Agenda: Cambridge Connections Community Reference Group

Time:	5.15pm–6.45pm
Date:	Wednesday, 13 May 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
Invited guests:	Councillor Mike Montgomerie (Council's Strategic Planning & Policy Committee chair) Charlotte Fitzpatrick (Cambridge Community Board chair)
Supporting:	Chris Gardner, Rachel Algar, Bryan Hudson, Abby Reddy (minutes)

Purpose: To workshop parking and network options to support development of transport options.

Agenda Item	Timing
Karakia timatanga	
1. Welcome and housekeeping Context setting – 'optimisation-first approach'	5 min
2. Workshopping: Parking Management objectives This session will present draft parking management objectives, update the CRG about feedback from Elected Members from their workshop on 8 May, and seek feedback from the CRG to align with the wider Cambridge Connections goals and ensure they provide a strong foundation for community engagement and feedback (Attachment 1).	10 min (presentation) 30 min (workshop discussion)
3. Workshopping: Network options This session will discuss the long list of network ideas, update the CRG about feedback from Elected Members from their workshop on 8 May, and identify any gaps, any further ideas, issues and considerations for progressing to investigating options. Attachments 2-6 provide supporting information	10 min (presentation) 25 min (workshop discussion)
4. General Business and Next Steps Any follow-up questions and how feedback will be captured after the meeting	10 min
Karakia whakamutunga	

To:	**Community Reference Group**		
From:	**Katie Mayes, Executive Director**		
Date:	**13 May 2026**	**File Ref:**	11675963
Subject:	**Cambridge Connections Workshop – Parking and Network Options**		

1. PURPOSE

The purpose of this memo is to provide explanatory information to support the Community Reference Group workshop on 13 May.

This workshop is the third of four for the Community Reference Group to support the development of transport options for Cambridge Connections, ahead of options being presented to Council's Strategic Planning & Policy Committee for approval on 3 June. This workshop will consider parking and network options.

2. BACKGROUND INFORMATION

Stage 2.2 of the Cambridge Connections project focuses on the development and testing of transport options to inform the future Cambridge Connections Transport Plan. This stage builds on the initial long-list of ideas generated during Stage 2.1 and seeks to test, refine and confirm these options prior to further investigations and development.

The Elected Member workshop on 8 May will provide opportunities to provide feedback on proposed parking objectives and the transport network options. The workshop will be presented in two sessions:

- Session 1: Parking management, and
- Session 2: Network options.

All public feedback and the long list of transport ideas can be found on the Cambridge Connections webpage- Stage 2: Cambridge Connections public engagement | Cambridge Connections – Moving forward together | Let's Talk Waipā

2.1 PARKING MANAGEMENT

The purpose of the parking management workshop will be to present draft parking management objectives for Cambridge for feedback.

The draft parking management objectives are set out below and described further in Appendix 1:

1. Support a vibrant Cambridge town centre
2. Put the right parking in the right places
3. Encourage travel choices that reduce parking demand
4. Provide safe and accessible parking facilities
5. Create a consistent and easy-to-understand parking system

A map of current public parking in Cambridge town centre is included in Appendix 2.

NEXT STEPS

Following feedback at the Elected Member, Community Reference Group and Cambridge Community Board workshops, the project team will amend the draft parking objectives for Cambridge and seek approval of the objectives at the Strategic Planning & Policy Committee meeting on 3 June.

In the next project stage, we will apply the objectives to develop and apply a consistent planning hierarchy to relevant streets and develop a Parking Policy for Cambridge as part of the draft Transport Plan.

2.2 DEVELOPING THE NETWORK OPTIONS

The workshop scope will discuss strategic network connections (including roads and bridges) for Cambridge's future transport network.

The purpose of the network option workshop is to identify gaps, any further ideas, issues and considerations so staff can progress further investigations for the transport options.

The current context for Cambridge's transport network includes:

- Increasing congestion on key corridors, particularly during peak periods limiting access and movement.
- Increased residential and employment increasing travel demand
- Aging and constrained bridge infrastructure
- We need to get the right people, on the right roads and modes, at the right times.

Effective network planning has a strategic role in supporting the agreed transport investment objectives by helping to:

- Improve reliability of freight and transport routes
- Improve access to key destinations
- Improve the resilience of the transport system
- Support town centre place and function

- Encourage more use of public transport, walking, cycling and micromobility options
- Reduce impacts on surrounding communities and the environment.

The 'long list' assessment including network ideas was received at the Strategic Planning & Policy Committee on 4 May, and includes the following network ideas for workshop discussion:

- Develop ring road - Using expressway, additional ramps at Cambridge Road and Tirau Road, or new western bridge and Peake Road, create a ring road that keeps through freight and longer commutes out of the town centre.
- Additional bridge - East - Ring road from south of Leamington skirting east to cross Maungatautari Road and a new bridge over the Waikato linking to Tirau Road.
- Additional bridge - Far west - New bridge west in vicinity of St Peter's school - new road connection Cambridge Rd - Kaipaki Rd area.
- Additional bridge - Mid-west - New bridge west of town belt on both sides of river - new road connection linking Matos Segedin Drive to Cambridge Road.
- Additional bridge - In town - New bridge in town.
- Additional bridge capacity at another location - other locations, e.g. Southern Links, duplicate Shakespeare Street.
- Increase capacity of existing bridges - Upgrades that increase traffic flow including changes to width, configuration, one way systems and improvements to approach roads and intersections (not including bridge duplication).
- Full interchange at Tirau Road - Provide north facing on and off ramp as part of a diamond interchange.

A map showing these ideas is set out in Appendix 3. Large hard copy maps will be available at the workshop. The long list of ideas has been presented as broad zones or areas, noting that for bridge corridors in the final transport plan will represent a broad corridor rather than a defined route alignment.

NEXT STEPS

Following feedback at the Elected Member, Community Reference Group and Cambridge Community Board workshops, the project team will make any amendments required to the network options, draw together comments that will inform subsequent investigations, and seek approval of the network options at the Strategic Planning & Policy Committee on 3 June.

After that, the next project stage will be to complete technical investigations to develop scenarios, complete traffic modelling and undertake assessment to inform progression of options.

SUPPORTING INFORMATION

To support the workshop's understanding of current travel patterns in Cambridge, Appendix 4 presents insights extracted from TomTom GPS data. Staff will undertake further analysis of the data as part of the next stage of the project.

You can also find out more about the use of TomTom (including case study examples) here:
https://www.tomtom.com/products/tomtom-move/

Appendix 5 displays journeys to work data from the 2023 Census.

Appendix 6 has two maps showing the modelled level of service in Cambridge during the 4.00pm-6.00pm peak in 2025 and the projected level of service for the same time period in 2055. The Waikato Regional Transport Model assesses levels of service for the roading network from A-F, with A being no delays, and F being a complete stand-still.

Appendix 7 displays the current One Network Framework for Cambridge. Developed by NZTA, this framework provides a common language to establish movement and place functions for streets and establish priority uses, performance measures and potential interventions for each road and street type (One Network Framework | NZ Transport Agency Waka Kotahi).

2.3 DRIVERS OF CHANGE

Six external drivers that will shape and change the transport system over the next 30 years were noted at the Elected Member workshop on 8 May. These are also important to consider in the context of parking and network options:

- demographic change – changes to the structure and groups in a population
- changing economic structure
- climate change
- technology and data
- funding challenges
- changing travel patterns.

3. ATTACHED DOCUMENTATION

No.	Title
1	Parking Management Draft Objectives Slides (ECM 11678263)
2	Waipā DC Cambridge Public Parking Map (ECM 11679810)
3	Maps of network/bridge ideas and regional context (ECM 11679197)

4	TomTom outputs slides (ECM 11677072)
5	2023 Journeys to work data (ECM 11679781)
6	Modelled level of service for Cambridge in 2025 and 2055, Waikato Regional Transport Model (ECM 11679781)
7	Existing one Network Framework street classification (ECM 11679781)

Katie Mayes
EXECUTIVE DIRECTOR

APPENDIX 1

Parking Management Draft Objectives Slides (ECM 11678263)

Cambridge connections

Moving forward together

Cambridge: Parking management objectives workshop

8th May 2026

Waipā DISTRICT COUNCIL

Document Set ID: 11678263
Version: 3, Version Date: 05/05/2026

Purpose

For Elected Members to provide guidance on parking management objectives to guide future decision making for Cambridge.

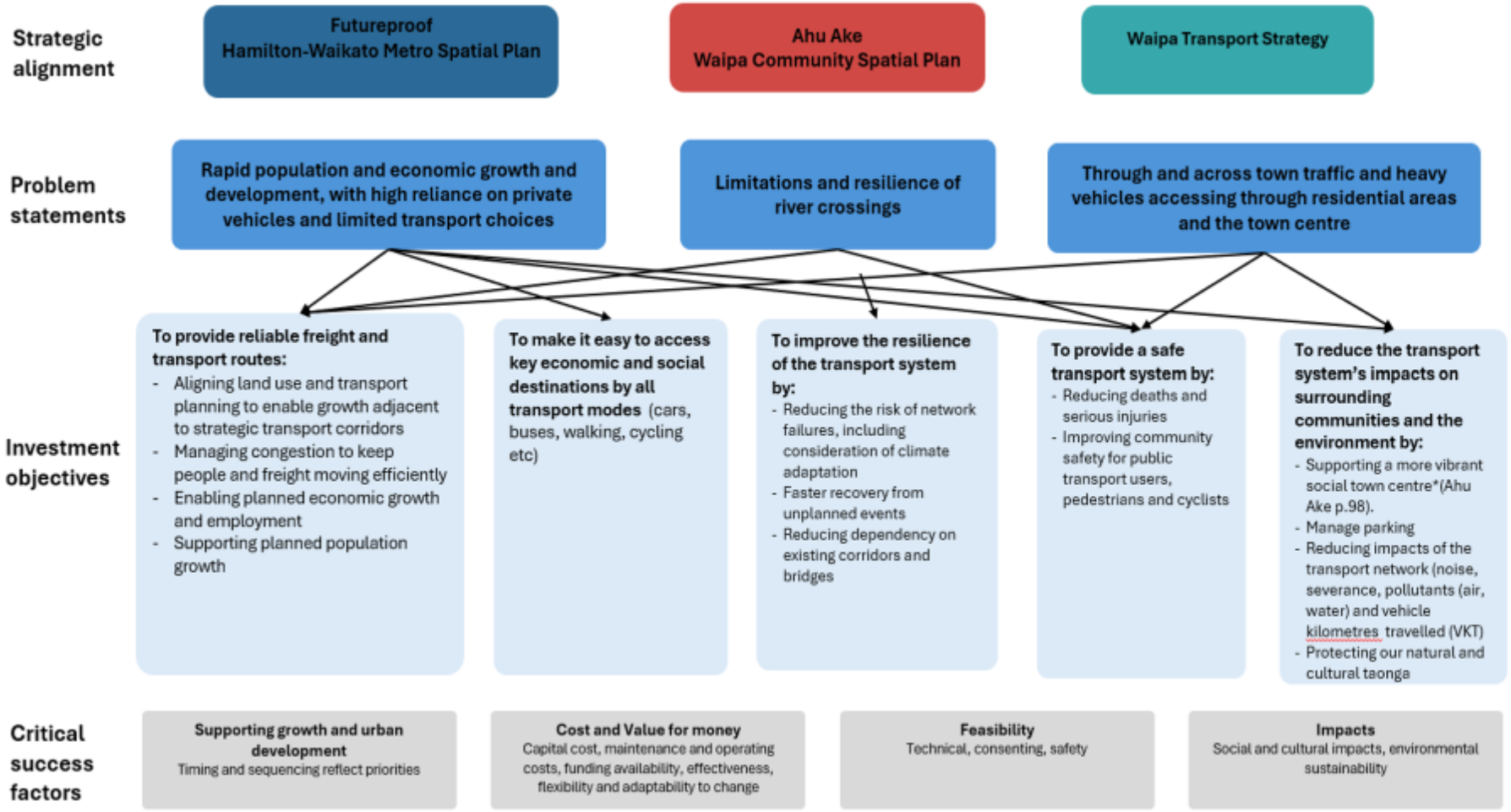
Agenda

- Context
- Draft parking management objectives
- Next steps
- Pātai

Context

- **There is no single plan** to manage parking in Cambridge.
- Waipa operates a **predominantly free parking system** with some time restrictions.
- **Critical connections across the town are constrained,** limiting access and ease of movement.
- **Growth in people and town centre activity** will increase pressure on the transport network overtime.
- **People value their town centre environment** and urban qualities.
- We need to get the **right people, on the right roads and modes, at the right times.**

Cambridge Connections Strategic Framework



Effective parking management supports agreed transport investment objectives by helping to:

- Improve access to key destinations
- Support Cambridge's local business activity and town centre vitality
- Manage congestion so people and goods move efficiently
- Encourage more people to use public transport, walking, cycling and micromobility
- Reduce impacts on surrounding communities and the environment

Optimisation-first approach

The proposed parking approach aligns with the ‘making best use of what we already have’ approach, supported by NZTA to ensure we make the best use of existing assets and network performance, before investing in new infrastructure.

