

Agenda: Cambridge Connections Community Reference Group

Time:	5.15pm-6.45 pm
Date:	Tuesday, 3 March 2026
Venue:	Kaipaki Room, Waipā District Council, Cambridge Office, 23 Wilson Street Cambridge, and via Teams.
Invited:	Katie Mayes, Peter Carr (Co-Chair), Chris Flatt (Co-Chair), Kelly Bouzaid, Ian Wilson, Ngawai Hamblin, David Cooney, Phil Mackay, Sharon Cresswell, Alan Garvin, Andrew Myers, Graham Scott, Kellie Pearson, Peter Pickett, Poto Davies
Supporting:	Ingrid Barratt, Rachel Algar, Bryan Hudson, Abby Reddy (minutes)
Apologies:	Graham Scott

Purpose: To collectively identify gaps in community engagement feedback to date and share feedback from your networks.

Agenda Item	Timing
Karakia timatanga	
1. Welcome and Admin Most important meeting rule to focus on.	10 min
2. Community engagement - Identify gaps in community engagement feedback to date - Feedback from your networks	60 min
3. General Business and Next Steps	20 min
Karakia whakamutunga	

Appendices

1. [Cambridge Connections Stage Two: Summary of Key Emerging Themes](#)



Stage Two Public Engagement: Community Brainstorm

Introduction

Cambridge Connections is a project that will shape transport for the next 30 years.

It was first developed in 2024, informed by 500 pieces of community feedback. However, when it was released there was significant community concern.

Therefore, the project was reset with community feedback at the heart of all five project stages, and a commitment from Waipā District Council to transparency and community-led values.

Stage one of this refreshed approach was launched in August 2025. Council asked the community to share their aspirations for the future of Cambridge, as well as identify the transport challenges and solutions needed to get there.

Feedback helped define the key transport problems, forming the first part of a business case for NZ Transport Agency that will allow Council to seek funding.

The key problems focused on:

1. High growth and impacts on transport network.
2. Through and across town traffic and heavy vehicles accessing through residential areas and the town centre.
3. Limitations and resilience of river crossings.

Stage two: a community brainstorm

Stage one was about defining the problems, now stage two is about coming up with solutions. This is an exciting phase of the project with a community brainstorm where all ideas are welcome and will be heard.

Community feedback for stage is running from 27 January until 9 March.

The questions being asked show a clear link between the problems identified in stage one, and the solutions Council are now seeking. In order for feedback to be useful, actionable and linked to the development of transport options, the questions are contextualised within the NZTA Intervention Hierarchy.

These are the four questions being asked of the Cambridge community:

1. *As the town grows, how can we make it easier for people to get around using different types of transport?*
2. *How can we better manage cars, trucks, and freight moving through and around town?*
3. *What ideas do you have for improving connections across the Waikato River?*
4. *Do you have any other ideas that haven't been covered in the other questions?*

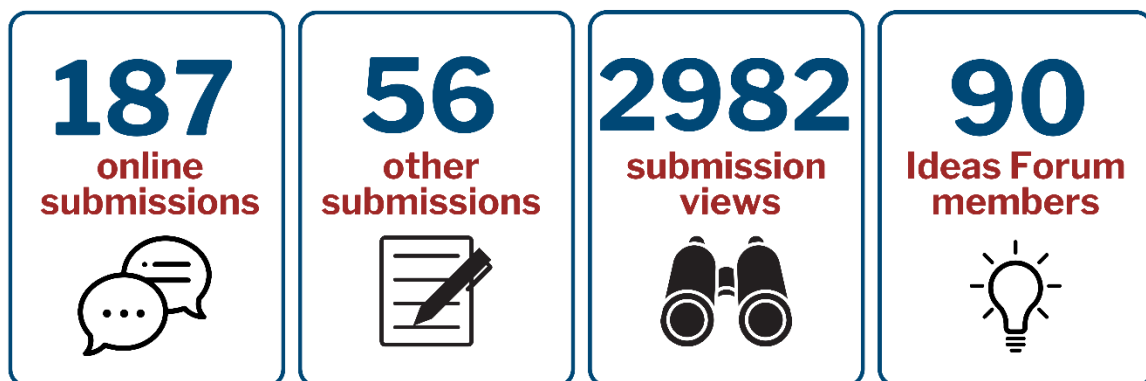
This phase is supported by informative communications to set the community up for success. This includes topical videos, events, displays in town and a mailer that went out to all residents.

