



**Cambridge**  
**connections**

**CAMBRIDGE CONNECTIONS**  
**STAKEHOLDER INFORMATION SESSIONS**

February 2024



# PURPOSE

This presentation will update stakeholders on project progress, outline the short list options, and the emerging preferred option.

1. Background
2. Short list options
3. Short list option assessment
4. Your feed back
5. Next steps

# BACKGROUND

# CAMBRIDGE CONNECTIONS



‘Cambridge Connections’ – Our Future Transport Plan

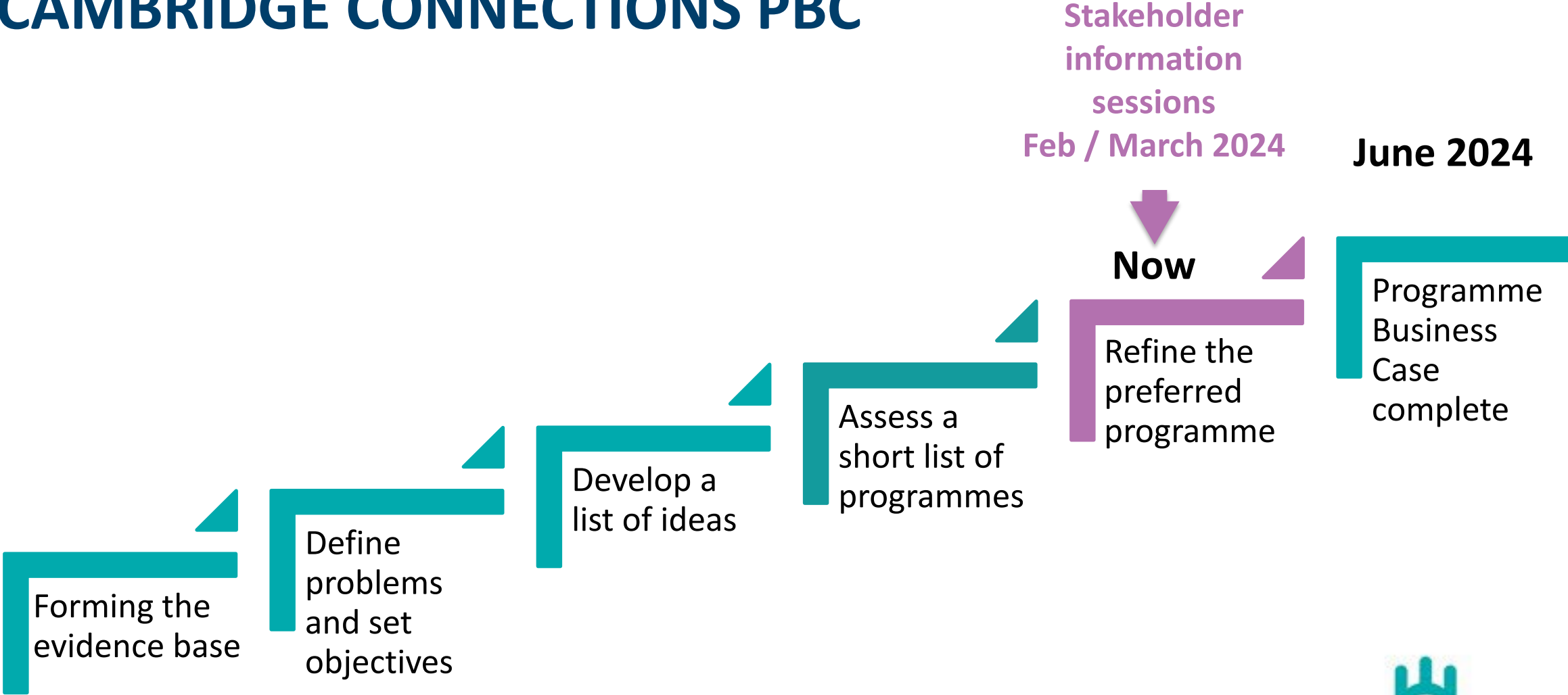
- Priority recommendation from the Waipā Transport Strategy 2022–2052
- Alignment with Ahu Ake Community Spatial Plan
- The project will define the shape of Cambridge’s transport infrastructure for the next 30 years:

***“Evolving Cambridge’s transport system to manage growth”***

- Long term programme, with short, medium and long term horizons
- Holistic response, not just infrastructure. Needs to include policy, integrated planning, travel demand management etc.
- Programme Business Case (PBC) to submit to the NZ Transport Agency and / or other funding pathways



# STEPS IN DEVELOPING CAMBRIDGE CONNECTIONS PBC



# PROBLEM STATEMENTS

1. A car dependent transport system, exacerbated by growth results in increasing congestion and poor transport choices
2. Over-reliance on key connections\* to perform multiple functions results in conflicts, reduced amenity, and poor system resilience

\* Key connections includes Victoria Bridge

# BENEFITS OF INVESTING



# INVESTMENT OBJECTIVES

1. To **improve accessibility** by active modes and public transport by improving access to key destinations and mode share
2. To **reduce greenhouse gas** emissions by reducing distance travelled by private cars
3. To **improve amenity** in the town centre by improving mode share, and the perception of amenity
4. To **improve safety for active modes** by reducing deaths and serious injuries, and improving the perception of safety and ease, and
5. To **improve system resilience** by reducing the risk and consequences of events



# SHORT LIST OPTIONS

# SHORT LIST OPTIONS

Short list options were developed from 129 issues, constraints and ideas submitted by stakeholders at previous sessions

A 'Business as usual' and three short list options were developed

- All options build on the Business as Usual
- All options are integrated, stand-alone programmes

# SHORT LIST OPTIONS

Short list option	Business as usual	Option A – Road building to manage congestion	Option B – Improve transport choice	Option C – Enhance transport choice
<b>Focus</b>	<b>Committed projects</b>	<b>Enable private car</b>	<b>Improve walking, cycling and public transport</b>	<b>Amplify walking, cycling and public transport</b>
<b>Walking and cycling</b>	- Committed LTP & Urban mobility / CERF projects	- Committed LTP & Urban mobility / CERF projects	- Urban mobility strategic network	- Enhanced urban mobility strategic network
<b>Public transport</b>	- January 2024 contract	- Incremental service improvements to Hamilton	- Frequent service to Hamilton every 20-30 minutes - Local Cambridge service every 20 minutes	- Frequent service to Hamilton every 20-30 minutes - Local Cambridge service every 10 minutes
<b>Intersection improvements</b>	- LTP roundabouts	- Safety & capacity	- Safety	- Safety
<b>Corridor improvements</b>	- Modifications to enable development	- All modes - Widening for congestion	- Optimisation for public transport, walking and cycling	- Optimisation for public transport, walking and cycling
<b>Victoria Bridge</b>	- Ongoing maintenance			
<b>New river crossing</b>	- None	- All modes crossing 'out of town'	- All modes crossing 'in town'	- All modes crossing 'in town'
<b>Parking management</b>	- As existing	- Shorter time limits - Increased enforcement	- Shorter time limits - Increased enforcement	- Paid parking - Increased enforcement - Reduced public parking
<b>Other</b>	- Speed limit changes - Wayfinding signage	- Speed limit changes - Wayfinding signage	- Demand management - End of trip facilities	- Town centre streetscape enhancements - Enhanced demand management - End of trip facilities - Low traffic neighbourhoods

# BUSINESS AS USUAL

Short list option	Business as usual
<b>Focus</b>	<b>Committed projects</b>
<b>Walking and cycling</b>	- Committed LTP & Urban mobility / CERF projects
<b>Public transport</b>	- January 2024 contract
<b>Intersection improvements</b>	- LTP roundabouts
<b>Corridor improvements</b>	- Modifications to enable development
<b>Victoria Bridge</b>	- Ongoing maintenance
<b>New river crossing</b>	- None
<b>Parking management</b>	- As existing
<b>Other</b>	- Speed limit changes - Wayfinding signage