<u>The Cambridge Connections Transport Plan will be guided by the following overarching themes:</u>

1. Optimise what we already have

Make the most of existing transport networks and services through better management, strong enforcement, demand management, network optimisation, and supporting mode shift options such as public transport, walking, cycling and micromobility.

2. Consider new infrastructure and services where needed

Only after optimisation measures have been fully explored, assess whether additional infrastructure or service improvements are required.

3. Respond to and influence wider system changes and external decisions

Recognise, respond to, and influence projects and network decisions led by others, i.e., NZTA and WRC, to ensure local solutions are integrated with, and supported by, the performance of the wider transport system.

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Current parking supply in Cambridge

Cambridge

1,682
total car park spaces

Public on street
over 1,300 car spaces

- 336 Time restricted
- 35 Mobility parking
- 8 Motorcycle parking
- 7 Loading zones

Public off street
382 car spaces

- 103 Time restricted
- 9 Mobility parking
- 0 Motorcycle parking
- 2 Loading zones

Private off street
No. of spaces currently unknown but important to consider.

Source: based off markings in AWM

Cambridge CBD parking trial

We are currently trialling 90-minute parking limits in the CBD.

The trial commenced 13th March 2025.

Aim is to give people more time to shop, dine and socialise in Cambridge, while still ensuring sufficient turnover of car parking spaces.

Current constraints

- **Inconsistent parking management approach** leads to unclear expectations and outcomes.
- **Competing demand for space**, particularly between short-stay customer parking and long-stay employee parking.
- **Insufficient loading and service access**, impacts deliveries, operations, and essential services.
- **Lack of clear and consistent enforcement**, results in inefficient use of high-demand parking spaces.
- **Poor wayfinding and user information**, leads to confusion, circulation traffic, and unnecessary congestion.

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Parking management as a key tool

Parking management is an integral part of managing Cambridge's transport system and network goals.

<u>Effective parking management can help:</u>

- **Shape travel behaviour and mode choice** by influencing when and how people access destinations.
- **Optimise limited transport and urban space** to improve overall network efficiency and performance.
- **Support mode shift and reduce congestion** by managing long-stay parking and encouraging sustainable travel choices.
- **Enhance access and economic vitality** by prioritising convenient parking for high-value, short-stay trips.
- **Provide a cost-effective demand management tool** that supports wider transport system outcomes without relying on major infrastructure expansion.

Draft parking management objectives

Cambridge connections
Moving forward together

Document Set ID: 11678263
Version: 3, Version Date: 05/05/2026

Draft parking management objectives

1. Support a vibrant Cambridge town centre
2. Put the right parking in the right places
3. Encourage travel choices that reduce parking demand
4. Provide safe and accessible parking facilities
5. Create a consistent and easy-to-understand parking system

1. Support a vibrant Cambridge town centre

- **Prioritise short-stay parking** in key nodes to support local business and high turnover.
- **Protect town character and amenity** by ensuring parking complements the heritage streetscape and public spaces.
- **Align parking with street roles** to support both movement and place functions i.e., movement on key transport corridors and place in people-focused streets and public spaces.

What we want to achieve

Ensure parking enables easy access to shops, services and public spaces so the town centre remains lively, attractive and successful.

Why this matters

Parking is a key enabler of economic activity. Convenient short-stay parking supports customer turnover, local spending and business vitality, while good design ensures parking complements Cambridge's heritage character and people-focused streets.

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Document Set ID: 11678263
Version: 3, Version Date: 05/05/2026

2. Put the right parking in the right place

- **Optimise existing on-street and off-street parking** to improve turnover, manage long-stay demand, before expanding capacity.
- **Prioritise short stay parking** in prime central areas.
- **Support access** through appropriate time restrictions, enforcement, wayfinding, demand management and pricing.
- **Direct long-stay and employee parking** to peripheral areas and off-street locations to free up prime central spaces.
- **Use clear and consistent time limits**, supported by effective enforcement, to manage demand and ensure fair access to parking in high-demand areas, reflecting the convenience and opportunity value of these spaces.
- **Manage parking on key arterial and high-frequency corridors**, particularly during peak periods, to prioritise movement, support network reliability and maintain efficient traffic flow.

What we want to achieve

Use existing parking more efficiently and prioritise the most convenient spaces for the people who need them most, supported by clear time limits and strong, consistent enforcement.

Why this matters

Town centre space is limited and valuable. Managing parking demand, encouraging turnover and directing long-stay parking to appropriate locations ensures the best use of existing supply before expanding capacity. Clear time limits and consistent enforcement help ensure fair access to convenient parking and prevent long-stay use from occupying the most valuable spaces.

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3. Encourage travel choices that reduce parking demand

- **Support mode shift** to public transport, walking, cycling, shared travel options and micromobility, to reduce reliance on private vehicles for short trips.
- **Stage changes to parking management** to align with improvements in walking, cycling and public transport, to ensure communities have feasible travel choices.
- **Manage increased visitor and event-related parking demand** through temporary or shared parking solutions supported by mode shift access and services.

What we want to achieve

Encourage walking, cycling, public transport and shared travel so parking demand grows slower over time.

Why this matters

Providing more parking alone cannot solve future growth. Supporting travel options gives people real choices, reduces congestion and emissions, and ensures parking changes are introduced alongside improved transport alternatives.

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4. Provide safe and accessible parking facilities

- **Provide inclusive access** for mobility users, service and trades vehicles, short-stay visitors and pick-up/drop-off users.
- **Improve safety and design quality** through lighting, visibility, safe pedestrian connections and CPTED principles.
- **Reduce conflicts** between vehicles, cyclists and pedestrians.

What we want to achieve

Ensure parking works for everyone and is designed to be safe, well-connected and easy to use.

Why this matters

Parking must serve a wide range of users including mobility permit holders, trades and service vehicles, visitors and pick-up/drop-off trips. High-quality design improves safety, reduces conflicts between users and strengthens the overall town centre experience.

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5. Create a consistent and easy-to-understand parking system

- **Develop a clear policy and rules** for how parking is managed, prioritised and enforced, so that the community understands and knows what to expect.
- **Provide clear time limits, signage, wayfinding** so users know where and how long they can park.
- **Provide strong, consistent enforcement** to improve compliance, fairness, and confidence in the parking system.
- **Use adaptive and fit for purpose technology** to monitor demand and enable flexible, responsive parking management over time.

What we want to achieve

Deliver a consistent, transparent and well-enforced parking system that is fair, easy to understand, and supported by modern technology.

Why this matters

Clear policy, rules, signage, wayfinding and consistent enforcement help people understand how the system works and what to expect, reducing confusion and improving fairness and compliance.

Technology enables better monitoring and more flexible, responsive parking management as the town grows and travel behaviour changes.

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Document Set ID: 11678263
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Next steps

Cambridge connections
Moving forward together

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Version: 3, Version Date: 05/05/2026

Pathway to action

1.	**Continue community and stakeholder engagement** Ongoing	• Workshops planned with the Community Reference Group and Community Board, and engagement with Cambridge Chamber of Commerce.
2.	**Parking objectives** approved Complete in June 2026	• Seek approval of parking objectives for Cambridge at SP&P on 3 June.
3.	**Develop a technical paper** to support decision making Complete by October 2026	• Technical paper to clearly outline the rationale, key evidence, and supporting national practice. • Include Cambridge technology trial - to assist with supporting base information on parking turnover to assist future policy decisions.

4.	**Develop a Draft Parking Plan and supporting Draft Policy for Cambridge**
	Complete by October 2026
		• Developed as part of the Cambridge Connections Transport Plan.
		• Parking Plan component to:
		  ○ clearly outline overall approach, rationale and outcomes sought, staged pathway to implementation and triggers for monitoring of next steps.
		  ○ have a public facing, visual document to support community engagement.

Pātai

APPENDIX 2

Waipā DC Cambridge Public Parking Map (ECM 11679810)

Cambridge

Public Parking Map

N

Whitaker Street

Victoria Street

Lake Street

Lakewood Car Park
(Privately managed)

Queen Street

Kirkwood Street

Anzac Street

Alpha Street

Alpha Street

Hallys Lane
Car Park

Victoria Street

Empire Street

Alpha/Duke
Street Car Park

Hallys Lane

Duke Street

Commerce St

Milicich Place

James Street

Wilson Street

Council/Library Car
Park Wilson Street

Council

Milicich Place
Car Park

Fort Street

Bath Street

Public Off Street Parking

- Public off street parking
- Car Park Entrance
- Car Park Exit
- Pedestrian Access
- Disabled parking
- Loading zone
- EV Charging Station

Existing Parking Restrictions

- 5 Minutes
- 30 Minutes
- 60 Minutes
- 90 Minutes
- 120 Minutes
- Unrestricted
- Coach