Key engagement stats:

Who: Online Ideas Forum and public engagement

When: 27 January – 9 March

What: Our primary feedback method is through online questions, but we have also received email and hard copy submissions. To date, (24 February), we have received 187 online answers, and 56 email submissions. This is growing daily.



Waipā District Council has engaged Company X to analyse all feedback. They have done an initial analysis of feedback received to date and identified the key emerging themes.

Please note: a more detailed report will be provided after engagement closes, which will consider both quantitative and qualitative data, how feedback aligns with the NZTA Intervention Hierarchy and key themes by question and stakeholder group.

Consultation Feedback Report – 25 February 2026

These are the top themes that have emerged so far:

1. Land Use Planning

A significant portion of the feedback suggests that transport issues are symptoms of broader land use and planning decisions. Residents are calling for better alignment between housing growth (particularly in Leamington) and infrastructure provision. A recurring suggestion is the construction of schools on the Leamington side of the river to reduce the daily "school run" traffic across the bridges.

- **On School Locations:**
 - "Include the Ministry of Education in the Cambridge Connections Project. So much of the morning and afternoon congestion is down to Leamington-to-Middle-and-High-School traffic. Leamington needs post-primary schools of its own."
 - "A cycleway or public transit during peak hours for Leamington families to allow children to attend Cambridge High School."
- **On Zoning and Subdivision Pace:**
 - Residents expressed frustration with development outpacing infrastructure: "Do not permit any new subdivisions or intensification until this is sorted ... Stop consenting certain types of industrial next to residential."
 - "MDRZ and subdivision rules do not allow sufficient off-street parking for most families ... Using public land for private vehicle storage is just developers socialising costs."
 - "Plan Mixed-Use Development - avoid zoning that separates everything too far apart."

2. Cycling Improvements

Feedback on cycling is mixed. While some residents support expanding the network for safety and school connectivity, others view current cycleways as underutilised and have come at the cost of essential parking and traffic flow. There is also specific concern regarding the conflict between pedestrians and cyclists on footpaths.

➤ On Infrastructure Gaps and Parking:

- "The cycleway and footpath along Hamilton Road... is fantastic... This needs to be extended to encompass Leamington Primary, Cambridge East School and Cambridge High School."
- "The cycleways are great... but there are very few places to park the bike when you get into town. More bike stands... are needed."

➤ On Cycleways vs. Car Parking:

- "Cycleways have their place... but they should not come at the expense of existing roadways... removing road space for cycle lanes only increases congestion."
- "I don't see the justification for the amount of cycleways compared to the usage of them. It's a vanity project to put it politely."

➤ On Safety and Footpath Usage:

- "We need signs at each end of footpaths in Victoria Street CBD stating 'NO RIDING BIKES, SCOOTERS AND SKATEBOARDS ON FOOTPATHS'."
- "High-school children should not ride their bicycles on the footpath in Victoria St."

3. Public Transport Improvements

There is strong support for a shift toward public transport, provided it is reliable, frequent, and covers the right areas. Two major ideas dominate: an internal "loop" service for local errands and better commuter connections to Hamilton (specifically for hospital shift workers) and Te Awamutu.

➤ The "Cambridge Orbiter" Concept:

- "A small bus service that goes round Cambridge and Leamington every hour - circular. Then people can hop on and off as required."
- "An Orbiter type route can easily be incorporated into the timetable... Route: Depot, Cambridge Rd, Lamb St... Shakespeare St... St Kilda... Victoria St."

➤ **Regional Connections (Hamilton & Te Awamutu):**

- "A direct Cambridge to Waikato hospital service would be very popular... For staff, there is not enough time to arrive and get to wards before 7am."
- "There needs to be a bus from Te Awamutu to Cambridge. Currently there isn't a bus directly from Te Awamutu."

