

Agenda: Cambridge Connections Community Reference Group

Time:	5.15pm-6.45 pm
Date:	Thursday, 30 July 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
Supporting:	Janeane Joyce, Jane Thompson, Rachel Algar, Rachel Murray (minutes)

Purpose: To update the Cambridge Connections Community Reference Group (CRG) on the recent data meeting held and present an overview of NZTA's strategic transport planning approach.

Agenda Item	Timing
Karakia timatanga	
1. Welcome and housekeeping	20 min
2. Data meeting update	20 min
3. NZTA Strategic Transport Planning Approach - Summary presentation by project team	40 min
4. General Business and Next Steps - 12 August CRG meeting – Strategic Transport Network Review overview	10 min
Karakia whakamutunga	

To: Cambridge Connections Community Reference Group

From: Katie Mayes, Growth, Strategy and Planning Director

Date: 30 July 2026 **File Ref:** 11741388

Subject: Cambridge Connections – Data meeting and strategic transport planning overview

1. PURPOSE

To update the Cambridge Connections Community Reference Group (CRG) on:

- a) Recent data meeting held following previous CRG meeting;
- b) Overview of the data sources used to develop and forecast the Waikato Regional Transport Model (WRTM); and
- c) Present an overview of NZTA’s strategic transport planning approach.

2. BACKGROUND INFORMATION

Stage 3 of Cambridge Connections focuses on developing the draft Cambridge Connections Transport Plan (CCTP). Building on the transport network options identified in Stage 2, this stage assesses and evaluates transport activities to identify a preferred long-term transport programme for Cambridge.

The work includes completion of the Strategic Transport Network Review, refinement of the Multi-Criteria Assessment (MCA), further technical assessment of transport activities, the development of the draft Transport Plan and carrying out further community consultation and engagement, culminating in adoption of the Transport Plan in December 2026.

3. DISCUSSION

Data meeting

At the 14 July Community Reference Group (CRG) meeting, members agreed to hold a specific meeting to further discuss concerns regarding future traffic count data, including outputs from the Waikato Regional Transport Model (WRTM). This meeting was held on 23 July 2026 and attended by Peter Carr, Peter Pickett, John Barns Graham, and Chris Minnee, with support from Janeane Joyce (Project Manager), Craig Richards (Beca), and Nathan Harper (Invise).

The meeting provided a valuable opportunity for constructive discussion and information sharing on the role of data in transport modelling and long-term transport planning. Attendees outlined their concerns regarding the validity of certain data sets and some results of previous WRTM modelling. Following the meeting, additional information and supporting material relating to these concerns was provided to the project team and is currently being reviewed.

It was acknowledged that the project team is drawing on multiple data sources, technical evidence, and strategic inputs to inform the development of the draft Cambridge Connections Transport Plan. Traffic counts and transport modelling outputs are important inputs but are considered alongside a broader evidence base and do not determine decisions in isolation.

The meeting also reinforced a commitment from the project team to continue sharing technical information, assumptions, and emerging findings with the group throughout the project. This will help ensure a common understanding of the evidence and provide opportunities for ongoing discussion, recognising that there may continue to be differing views on some technical matters.

Waikato Regional Transport Model (WRTM) Data Sources

The table in Appendix A provides a high-level summary of the key data sources used to develop and forecast the Waikato Regional Transport Model (WRTM).

Notes to the table in Appendix A include:

- **High-level summary only** – The model draws on a large number of detailed datasets, assumptions and parameters. The table provides an overview rather than a comprehensive list of all model inputs.
- **Three-stage model** – WRTM is currently a three-stage model and, at this stage, does not explicitly model multi-modal travel options such as public transport, walking, cycling and micromobility.
- **Multiple applications** – Each data source contributes to numerous model inputs, parameters and forecasting processes.
- **Not exhaustive** – The table does not include all parameters derived from industry guidance, standards or best-practice methodologies.
- **Professional judgement** – The table does not include model assumptions and parameters developed through specialist transport modelling expertise, which play an important part in model development and validation.

NZTA's Strategic Transport Planning Approach

The development of the Cambridge Connections Transport Plan is being undertaken in accordance with NZTA's Strategic Transport Planning approach.

NZTA's approach is designed to bridge the gap between high-level strategic direction and detailed transport solutions. It provides a stable, long-term framework for

responding to key transport challenges and identifies the types of activities and actions that can efficiently and effectively improve the land transport system over time.

