

# Service Delivery Committee Public Agenda 20 August 2024

Council Chambers  
101 Bank Street  
Te Awamutu



Chairperson  
CS St Pierre

Members

Her Worship the Mayor SC O'Regan, AW Brown, LE Brown, PTJ Coles, RDB Gordon, ML Gower, HR Kara - Te Kanohi, MG Montgomerie, DM Morgan, MJ Pettit, EM Stolwyk, BS Thomas,

20 August 2024 09:10 AM

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12.	Closing Karakia			

Workshop 11.45am (Indicative Timing only)

PUBLIC EXCLUDED: Maungatautari Ecological Island Trust (30 minutes)



**APOLOGIES**

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## **DISCLOSURE OF MEMBERS' INTERESTS**

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Members are reminded to declare and stand aside from decision making when a conflict arises between their role as an elected member and any private or other external interest they may have.



## LATE ITEMS

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Items not on the agenda for the meeting require a resolution under section 46A of the Local Government Official Information and Meetings Act 1987 stating the reasons why the item was not on the agenda and why it cannot be dealt with at a subsequent meeting on the basis of a full agenda item. It is important to note that late items can only be dealt with when special circumstances exist and not as a means of avoiding or frustrating the requirements in the Act relating to notice, agendas, agenda format and content.



## CONFIRMATION OF ORDER OF MEETING

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**Recommendation**

*That the order of the meeting be confirmed.*

# COMMITTEE AGENDA



**To:** The Chairperson and Members of the Service Delivery Committee  
**From:** Governance  
**Subject:** **CONFIRMATION OF OPEN MINUTES**  
**Meeting Date:** 20 August 2024

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## **1 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA**

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The local authority, its committees, subcommittees and any local and community boards must keep minutes of their proceedings. These minutes must be kept in hard or electronic copy, authorised by a Chairperson’s manual or electronic signature once confirmed by resolution at a subsequent meeting. Once authorised the minutes are the prima facie evidence of the proceedings they relate to.

The only topic that may be discussed at a subsequent meeting, with respect to the minutes, is their correctness

## **2 RECOMMENDATION – TŪTOHU Ā-KAIMAHI**

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*That the open minutes of the Service Delivery Committee meeting held on 18 June 2024, having been circulated, be taken as read and confirmed as a true and correct record of that meeting.*

## **3 ATTACHMENT – ĀPITITANGA**

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Service Delivery Minutes – 18 June 2024 (pre-circulated)



**Committee:** Service Delivery  
**Time:** 9.10am  
**Date:** Tuesday 18 June 2024  
**Venue:** Council Chambers, Waipā District Council,  
101 Bank Street, Te Awamutu

## PRESENT

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### Chairperson

CS St Pierre

### Members

Her Worship the Mayor SC O'Regan, LE Brown, PTJ Coles, RDB Gordon, HR Kara – Te Kanohi, ML Gower, MG Montgomerie, MJ Pettit, EM Stolwyk (Via Zoom), BS Thomas

*Opening Karakia – Committee Member Kara*

## 1 APOLOGIES

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### RESOLVED

15/24/38

*That the apology from Councillor A Brown who was away on personal business be received.*

Councillor L Brown / Councillor Thomas

## 2 DISCLOSURE OF MEMBERS' INTERESTS

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None

## 3 LATE ITEMS

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Nil





#### 4 CONFIRMATION OF ORDER OF MEETING

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**RESOLVED**

15/24/39

*That the Service Delivery Committee confirms the order of the meeting.*

Councillor Gordon / Mayor O'Regan

#### 5 CONFIRMATION OF MINUTES

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**RESOLVED**

15/24/40

*That the open minutes of the Service Delivery Committee meeting held on 14 May 2024, having been circulated, be taken as read and confirmed as a true and correct record.*

Councillor Gordon/ Councillor Pettit

#### 6 WATER SERVICES ACTIVITY REPORT TO 31 MAY 2024

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The purpose of this report was to provide information on the activities pertaining to the Water Services Team's activities for the period from the previous report (March 2024) to the end of May 2024. All graphs were updated to the end of May 2024.

This report contained matters that were of a purely administrative nature, or information that did not require a decision from Council. As such, this report did not address any matters that are significant in terms of Council's obligations as set out in the Local Government Act 2002 or Council's Significance and Engagement Policy.

Of particular note:

- Completion of the enabling works at Cambridge Wastewater Treatment Plant upgrade (update report appended as Appendix 1).
- Continued full drinking water compliance for the year to date.
- Te Awamutu Stormwater Discharge, Te Tahi Water Take and Te Tahi Backwash. Annual reports with one full compliance and two Low Risk Non-Compliances reported.