➤ **Accessibility:**

- "Provide excellent public transport services with affordable pricing... Heavily subsidise public transport."
- "Without accessible public transport options, the older residents are heavily reliant on family, friends, taxis... Providing reliable and accessible public transport would greatly enhance independence."

4. Intersection Improvements

Specific intersections are repeatedly identified as failure points in the network. The "White Church" roundabout and the Shakespeare Street roundabouts are frequent sources of frustration, with calls to replace roundabouts with traffic lights to manage peak flows better.

➤ **The "White Church" (Victoria/Hamilton Rd):**

- "Change our cbd roundabouts on Victoria St to traffic lights. Unpopular I know, but it should ease the afternoon and Saturday queues."
- "Re-open the streets...was always totally obvious that funneling traffic through white church roundabout was going to cause queues."

➤ **Shakespeare Street & Cook Street:**

- "The recent changes to the Shakespeare Street roundabout—especially the raised crossing and added bumps—have been a major setback. Traffic flow has worsened, and heavy vehicles struggle to navigate the area."
- "Roundabout Queen street Albert street intersection... It is a hazardous crossing from North side of Albert street to Queen Street going up the hill."

➤ **General Safety:**

- "Move the pedestrian crossings on Victoria Street so they are not so close to the roundabouts. This causes all sorts of mayhem."

5. Corridor Improvements (New Infrastructure)

The most emphatic feedback concerns major infrastructure projects. There is a near-universal call for a third bridge located away from the CBD to handle Leamington growth, and for on/off ramps at the Golf Course end of town to divert expressway traffic.

➤ **Another Bridge**

- "Get that extra bridge done! ... Don't make High Level walking only unless a fourth bridge is built alongside."
- "A recurring and emphatic theme... is the necessity of a third vehicle bridge... from Matos Segedin Drive (Leamington side) to the Velodrome/St Peter's School area."
- "We desperately need a third bridge... Going from Matos Segedin over to near the Velodrome seems to be the best placed position."

➤ **The "Golf Course" Expressway Ramps:**

- "A quick fix solution... would be an exit off the existing freeway at the north bound exit off SH1 to enter Cambridge past the golf club. How the initial planning omitted a northern entry and southern exit is quite beyond belief."
- "Push for the on/ off ramp north at the golf course exit... this is vital to get traffic to the expressway without going down Victoria street."

➤ **Rail and Freight:**

- "Bulk freight moving in or out of the town should be on rail... If you want to get big trucks off the roads, rebuild the rail line."
- "The rail corridor still exists all the way to the old station site and the line could be re-laid."

The following infographic shows how the key emerging themes align with the NZTA Intervention Hierarchy.

Cambridge Connections: A Strategic Transport Intervention Hierarchy

Best Use of Existing System

Prioritise smarter use of existing corridors and traffic management.

Optimise Intersections and Flow

Replace roundabouts with traffic lights at pinch points like the White Church and High-Level Bridge.



Disperse Traffic Through Street Re-opening

Re-open closed streets, such as Whitaker St, to prevent traffic funneling into the town centre.



Smart Freight & Active Transport

Restrict heavy truck hours and provide safer, dedicated separation for cyclists and pedestrians.

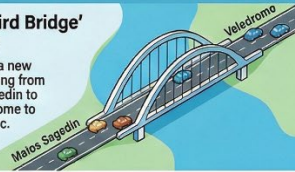


Targeted Increases in Capacity

Infrastructure investment to address critical congestion.

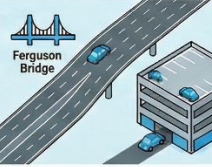
The 'Third Bridge' Priority

Construct a new river crossing from Matos Segedin to the Volodrome to divert traffic.



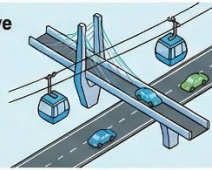
Road and Parking Expansion

Widen Ferguson Bridge and arterial routes while developing multi-level parking at the old Bunnings site.