Strategic transport plans are generally developed in three parts:

- **Part 1 – Understanding the challenge:** Identify the current and future transport issues, opportunities and drivers for change affecting a particular location or part of the transport system.
- **Part 2 – Defining the strategic approach:** Establish the long-term strategic direction and outcomes required to respond to those challenges.
- **Part 3 – Identifying activities:** Develop a broad programme of transport activities and identify the next steps to support future investment and implementation through established funding and prioritisation processes.

Strategic transport planning is a relatively new approach for NZTA and is expected to continue evolving as additional plans are completed and lessons are incorporated into future practice. Further information is available on NZTA's Strategic Transport Planning webpage. [Strategic transport planning | NZ Transport Agency Waka Kotahi](#)

At the CRG meeting, the project team will take to the summary presentation outlining NZTA's Strategic Transport Planning approach, including how it is being applied to the development of the Cambridge Connections Transport Plan.

4. ATTACHED DOCUMENTATION

Table: Waikato Regional Transport Model - Data sources overview

Prepared by
PROJECT MANAGER

Approved by
GROWTH, STRATEGY AND PLANNING DIRECTOR

APPENDIX 1: WAIKATO REGIONAL TRANSPORT MODEL - DATA SOURCES OVERVIEW

Model development stage	Use	Data source	Data owner	Date	Link
Network development	Road network	GIS road centreline data	Unknown	Current at March 2018	
	Traffic signal timings	SCATS signal timings	NZTA, Councils	Current at March 2018	
	Intersection layouts	Aerial photos, Google Earth and Streetview	NZTA, Councils	Current at March 2018	
	Speed limits	GIS road centreline data, supplemented by NZTA and Council updates	NZTA, Councils	Current at March 2018	
Matrix development	Mode share assumptions	2018 Census	Statistics NZ	2018	
	Population statistics	2018 Census	Statistics NZ	2018	
	Employment statistics	2018 Census	Statistics NZ	2018	
	Household statistics	2018 Census	Statistics NZ	2018	
	Household statistics	WRTM Household Interview Survey	CoLab	2008/2009	https://colabsolutions.govt.nz/wp-content/uploads/2022/04/WRTM-Survey-Spec-Report-Final-9-Jun-08.pdf
	Trip length distributions	WRTM Household Interview Survey	CoLab	2008/2009	
	Trip rates	WRTM Household Interview Survey	CoLab	2008/2009	
Model assignment	Trip demands at the model boundaries	Traffic counts	NZTA, Councils	Current at March 2018	
	Flow profiles	Traffic counts	NZTA, Councils	Current at March 2018	
Validation	Modelled traffic flows vs observed counts	Traffic counts	NZTA, Councils	Current at March 2018	
	Modelled travel times vs observed travel times	Travel times	TomTom	March 2018	
Future forecasting	Future year road network	Assumptions from known network improvements and development infrastructure	NZTA, Councils	Current at October 2021	
	Forecast population projections	WISE population projections	Waikato Regional Council	July 2021	https://www.waikatoregion.govt.nz/assets/WRC/TR202124.pdf
	Forecast employment projections	Market Economics employment projections	Waikato Regional Council	October 2021	https://www.waikatoregion.govt.nz/assets/WRC/TR202121.pdf

Notes to Table

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What are NZTA's Strategic Transport Plans?

- Single, integrated, strategic long-term plan.
- Guides how NZTA manage, optimise and enhance their strategic networks and corridors over 30 years.
- Provide future decision makers with a menu of good quality investment choices.
- Provide inputs to future prioritisation, network operation, project development and decision making.

The plans will identify:

- How the strategic network/corridor needs to evolve and change to meet challenges and/or realise opportunities overtime.
- Highest priority areas, their challenges (gaps and deficiencies), opportunities and proposed future actions.
- A menu of effective, high value activities that support the strategic overview and deliver priority outcomes.



Part 1: Understanding the Challenge

Phase	Key questions	Key tasks		
Part 1 Understanding the challenge 	» How well does the system currently perform? » What role, function and level of performance is required to effectively and efficiently achieve desired transport outcomes? » What long-term changes may influence how the system will perform in the future? » What would happen if we don't do anything?	Network roles, functions and LOS (current)	Current problems and constraints	Counterfactual
		Plausible future scenarios	Desired future	Existing and future direction
		Network roles, functions and LOS (future)	Measures of success	Understanding the challenge

Cambridge Connections

Part 1 asks: **‘What are the current and future transport challenges’**

- Engaged with mana whenua, stakeholders and the community to help shape our thinking
- Agreed the Strategic Framework and MCA assessment criteria
- Identified drivers for change
- Developed a themed long-list of transport options
- Completed various technical and strategic studies, modelling and investigations
- Strategic Transport Network Review (nearing completion)

Part 2: Strategic Approach



Cambridge Connections

Part 2 asks “**What is the best way to respond**”

1. Assessing bridge network options through modelling and analysis (Phase 1 nearing completion)
2. Developing a Parking management framework
3. Refining and completing the MCA to identify and further assess transport options.
4. Commenced procurement to develop the draft Transport Plan.
5. Share information with the community and stakeholders to build understanding and inform next stage of project.