Business as usual assumptions are included in all options

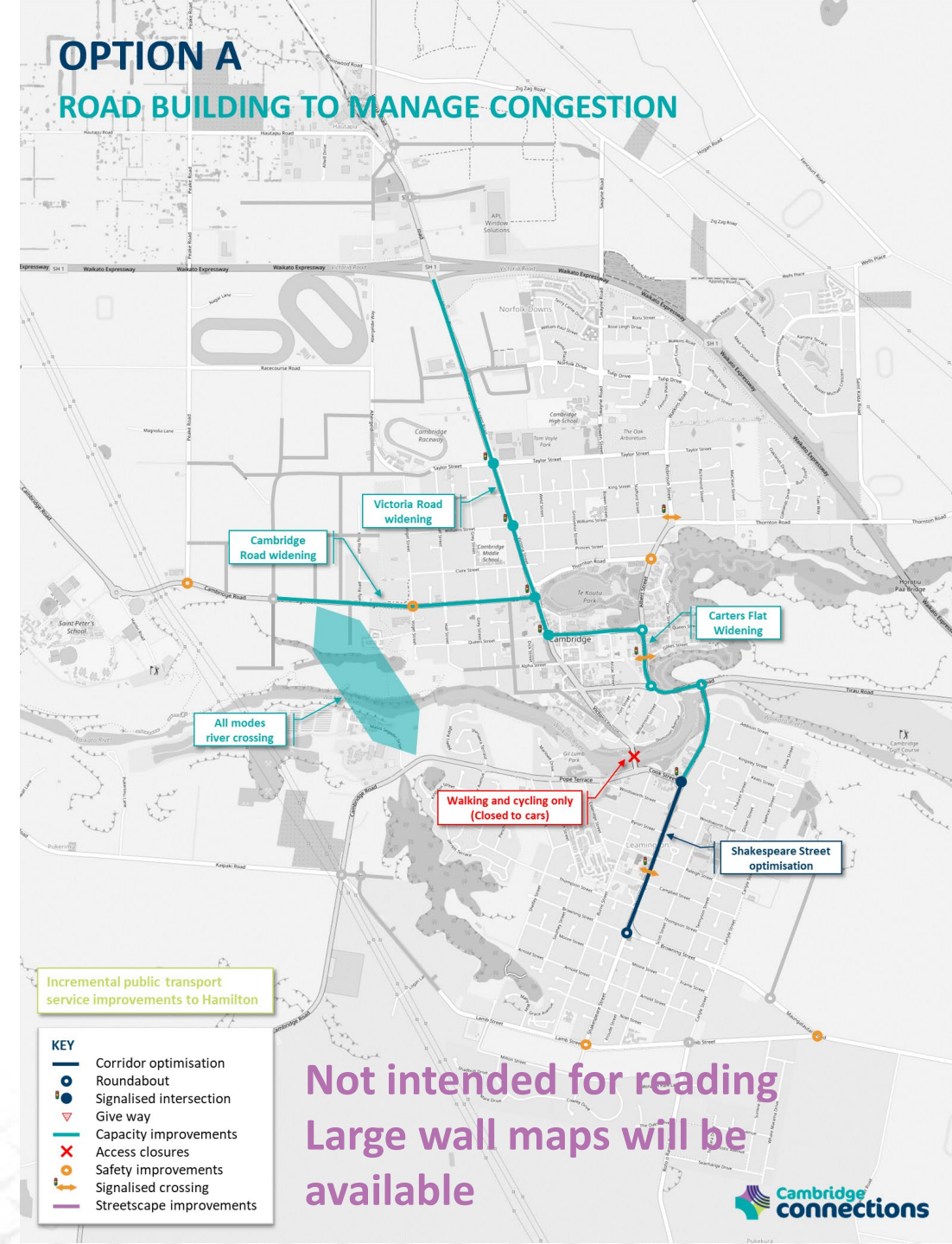


Not intended for reading  
Large wall maps will be  
available

# OPTION A – ROAD BUILDING TO MANAGE CONGESTION

The proposed bridge location for the Cambridge Connections Project is off the table.

