

# Cambridge Connections Engagement Report

## Informal engagement feedback on Strategic Transport Network Review during August & September 2026

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### 1. Purpose

This report summarises what people told us following publication of the Cambridge Connections Strategic Transport Network Review (STNR) and supporting maps published in August 2026. The purpose of the engagement was to test the technical work against people's experience of Cambridge and Leamington, identify issues and opportunities that may have been missed, and ensure relevant feedback is considered as the draft Cambridge Connections Transport Plan is prepared.

Public support for any option is not measured. The feedback tools were open and self-selected, and asked people to test and add to the technical work rather than vote on a preferred outcome.

Feedback from other project forums and stakeholders, including iwi partners, the Community Reference Group and the Cambridge Community Board, is reported through those channels and can be referenced alongside this analysis where appropriate.

### 2. What we heard

#### 2.1 Summary

| Key transport topic                  | Feedback                                                                                                                                   |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Congestion and intersections         | Pressure is concentrated at a few named intersections and is worst at morning and school peaks.                                            |
| Bridge and river crossings           | No single preferred location; strong, consistent wish to avoid established housing; people want to see effects on both sides of the river. |
| Safe crossings and pedestrian safety | Specific locations near schools and shops need safer crossings.                                                                            |
| Cycling and shared paths             | New cycleways are valued; the Leamington to town centre connection is the main gap.                                                        |
| Heavy vehicles and freight           | Trucks on Leamington residential streets, especially Pope Terrace, are a sustained concern for those living there.                         |
| Public transport                     | There are coverage gaps limiting the use of public transport.                                                                              |
| Recent street changes                | Strongly held by a few: alternatives should come before routes are removed.                                                                |
| Speed and rat-running                | Displaced traffic is using local streets near schools.                                                                                     |
| Footpaths and accessibility          | Missing links affect people using mobility devices.                                                                                        |
| Parking and driver behaviour         | Visibility at intersections; low-cost education ideas.                                                                                     |
| Property effects and cost            | More detail on timing, compensation for nearby and affected properties, and rough order costs are wanted.                                  |

#### 2.2 General feedback

- **The engagement reached a wide audience, but a small share responded.** The project pages had 1478 visitors, and Council's Facebook posts and videos were viewed 71,957 times. Feedback came

from about 156 contributions and 10 written submissions. About five percent of visitors to the project pages on the website left feedback.

- **Most feedback added to the technical work rather than disputing it.** Of 130 map posts, respondents logged 71 as “an issue we’ve missed” and 30 as “an opportunity we’ve missed”. A smaller but important group of 17 posts was logged as “something doesn’t match my experience”.
- **Confidence in the traffic modelling is a significant challenge.** Online contributors questioned congestion-map time periods, traffic counts and the finding that Expressway ramps near Tirau Road would attract low use (12 comments from 11 contributors). One detailed written submission argues that the regional traffic model has substantially under-forecast traffic on Fergusson (Low Level) Bridge in the past. Others question whether modelled differences between options are large enough to rely on.
- **Congestion concerns are concentrated at a handful of intersections** (40 comments from 26 contributors), led by the White Church roundabout, the Albert Street intersections, Victoria Road and the Cook Street and Burns Street area in Leamington.
- **Safe crossings, especially near schools, are the most common walking concern** (33 comments from 20 contributors).
- **There is no single community direction on a bridge location.** The most consistent view across all channels is that a new crossing should avoid established residential areas. All 10 written submissions comment on river crossings, and they propose a wide range of locations, from Option A with a connection to Alpha Street, to routes west of town, to the southern end of Vogel Street. Some people indicated they believed a location has already been chosen (which is not the case).
- **Heavy vehicles on residential streets remain a concern**, particularly on Pope Terrace and elsewhere in Leamington.
- **For October, people want a plain-English account** of what is proposed and why, cost and timing, how decisions have been made and how the modelling works, with technical reports easy to find in one place.

