment against the Strategic Transport Network Review.

These included:

Future network function and role	Support or conflict with the future network function
	Support or conflict with the future network role

This technical distinction aligns with NZTA's One Network Framework (ONF) approach, which separates the movement function of a road/corridor from its role and significance within the wider transport network. See Attachment A for further detail on the ONF.

- Function = movement purpose of the road/corridor (what the road is there to do).
- Role = importance of that road/corridor within the wider transport network (how it contributes to the overall system).

These additional criteria do not change the overall purpose or structure of the assessment. Rather, they ensure the MCA appropriately considers the long-term function and performance of the future transport network, consistent with the strategic direction established through the Network Review.

From here, the project team will update the MCA with the new criteria as well as the more detailed costing bands outlined in the 5 August SP&P report. The completed MCA will be reported through to 26 August SP&P meeting alongside the Strategic Transport Network Review.

Attachment B is the powerpoint presentation shared at the 5 August SP&P meeting.

26 August SP&P Meeting

The upcoming 26 August SP&P committee report will include an overview of the Strategic Transport Network Review (technical report), which will also be attached. The Strategic Transport Network Review includes specific technical information and data on (but not limited to):

- Current and future transport networks
 - supported by NZTA's One Network Framework approach
- Network operation assessment
 - Future network demands
 - Future bridge corridor options - considered and modelled
- Transport Options Assessment
 - Multi-Criteria Assessment (MCA)
- Bridge Corridor Options Technical Summary
- Technical appendices
 - Summary of WRTM modelling outputs
 - ONF classification

3. DISCUSSION

Future Bridge Corridors

Direction required: Does the CRG support the proposed approach for publicly communicating the assessment of the future bridge corridors, including describing the assessment at a corridor level rather than referring to specific road alignments used for transport modelling?

There have been a number of discussions with the Project Governance Group, Elected Members and the CRG, highlighting the risks of communicating specific road alignments in relation to future bridge corridors. The project team recommends the following messaging be used consistently in public communications.

“Following direction from the 3 June Strategic Planning and Policy Committee meeting:

Bridge Corridor Assessment

- Five potential bridge corridors were considered with three selected for further assessment through transport modelling.
- North facing ramps at Tirau Road connecting to SH1 were also identified for transport modelling due to possible associated impacts and to provide consistent information across all options.
- These ‘bridge corridors’ identify the general vicinity within which a future bridge connection, or upgrade to an existing connection, could potentially occur.
- The assessment focuses on the broad corridors rather than a specific road alignment, recognising that wider network impacts would be broadly comparable for different connections within the same corridor.

Phase 1 Modelling

- Transport modelling requires identification of specific road connections, to test potential options and understand wider network performance and impacts.
- The road connections selected were for transport modelling purposes only and do not represent preferred or proposed future routes.
- The modelling provides an indication of the potential network effects of a bridge connection within each corridor, rather than determining a specific future alignment.
- Any future bridge location would be subject to further investigation, consultation, planning, environmental assessment, funding decisions, and statutory approvals before any decisions are made”.



Image 1: Summary of bridge and network corridors modelled post 3 June SP&P

Heat maps

The Strategic Transport Network Review will include a number of ‘heat maps’ to help illustrate the potential network performance effects of each of the modelled bridge corridor options. These maps show locations on the transport network where each option may increase pressure on the network and where delays or other operational issues may emerge over time.

The maps are informed by transport modelling, forecast traffic patterns and technical assessment. While the modelling uses a 2055 growth scenario, the traffic volumes and network conditions should be regarded as indicative only and are not a prediction of what will occur in 2055. The timing of when these pressures may emerge could be earlier or later depending on many factors, including the rate and location of future growth, transport investment, changes in travel behaviour, land use development, freight demand, and wider economic conditions.

The purpose of the heat maps is not to predict exactly when or where congestion will occur, but to identify areas of the network that may require monitoring and future intervention over the next 30 years. This helps ensure that potential issues are identified early, monitored over time, and responded to through appropriate planning and investment as conditions change.

