

Agenda: Cambridge Connections Community Reference Group

Time:	5.15pm-6.45 pm
Date:	Tuesday, 13 October 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, Chris Minnee (on behalf of Andrew Myers), Kellie Pearson, Peter Pickett, Poto Davies, Graham Scott
Supporting:	Online: Janeane Joyce, Jane Thompson, Rachel Algar, Bryan Hudson In person: Abby Reddy (minutes)

Time	Item	Purpose	Supporting material
5.15-5.20pm	Welcome and opening karakia		
5.20-5.50pm	Overview of material for GSP Committee	Project team give a high-level overview and answer questions about the Draft Transport Plan, the Gray Matter report and the slides for the Elected Member workshop on 7 October.	Draft Transport Plan , the Gray Matter report and the slides for the Elected Members workshop on 7 October (available on website as per hyperlinks)
5.50-6.30pm	CRG Statement for GSP Committee	CRG discuss summary of key themes and develop written statement for the Growth Strategy & Planning Committee to inform the committee's decision on 22 October (and any other points the CRG wishes to make)	Draft meeting notes and summary of themes <i>(not available to public, but summary will be made available as part of 22 October GS&P Committee Agenda)</i>
6.30-6.40pm	Next steps	Staff provide outline of next steps, including consultation and engagement	Information presented at the meeting
6.40-6.45pm	Closing karakia		

Minutes for:
Cambridge Connections Community Reference Group

Time:	5:15 – 6:45 pm
Date:	13 October 2026
Venue:	Kaipaki Room, Waipā District Council, Cambridge Office, 23 Wilson Street Cambridge, and via Teams.
In attendance:	Phil MacKay (Co-Chair); Peter Carr (Co-Chair); Peter Pickett; Graham Scott; Alan Garvin; David Cooney; Ian Wilson; Kelly Bouzaid (via Teams); and Chris Minnee, representing Andrew Myers and the Cambridge Community Board.
In support:	Katie Mayes; Janeane Joyce; Jane Thompson; Rachel Algar
Apologies:	Bryan Hudson; Sharon Creswell; Kellie Pearson
Absent:	Ngawai Hamblin; Poto Davies

1. Welcome and opening karakia

Phil MacKay opened the meeting with a karakia and outlined the agenda.

2. Overview of material from Elected Member workshop on 7 October

Material covered

- Draft Transport Plan.
- Slides from the Elected Member workshop held on 7 October.

Project team update

- The project team is collating feedback from the 7 October Elected Member workshop, including subsequent feedback provided by Elected Members by email, and the CRG members' 9 October discussions. Each item is being assigned and assessed for inclusion in the updated Draft Transport Plan before it is issued or for consideration during consultation.
- An updated Draft Transport Plan and covering report are expected to be provided to Elected Members by the end of Friday 16 October as part of the 22 October Growth and Strategy Committee agenda. The report will include comparable whole-of-corridor cost information for a new bridge corridor and upgrades to existing bridge corridors.
- Elected Members indicated at the workshop on 7 October that they were all leaning towards the Mid-west bridge option over the In-town option. This provided guidance

for preparation of the updated Draft Transport Plan only; Elected Members were clear they were not making a decision. The GS&P Committee will be asked on 22 October to decide whether to approve the Draft Transport Plan for public consultation and provide direction on the investment choices presented.

- Consultation on Cambridge Connections is proposed to run alongside early engagement on the Long-Term Plan so the community can consider affordability, funding options and potential rates impacts.

Discussion

Questions, clarifications and CRG feedback

- **Bridge scope and future-proofing:** Members asked whether the proposed bridge was two or four lanes. Staff confirmed the current estimate is for two traffic lanes with walking and cycling provision. Members stressed that the designation should protect enough corridor width to allow future expansion if required.
- **Bridge and corridor costs:** Members questioned whether the estimates were high compared with other New Zealand bridge projects and asked whether their comparison material could be shared with Elected Members. Staff clarified that the estimates cover the full corridor, including land, design, intersections, connecting roads and contingency, rather than the bridge structure alone. The bridge component was estimated at approximately \$32 million for Midwest Corridor A and \$40 million for the in-town option in 2026 dollars. Staff also advised that the estimates were Class 4 strategic estimates prepared using industry methodology and were appropriate for this stage.
- **Level of detail and early priorities:** Members welcomed greater specificity in the zero-to-three-year programme, clearer prioritisation and identification of early wins. Staff advised that the revised draft Transport Plan would better identify recommended starting initiatives and the dependencies between them.
- **Corridor 3 priority:** The CRG supported Corridor 3 as the highest-priority corridor, beginning with the St Andrews/White Church roundabout and considering the Queen Street/Victoria Street roundabout and Thornton Road connections as part of the same transport system. Members expressed frustration that these congestion issues had been known for several years and sought earlier implementation, not planning alone.
- **Corridor sequencing:** Staff explained that low-cost optimisation and trial work on the Pope Terrace/Cook Street/Shakespeare Street corridor could proceed while the Corridor 3 plan was developed in year one, with larger Corridor 3 improvements potentially funded from years two to three. Members supported short-term

improvements on Pope Terrace provided they did not worsen the Corridor 3 bottleneck.