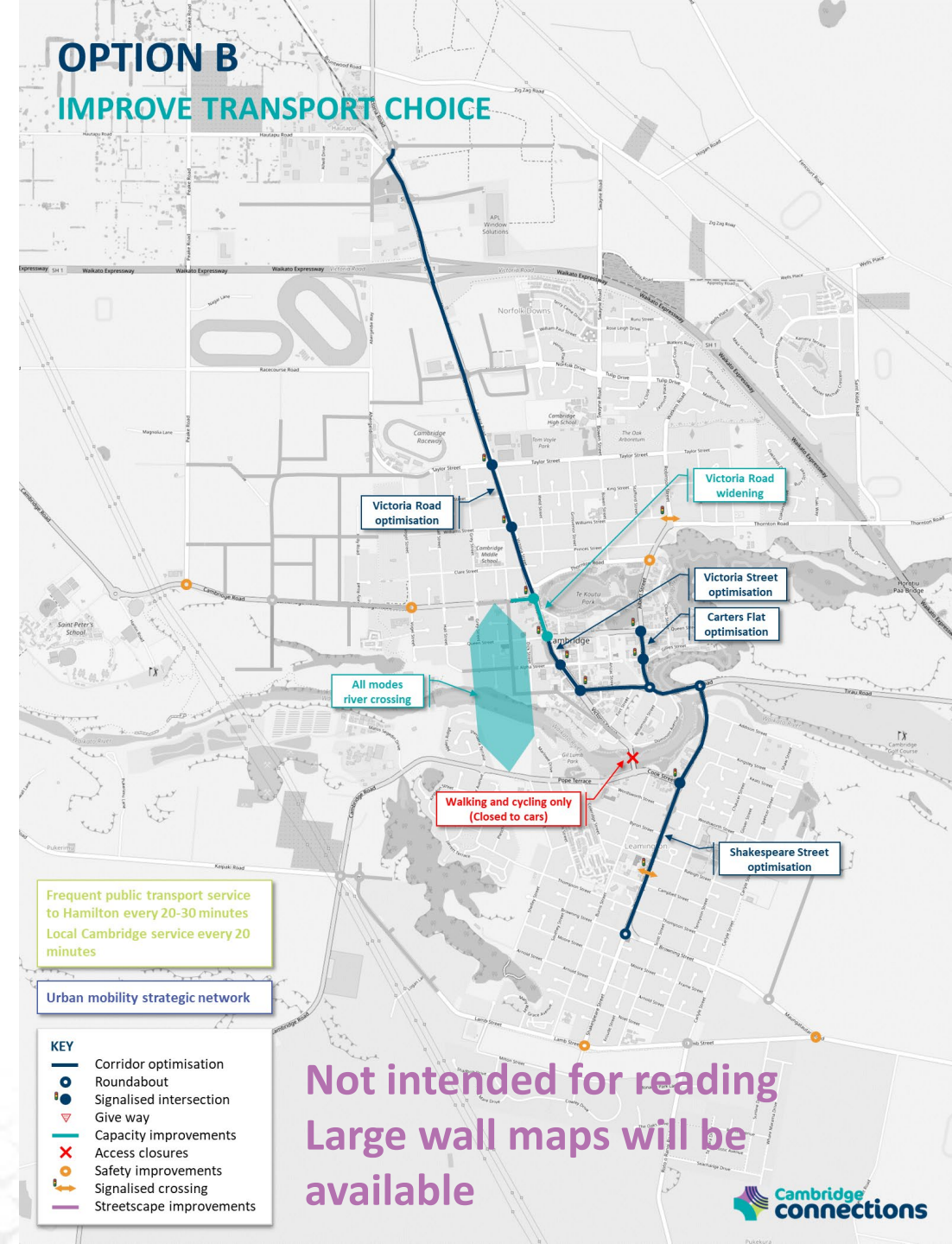
Short list option	Option A – Road building to manage congestion
Focus	Enable private car
Walking and cycling	- Committed LTP & Urban mobility / CERF projects
Public transport	- Incremental service improvements to Hamilton
Intersection improvements	- Safety & capacity
Corridor improvements	- All modes - Widening for congestion
Victoria Bridge	- Walking and cycling only
New river crossing	- All modes crossing 'out of town'
Parking management	- Shorter time limits - Increased enforcement
Other	- Speed limit changes - Wayfinding signage