## 3. How we told people and how they responded

### 3.1 Promotion and reach

| Channel                                          | Activity                                                                                           | Reach and response                                                                                                        |
|--------------------------------------------------|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| Council website ‘Let’s Talk Waipā’ project pages | Comment map, feedback form, maps and explanatory pages                                             | 4412 page views; 2225 visits; 1478 visitors. 1982 document downloads, including 267 of the STNR technical report.         |
| Council Facebook page                            | Three posts: Wednesday, August 26 (video), Wednesday, September 2 and Thursday, September 24, 2026 | 71,957 views; 4720 engagements (reactions, comments, shares and clicks); 189 link clicks from the second and third posts. |
| Council mobile app, Antenno                      | Two notifications: Wednesday, September 2 (Cambridge) and Thursday, September 24, 2026 (all Waipā) | Delivered to 13,986 devices; 2495 views; 302 link taps.                                                                   |
| Cambridge Connections e-newsletter               | Three emails sent: Friday, August 21, Thursday, August 27 and Friday, September 25, 2026           | About 965 recipients per email send; open rates 39 percent to 51 percent; click rates 13 percent to 17 percent.           |
| Direct contact                                   | Letters to potentially affected property owners, sent mainly by email                              | Several written submissions responded directly to the letter.                                                             |

| Channel      | Activity                                                           | Reach and response                                                                                                                     |
|--------------|--------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| Newspaper ad | Full page ad in the Cambridge News on Thursday, September 10, 2026 | 18 visits recorded via the QR Code. Others are likely to have gone to the provided web address directly, so the reach could be higher. |

Social media was the largest identifiable source of visits to the project pages after direct visits (565 visits, 25 percent), followed by links from other websites (485 visits, 22 percent).

## 3.2 Participation

| Channel                                                                     | Contributions | Contributors                    | Share of total (percentage) |
|-----------------------------------------------------------------------------|---------------|---------------------------------|-----------------------------|
| Comment map (130 map posts including 6 bridge information-marker responses) | 130           | 67                              | 78                          |
| Online feedback form                                                        | 26            | 24                              | 16                          |
| Emails with written submissions                                             | 10            | 10                              | 6                           |
| <b>Total</b>                                                                | <b>166</b>    | <b>About 88 (see section 4)</b> | <b>100</b>                  |

## 3.3 What drove participation

Participation closely followed promotion. Visits peaked on Thursday, August 27, 2026, the day after the first Facebook video and the day of the second e-newsletter. Map posts peaked on Wednesday, September 2, 2026 (17 posts), the day of the second Facebook post and the first Antenno mobile app notification. The final four days, following the extension of the closing date, the third Facebook post, the second Antenno notification and the final e-newsletter, produced 48 of the 130 map posts (37percent).

Antenno produced more recorded click-throughs (302 link taps from two notifications) than Facebook (404 link clicks from two posts), despite Facebook's much larger audience. The third Facebook post, built around a 1941 photograph of Victoria Street, had the most views (39,809) but produced fewer link clicks than the second post.

## 4. How to read these results

- **Open and self-selected.** This was an open feedback exercise, not a representative survey of the Cambridge community.
- **Mostly anonymous.** 96 percent of map contributors and 88 percent of form contributors took part without signing in, and the platform holds no demographic information on them. We cannot say who took part by age, location or group.
- **Some people contributed many times.** Thirty-four devices made one map post each, while one device made 11 map posts and 3 form responses. The ten most active devices account for 54 of the 124 map posts (44 percent). For that reason, the analysis reports both comments and approximate contributors rather than treating every comment as an independent contribution. Contributor counts are based on anonymised device identifiers and are approximate.
- **Written submissions are few but detailed.** Of the 10 received several were detailed, one represents a group of neighbours, and others come from people who received the affected-owner letter. They are reported alongside the online results rather than added to them, because some people may have used both channels.

- **Facebook comments were not analysed.** The 4,720 Facebook engagements include comments, but comment text was not captured for this report. People were directed from Facebook to the map and form, where their feedback is counted.
- **Map categories were chosen by respondents** and do not always match the content. Every contribution has been coded by what it actually says (Appendix A), and a contribution can carry more than one theme.
- **One form response appears to have been generated with an AI tool.** It has been considered on its content like any other.