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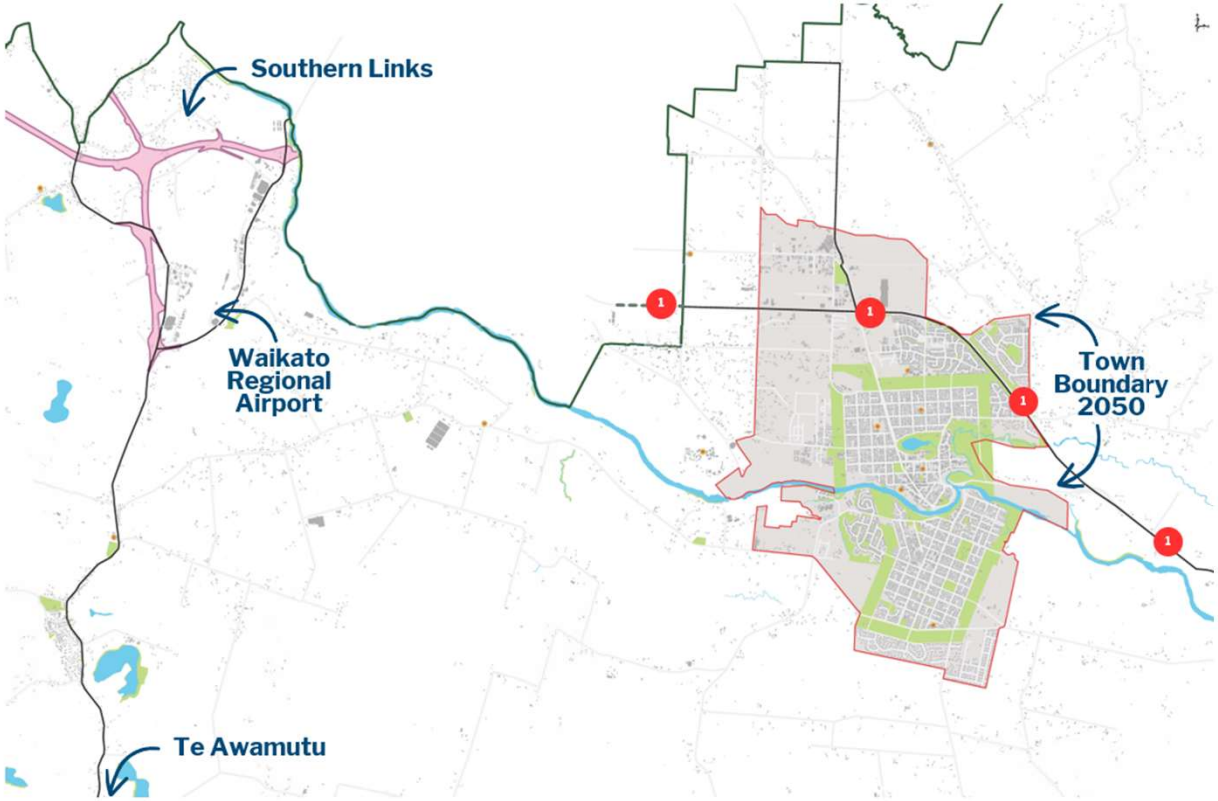
APPENDIX 3

Maps of network ideas and regional context (ECM 11679197)

Geographic scope

Cambridge town boundary 2050 (Ahu Ake – Waipā Community Spatial Plan), noting the connections to Hautapu, Waikato Regional Airport, the Waikato Expressway, Te Awamutu and beyond.



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Waikato District Council
Bridge Ideas
Cambridge Northern Interchange
Victoria Road Interchange
Cambridge Southern Interchange
Far West
Mid West
In Town
East
For illustrative purpose only
GROWTH AREAS
Residential Infill
Residential Greenfield
Residential Future Greenfield
Large Lot Residential
Large Lot Residential Greenfield
Large Lot Residential Future Greenfield
Commercial
Industrial
Industrial Greenfield
Industrial Future Greenfield
District Boundary
Park/Reserve
River, Lake or Stream
Growth Cell
Railway
Ring Road Idea
School
Marae
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APPENDIX 4

TomTom outputs slides (ECM 11677072)

Cambridge connections
Moving forward together

CAMBRIDGE CONNECTIONS
TomTom travel patterns

April 2026

Waipā DISTRICT COUNCIL

Purpose

This slide deck presents travel pattern information extracted from TomTom GPS data for Cambridge over one year between April 2025 and the end of March 2026.

Travel patterns are presented for:

1. Trips starting in Leamington in the AM peak
2. Trips ending in Leamington in the PM peak
3. Northbound trips crossing the Waikato River in the AM peak
4. Southbound trips crossing the Waikato River in the PM peak
5. Is one bridge used more at different times of the day?
6. How many external trips are travelling through Leamington between Te Awamutu-Cambridge Road and SH1 south?
7. What routes does strategic north-south traffic take through Cambridge north?
8. Is Duke – Bryce being used to avoid Victoria Street?

TomTom sample

TomTom GPS data was collected in Cambridge for all weekdays for one year between April 2025 and the end of March 2026. The total TomTom sample was 15.1 million trips observed over 261 weekdays.

An estimation of the TomTom sample rate for Victoria Bridge is:

- 365,273 trips observed in TomTom over 261 weekdays, which is around 1,400 trips per weekday (both directions)
- Around 15,300 vehicles per weekday (both directions) were counted between 25 February and 3 March 2026
- Results in a **9% sample rate** at Victoria Bridge (1400/15,300*100)

Therefore the travel patterns in TomTom are estimated to represent around one tenth of actual trips in Cambridge over the year to March 2026.

Note: Due to rounding errors and complex routing for some minor trips, percentage totals will not always add up to 100%

Trips starting in Leamington in the AM peak

Trips starting in Leamington in the AM peak

For trips starting in Leamington in the AM Peak:

- 17% stayed in Leamington
- 63% crossed the river to Cambridge
  - 20% travelled north on SH1 towards Hamilton
  - 10% went to Cambridge town centre
  - 3% headed north of Hautapu on SH1B
  - The remaining 30% of trips ended in Cambridge, its suburbs or Hautapu
- 8% went west on Kaipaki Road
- 5% headed south on Te Awamutu – Cambridge Road and 2% on Rotoorangi Road
- 6% went south on SH1 Tirau Road
- 2% went east on Maungatautari Road

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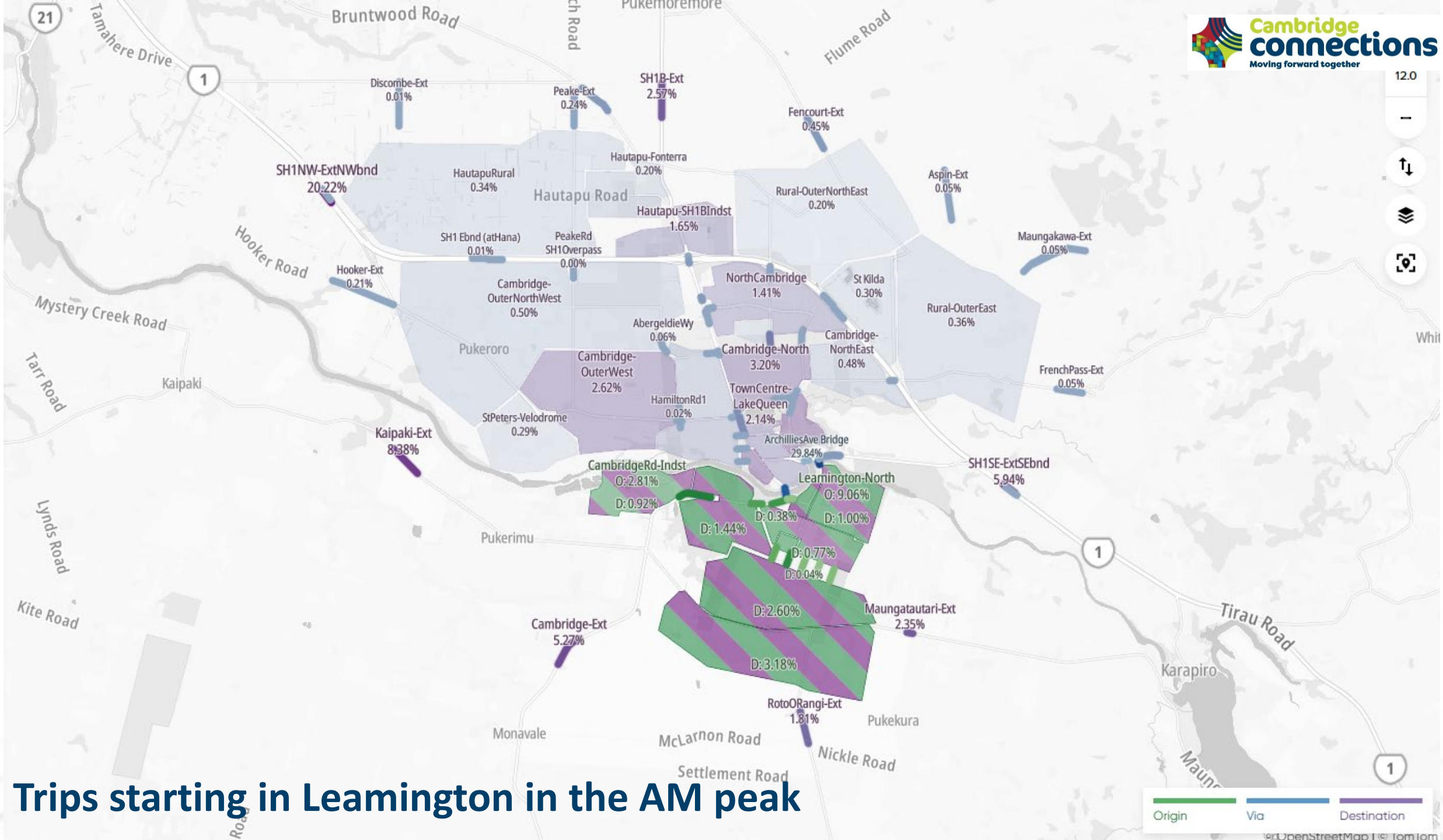


Trips starting in Leamington in the AM peak

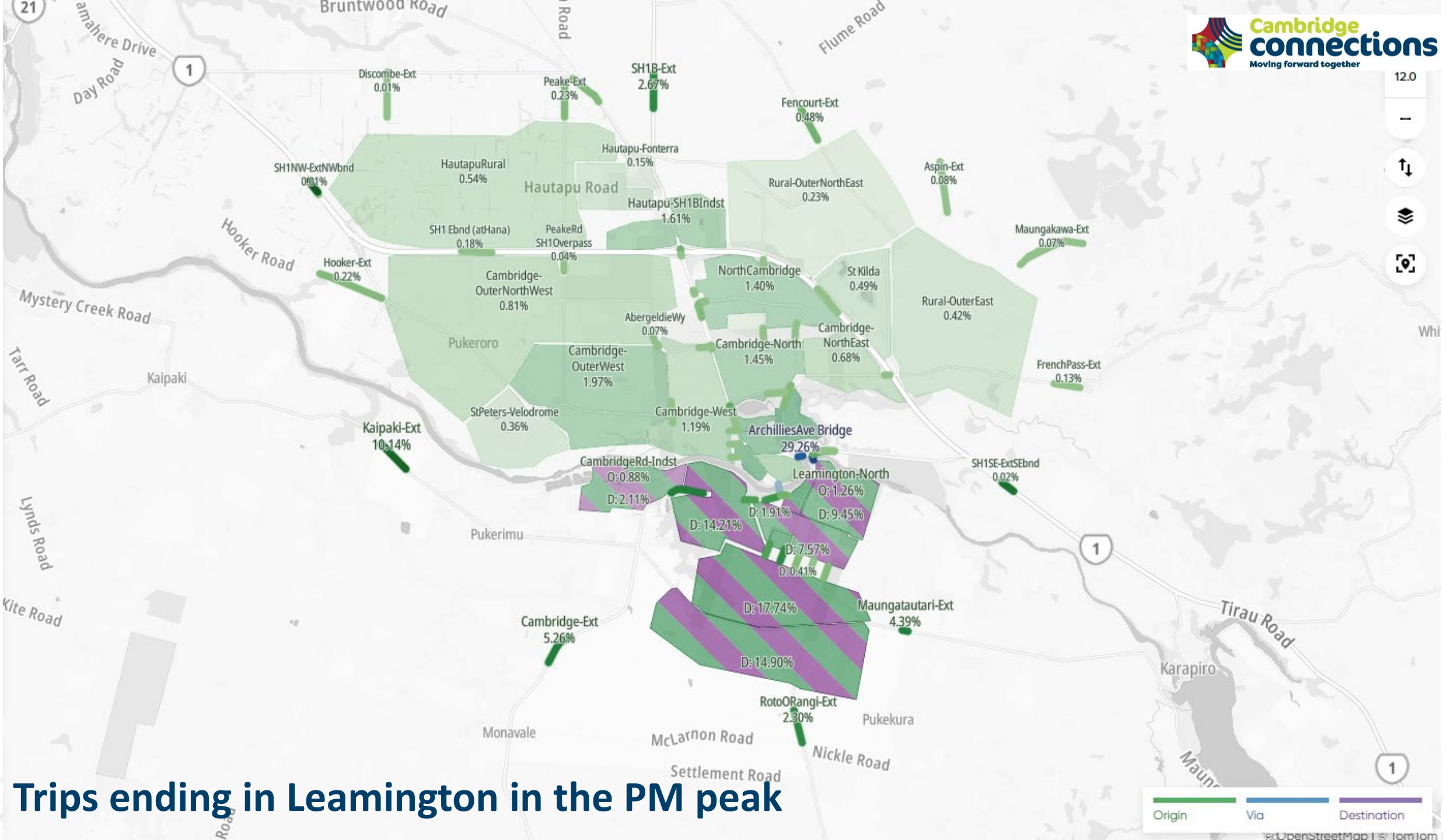
Trips ending in Leamington in the PM peak