An example heat map will be shared at the 12 August CRG meeting.

Protecting a Future Bridge Corridor - Technical Scope

At the 5 August SP&P committee, the project team outlined summary detail on a parallel technical scope of work to support decisions on the designation for a future bridge corridor to inform the 2027–2037 Long Term Plan.

This will be based on the two possible future corridors of Mid-West or In-Town.

Scope:

Develop a high-level implementation plan for protecting a preferred future bridge corridor, including:

- the statutory pathway required to secure a designation;
- a high-level outline of the technical investigations and approvals required;
- preliminary on-site investigations to identify key site constraints, opportunities and risks;
- Identify impacts on existing property and possible statutory requirements;
- Identify wider transport network impacts, including what improvements may be required upstream and downstream of the bridge;
- a high-level programme, risks and key decision points; and
- an indicative three-year budget to inform the 2027–2037 Long Term Plan.

This work will run in parallel with the development of the draft Transport Plan to support elected member decision-making on the preferred future bridge corridor to be included in the draft Transport Plan for community consultation in October.

Strategic Movement Corridors

Direction required: Does the CRG feel any additional information is required in terms of communicating the 'strategic movement corridors' in the future Strategic Transport Network Review.

As part of the Strategic Transport Network Review, the future roles and functions of the road network have been identified, including the strategically important 'movement corridors' that provide for the efficient movement of people and goods. These corridors are intended to accommodate the majority of longer-distance and through trips across the network.

To perform this role effectively, these roads need to operate in a way that encourages through traffic, including heavy vehicles, to use them rather than local streets. While heavy vehicles will continue to use other roads where required to access businesses, industrial areas and local destinations, the movement corridors are intended to accommodate the majority of freight movements across the network.

Some of these roads have been raised through community discussions, particularly regarding the impacts of trucks and heavy vehicles on neighbouring properties. While these concerns are recognised, every strategic transport network requires designated movement corridors to ensure people and freight can travel efficiently and safely. This approach also supports the Cambridge Connections investment objectives to "provide reliable freight and transport routes while reducing the transport system's impacts on surrounding communities and the environment, including supporting a more vibrant town centre".

Concentrating the majority of freight and through traffic on appropriately designed roads helps reduce heavy vehicle movements on local streets, supports economic activity, and improves the overall performance of the transport network. The Strategic Transport Network Review also identifies the need to balance movement with place, recognising that improvements may be required over time to manage the impacts of traffic on adjacent properties and communities while maintaining the strategic function of these corridors.

Further work will be undertaken through the development of the draft Transport Plan to determine the optimal mix of transport activities and improvements required to support the future functions of these movement corridors. This will include identifying the most effective ways to address existing congestion and network performance issues while balancing the movement of people and freight with the needs of adjacent communities and supporting the wider strategic transport network.

A supporting map will be shared with the CRG at the 12 August meeting showing these strategic movement corridors.

4. ATTACHMENTS

Attachment A: NZTA One Network Framework Factsheet

Attachment B: 5 August Strategic Planning and Policy Committee presentation slides



Prepared by
PROJECT MANAGER



Approved by
GROWTH, STRATEGY AND PLANNING DIRECTOR

Attachment A: NZTA One Network Framework Factsheet

One Network Framework (ONF)

What is the One Network Framework?

Traditionally, roads and streets are considered as movement corridors only to get us from A to B.

Currently, many of our roads are limited in width by existing infrastructure which means we need to consider how these roads can meet growing demand.

We need a new approach to classify our network that enables better design, planning and delivery of a modern transport system to meet the increasing needs of people, businesses, communities and our climate.

The One Network Framework (ONF) recognises that streets not only keep people and goods moving, but they're also places for people to live, work and enjoy. The ONF is designed to contribute to improving road safety and building more vibrant and liveable communities.

Movement and place has many uses at the strategic network planning and development level, as well as at the detailed project level. It marries network-wide and local considerations. At its heart, the ONF organises transport links by their place and movement roles into road and street types.