Explore Alternative Transport Modes

Investigate high-impact solutions like pedestrian bridges or gondolas to reduce vehicle dependency.

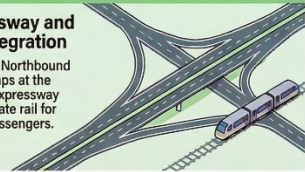


Wider System Improvements

Aligning land use, regional transport, and external agencies.

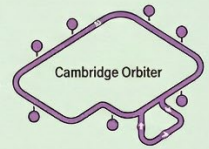
Expressway and Rail Integration

Construct Northbound on/off ramps at the Waikato Expressway and reinstate rail for freight/passengers.



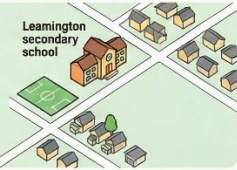
Public Transport Innovation

Implement a 'Cambridge Orbiter' loop to provide consistent local coverage across suburbs.



Strategic Land Use Alignment

Build a Leamington secondary school and apply 15-minute city zoning to reduce cross-town trips.



Minutes for:
Cambridge Connections Community Reference Group

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

1. Welcome & Admin

Katie Mayes opened the meeting with a karakia and welcomed members to the session.

Apologies were noted from Ngawai, Graham, Kellie, and Kelly.

Katie outlined the purpose of the meeting, noting it was focused on:

- An update on community engagement and feedback received to date
- Identifying gaps in engagement
- Discussing transparency and methodology for how feedback will be analysed and reported
- Clarifying the next stages of the project and the CRG's role going forward

Alan requested that a clear CRG roadmap outlining the key project stages and associated CRG meetings is shared with members following this meeting.

2. Community Feedback to Date

Overview

An update was provided on community feedback received to date, noting an increase in submissions across multiple channels, including online submissions, email, ideas forums, stakeholder meetings, and school engagement. Further feedback is expected before the close of the engagement period.

Identifying Gaps in Engagement

Members discussed potential gaps in community engagement to date and emphasised the importance of understanding which groups may not yet be well represented in the feedback received.

As part of this discussion, CRG members offered a range of suggestions for increasing community participation before the feedback period closes. These included more targeted outreach to specific groups, use of trusted community messengers, and increasing visibility through QR codes, flyers, and engagement at everyday activity points such as school drop-offs, sports grounds, and community events.

These suggestions were noted for consideration.

Feedback from Networks

Members shared feedback gathered through their personal and professional networks, noting varying levels of awareness of the project and raising specific issues of interest within different communities.

It was noted that where members receive questionnaire or written feedback through their own networks, this feedback can be shared as part of the overall engagement process by emailing it to the Cambridge Connections project email address, so it can be captured alongside other submissions.

3. General Business

Transparency and Feedback Analysis

The role of Company X and the use of AI to assist with theming and analysing community feedback were discussed. Members emphasised the importance of transparency, including:

- Making the full long list of community ideas publicly available.
- Clearly explaining the methodology used to theme and summarise feedback.
- Showing how many submissions support each theme or idea.
- Ensuring strong human oversight of AI outputs to maintain consistency and avoid over-representation of outlier views.

Other Updates

Brief updates were provided on NZTA rule changes and local government reform, with confirmation that there is no immediate impact on the Cambridge Connections project.

Katie advised the group that Ingrid Barratt, who has been supporting the Cambridge Connections project in a Senior Communications Advisor role, has resigned, with her last day on Thursday, 5 March. The Communications team will ensure continued support for the project.

Co-chair Chris Flatt advised his intention to step down after 1 April due to a change in personal circumstances and noted the value of the co-chair model for future consideration.

4. Immediate Next Steps

- Circulate a clear project roadmap to CRG members, showing key stages from the current engagement phase through to later decision points.
- Email CRG members details of the public workshop scheduled for 11 March.
- Post Engagement Period Close
 - Make the full long list of community feedback publicly available online.
 - Ensure the feedback is clearly themed and that transparency is provided about what is included or excluded.

Katie Mayes closed the meeting with a karakia.