Trips ending in Leamington in the PM peak

For trips ending in Leamington in the PM Peak:

- 19% started in Leamington
- 52% crossed the river from Cambridge
  - 13% travelled south on SH1 from Hamilton
  - 11% came from Cambridge town centre
  - 3% started north of Hautapu on SH1B
  - The remaining 25% started in Cambridge, its suburbs or Hautapu
- 10% came from Kaipaki Road
- 5% came from Te Awamutu – Cambridge Road
- 6% came from SH1 Tirau Road
- 2% came from Rotoorangi Road
- 4% came from Maungatautari Road

Link: https://od.tomtom.com/share/7428114284833170456/mfp?t=c9ed2315-35fe-4772-9a27-e044331b0f03&o=0-16,20-40,52-89&od=41-51,90-96&v=17-19 Need to select '16:00 – 18:00'



Trips ending in Leamington in the PM peak

Northbound trips crossing the Waikato River in the AM peak

Northbound trips crossing the Waikato River in the AM peak

For trips crossing to Cambridge and destinations further north in the AM Peak:

- 48% used Victoria Bridge and 52% used Fergusson Bridge to cross the river
- These trips came from (origins):
  - 69% came from destinations in Leamington
  - 31% travelled from further away
    - Including 4% from Kaipaki Road, 16% from Te Awamutu – Cambridge Road, 5% from Rotoorangi Road, and 6% from Maungatautari Road
- These trips went to (destinations):
  - 24% travelled north on SH1 to Hamilton
  - 17% went to Cambridge town centre
  - 4% travelled north of Hautapu on SH1B
  - 12% went south on SH1 Tirau Road
  - The remaining 43% went to Cambridge, its suburbs or Hautapu

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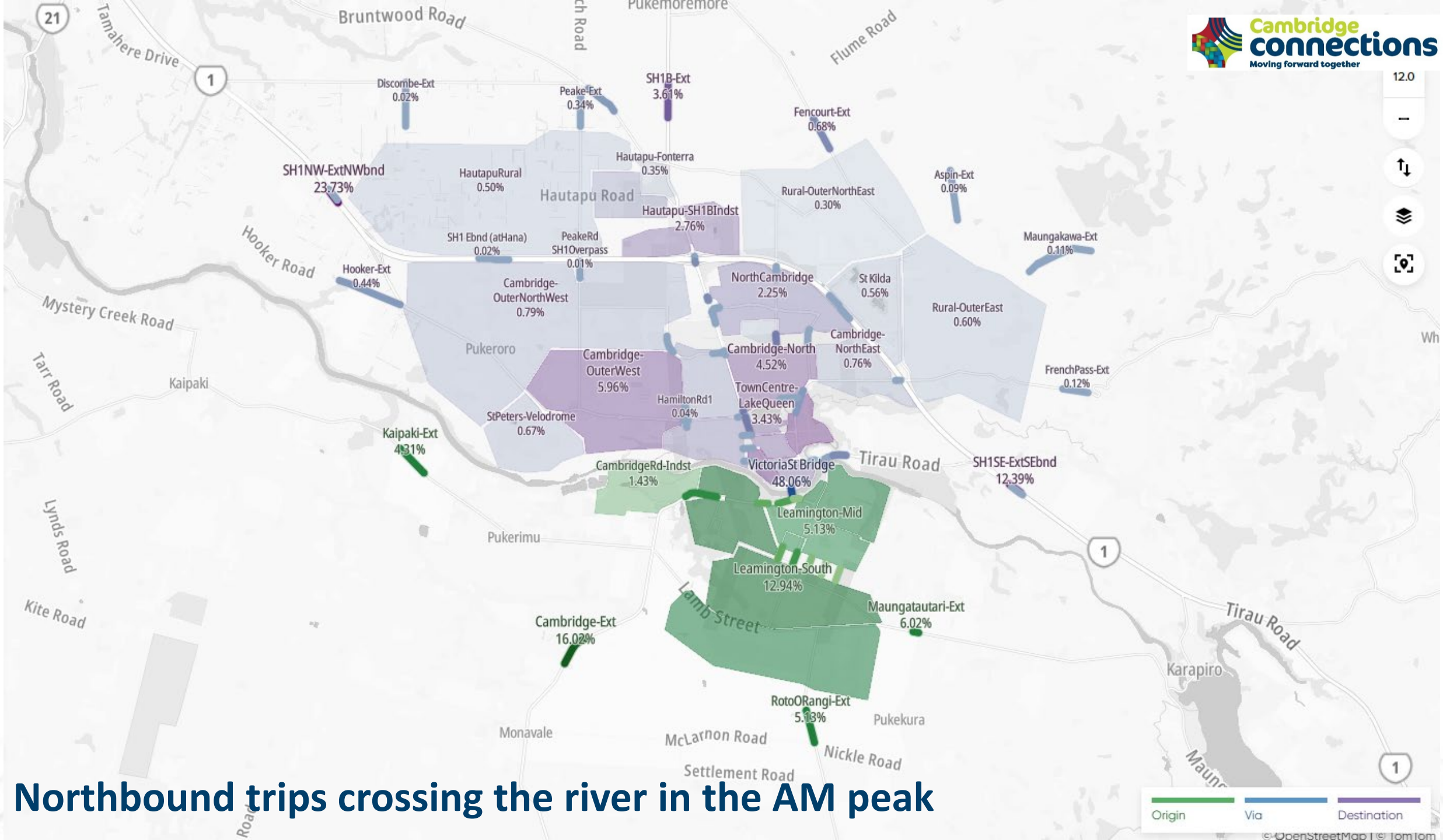


Northbound trips crossing the river in the AM peak

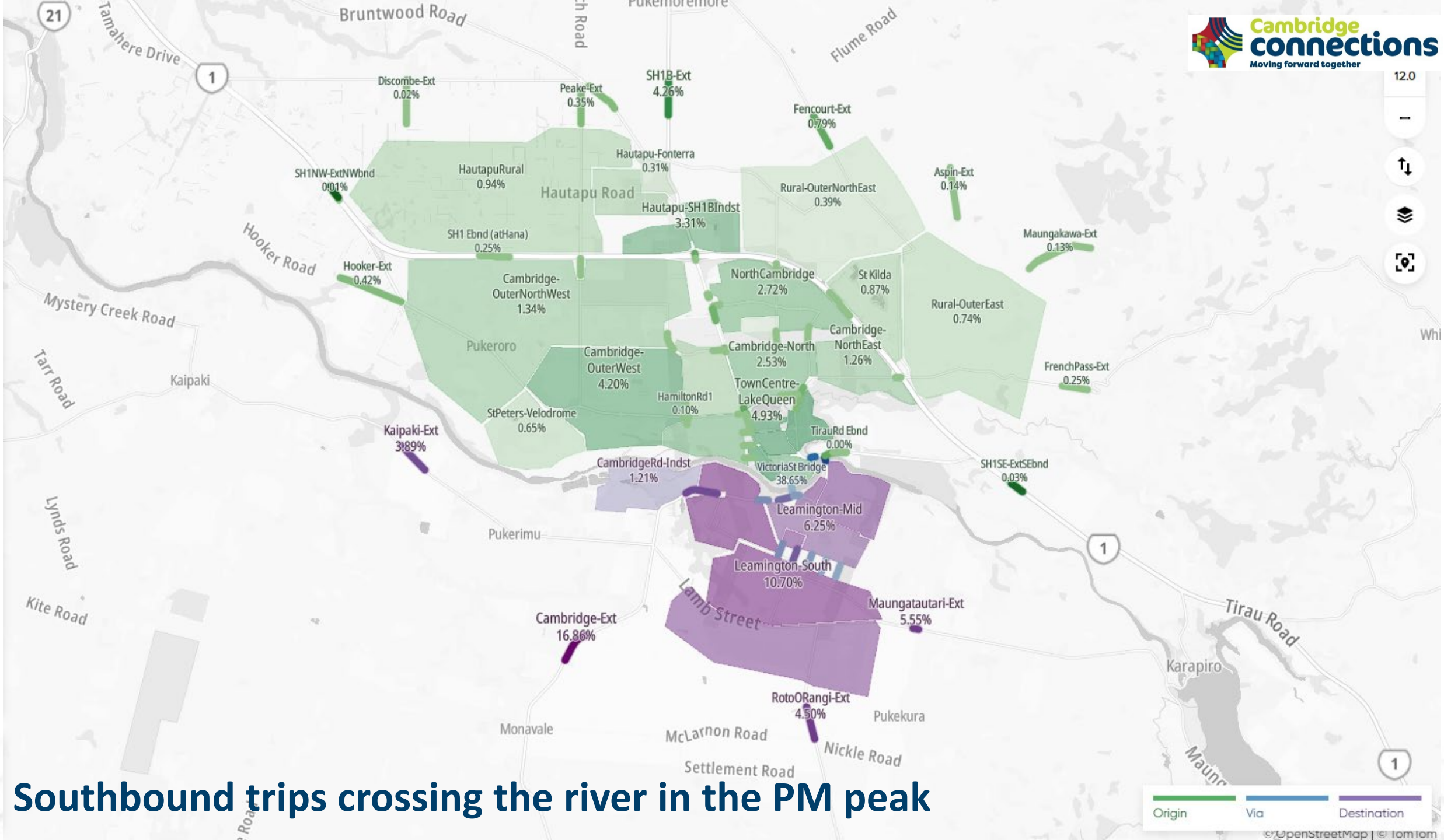
Southbound trips crossing the Waikato River in the PM peak

Southbound trips crossing the Waikato River in the PM peak

For trips crossing to Leamington and destinations further south in the PM Peak:

- 39% used Victoria Bridge and 61% used Fergusson Bridge to cross the river
- These trips came from (origins):
  - 19% travelled south on SH1 from Hamilton
  - 20% came from Cambridge town centre
  - 4% started north of Hautapu on SH1B
  - 15% started south on SH1 Tirau Road
  - The remaining 42% came from Cambridge, its suburbs or Hautapu
- These trips went to (destinations):
  - 69% went to destinations in Leamington
  - 31% went further away
    - Including 4% to Kaipaki Road, 17% to Te Awamutu – Cambridge Road, 5% to Rotoorangi Road, and 6% to Maungatautari Road

Link: https://od.tomtom.com/share/7428114284833170456/mfp?t=c9ed2315-35fe-4772-9a27-e044331b0f03&o=0-11,16,20-40,52-89&d=12-15,41-51,90-96&v=17-19 Need to select '16:00 – 18:00'



Southbound trips crossing the river in the PM peak

Is one bridge used more at different times of the day?

Is one bridge used more at different times of the day?