The ONF is a tool to help establish priority uses, performance measures and potential interventions for each road and street type.

Framework components

The ONF has many uses at the strategic network planning and development level and at the detailed project level. The ONF organises transport corridors by their 'place' and 'movement' roles into road and street types.

Strategic level uses

- Set aspirations to enact Waka Kotahi vision for an integrated and sustainable transport system.
- Classify the transport network and assign future vision for roads and streets.
- Promote thinking about the performance of the network as a whole rather than as individual transport links.
- Assess network problems, assist with investment decisions, and project identification and prioritisation.

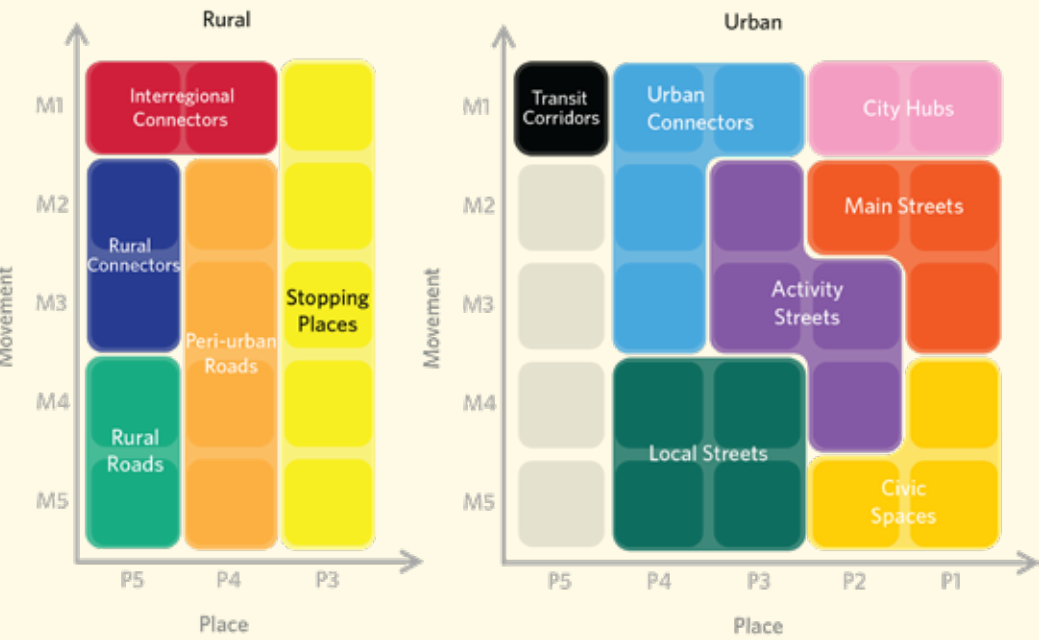
Project or local level uses

- Translate the experience and requirements of different users during their journey within a street.
- Provide design guidance for the development of project options and solutions.
- Provide a framework for project impact evaluation that can be aligned with wider network performance assessment.
- Guide asset maintenance regimes.
- Assist community engagement.

A common language

The ONF provides a common language for all transport practitioners across the transport system from planners to asset/roading managers. This common language also supports meaningful engagement between stakeholders and the community.

The ONF helps to improve consistency in how transport projects and plans are communicated and discussed with the community. At a time when communities are expecting a greater say in transport and infrastructure decision-making, movement and place provides opportunities to have discussions about how we can address and prioritise our future transport challenges.



What are the benefits

- The ONF aligns with strategic transport planning at all levels including long-term plans, regional land transport plans (RLTPs) and the NLTP.
- Improves investment planning and decision making.
- Enables consistency in measuring current and future network performance and levels of service.
- It enables investments to deliver on the strategic intent of government, Waka Kotahi and our partners, including the Road to Zero strategy, adapting for climate change, promoting community wellbeing and higher quality urban development.

ONF classification matrix

The ONF is a system two-dimensional classification tool focused on movement and place.