Part 3: Identify Activities & Finalise the Plan

Phase	Key questions	Key tasks
Part 3 Identifying activities 	» What are the activities required to deliver the strategic approach? Which ones are most urgent to progress and why? » How can the plan be delivered in an efficient, effective and affordable way over time? » What is the next phase of work, and what is its timing? Who needs to do what?	Identify activities Prioritisation/ timing of activities Costs, risks, triggers and dependencies Confirm, action plan and next steps

Cambridge Connections

Part 3 asks: “**What are we going to do and when (short-, medium-, long-term)**”

1. Identify the recommended 30-year programme of transport activities.
2. Develop the implementation pathway, including indicative timing and sequencing.
3. Undertake public consultation on the draft Transport Plan.
4. Refine and adopt the Cambridge Connections Transport Plan.

Key Principles

Optimisation First

- The Plan will first consider how the existing transport system can be better utilised through measures such as operational improvements, demand management, public transport, walking and cycling, micromobility, and parking management.
- New infrastructure will only be considered where these measures are insufficient to address transport challenges and support future growth, consistent with the NZTA intervention hierarchy.

Evidence-Based Decision Making

- Base decisions on technical evidence, modelling, stakeholder input and community feedback to ensure investment responds to identified needs and opportunities.

Affordability

- The Plan will recognise that transport funding is limited and will identify a realistic, affordable and deliverable 30-year programme of activities.
- Identify transport activities that can be delivered over the short, medium and long term, recognising that investment will occur progressively as funding and growth occur.

Minutes for:

Cambridge Connections Community Reference Group

Time:	5:15 – 6:45 pm
Date:	30 July 2026
Venue:	Kaipaki Room, Waipā District Council, Cambridge Office, 23 Wilson Street Cambridge, and via Teams.
In attendance:	Katie Mayes, Peter Carr (Co-Chair), Kelly Bouzaid, Kellie Pearson, Peter Pickett, Graham Scott, Ian Wilson, Poto Davies, Andrew Myers, Alan Garvin
In support:	Janeane Joyce, Jane Thompson, Rachel Algar, Bryan Hudson, Eeva-Liisa Wright, Dana Takacs, Rachel Murray (minutes)
Apologies:	Phil MacKay, David Cooney, Sharon Cresswell, Ngawai Hamblin

1. Welcome and housekeeping

- Poto Davies opened the meeting with a karakia.

2. Strategic Transport Review programme timing

- The group noted there are six remaining CRG meetings before the end of the process, including the current meeting.
- On 12 August CRG meeting will be used to review emerging findings from the Strategic Transport Network Review and feed the group's views into the final interim report for elected members on 26 August.
- On 5 August Strategic Planning and Policy Committee meeting will receive an update on the Strategic Transport Network Review and consider two additional technical assessment criteria for the multi-criteria assessment.
- A separate public transport Council Workshop is expected to occur around 12 August, subject to confirmation.

3. Waikato Regional Transport Model and data inputs

- Janeane Joyce provided context about the Waikato Regional Transport Model, including its scale and strategic planning limitations.
- The model covers the wider Waikato region, parts of South Auckland, Tauranga, Western Bay of Plenty and the Coromandel. Cambridge represents only a small part of the overall model area. It was explained that Tauranga has a more advanced 4-stage model which is also able to assess public transport, walking and cycling network performance and effects.
- Janeane explained that WRTM is a three-stage model and cannot currently provide detailed clarity for public transport, walking, cycling, rail or other alternative modes.

- The WRTM model is useful for comparing different transport options and scenarios because the same base data is used across each model run, but it should not be treated as producing precise future traffic numbers or effects. It is used to assist strategic transport planning.
- Phase one modelling, as part of the Strategic Transport Network Review, is being used to compare broad network effects of three different bridge corridor options and a Tirau Road north facing ramps option. More detailed intersection and local network modelling may be undertaken in later phases using a SIDRA modelling approach once transport options are further shortlisted.
- The model is owned by Waikato Local Authority Shared Services partners and NZTA, and was built by Stantec. Its base assumptions have been agreed by partners.
- The group discussed concerns about older data inputs. Janeane explained that the model will be updated with 2023 Census information as part of a new model being developed, which is expected in approximately 18 months to two years.
- The technical team is also using 20 years of annual average daily traffic data counts, annual growth actuals and projections, and professional judgement alongside the model outputs.