# COMMITTEE MINUTES



- Staff success at recent Water Industry Operators Group conference, winning the “Live Tapping” competition.

## **RESOLVED**

15/24/41

*That the Service Delivery Committee receives the report of Martin Mould, Manager Water Services (document number 11224380).*

Councillor Pettit / Councillor Thomas

## **7 TE AWAMUTU WASTEWATER TREATMENT PLANT – MONITORING REVIEW**

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The purpose of this report was to receive feedback from the Committee on the Development, Technology and Environmental/Monitoring Review for the Te Awamutu Wastewater Treatment Plant and Discharge Consent.

Manager Water Services, Martin Mould advised the Committee that they could provide feedback over the next month if they had any.

## **RESOLVED**

15/24/42

*That the Service Delivery Committee*

- Receives the report of Renee Coutts, Compliance and Improvement Team Leader – Water Services, titled Te Awamutu Wastewater Treatment Plant – Monitoring Review (document number 11230636);*
- Provides comment and feedback on the report to satisfy the regulatory requirement of Resource Consent AUTH135108.01.02 Condition 12 (I) – Waipā District Council Development, Technology and Environmental/Monitoring Review Report.*

Councillor Montgomerie / Councillor Gower

## **8 290429 PLAY SPACES RENEWAL & DEVELOPMENT – EXTENSION OF CONTRACT**

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The purpose of this report was to seek approval for an extension to the current Play Spaces Renewal and Development contract with Fluhler Contracting Limited, for a further year, commencing on 1 July 2024 and ending on 30 June 2025.

# COMMITTEE MINUTES



## RESOLVED

15/24/43

*That the Service Delivery Committee:*

- a) *Receives the report of Mitch O'Brien, Programme Manager – Project Delivery, titled 290429 Play Spaces Renewal and Development - Extension of Contract (document number 11212853);*
- b) *Approves the extension of Contract 290429 Play Spaces Renewal and development for a further year from 1 July 2024 to 30 June 2025;*
- c) *Approves an increase to the approved contract sum for Contract 290429 Play Spaces Renewal and Development from FIVE MILLION, FIVE HUNDRED AND FIFTY ONE THOUSAND, THREE HUNDRED AND SIXTY NINE DOLLARS AND FIFTY SEVEN CENTS (\$5,551,369.57), excluding GST, to SIX MILLION, ONE HUNDRED AND ELEVEN THOUSAND, NINE HUNDRED AND FORTY DOLLARS AND FIFTY TWO CENTS (\$6,111,940.52), excluding GST, to be funded from PR2536 Play Provision Outside Structure Plan budgets included in the 2021-31 Long Term Plan, and reflected in the draft 24/25 Enhanced Annual Plan.*

Councillor Pettit/ Councillor L Brown

## 9 290564 CAMBRIDGE ROAD URBANISATION – INCREASE TO APPROVED CONTRACT SUM

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The purpose of this report was to seek approval to increase the approved contract sum for contract 290564 Cambridge Road Urbanisation.

## RESOLVED

15/24/44

*That the Service Delivery Committee*

- a) *Receives the report of Erik Van Der Wel, Programme Engineer, titled 290564 Cambridge Road Urbanisation – Increase to Approved Contract Sum (document number 11224335);*
- b) *Approves an increase to the approved contract sum for contract 290564 Cambridge Road Urbanisation, from FOUR MILLION TWO HUNDRED AND TWENTY THOUSAND, FIVE HUNDRED AND THIRTY FIVE DOLLARS AND FIFTY THREE CENTS (\$4,220,535.53), exclusive of GST, to FOUR MILLION TWO HUNDRED AND FORTY FIVE THOUSAND, FIVE HUNDRED AND THIRTY FIVE DOLLARS AND FIFTY THREE CENTS (\$4,245,535.53) exclusive of GST, to be funded from PR3189 Hamilton Road / Cambridge Road Urbanisation.*



Councillor L Brown / Councillor Montgomerie

## 10 REQUEST FOR NEW/CHANGE ROAD NAMES – SP/0148/28 AND SP/0137/23

[The meeting adjourned at 9.39am and reconvened at 9.43am]

The purpose of this report was to seek approval for the proposed private road name and to rename a recently constructed public road for:

- The recently signed-off subdivision (SP/0148/21 stage 1C) located at 1865 Cambridge Road, Cambridge (renaming of existing road).
- New subdivision located at 63 Lowe Road, Rukuhia.