## 5. What we heard, by theme

Online counts show comments and approximate contributors. Written submission counts show how many of the 10 submissions raised each theme. Because a contribution can raise several themes, the columns add to more than the totals in section 3.

| Theme                                      | Online comments | Online contributors | Written submissions |
|--------------------------------------------|-----------------|---------------------|---------------------|
| Congestion and intersection performance    | 40              | 26                  | 3                   |
| Safe crossings and pedestrian safety       | 33              | 20                  | 0                   |
| Third bridge and existing bridges          | 24              | 23                  | 10                  |
| Accuracy of technical data and modelling   | 22              | 16                  | 4                   |
| Cycling and shared paths                   | 17              | 15                  | 0                   |
| Heavy vehicles and freight                 | 15              | 13                  | 4                   |
| Expressway access (Tirau Road ramps)       | 12              | 11                  | 0                   |
| Effects of recent street changes           | 12              | 7                   | 1                   |
| Public transport                           | 11              | 11                  | 1                   |
| Footpath gaps, condition and accessibility | 10              | 7                   | 0                   |
| Speed and rat-running on local streets     | 9               | 7                   | 0                   |
| Growth and land use                        | 8               | 8                   | 5                   |
| Information needed for consultation        | 7               | 7                   | 4                   |
| Maintenance and operational matters        | 6               | 6                   | 0                   |
| Driver behaviour and education             | 6               | 3                   | 1                   |
| Parking                                    | 5               | 5                   | 1                   |
| Property effects and compensation          | 1               | 1                   | 2                   |
| Cost and affordability                     | 1               | 1                   | 2                   |
| Other                                      | 2               | 2                   | 0                   |

### 5.1 Congestion and intersection performance

People described queues, difficult turning movements and peak-period pressure at a number of intersections. The White Church roundabout (Hamilton Road, Victoria Street and Cambridge Road) was named most often, with Albert Street at Queen Street and Thornton Road, Victoria Road, Taylor Street, and Cook Street and Burns Street also raised. Several people said congestion is as bad or worse at morning and school peaks as the congestion at 5pm weekdays.

Suggestions included turning lanes, changes to right turns, roundabouts, and getting more out of existing roads before larger projects. Written submissions added movement through the town centre itself, signal controls to group pedestrian crossings, and a ring road around the town.

*"I note the heat maps are only rating congestion as at 5pm weekdays. I can confirm this route is heavily congested at both 8am, 3pm and 5pm."*

## 5.2 Bridge and river crossings

Views on a new bridge were mixed, and the feedback does not provide a single direction on location. The most consistent concern across all channels is avoiding or reducing effects on established residential areas.

Written submissions set out a wide range of positions. One analyses each option in detail and recommends Option A, provided it is completed with a connecting road to Alpha Street so it serves town-centre traffic as well as through traffic and heavy vehicles. Three submissions favour a crossing west of town that keeps through traffic out of Cambridge altogether, naming Te Awamutu Road, Kaipaki Road, the Grassroots Trust Velodrome area and land west of Te Awa. One makes the case for recognising Peake Road. One proposes a lower, shorter bridge at the southern end of Vogel Street as part of a ring road around the town. Another suggests a route from the Matos Segedin Drive area because it would affect fewer homes. One argues for upgrading Victoria Bridge before committing to a third bridge.

People asked what each option would mean for connecting roads on both sides of the river, including heavy-vehicle routes, Cambridge Road and access to Hautapu. Others asked whether routes through Vogel Street and Hall Street are practical for trucks given the terrain, whether a new bridge would be high or low, what it would roughly cost, and how the design would allow for a Karāpiro Dam break or an earthquake. One submitter stressed that any new crossing should be a genuinely additional bridge for resilience.

Existing bridge capacity was also raised. Victoria Bridge is described as out of date and too narrow for today's vehicles, but valued for access to town by all modes. One person noted that widening Fergusson Bridge would also depend on the Achilles Avenue bridge over the Karāpiro Stream.

Some people believe a location has already been chosen. Two property-related submissions read the published material as pointing to the area between Hall Street and Vogel Street, and one compared the current options to the earlier "blue blob". One property owner also reported survey work between Hall Street and the Gaslight Theatre and asked how it relates to the option areas. *(Response from the WDC Transport Team: land surveyors are a common sight on many Cambridge streets due to frequent subdivision work happening in the town, but Council is not undertaking any survey work in this area).*

*"A new bridge is definitely needed, but not too close to town."*

## 5.3 Safe crossings and pedestrian safety

People asked for safer crossings, refuges or signals at specific locations, often near schools, playgrounds and shops. Albert Street (between the lake and the Carters Flat shops), Robinson Street, Thornton Road opposite the playground, Bowen Street, Grosvenor Street, the Clock Tower roundabout in Cambridge and the Cook Street and Burns Street area in Leamington were among the locations raised, with several people describing near misses involving children on bikes. Positive comments were also made about the recently installed crossings on Bryce Street.