- **Mode choice and school travel:** Members agreed that school travel is a major contributor to peak congestion and supported working with schools on practical and safe alternatives to private-car trips. Views differed on the relative priority of road capacity, buses, public transport, walking and cycling. Staff confirmed that a co-designed Cambridge High School travel plan, covering all travel modes, parking and safety, was proposed for the first year.
- **Cycling investment:** Members questioned the evidence and value for money for prioritising the High-Level Bridge-to-Leamington cycleway in the first three years, particularly ahead of congestion and safety improvements. Staff advised that this priority, together with the Safety to Schools network, had been directed by Elected Members through an earlier walking and cycling workshop. The CRG did not support prioritising a major cycleway investment at this stage, while recognising that cycling safety and connectivity should remain part of the plan.
- **Alternatives before restrictions:** Members reiterated that access or existing routes should not be restricted before practical alternatives are available. Staff confirmed that the draft had been amended to better show dependencies and to use neutral language about discouraging through traffic rather than “rat running”.
- **Freight:** Members supported revising the language about freight and trucks. Staff confirmed the plan had been updated to focus positively on placing freight on appropriate roads designed to carry it and providing efficient freight movement.
- **Kaipaki Road:** Members raised safety concerns at the Kaipaki Road/Mystery Creek Road connection and supported working with NZ Transport Agency Waka Kotahi on an intersection upgrade and appropriate through-traffic routing.
- **Emergency services:** Members raised the effect of traffic-calming measures on emergency-service access, particularly on Bryce Street and Duke Street, and asked that this be explicitly considered. Staff confirmed emergency services would be directly engaged during consultation and that a separate district-wide report on traffic-calming measures was due to the Community Delivery Committee in November.
- **Trials and evidence:** Members supported practical, low-cost trials, including peak-time roundabout metering, with results monitored before committing to larger works. Staff advised that metering would need to operate across connected intersections as a system.

3. CRG statement for the GSP Committee

The group considered the 9 October summary of themes as the basis for feedback to inform the Growth and Strategy Committee's decision on 22 October about whether to approve the Draft Transport Plan for public consultation and provide direction on the investment choices presented.

Agreed direction

- At the end of the discussion, staff recommended providing the collective summary of themes, rather than the detailed notes from each individual discussion, so the CRG's feedback could be included as a public appendix to the Committee report. The CRG agreed with this approach.
- The summary will reflect the group's support for a corridor approach, with Corridor 3 as the highest priority and the St Andrews/White Church roundabout identified as the starting point, while also supporting short-term optimisation initiatives on the Pope Terrace corridor.
- The summary will acknowledge differing views on mode shift and the balance between road capacity, public transport, buses, walking and cycling, without presenting a single view where none existed.
- The summary will record that the CRG does not support prioritising a major High Level Bridge-to-Leamington cycleway investment in the first three years, while supporting proportionate measures to improve cycling safety and connectivity.
- The summary will include the need to consider emergency-service access and the Kaipaki Road/Mystery Creek Road safety issue.

Approval and delivery

Katie Mayes will update the summary and circulate it to all CRG members and the co-chairs early on Wednesday 14 October. Members were asked to provide any feedback by 4pm Wednesday 14th, so that the Co-chairs could approve a final version by 8.00 am the following day so the final summary could be included in the appendices to the report for the 22 October Committee meeting. The co-chairs would approve the final summary on behalf of the group.

4. Next steps

- The Growth and Strategy Committee will consider on 22 October whether to approve the Draft Transport Plan for public consultation and will provide direction on the investment choices presented.
- If approved, consultation will open on 27 October for four weeks and will run alongside early Long-Term Plan engagement.

- Katie will circulate the schedule of public engagement events by the end of the week (Friday, 16 October). CRG members are encouraged to attend relevant events, promote the consultation through their networks and suggest additional groups for targeted engagement.
- Emergency services will be specifically engaged during the consultation period.
- The next CRG meeting will be held on 18 November, during the consultation period, to receive an update and consider any further input to the draft Transport Plan.

5. Closing karakia

Co-Chair Phil MacKay closed the meeting with a karakia at approximately 6:52 pm.

Actions			
Owner	Task	Due date	Next step
Katie Mayes	Update the CRG summary to reflect the meeting discussion and circulate it to members and co-chairs.	Early 14 October 2026	Members to provide feedback by 4.00 pm on 14 October, Co-chairs to approve final version by 8.00 am on 15 October.
CRG co-chairs	Approve the final CRG summary on behalf of the group.	Before the 22 October Committee agenda is finalised	Final summary to be appended to the Committee report.
Katie Mayes	Circulate the public engagement event schedule.	By COB 16 October 2026	CRG members to identify relevant events and suggest additional groups for engagement.
CRG members	Promote consultation through their networks and provide suggestions for targeted engagement.	During the four-week consultation period	Send suggestions directly to Katie Mayes.