The ONF recognises that shared, integrated planning approaches between transport and land-use planners will result in better outcomes. The ONF acknowledges the transport network has a 'place' function. This means roads and streets are destinations for people, as well as transport corridors.

The ONF also introduces classifications for different modes of transport, recognising that our roads and streets have different functions for different modes. To determine the classification of a transport link, it is mapped against a movement and a place axis according to the significance of its future aspirational movement and place functions.

Roads and streets are mapped with consideration to the mix and balance of transport modes, the built environment, the aesthetic quality and character of the place, and the types of modes appropriate to the place.

The process of defining these classifications takes into consideration:

- Place – define the land-use vision and user experience that transport needs to support.
- Movement – consider the mix of transport modes and define priority for moving people and goods safely.



Movement classification

The classification of movement should achieve the following outcomes:

- Recognise the contribution to movement of all modes of transport, including active modes.
- Focus on the movement of people and goods along a corridor, not simply the number of vehicles using the carriageway.
- Provide a method for classification that is principle-based and both prescriptive and intuitive. That is, the approximate classification can be derived using quantitative measures.

Place classification

The classification of place should achieve the following outcomes:

- Reflect the function of the specific location.
- Relate to the on-street activity generated by adjacent land-use and its requirements for access.
- Consider the interaction with the movement function of the corridor, including the requirements for lateral movement across the carriageway.
- Be informed by adjacent land-use and the density of activity occurring 'off-street'.

P1 CITY CENTRE

Very high-density mixed use (high rise apartments & office towers), downtown retail, commercial centres, civic spaces, shared spaces, downtown precincts & waterfronts

P2 TOWN / SUB-CENTRE

Diverse mixed use, low rise apartments, special zones, high density commercial/retail & main street promenades

P3 NEIGHBOURHOOD CENTRE/ STOPPING PLACE

Medium density & mixed use residential/ commercial, villages, urban greens & stopping places

P4 LOCAL

Mostly low/medium density residential neighbourhoods in urban & peri-urban areas. Lifestyle blocks in peri-urban areas

P5 LIMITED

Mostly rural, except for motorways & expressways in urban areas

Attachment B: 5 August Strategic Planning and Policy Committee presentation slides

Cambridge Connections

Technical workstreams progress update

(Strategic Planning and Policy: 5 August 2026)

Cambridge Connections – Project Journey

Completed

Identify Issues

We identified the transport challenges affecting how people travel around Cambridge today.

Listen to the Community

We listened to the community, gathered ideas, local knowledge and concerns from residents, businesses and stakeholders.

Develop Options

We developed a themed long list of transport options and the criteria for assessing them.

Current Stage

Develop Strategic Transport Network Review (June - August)

We are currently:

- Defining the current and future transport networks
- Testing agreed bridge corridor options
- Agreeing approach to complete the MCA
- Getting team on board to develop draft Transport Plan
- Commencing technical scope to support future planning for a bridge corridor.

SP&P Meetings
5 & 26 August

**WE
ARE
HERE**

Future Milestones

Develop Transport Plan (August – Sept)

We bring all the information together, show and test the evidence with the community, and then refine the draft Transport Plan for consultation in October.



We share our thinking; help you understand the emerging work and find out your views.

Out for public consultation (October)

We go out to the community with the draft Plan to seek feedback, test proposed activities, and identify any further issues or opportunities.

SP&P Meeting
7 October



You get to have a formal say on what you think about the draft Transport Plan.

Finalise Transport Plan (Nov - Dec)

We review all information gathered and update the Transport Plan for final sign off.

SP&P Meeting
2 December



We share the Final Plan and keep sharing progress and delivery.

5 August SP&P

Progress update on current technical workstreams:

- Strategic Transport Network Review – nearing completion.
- Phase 1 Modelling - bridge corridor options (following 3 June SP&P direction).
- Direction on approach to complete the MCA.
- Comms and Engagement approach for Stage 3.

Additional Technical Scope

- Technical scope being procured to develop high-level implementation plan for protecting a preferred future bridge corridor.
- Outline of scope on next slide.
- Further detail outlined at 26 August SP&P.

