

Appendix 1

Submission - Cambridge Connections Strategy

To: Waipā District Council

From: Bicycle Revolution Cambridge

Date: 12 May 2026



Cambridge has a unique opportunity to strengthen its reputation as New Zealand’s “Home of Cycling” by making cycling, walking and micromobility safe, practical and attractive for everyday local trips.

This reputation should extend beyond sport, recreation and a few well-built but isolated paths. It should mean that children can safely bike to school, families can ride together, older residents can move around with confidence, visitors can explore the town easily, and short local trips can be made without needing a car.

Bicycle Revolution Cambridge supports the Cambridge Connections programme and its focus on planning for a safer, more resilient and more accessible transport network as Cambridge grows.

Our central recommendation is that Cambridge Connections should prioritise a connected, all-ages, low-stress active mobility network. This should combine short-term quick wins, medium-term network gap closures, and long-term corridor protection so that walking, cycling and micromobility are treated as core transport choices, not optional extras.

1.0 What should be the next priorities for the urban mobility network?

Bicycle Revolution Cambridge supports the following priorities:

1.1 Safe routes to schools

Safe routes to schools should be an immediate priority because school travel affects safety, congestion, independence, health and community wellbeing.

Cambridge High School should be a key focus. As the town’s only high school, it draws students from both sides of Cambridge and creates significant daily movement across the wider town. The priority should be to make it safe and practical for more students to walk, cycle or use micromobility.

Key priorities should include:

- Safer entry and exit points at Cambridge High School.
- Safe crossings on surrounding roads.
- A safe route from Leamington to Cambridge High School.
- A safe route from the north-east, including St Kilda and Oaklands.
- Secure bike and scooter parking at the school.
- Safer approaches to the school from the wider street network.

Leamington Primary should also be prioritised. It sits within a growing residential area where many trips are short and suitable for walking, cycling and scooting.

Key priorities should include:

- Safe crossings near Leamington Primary.
- Safer local street environments around the school.
- Low-speed neighbourhood connections to the school.
- Better links between local residential areas, parks and community destinations.

Safe school routes should be treated as one of the best quick-win opportunities in the Cambridge Connections programme.

1.2 A safe Leamington to CBD connection

A safe, direct and legible Leamington to CBD connection should be a top priority.

This is one of the most important active mobility gaps in Cambridge. A connected network is far more effective than isolated pieces of infrastructure. The existing Cambridge Pathway provides a strong foundation, but the wider connection between Leamington, the river crossing, the town centre and key destinations needs to feel safe for children, families, older people and less confident riders.

The priority should be to:

- Improve safe access between Leamington and the CBD.
- Improve crossings and intersection safety on both sides of the river.
- Ensure any future river crossing or bridge upgrade includes high-quality walking, cycling and micromobility provision.
- Make the route easy to understand through clear signage and wayfinding.
- Continue to strengthen the Cambridge Pathway as a key active mobility spine.

1.3 A safe Cambridge West to CBD connection

Cambridge West is growing quickly and needs strong active mobility links to the CBD, schools, parks, community facilities and Te Awa River Ride.

The priority should be to build on developer-led work and close the remaining network gaps between Cambridge Park, River Terraces, Te Awa Rise, Pope Terrace, the high level bridge and the CBD.

The priority should be to:

- Create a safe walking, cycling and micromobility link from Cambridge West to the CBD.
- Strengthen the connection along Pope Terrace to the High Level Bridge.
- Integrate new growth areas with the existing town centre and river corridor.
- Ensure new development contributes to a complete active mobility network rather than isolated paths.
- Provide safe crossings and intersection treatments at key conflict points.

1.4 A practical delivery programme

Bicycle Revolution Cambridge recommends that Cambridge Connections separates active mobility investment into three delivery horizons:

- Quick wins - low-cost improvements that can be delivered within the next three years, such as crossings, signage, speed management, safer school approaches, minor intersection improvements, missing path links and secure bike parking.
- Medium-term network gaps - priority corridors that need more design, funding and coordination, including Leamington to CBD and Cambridge West to CBD.
- Long-term corridor protection - ensuring future bridge, growth and transport projects protect space for high-quality walking, cycling and micromobility.

This approach allows Cambridge to make meaningful progress now while still planning properly for larger transport decisions.

2.0 What other ideas do you have to support walking, cycling and micromobility in Cambridge now and for the future?

2.1 Extend and integrate Te Awa River Ride

Te Awa River Ride is both a transport link and one of the Waikato region's most important recreation and tourism assets.

Cambridge Connections should recognise Te Awa's role as a movement corridor, visitor experience and local identity asset.

Priorities should include:

- A safe and legible link from the CBD to Leamington.
- An extension or improved connection to Waipuke Park.
- Clear wayfinding between Te Awa, schools, parks, local centres and visitor destinations.
- Safe crossings where Te Awa connects with local roads.

2.2 Build Cambridge's identity as an everyday cycle-friendly town

Cambridge is uniquely positioned to become New Zealand's leading cycle-friendly town. This should not only mean being known for elite cycling or recreational trails. It should mean being a town where cycling is part of everyday life.

A truly cycle-friendly Cambridge is one where:

- Children can safely bike or scooter to school.
- Families feel comfortable riding together.

- Older residents can move around safely.
- Visitors can explore the town by bike.
- Local trips can be completed without needing a car.
- Cycling and micromobility are integrated into the design of streets, schools, parks, shops and community facilities.

This would support local businesses, reduce short car trips, improve public health, reduce congestion, support tourism and strengthen Cambridge's character as a liveable town.

2.3 Support quick wins/targeted Improvements and local knowledge

Bicycle Revolution Cambridge supports a practical quick-wins, targeted improvement approach to improving walking, cycling and micromobility in the short term.

This could include:

- Safer crossings at known conflict points.
- Short missing-link path connections.
- Intersection safety improvements.
- Secure bike and scooter parking at schools, shops, parks and community facilities.
- Wayfinding and route signage.
- Low-speed neighbourhood connections.
- Trial or interim treatments that can be tested before permanent upgrades.
- School-based travel planning and encouragement programmes.

Bicycle Revolution Cambridge would welcome the opportunity to share a more detailed quick-wins schedule with Council, based on community knowledge, ride-overs and local observation.

3.0 Closing statement

Cambridge Connections is an opportunity to make Cambridge safer, more connected and more liveable as it grows.

Bicycle Revolution Cambridge supports a transport future where walking, cycling and micromobility are practical everyday choices for local trips. Prioritising safe school routes, Leamington to CBD, Cambridge West to CBD, Te Awa integration and quick-win delivery would help Cambridge build on its identity as the Home of Cycling while responding directly to growth, safety, congestion, accessibility and wellbeing.