# OPTION B – IMPROVE TRANSPORT CHOICE

The proposed bridge location for the Cambridge Connections Project is off the table.

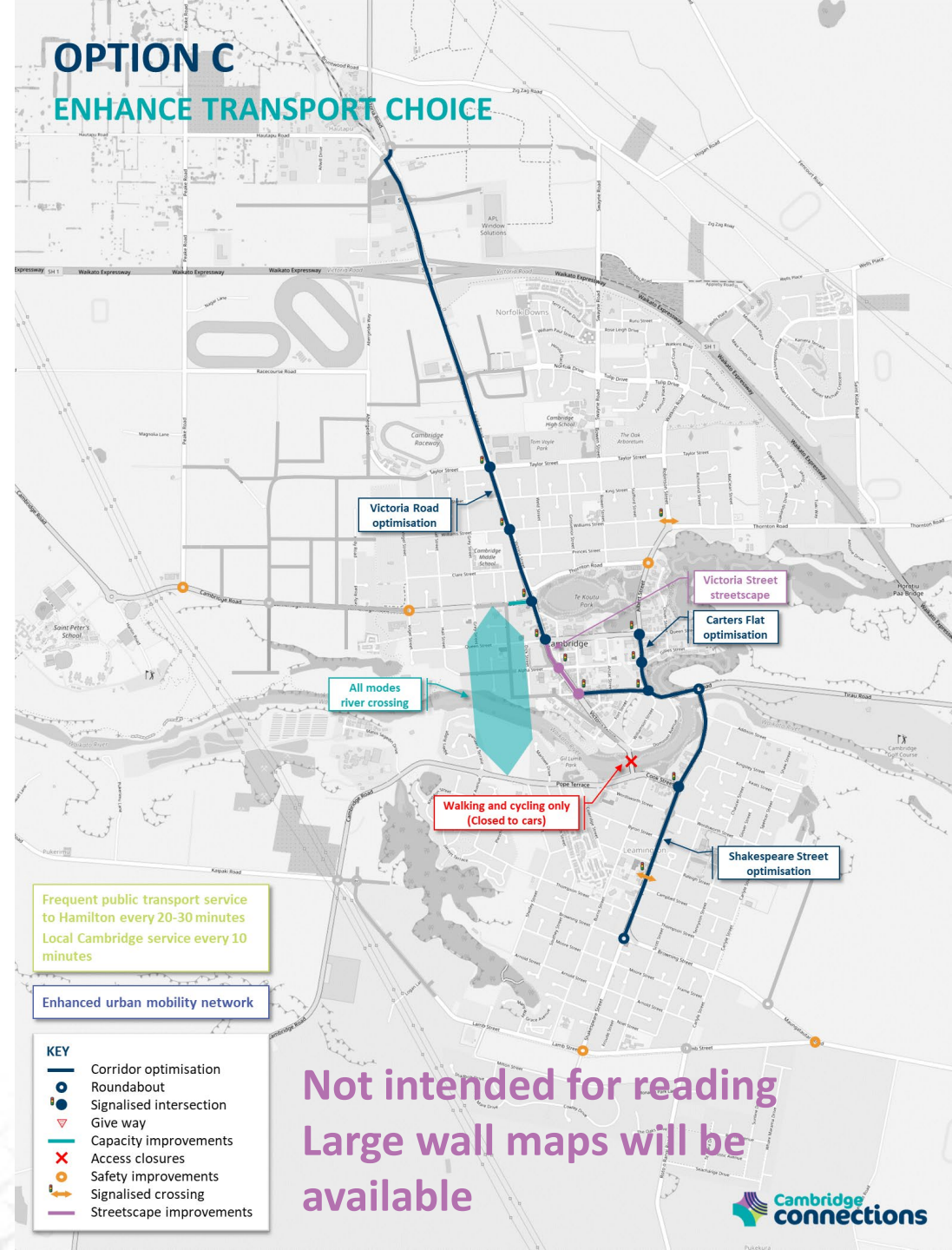
Short list option	Option B – Improve transport choice
Focus	Improve walking, cycling and public transport
Walking and cycling	- Urban mobility strategic network
Public transport	- Frequent service to Hamilton every 20-30 minutes - Local Cambridge service every 20 minutes
Intersection improvements	- Safety
Corridor improvements	- Optimisation for public transport, walking and cycling
Victoria Bridge	- Walking and cycling only
New river crossing	- All modes crossing 'in town'
Parking management	- Shorter time limits - Increased enforcement
Other	- Demand management - End of trip facilities