4. Bridge modelling and corridor protection

- The group discussed the urgency of existing and forecast traffic pressures, particularly bridge crossings, heavy vehicle movements and town centre congestion.
- Janeane advised that although specific future traffic numbers are uncertain, the Strategic Transport Network Review is expected to support the need to protect a future corridor now.
- Protection, designation, consenting, design, construction and operation of a new corridor could take a minimum of 15 years under current NZ processes, regulations and funding constraints.
- The overall project will need to identify the pathway to designation, including budget and steps required through the next Long Term Plan 2027-37. A separate technical scope of work is currently being procured to support this.
- Janeane noted that a new bridge is unlikely to be available in the short term, so short- and medium-term transport interventions will be needed to manage congestion, growth, freight movement, public transport, walking and cycling, parking and safety.
- Any future bridge would need to be considered as part of a wider corridor package, including connecting roads, roundabouts, intersection upgrades and potentially other network improvements.

5. Strategic Transport Plan approach

- Janeane outlined NZTA's strategic transport planning approach, which is being used by Cambridge Connections to align with future funding expectations.
 - Part 1 focuses on understanding the challenge, including current and future road functions, growth drivers, investment objectives and existing strategic work.

- Part 2 considers the best way to respond to the identified challenges and how different interventions support investment objectives.
 - Part 3 identifies what should be done and when, including packaging interventions into short- medium- and long-term timeframes. .
- The draft transport plan consultant procurement process is underway, with a preferred supplier expected to be confirmed shortly.
- The draft plan is expected to be prepared for October consultation, with refinement and adoption targeted for early December.

6. Short-term priorities and community expectations

- The group emphasised the importance of identifying practical short-term actions that can be delivered within three years, particularly to manage current congestion and heavy vehicle impacts.
- Janeane advised that short-term interventions will be considered but need to be assessed through a 30-year lens to avoid investment that creates future network problems or requires double investment.
- The group discussed public expectations and the need to demonstrate progress, while acknowledging that transport issues cannot be fully resolved immediately.
- Freight routes, truck movements, quarry-related traffic, and impacts on residential streets were identified as key areas requiring careful consideration.

7. Bridge corridor and Tirau Road ramp options

- The group discussed whether the bridge corridor options had been narrowed too much, particularly in relation to further western options.
- Katie explained that the current options were based on land-use planning, growth expectations and the 30-year growth strategy. Eastern and further western options were considered too far out to serve the expected growth within the planning period.
- Janeane advised that the team is considering a number of options with three bridge corridor options and Tirau Road north facing ramps option being modelled. Technical information outlining this work will to be brought to the 26 August meeting.
- The group discussed the potential cost of bridges, with current estimates of approximately \$100 million to \$150 million in 2026 dollars, noting future inflation would increase costs.
- North-facing ramps from Tirau Road to State Highway 1 are being modelled, although previous modelling suggested limited use and Janeane noted that securing ramps would be challenging under current NZTA and government settings and funding constraints.

8. Upcoming reports and public information

- The group will receive information before the 12 August meeting: outlining emerging work from the Strategic Transport Network Review and future bridge corridor options.

- The full Strategic Transport Network Review and bridge corridor technical summary are expected to be included in the 26 August committee agenda, which will be publicly available from 19 August.
- Katie advised that she will provide an update to the Cambridge Community Board on 18 August and that no separate representation from CRG is required.

9. Actions

Action	Owner	Due date / timing
Technical team to continue reviewing traffic data provided by community members	Janeane Joyce / technical team	Ongoing
Provide Strategic Transport Network Review and bridge options slide packs to the CRG before the 12 August meeting.	Janeane Joyce / project team	Before 12 August 2026
Use the 12 August CRG meeting to test emerging findings and gather feedback for the 26 August committee report.	CRG / project team	12 August 2026
Progress pathway-to-designation work for future corridor protection.	Katie Mayes / Janeane Joyce	To inform next LTP process
Prepare public-facing material and online engagement tools to support community understanding of options and trade-offs.	Project team / consultant team	August–October 2026

10. Next Meeting

- The next scheduled CRG meeting is 12 August 2026.
- Poto Davies closed the meeting with a karakia.