The split between the Victoria and Fergusson Bridges for trips crossing to and from Leamington during different periods of the day is shown in the table

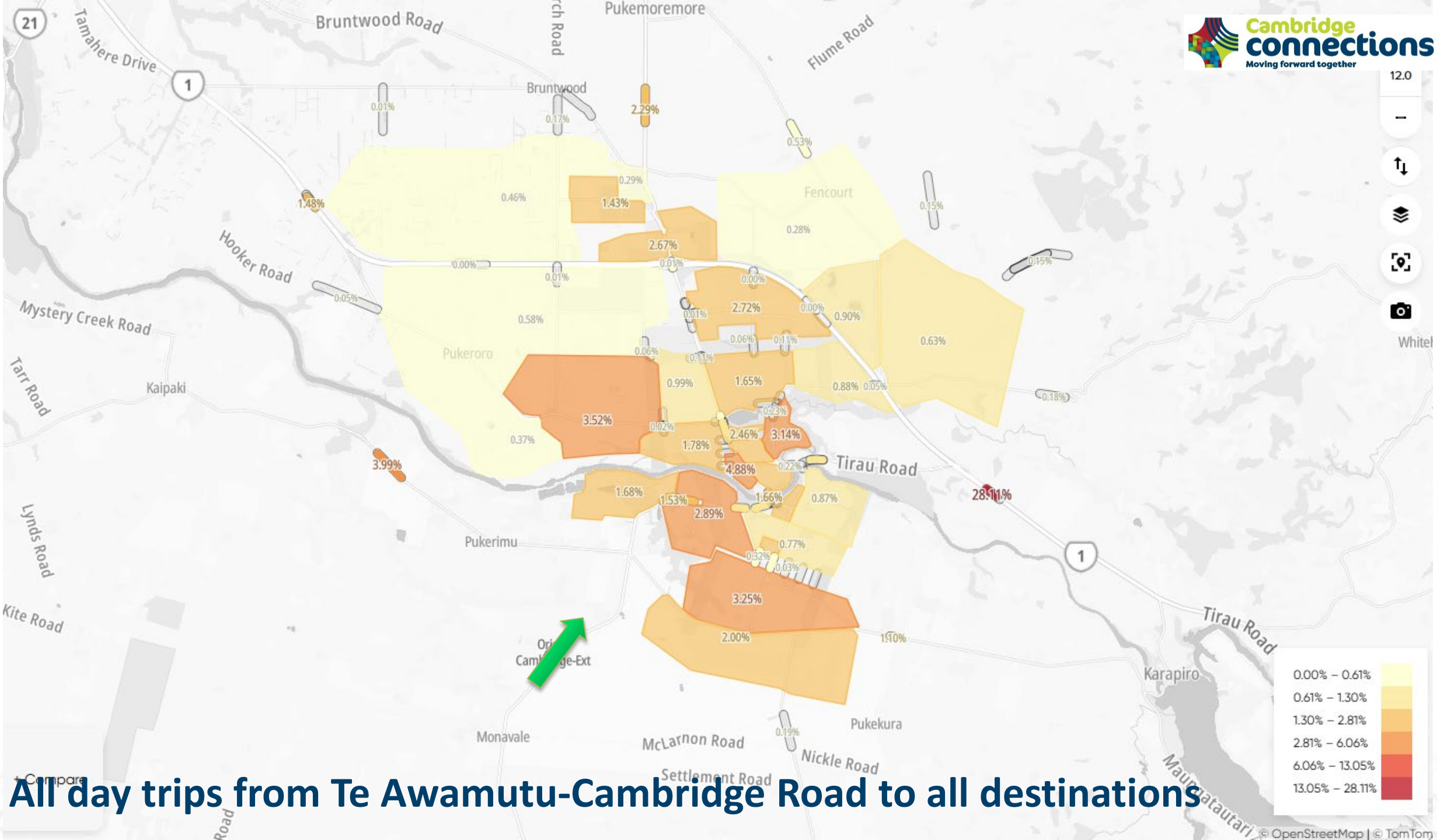
Northbound	Victoria	Fergusson	Southbound	Victoria	Fergusson
AM Peak	48%	52%	**AM Peak**	43%	57%
Inter Peak	43%	57%	**Inter Peak**	40%	60%
PM Peak	45%	55%	**PM Peak**	39%	61%
All day	46%	54%	**All day**	42%	58%

- Fergusson Bridge is slightly preferred over Victoria Bridge, both all day and in all peaks
- Northbound travellers appear to slightly prefer using Victoria Bridge by around 3-6% over the southbound direction
- Fewer trips appear to use Victoria Bridge in the Inter Peak in either direction of travel, and in the PM Peak compared to the rest of the day. This may be due higher town centre shopping activity and associated congestion during these periods

How many external trips are travelling through Leamington between Te Awamutu-Cambridge Road and SH1 south?

External trips between Te Awamutu-Cambridge Road and SH1 south

- Analysis of all day trips from Te Awamutu-Cambridge Road to all destinations shows that 28% of trips travel through Leamington to SH1 Tirau Road
- A recent 2024 count has 5,620 vehicles per day with 27% trucks on Te Awamutu-Cambridge Road
- Therefore, an estimate of the number of external trips is approximately 1,570 per day. Around 425 of these may be trucks
- These trips are not stopping in Leamington or Cambridge, and could be encouraged away from town if another route with a comparable travel time and distance were available to them



All day trips from Te Awamutu-Cambridge Road to all destinations

What routes does strategic north-south traffic take through Cambridge north?

What routes does strategic northbound traffic take through Cambridge north in the AM Peak?

- 81% of strategic trips from Leamington destined north on SH1 to Hamiton and SH1B travels up Victoria Road in the AM Peak
- Around 8% of northbound trips take alternative routes through Albert Street and the eastern suburbs rather than use Victoria Road, presumably because of delays and congestion. These trips might be dropping off kids at Middle and High Schools on the way north
- 10% use Cambridge Road past St Peter's School to travel north on SH1, which may also include school drop-offs

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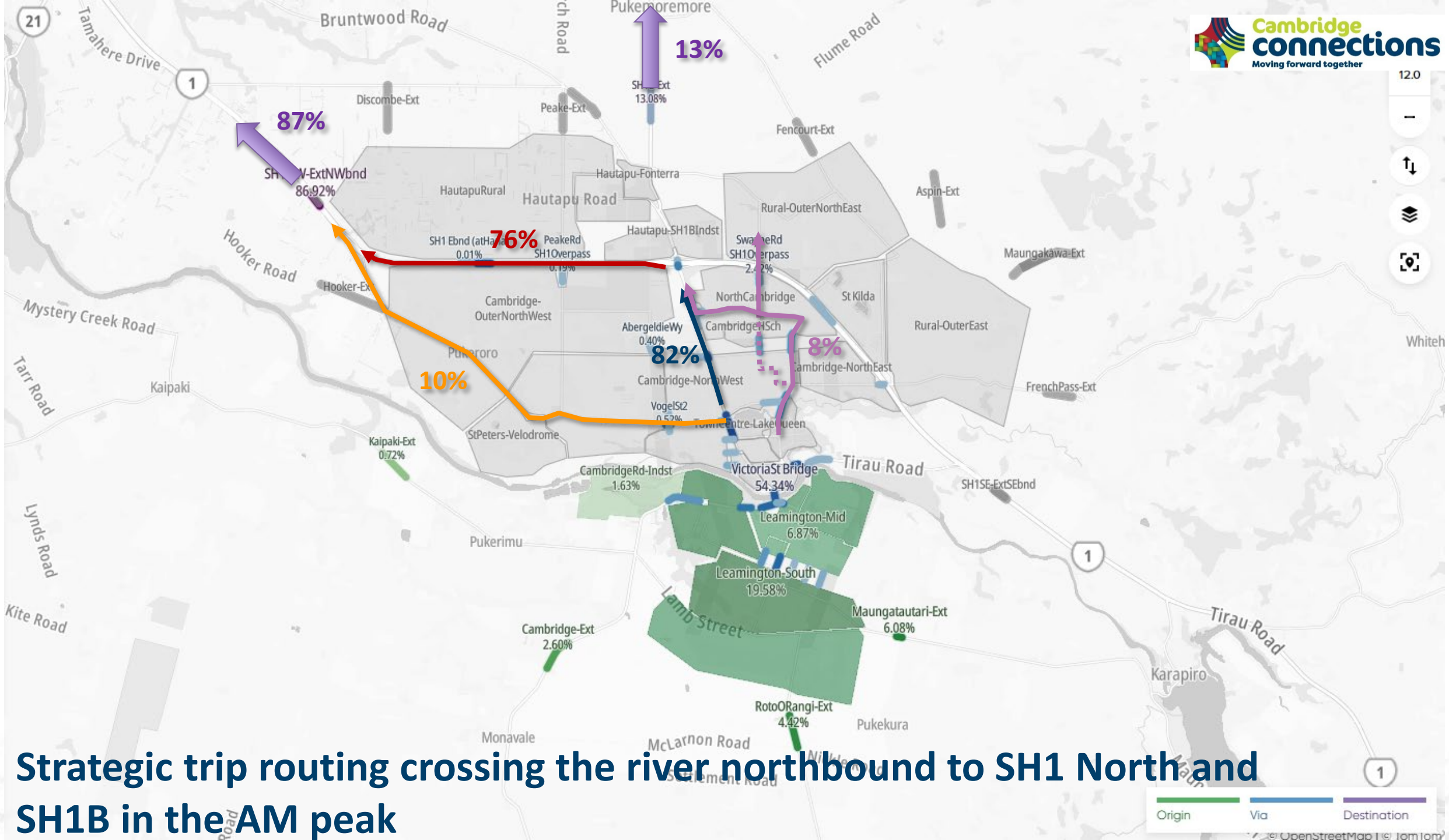

Strategic trip routing crossing the river northbound to SH1 North and SH1B in the AM peak

What routes does strategic southbound traffic take through Cambridge north in the PM Peak?