# OPTION C – ENHANCE TRANSPORT CHOICE

The proposed bridge location for the Cambridge Connections Project is off the table.

Short list option	Option C – Enhance transport choice
Focus	Amplify walking, cycling and public transport
Walking and cycling	- Enhanced urban mobility strategic network
Public transport	- Frequent service to Hamilton every 20-30 minutes - Local Cambridge service every 10 minutes
Intersection improvements	- Safety
Corridor improvements	- Optimisation for public transport, walking and cycling
Victoria Bridge	- Walking and cycling only
New river crossing	- All modes crossing 'in town'
Parking management	- Paid parking - Increased enforcement - Reduced public parking
Other	- Town centre streetscape enhancements - Enhanced demand management - End of trip facilities - Low traffic neighbourhoods



# SHORT LIST ASSESSMENT



# MULTI CRITERIA ASSESSMENT

Four criteria categories

1. **Investment** – Does this achieve our objectives?
2. **Implementability** – How hard would it be to implement?
3. **Opportunities and impacts** – What are the environmental, social, cultural, mana whenua, property and community impacts?
4. **Cost** – How much would it cost?

**Note:** The MCA is still considered interim

# INTERIM MCA RESULTS

Criteria Category	Option A Road Building to Manage Congestion	Option B Improve Transport Choice	Option C Enhance Transport Choice
Investment	-2	14	19
Implementability	-12	-8	-8
Opportunities and Impacts	-8	-1	1
Costs	-2	-2	-2
<b>Total</b>	<b>-24</b>	<b>3</b>	<b>10</b>

**Note:** Interim results pending completion of Mana Whenua engagement, maintenance and operating costs, and economic evaluation

# OPTION C – ENHANCE TRANSPORT CHOICE IS THE ‘EMERGING PREFERRED OPTION’



- The Project Stakeholder Group identified **Option C – Enhance Transport Choice** as the ‘*emerging preferred option*’
- Option C is seen as the more ambitious strategy for Cambridge, promoting lower traffic, and a higher quality town centre
- Option C includes an enhanced walking and cycling network across the town, frequent buses to Hamilton, and local buses within Cambridge
- *The proposed bridge location for the Cambridge Connections Project is off the table.* ‘Inner bridge’ location better supports the town centre through decongestion, enabling amenity, public transport, walking and cycling, water, and utilities improvements