*"One day a kid will get killed on the road, a proper crossing would be great."*

## 5.4 Accuracy of technical data and modelling

Online contributors identified specific places where they believe published information is incomplete or does not match their experience: the time period shown on congestion maps, traffic counts taken in school holidays, roads with no data, truck volumes on Victoria Road, and the description of Route 20.

Written submissions raised broader questions about the modelling. One detailed submission compares earlier regional model forecasts for Fergusson Bridge with recorded counts. It argues that earlier advice on when a bridge would be needed relied on those forecasts and was not adequately checked. Another submitter, drawing on engineering experience, questioned whether modelled differences between options are larger than the model's margin of error, and whether the multi-criteria assessment (MCA) reflects the wider population.

These points are set out in section 6 for technical review rather than being treated as established errors.

## 5.5 Cycling and shared paths

Feedback included positive experiences of new cycleways, including families riding to school, as well as concerns about shared-path width, safety at busy times and gaps in useful connections. A safe and practical connection between Leamington and the town centre was the clearest gap raised. One person said the proposed strategic walking and cycling route through the low-level bridge would be unattractive because of the steep approaches. Suggestions included a walking and cycling bridge near Alpers Ridge and connecting existing trails into a loop around the town.

*“Love the bike track. We use it most days to get to school.”*

## 5.6 Heavy vehicles and freight

People described heavy vehicles using residential streets as through routes, particularly trucks travelling between the Expressway and Te Awamutu through Leamington. Pope Terrace, Burns Street, Cook Street, Lamb Street and Victoria Road were named, with residents describing early-morning truck movements, noise and vibration causing cracking in homes. One submission estimates that heavy vehicles not heading south currently travel about 2.7 km through town that Option A would avoid. Consented and proposed quarries were raised as a source of further truck growth, and several comments linked freight routes to Expressway access and bridge location.

## 5.7 Expressway access near Tirau Road

This is the most frequently raised online challenge to a specific technical finding. Contributors questioned the finding that northbound ramps near Tirau Road would attract low use, citing Leamington commuters working in Hamilton and trucks heading north that currently travel through town. One asked for the ramps to be reassessed specifically for freight.

*“Your report says a low number of people would use this, I disagree.”*

## 5.8 Public transport

Comments identified coverage and frequency gaps, including St Kilda, Cambridge East and parts of Leamington, and asked how older residents in new retirement housing will get around. Suggestions included looping Route 20 through Leamington, smaller and more frequent buses, bus bays on arterial roads, electric shuttles and park-and-ride sites on the edge of town. One respondent questioned the accuracy of the published Route 20 description.

## 5.9 Growth and land use

People asked how growth areas, subdivisions, freight growth and proposed developments have been reflected in the analysis, and whether the 2055 planning horizon is long enough for infrastructure with a

life of 50 years or more. Written submissions linked growth directly to the bridge: housing has been consented towards the Velodrome without securing land for a crossing, vacant land to the west should be protected now, and growth areas on both sides of the river should shape where traffic is fed. One submission proposes a ring road with higher-density housing and retail inside it and industry and lower-density housing outside. Others raised the location of schools and services as a way of reducing the need to cross the river.

### 5.10 Recent street changes, rat-running and local access

A smaller number of contributors were strongly critical of recent changes on Bryce, Hall and Grey Streets, the speed humps and the painted islands at intersections, arguing that routes were closed before alternatives were available. One written submission reported that adjustments to speed humps on Alpha Street were promised more than three years ago. Other comments raised rat-running and speeding on local streets, including Queen Street, Taylor Street and the area bounded by Hamilton Road, Vogel Street, Alpha Street and Bryce Street. Because several people posted repeatedly on this topic, contributor counts are important context.

*“Provide alternative BEFORE removing options!”*

### 5.11 Footpaths, maintenance and operational matters

Comments identified missing or damaged footpaths, accessibility barriers for mobility device users, road surfaces, lighting, vegetation and parking-control issues. Some will be referred to operational teams now rather than waiting for the Transport Plan (section 8).

### 5.12 Parking and driver behaviour

Parking comments included no-parking lines to improve visibility at intersections, overflow parking around sports grounds, opposition to paid parking in the town centre, and unsafe driving while looking for parking on Victoria Street. A small number of contributors suggested a driver education campaign on indicating correctly and letting other drivers merge at roundabouts.