- In the PM Peak 49% of strategic trips from SH1 North and SH1B travels south along Victoria Road to Leamington
- Around 17% of southbound trips take alternative routes through Albert Street and the eastern suburbs rather than use Victoria Road, presumably because of delays and congestion (schools are finished before 4pm)
- 37% use Cambridge Road past St Peter's School to travel south to Leamington, presumably because of delays and congestion on Victoria Road

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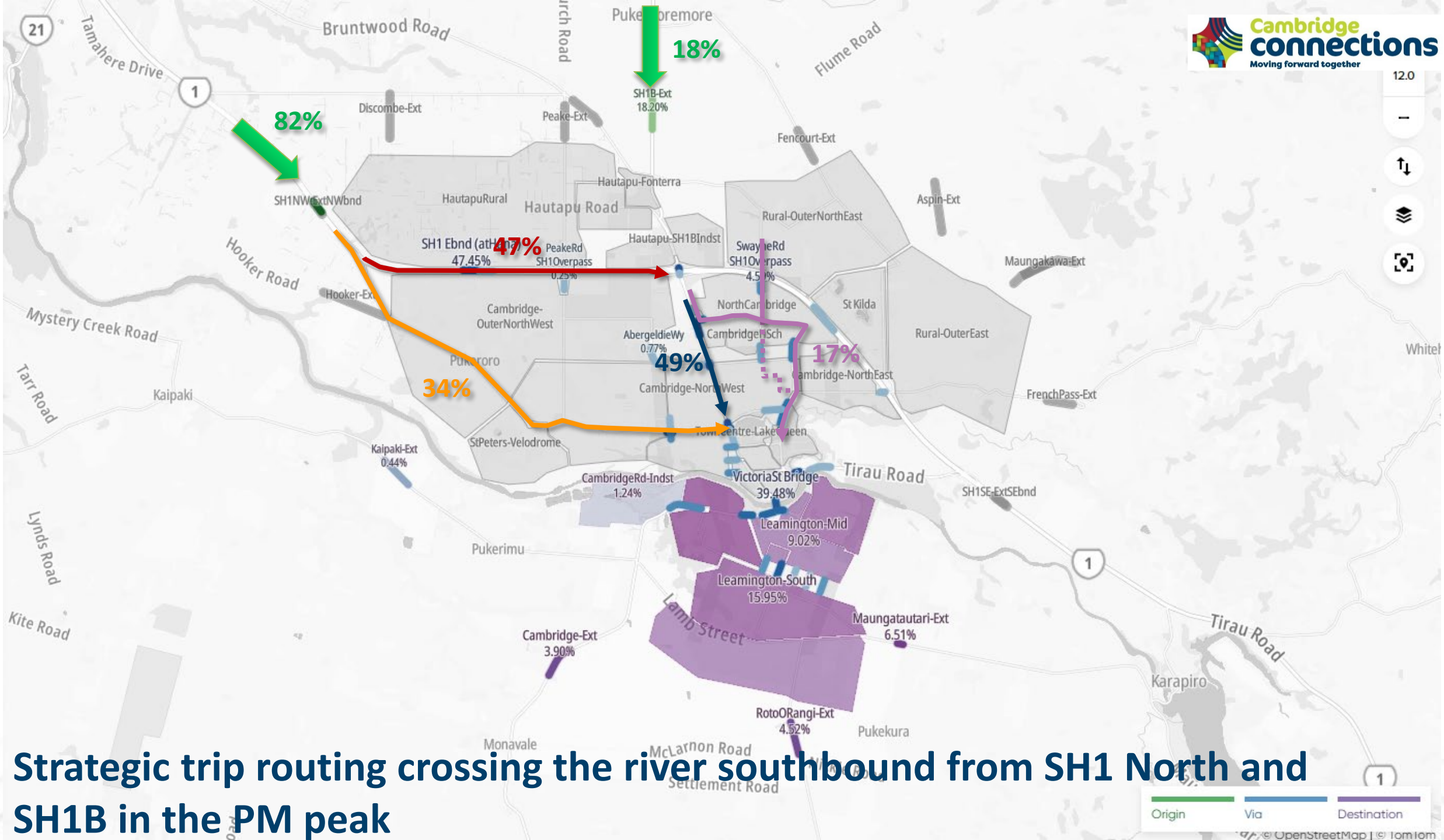
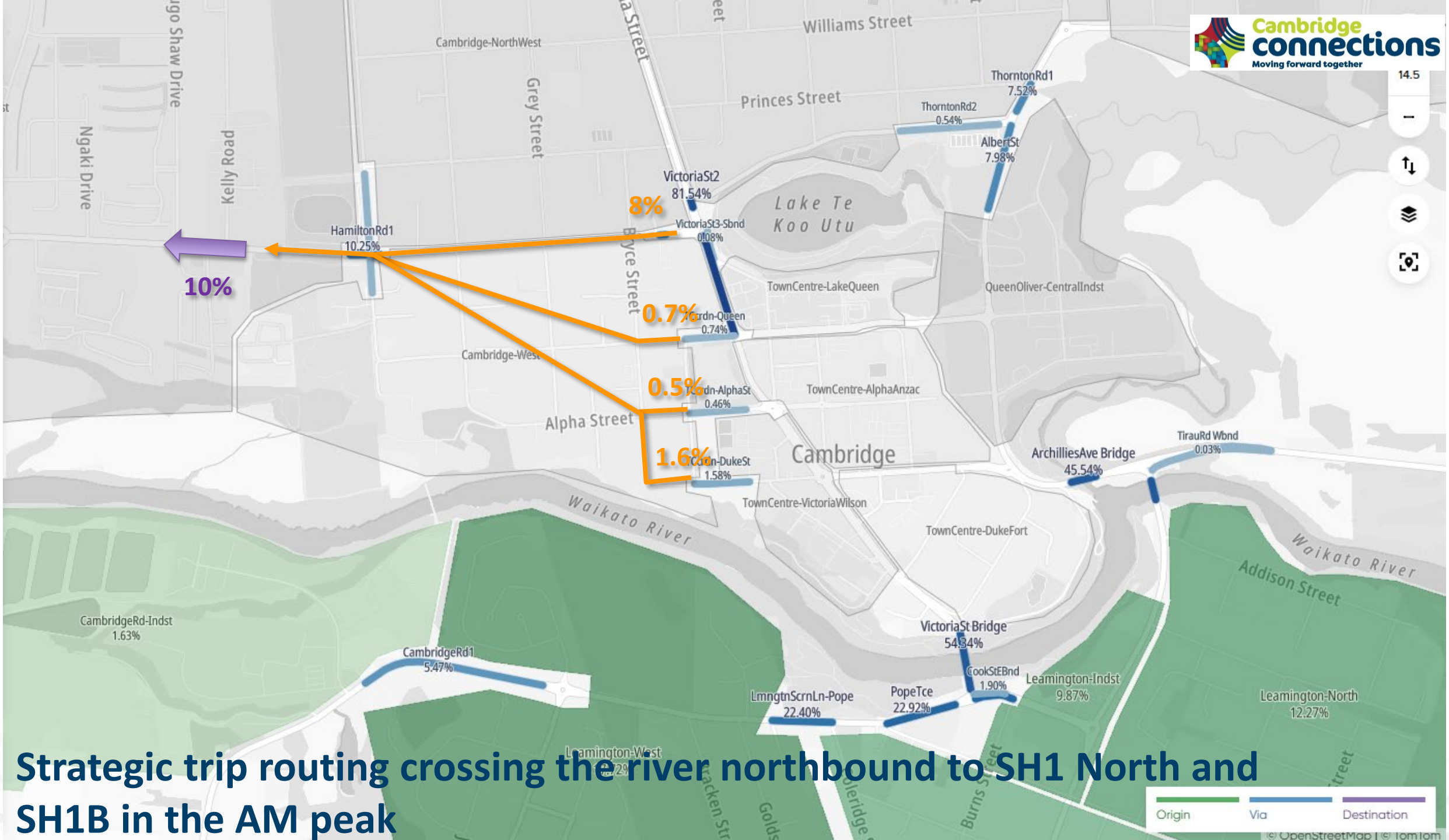


Strategic trip routing crossing the river southbound from SH1 North and SH1B in the PM peak

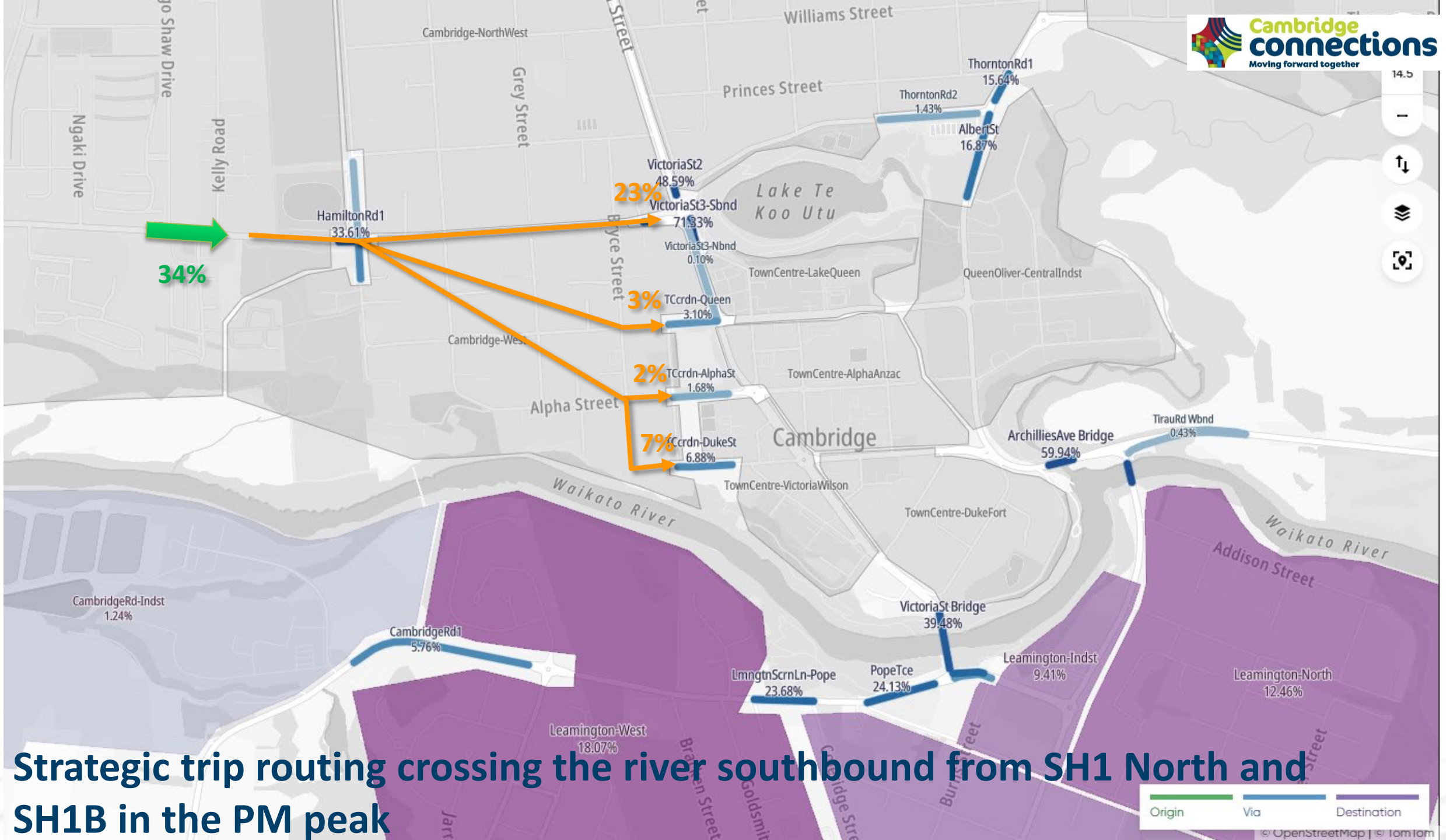
Is Duke – Bryce being used to avoid Victoria Street?

Is Duke – Bryce being used to avoid Victoria Street?