Protecting a future bridge corridor

Technical Scope is underway to support decisions on the designation for a future bridge corridor to inform the 2027–2037 Long Term Plan. This is based on the two possible future corridors being Mid-West or In-Town.

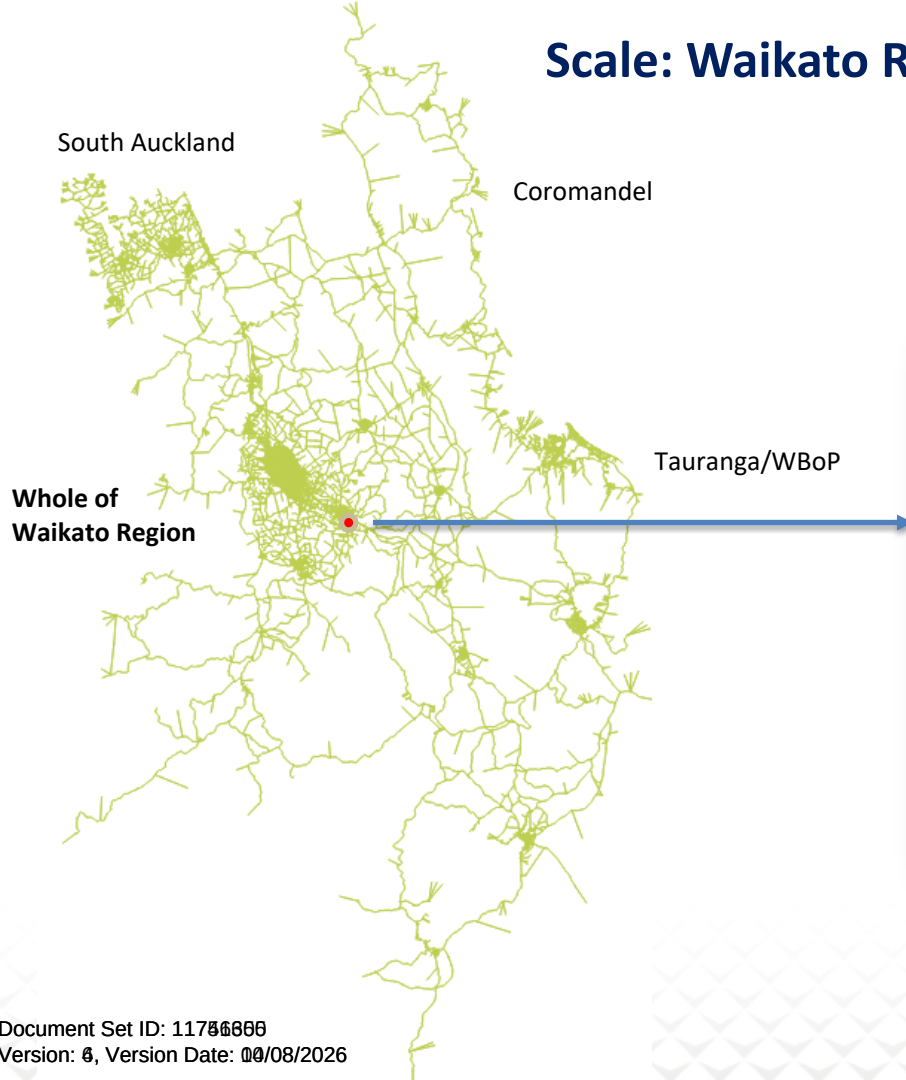
Scope

Develop a high-level implementation plan for protecting a preferred future bridge corridor, including:

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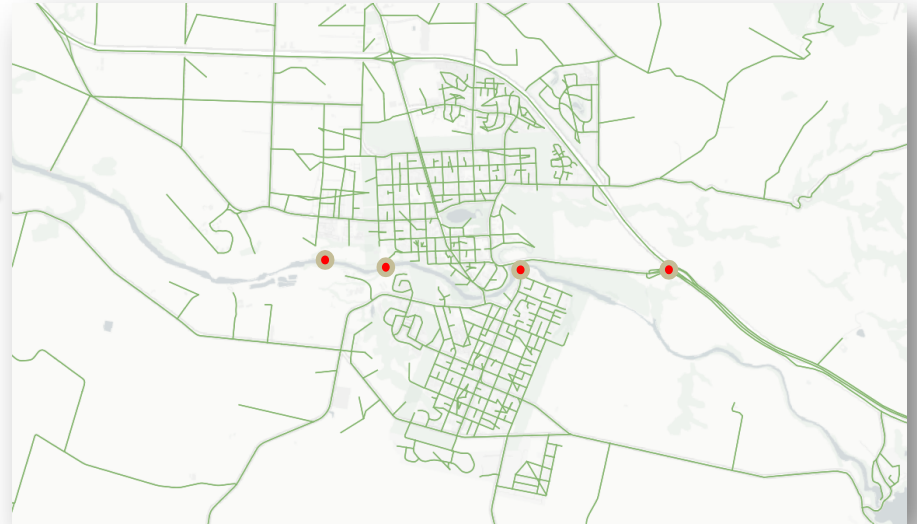


Scale: Waikato Regional Transport Model (WRTM)



Cambridge Connections

Following 3 June SP&P direction - future network scenarios were considered and four modelled in July to inform the Strategic Transport Network Review. *Dots are approximations only.*



WRTM Model

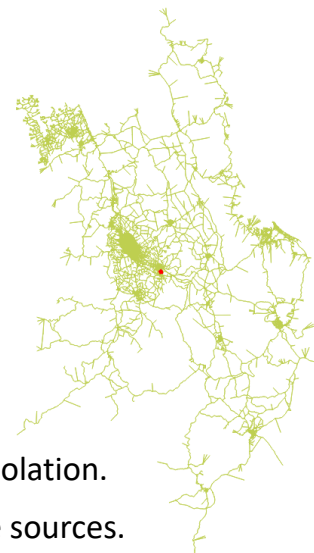
- 'Pan-regional' model that covers the Waikato region and parts of neighbouring regions.
- 3 Stage Model designed to assess long-term road network performance.
- Does not assess public transport, walking or cycling network options or their impacts.

Forecast traffic volumes

- Questions have been raised about the accuracy of future traffic volume outputs from WRTM.
- The project team recognises that strategic models have limitations and should not be relied on in isolation.
- **WRTM outputs are one technical input only** and are considered alongside multiple other evidence sources.

Cambridge Connections

- Future traffic forecasts are informed by a combination of:
 - **Annual Average Daily Traffic (AADT)** counts, including heavy vehicle volumes
 - **Historical traffic trends** using 20 years of AADT data and projected growth
 - **Past and projected annual urban growth** rates
 - **TomTom trip data** to understand network performance
 - **WRTM strategic model** outputs



26 August SP&P

The project team will take elected members through:

- Strategic Transport Network Review.
- Phase 1 Modelling - bridge corridor options.
- Completed MCA.
- Technical scope progress: High-level implementation plan for protecting a preferred future bridge corridor.
- Comms and Engagement steps for Stage 3.

Minutes for:
Cambridge Connections Community Reference Group

Time:	5:15 – 6:45 pm
Date:	12 August 2026
Venue:	Kaipaki Room, Waipā District Council, Cambridge Office, 23 Wilson Street Cambridge, and via Teams.
In attendance:	Katie Mayes, Peter Carr (Co-Chair), Phil MacKay (Co-Chair), Kelly Bouzaid, Kellie Pearson, Peter Pickett, Sharon Cresswell, Graham Scott, Ian Wilson
In support:	Janeane Joyce, Jane Thompson, Rachel Algar, Dana Takacs, Rachel Murray (minutes)
Absent:	David Cooney (sick), Ngawai Hamblin, Poto Davies, Andrew Myers, Alan Garvin

1. Welcome and housekeeping

- Phil MacKay opened the meeting with a karakia.