# WE WELCOME YOUR FEEDBACK



## Emerging preferred option

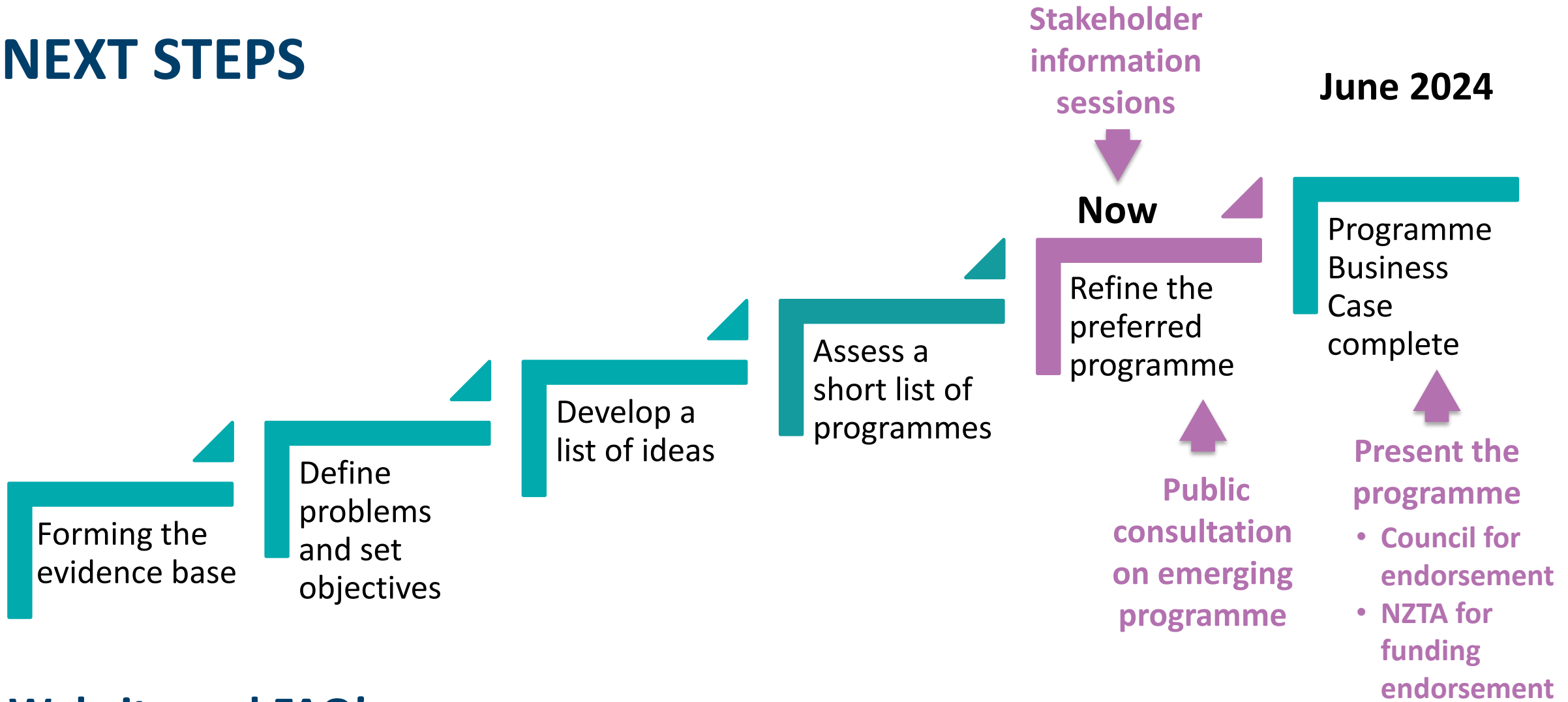
- Do you agree with the emerging preferred option – Option C?
- What do you like?
- What don't you like?
- Any other comments?

## How you can feed back

- Use the feedback form
- Email [cambridgeconnections@waipadc.govt.nz](mailto:cambridgeconnections@waipadc.govt.nz)



# NEXT STEPS



## Website and FAQ's

[www.waipadc.govt.nz/cambridgeconnections](http://www.waipadc.govt.nz/cambridgeconnections)



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