- For the same scenarios as was used for the North-South strategic analysis…
- Of the 10% of SH1 and SH1B northbound trips traveling on Cambridge Road west of Vogel Street, around 2% uses Duke Street, Alpha Street or Queen Street in the AM Peak. **Around one fifth** of these trips are avoiding the key section of Victoria Street between Alpha Street and Queen Street
- Of the 34% of southbound trips travelling east on Cambridge Road in the PM Peak, around 12% uses Duke Street, Alpha Street or Queen Street. **Around one third** of these trips are avoiding the key section of Victoria Street between Alpha Street and Queen Street



Strategic trip routing crossing the river northbound to SH1 North and SH1B in the AM peak



Strategic trip routing crossing the river southbound from SH1 North and SH1B in the PM peak

Cambridge connections

Moving forward together

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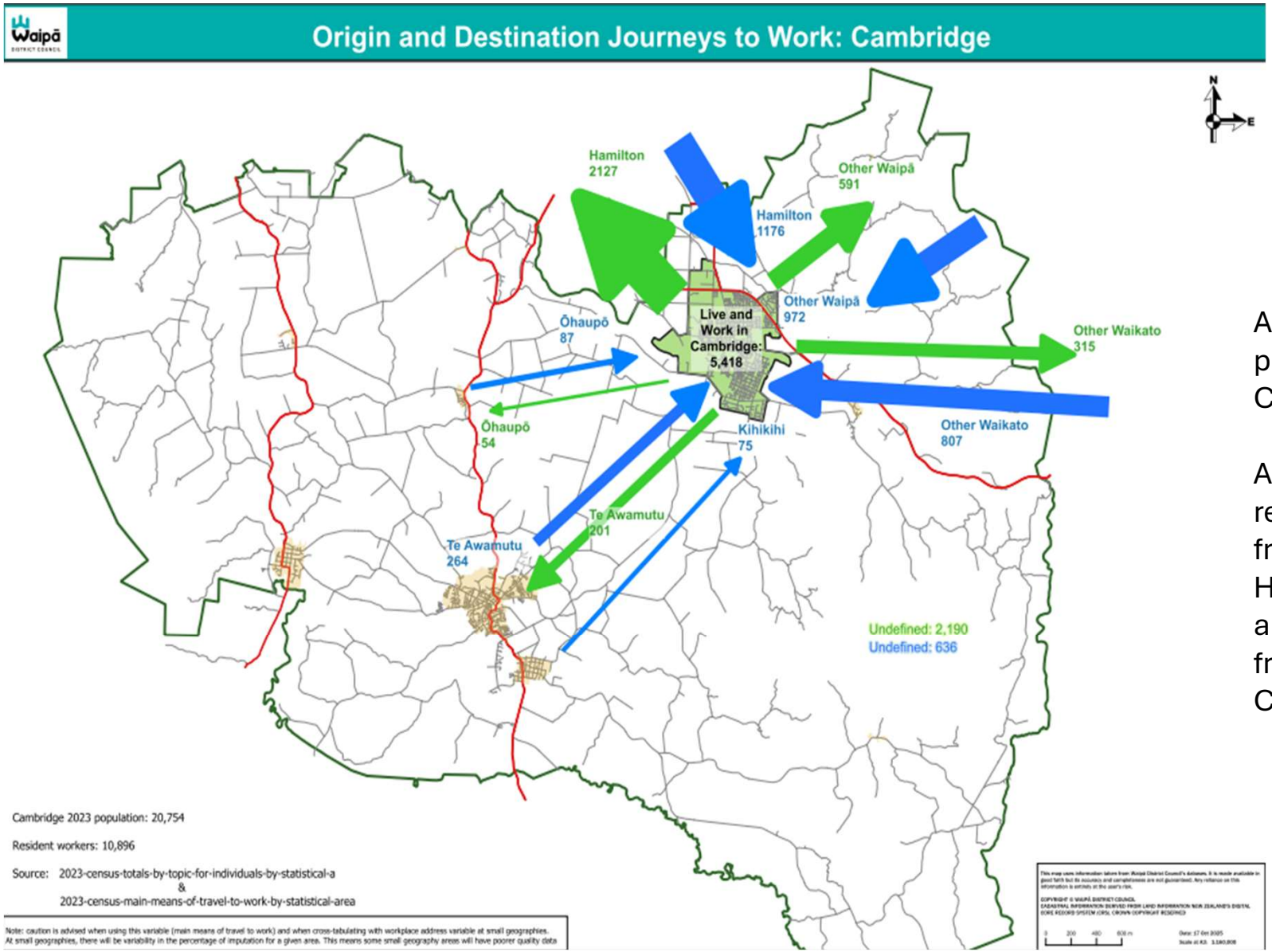
APPENDIX 5

2023 Journeys to work data (ECM 11679781)

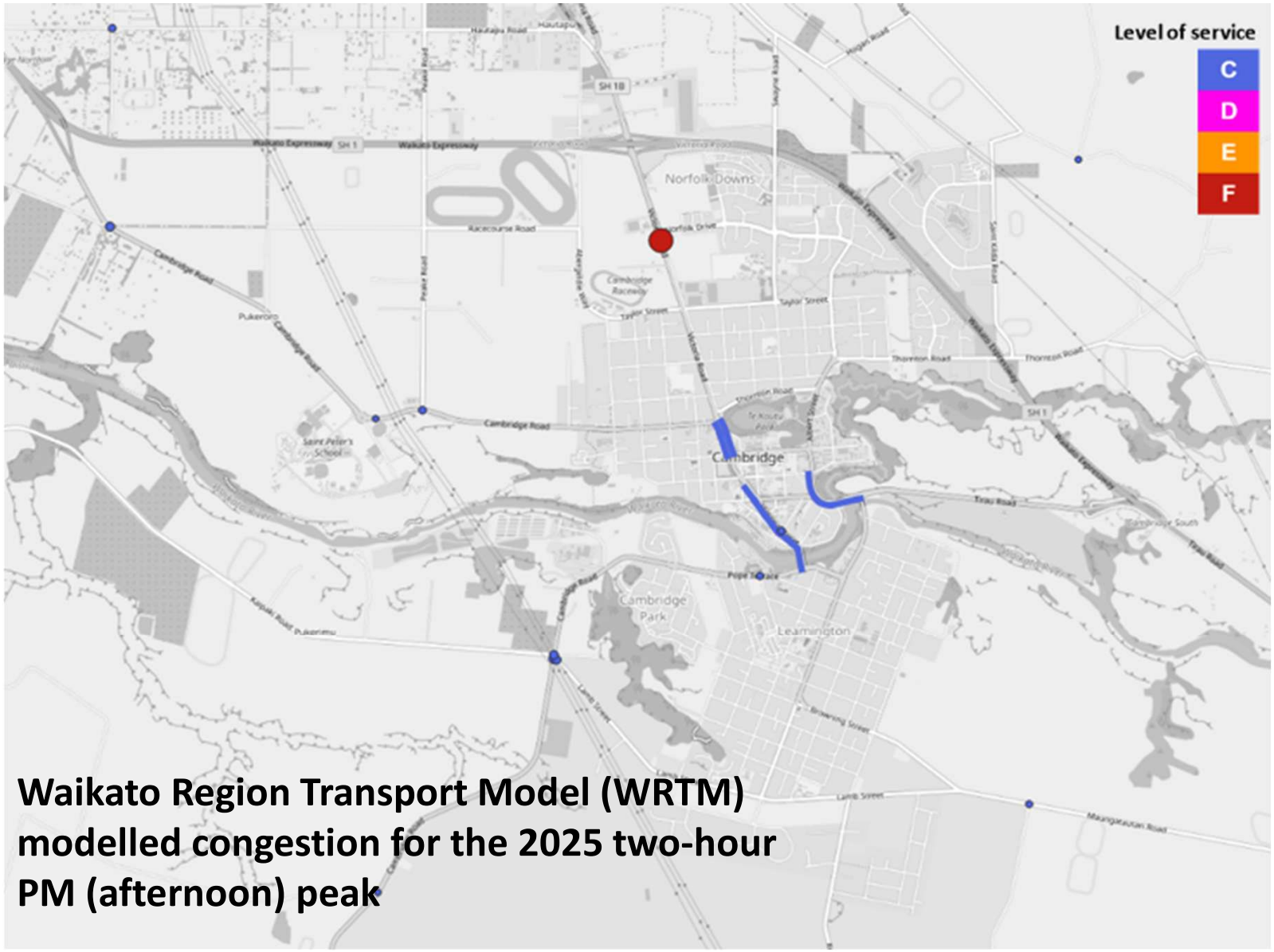


Approximately 50% of people live and work in Cambridge.

Around 19% of residents commute from Cambridge to Hamilton for work and almost as many travel from Hamilton to Cambridge

APPENDIX 6

Modelled level of service for Cambridge in 2025 and 2055, Waikato Regional Transport Model (ECM 11679781)



Waikato Region Transport Model (WRTM) modelled congestion for the 2025 two-hour PM (afternoon) peak

Map shows Cambridge is already experiencing congestion on key corridors and intersections, note: although many residents would suggest congestion is worse than shown, as the peaks occur within the two-hour modelling points.

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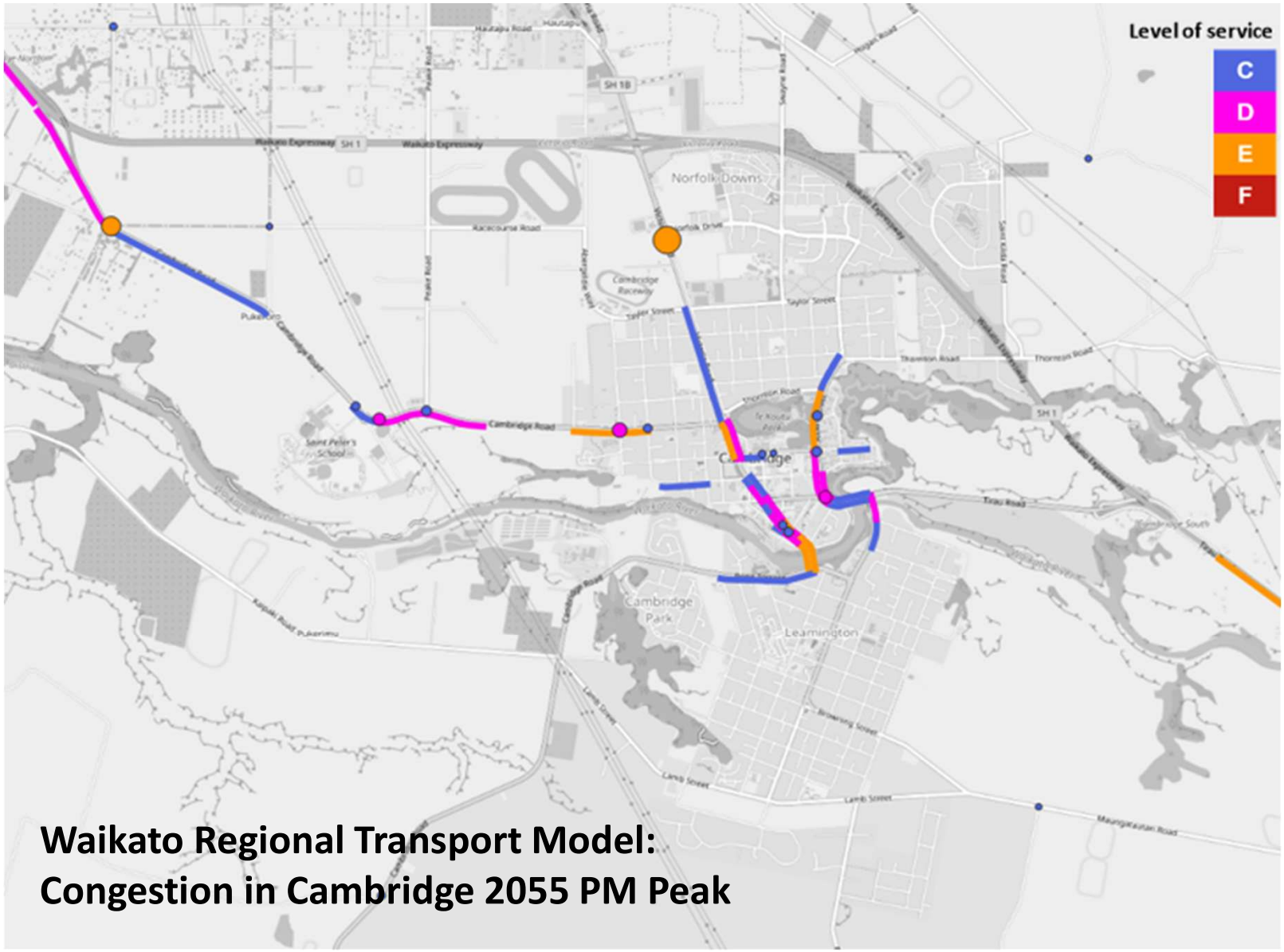