2. Strategic Transport Network Review Update

- On 5 August 2026 the Strategic Planning and Policy Committee (SP&P) approved two additional technical criteria for the multi-criteria analysis and endorsed a more detailed approach to capital cost banding.
- The completed analysis will be included in the SP&P Report for 26 August alongside the Strategic Transport Network Review draft Technical Report.
- Current analysis and technical work will inform the draft Transport Plan. Any further activities or options identified through further technical development will also be assessed via the agreed MCA framework and reported to Council as required.

3. Future Bridge Corridor and Ramp Network Options

- Seven bridge corridors and network options were considered with four modelled including: Future bridge corridors in Midwest, in-town, and Ferguson Bridge expansion. And a future network option of a full interchange at Tirau Road / SH1 was also modelled. It was noted that modelling was limited due to associated costs and because some options were comparative in nature.
- All four options were modelled as independent activities with a 2055 forecast.
- The technical assessment has indicated that additional ramps on Tirau Road would have minimal impact on addressing network challenges and achieving project objectives over the next 30 years, despite strong community advocacy for their inclusion.
- It was noted that the Strategic Transport Network Review will clearly present the technical findings, while also making it clear that the technical report is intended to inform, rather than determine Elected Member's decisions.

4. Heat Maps and Network Performance Analysis

- Draft heat maps of the different modelled options show projected 2055 network constraints under different scenarios.
- The maps highlight low, medium, and high constraint areas rather than precise traffic counts.
- Questions were raised about accuracy and whether the maps reflect average daily or peak-period conditions.
- There was agreement to consider current and future maps, clearer legends, and more context around technical thresholds to support public understanding.

5. Strategic Movement Corridors and Future Planning

- Strategic movement corridors were identified using NZTA's One Network Framework.
- Key roads including Pope Terrace, Victoria Road, Queen Street, and Shakespeare Street are projected to play important roles in moving people and freight, with some corridors expected to shift in classification overtime as a result of growth.
- The Strategic Transport Network Review sets the long-term intent for these corridors and will guide future investment decisions, including intersection improvements and prioritisation of through traffic.
- It was noted that the modelling accounts for planned growth, while unplanned developments will be assessed by Council as they arise.
- New infrastructure, such as an additional bridge, can shift congestion to other parts of the network, reinforcing the need for a holistic approach that includes public transport, active modes, and demand management.

6. Community and Stakeholder Engagement Feedback

- Clear, plain-language communication will be important for the community and stakeholders.
- Maps and supporting material should explain corridor changes clearly.
- Potentially affected property owners should be engaged early.
- An interactive public map is planned to collect location-specific feedback.

7. CRG Membership and Representation

- Concerns were raised about reduced CRG attendance and representation.
- Further consideration may be needed to maintain broad community input.
- Katie will discuss membership and participation with Peter and Phil.

8. Actions

Action	Owner
Share relevant technical data and model outputs regarding the impact of the ramps with stakeholders advocating for ramps, including the large and heavy vehicle community and the Chamber.	Project team
Ensure communication materials, including maps and tables, clearly explain the differences between current and previous bridge corridor options and why locations have changed since 2024.	Communications team and Project team
Confirm that all likely affected parties are contacted ahead of the public release of narrowed future bridge corridor options.	Communications team
Clarify in the Strategic Transport Network Review how heat maps are derived, including whether they represent average daily conditions or peak periods, and consider providing both current and projected 2055 heat maps.	Project team
Include a map in the Strategic Transport Network Review showing all future bridge corridor options considered, including those not modelled, to support transparency for the public and media.	Communications team and Project team
Develop and launch a public map tool that allows community members to provide location-specific feedback on transport issues as part of the engagement process.	Communications team
Review current CRG membership and participation to ensure adequate representation and consider adjustments if members are unable to commit to ongoing involvement.	Katie / Peter / Phil

9. Next Meeting

- The next scheduled CRG meeting is 26 August.
- Phil MacKay closed the meeting with a karakia.