### 5.13 Property effects and cost

People living near option areas asked when a zone and then an alignment will be decided, how they will be involved, and whether people living near but not on a future route would be compensated or helped with noise mitigation. Others asked for rough order costs for each option and argued that the cost to ratepayers of a third bridge should be weighed against improving existing routes.

## 6. Technical responses to questions raised

These points were raised specifically about the published STNR material, maps, data or modelling. The question raised is recorded; it does not assume the feedback is technically correct.

| Issue raised                      | What people told us                                                                                 | Response from Council technical team                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Tirau Road ramps: low-use finding | Leamington commuters and trucks heading north would use them; freight may need separate assessment. | Vehicle GPS and mobile phone data shows that most of the traffic crossing the current river bridges in Cambridge are going to destinations in town rather than commuting longer distances. Likewise, the majority of freight is heading east west. This means north facing ramps would benefit only a minority of Cambridge residents and freight but come at a very high cost. If high- |

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|--------------------------------|---------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                                                                       | cost infrastructure is to be built, it is better in a location that would serve more users.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Time period of congestion maps | Congestion is as bad or worse at morning and school peaks than at 5pm on weekdays.    | This is recognised. The PM peak is often the worst and is used as an indicator of congestion. Any detailed studies for congestion mitigation will look at both morning and evening peaks closely.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Timing of traffic counts       | Count tubes on Taylor Street seen only during school holidays.                        | Council's traffic counting programme aims to count within school terms to identify typical traffic volumes. A scan of the latest counts for Taylor Street in our data base shows they are all within term time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Roads with no data shown       | Swayne Road, St Kilda Road and the Leamington approach to Victoria Bridge.            | Council does have traffic data for Swayne and St Kilda Roads. These roads will experience traffic growth over time but are unlikely to require change to form or function. Traffic crossing Victoria bridge is counted north of the bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Truck volumes on Victoria Road | Reported truck numbers differ sharply between adjacent blocks.                        | Some variability is fully expected between Victoria Street in town and Victoria Road north of the town. These numbers can be reviewed against latest count data.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Route 20 description and map   | Frequency overstated; part of the mapped route runs only twice a day in school terms. | Feedback is partly correct, the loop to the north only runs 8:30am and 3:30pm weekdays and not on weekends or public holidays.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Achilles Avenue bridge         | Widening Fergusson Bridge depends on the Karāpiro Stream bridge.                      | Yes, Option C assumes both bridges would need work to create additional capacity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Growth assumptions             | Growth west of Cambridge and south of Leamington, quarries and freight growth.        | Cambridge has already planned for around 30 years of residential, commercial and industrial growth, through the Waipa Spatial Plan, the Cambridge growth cells and the Hautapu Structure Plan. Those gives a good picture of where people are going to live, work and travel. The technical work used this planned growth to understand travel patterns in 2055, when around 60% of Cambridge's population is expected to live north of the river, compared with the current ratio of 55/45%. Alongside the regional traffic model, which shows broad travel patterns, Council used historic traffic counts, intersection turning counts and assessments of likely growth to shape the draft plan. Because growth may come faster or slower than expected, the plan includes regular monitoring of traffic volumes and |

|                                     |                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------|----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                     |                                                                                        | travel times, so projects can be bought forward or delayed as needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Effects beyond the crossing         | Where traffic goes after crossing; effects on Cambridge Road and freight routes.       | This will be part of the draft Transport Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Earlier option history              | Why an earlier location is no longer shown.                                            | Since Cambridge Connections was reset in 2025, every bridge option has been assessed against the same objectives and criteria, agreed by Councillors. These cover reliable freight and transport routes, access to key destinations, resilience, safety and effects on communities and the environment, as well as cost, value for money and feasibility. In June 2026 Councillors considered six community-proposed bridge options and took four forward for further investigation. Information on the locations not taken forward is on our website: <a href="#">Four Cambridge bridge options to be explored</a> . |
| Investment objectives               | Efficient movement of people and goods is not explicit.                                | The first of the five investment objectives councillors agreed in April 2026 is “reliable freight and transport routes.” It is worded around reliability, meaning predictable travel times on the main routes, rather than speed alone, because reliability matters most to freight operators and commuters. More information can be found on our website: <a href="#">Does it deliver what Cambridge needs – Investment objectives</a> .                                                                                                                                                                             |
| Walking and cycling route usability | Steep approaches to the low-level bridge; Tirau Road footpaths outside crash barriers. | It is acknowledged that lower Shakespeare Street and Achillies Ave have steep grades and will be less desirable routes than along Victoria Street, however any future road improvements in this area will continue to ensure that pedestrian and cycling access is available.                                                                                                                                                                                                                                                                                                                                         |
| Peake Road                          | Shown on maps and modelled at Cambridge Road but not named in the report.              | As a result of this feedback, Peake Road is being given more focus in the draft Transport Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Victoria Bridge upgrade             | Re-decking and widening could add capacity at lower cost than a third bridge.          | The Victoria Bridge was built in 1905 and is being maintained to continue to service the community into the future. However, there are limitations around major changes, due to the bridge’s heritage status. Widening would require major strengthening and change to the structure. The bridge has a Category 1 heritage classification (it was the first braced steel arch bridge constructed                                                                                                                                                                                                                      |