Waikato Regional Transport Model: Congestion in Cambridge 2055 PM Peak

Map shows that with 47% population growth anticipated by 2055, congestion is forecast to be exacerbated - key corridors including Victoria Street, Victoria Road, Cambridge Road and the two bridge routes at capacity (LoS E)

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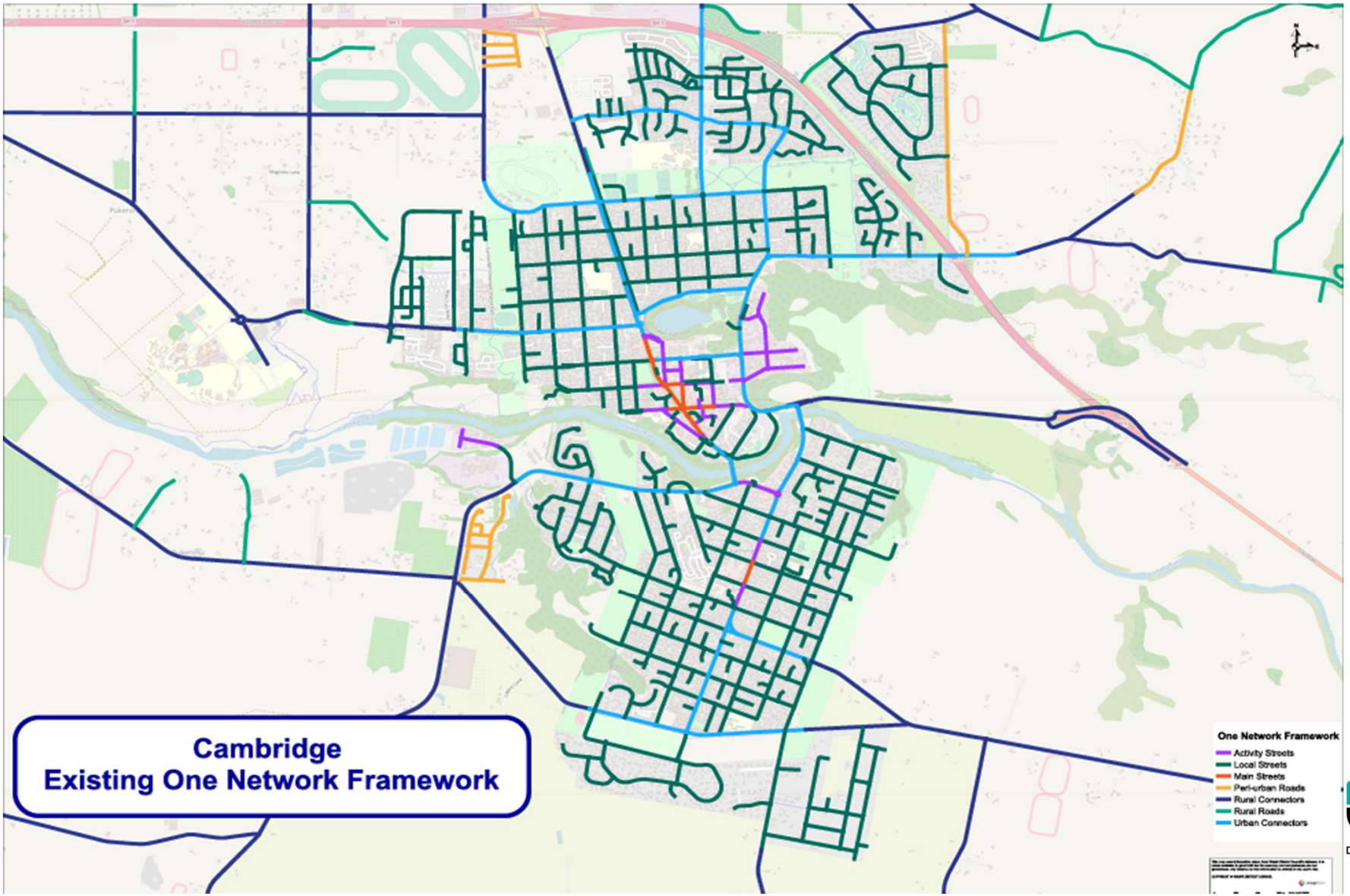
APPENDIX 7

Existing one Network Framework street classification (ECM 11679781)



Waipā
DISTRICT COUNCIL

Minutes for:
Cambridge Connections Community Reference Group

Time:	5:15 – 6:45 pm
Date:	13 May 2026
Venue:	Kaipaki Room, Waipā District Council, Cambridge Office, 23 Wilson Street Cambridge, and via Teams.
In attendance:	Katie Mayes, Phil Mackay (Co-Chair), Peter Carr (Co-Chair), Kelly Bouzaid, Ian Wilson, David Cooney, Sharon Cresswell, Andrew Myers, Kellie Pearson, Peter Pickett, Poto Davies, Graham Scott, Alan Garvin, Ngawai Hamblin
Guests in attendance:	Guests: Cllr Mike Montgomerie (Chair of the Strategic Planning & Policy Committee), Eeva-Liisa Wright (Group Manager – Service Delivery)
In support:	Rachel Algar, Chris Gardner, Marie Garland, Abby Reddy (minutes)
Apologies:	-

1. Welcome and housekeeping

Poto Davies opened the meeting with a karakia.

Co-Chair Phil MacKay chaired the meeting, opening with acknowledging the group's frustrations to date and outlining how the meetings would run going forward, noting that the two co-chairs would run the meetings. Phil referred to the rules of engagement, and confirmed that the group was comfortable with these rules, and noted that the co-chairs take responsibility for making sure the views of the group are heard by the Council when it comes to decision making.

Phil clarified two actions for the project team and CRG members, being:

- The project team is to provide a full summary of all feedback from members of the group, to the group, by close of business Friday, 15 May. This should include feedback from the meetings as well as supplementary emails from some CRG members.
- Group members are to provide any parked Long List items that they would like to be kept as part of the discussion next week, to Co-Chair Peter Carr by close of business Friday, 15 May, to summarise and report back to the group.

2. Workshop: Network Options

Katie Mayes briefly spoke to slides outlining the purpose of the workshop, which was to

identify the pros and cons for each general bridge location, as defined on the map provided.

Phil asked that each member provide general pros and cons for each option, keeping location references general (no street/ landmark names), and stating any conflicts of interest regarding residence in a particular area.

The group provided general feedback as follows:

	Pros	Cons	General notes
Far-west	– Low-cost – Politically safer – Divert traffic / freight from town centre – Less impact on existing residential properties. – Good option for 30+ years in future for growth – Low impact on existing residents – Potentially some attractive locations with narrow river crossings (i.e. shorter span)	– Very strong feedback that too far west – poor access to schools and town centre – Higher impact on rural land – Less likely to pick up Hautapu traffic. – Significant additional infrastructure cost to connect with existing network.	Less favoured option by the majority, considered too far west to serve current and mid-term school and town centre access needs effectively.
Mid-west	– Likely picks up traffic to/from Hamilton, Hautapu, further north SH1B, C1, C2 & C3 (and C7,8,9) growth cells, some schools. – Good access to town centre, while still diverting freight and traffic away from CBD. – Allowance for "ring road" – Alleviates pope terrace issue (volume of traffic and heavy vehicles) – Depending on location, allows for good walking & cycling connection between south-west (Cambridge Park, Te Awa Rise, etc), and Hamilton Road Cycleway / Te Awa River Ride.	– Potentially too far out, particularly if to west side of the marked area, closer to far-west – Doesn't alleviate school access issues due to current locations – Issue of "conflicted corner" and potential zoning – see Chamber of Commerce statement regarding Cambridge Rd/Kaipaki Rd area. – Significant infrastructure cost to connect with existing network.	Most favoured option by the majority (9), particularly if to the middle/east of the area, i.e. not too far west.

	Pros	Cons	General notes
Town *widen existing*	– Least impact on rural land	– Heritage NZ restrictions around modifications to high level bridge – Won't alleviate current issues of congestion and freight flow – Cost high – as will still need another bridge – Impact on character and appeal of town centre and streets	Majority were not in favour of widening existing bridges.
Town *new bridges*	– Least impact on rural land – Some alleviation of current congestion and good school access – Provides access to town. – Capacity to assist multi modal use – Provides resilience and risk reduction options in the case that either of our two current bridges are no longer fit for use. – Depending on location, allows for good walking & cycling connection between south-west (Cambridge Park, Te Awa Rise, etc), and Hamilton Road Cycleway / Te Awa River Ride.	– High impact on existing residents – Doesn't remove traffic and freight flow ~~in~~ from town / within the green belt area. – Significant acquisition cost of existing residential properties – Significant consenting challenges associated with upgrading surrounding network	An in-town new bridge is not favoured by the majority. However, 3 group members had a strong preference for this option, on the basis that it would add additional capacity closer to town.
East	– Provides an option for removing freight traffic from town.	– Viewed to be too far east. – Not where growth is / will be in short- mid-term. – Significant infrastructure cost to build brand new roading corridor to the south of town. – Unlikely to be well-used by traffic heading across town, e.g. to schools. – Requires NZTA agreement re Tirau Rd interchange to be effective	Least favoured option by the majority, considered too far east to serve current and mid-term school and town centre access needs effectively.

General discussion:

- The matter of requesting that Council removes the East option entirely was raised but decided against, noting that it's important to give the community the full opportunity to have their say.

3. Workshop: Draft parking objectives

Katie Mayes noted the purpose of the workshop, which was to provide input to the draft parking objectives for Cambridge, which are noted below.

Draft Parking Management Objectives:

1. Support a vibrant Cambridge town centre
2. Put the right parking in the right places
3. Encourage travel choices that reduce parking demand
4. Provide safe and accessible parking facilities
5. Create a consistent and easy-to-understand parking system

Members provided the following general feedback:

- Generally agreed with the objectives, but asked that they be reworded to reflect objectives/outcomes rather than actions/statements.
- Noted a caveat to 3. to ensure that this didn't come at the cost of enabling car use and providing sufficient, safe parking spaces.
- Noted that the numbering and ordering of the objectives suggested a hierarchy of importance – suggested that they be bulleted instead, and that numbers 4-5 move up above numbers 2-3.
- In relation to 5., noted the significance of an easy to use, easy to understand system, and a preference to avoid total reliance on apps where possible.

It was noted that the Cambridge Business Chamber's document on parking in Cambridge would be circulated to the rest of the group following the meeting.

4. General business and project updates

- Katie addressed questions about project next steps, noting that she would address this in full at next week's workshop, but that the next major milestone post 3 June would be approving the draft transport plan for community consultation at the SP&P committee meting on 7 October. A preferred "bridge corridor" option will form part of this draft plan. Noted that there is a significant volume of work to progress between 3 June and 7 October.
- Co-Chair Peter Carr will attend the Cambridge Community board meeting on Tuesday 19 May, on behalf of the CRG, and asked that members provide any questions to him to pose on behalf of the group.

- The network options map from today's workshop will be published on the Cambridge Connections website and also provided in a press release going out this week.
- The group were asked whether they were happy for the meetings to continue in the new format and all agreed.

5. Actions and next steps

- Project team to provide a summary of all CRG feedback from the current stage to the CRG group by COB Friday 15 May.
- Project team to ensure materials (including maps) are published on the Cambridge Connections website by COB Friday 15 May.
- CRG members to provide feedback on long-list (including parked ideas) to Co-Chair Peter Carr by COB Friday 15 May.

Poto Davies closed the meeting with a karakia.