|                                 |                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                                                                                                   | in NZ), is highly valued by our community and is an important structure to retain.                                                                                                                                                                                                                                                                                                                  |
| Regional model forecasting      | Earlier forecasts for Fergusson Bridge were about half the recorded counts; recorded traffic has kept rising.     | Waikato Regional Traffic Model is a strategic model that cannot be used to accurately predict future traffic volumes on individual roads in Cambridge, and it is not used in that way in the draft Transport Plan. Council has gathered historic traffic data from routine counting, intersection turning counts and assessments of likely growth to guide development of the draft Transport Plan. |
| Modelling precision and the MCA | Differences between options may be within the model's margin of error; MCA criteria set by a sample of people.    | The Multi Criteria Assessment (MCA) was approved by the Strategic Policy and Planning Committee to determine how effectively each idea or option supports the agreed project outcomes in March 2026. Further information can be found on our website: <a href="#">How we choose: the assessment behind Cambridge's transport plan.</a>                                                              |
| Practicality and resilience     | Terrain for trucks on Vogel and Hall Street links; high or low bridge; Karāpiro Dam break; earthquake resilience. | These technical issues are being addressed at a suitable level in the draft Transport Plan.                                                                                                                                                                                                                                                                                                         |

## 7. What people told us they need from the next consultation

Nine people answered the online question about what would help them understand the Transport Plan and give feedback, and written submissions made similar requests. Together they provide a useful brief for consultation material:

- a short, plain-English summary of what is proposed and why, likely cost, timing and the main steps to get there
- clearly defined objectives, as there is so much information it is hard to see the main points
- a clear account of how decisions have been made and why options have changed or been ruled out
- a plain explanation of modelling, including time periods, assumptions and how reliable it is
- information on who has been involved and the expertise behind the work
- one place where all technical reports can be found, separate from meeting agendas
- easy-to-find maps showing each option, whether a bridge would be high or low, and how it connects to the wider network
- rough order costs for each option
- information about walking, cycling and public transport as well as road and bridge options
- origin-and-destination information that helps explain why people travel where they do
- opportunities to discuss the plan in person, including at Council offices.

## 8. Matters that can be referred outside the Transport Plan

Some feedback concerns maintenance or operational matters that can be addressed or investigated without waiting for the Transport Plan. These will be logged and referred to the appropriate Council team:

- road surfaces on Hall Street and Pope Terrace
- broken or uneven footpaths on Elizabeth Street and Shakespeare Street, and the missing footpath on Robinson Street
- hedge and vegetation trimming at the Wordsworth Street and Burns Street intersection
- lighting on the Victoria Road path and the route to the blue walking/cycling bridge off Swayne Road
- the steep gravel connection from Vogel Street to the river trail
- no-parking lines on Hamilton Road approaching Hall Street
- speed hump heights on Alpha Street
- public access over the unformed legal road at the end of Hanlin Road

## 9. What happens to this feedback

Councillors will receive this report and consider the feedback as part of their Cambridge Connections workshop on Wednesday, October 7, 2026. The report is intended to give Elected Members a clear summary of what people told us during the informal engagement period, including the themes raised most often, technical questions requiring a response, and matters that can be referred to operational teams.

The report will be published on our website so the community can see how feedback has been recorded and how it is being used. It will also be referred to in other Cambridge Connections communications, including material supporting the next stage of engagement on the draft Transport Plan.

This report will be considered alongside technical work, stakeholder input and previous Council decisions as the draft Transport Plan is prepared for consultation. Where factual questions, gaps in understanding or requests for clearer information exist, these will help shape the explanations, maps and supporting material prepared for consultation.