### RESOLVED

15/24/45

*That the Service Delivery Committee*

- a) *Receives the report of James Brott, Development Engineer, titled ‘REQUEST FOR NEW/CHANGED ROAD NAMES – SP/0148/21 AND SP/0137/23.’ (document number 11237092);*
- b) *Approves*
  - i. *The road name change of Hauhake Street to **Tangaroa Street** as a public road name in the C2 Growth cell (SP/0148/21); and*
  - ii. ***Nukuhau Lane** for use as private road name for the Lowe Road development in the Rukuhia area (SP/0137/23).*

Mayor O’Regan / Councillor Thomas

## 11 CAMBRIDGE CONNECTIONS – REPORT ON FEEDBACK AND KEY THEMES

[Councillor Stolwyk left the meeting at 9.52am due to technical issues and rejoined the meeting at 9.55am]

[Councillor Stolwyk left the meeting at 10.01 due to technical issues]

The purpose of this report was to report on the community feedback received and key themes on the transport options proposed in the Cambridge Connections programme business case.

Feedback was sought on the Cambridge Connections transport options from 28 February to 24 May 2024. A total of 509 responses were received.

# COMMITTEE MINUTES



All written feedback responses were included in a summary table in Appendix 1. Extended feedback responses too lengthy to include in the summary table were included in Appendix 2.

The next step is for Council to consider all this feedback, alongside previous mana whenua and stakeholder feedback, as well as the independent project review outcomes, to plan future steps for completion of the Cambridge Connections business case and future phases.

A full report will be completed as part of the Cambridge Connections business case report that will include a summary of this community feedback along with mana whenua and stakeholder engagement.

## RESOLVED

15/24/46

*That the Service Delivery Committee:*

- a) *Receives the report of Rachel Algar, Transportation Planner, titled Cambridge Connections – Feedback and Key Themes (document number 11227159).*
- b) *Receives the written feedback responses for the Cambridge Connections transport options as outlined in Appendix 1 (document number 11241220);*
- c) *Receives the extended feedback responses for the Cambridge Connections transport options as outlined Appendix 2 (document number 11235691).*

Councillor Coles / Councillor Gordon

## 12 MEMORANDUM OF UNDERSTANDING FOR SAFETY CAMERA OPERATIONS AND ENFORCEMENT ON WAIPĀ DISTRICT COUNCIL CONTROLLED ROADS

The purpose of this report was to seek approval to enter into a Memorandum of Understanding (MoU) with the New Zealand Transport Agency Waka Kotahi (NZTA), allowing NZTA to undertake Road Safety Camera operations and enforcement on Waipā District Council controlled roads.

## RESOLVED

15/24/47

*That the Service Delivery Committee*

- a) *Receives the report of Sergey Shutov, Transportation Planning Engineer, titled Memorandum of Understanding for Safety Camera Operations and Enforcement on Waipā District Council Controlled Roads (document number 11229997);*

# COMMITTEE MINUTES



- b) *Resolves to enter into the Memorandum of Understanding for Safety Camera Operations and Enforcement on Waipā District Council Controlled Roads with New Zealand Transport Agency Waka Kotahi, as set out in Appendix 1 of this report (document 11229990), and delegates authority to the Chief Executive to finalise negotiations and sign the Memorandum of Understanding on Council's behalf.*
- c) *Nominates the Manager Transportation as being the role of the Council employee to receive any notices under clause 40 of the Memorandum of Understanding.*

Mayor O'Regan / Councillor Coles

## 13 LOCAL WATER DONE WELL – PROJECT PLAN

[Councillor Stolwyk re-joined the meeting at 10.05am]

The purpose of this report was to provide an update on Local Waters Done Well (LWDW) and the development of a Project Plan for delivery of a Water Services Delivery Plan by 30 June 2025. This report was also seeking approval to set-up a Local Waters Done Well Project Governance Group (PGG) to provide governance and support for the co-ordination, delivery and decision making for LWDW.

After discussion an amendment was made to recommendation c) to reduce the number of appointed Councillors to the Local Waters Done Well Project Governance Group from 4 to 3. It was agreed that along with Mayor O'Regan, Councillors Stolwyk, St Pierre and Montgomerie would be appointed to the governance group.

### RESOLVED

15/24/48

*That the Service Delivery Committee*

- a) *Receives the report of Sherryn Paterson, Manager Delivery Performance, titled Local Water Done Well - Project Plan (document number 11225900);*
- b) *Approves the establishment of a Local Waters Done Well Project Governance Group, in accordance with the Terms of Reference as per Appendix 2 of this report to be finalised in accordance with recommendation f);*
- c) *Appoints the membership of the Local Waters Done Well Project Governance Group, being the Mayor Susan O'Regan, three Councillors: Councillor Stolwyk, Councillor Montgomerie, Councillor St Pierre, and six staff: Chief Executive, Group Manager Service Delivery, Group Manager Business Support, Group Manager Strategy, Manager Waters Services, Manager Delivery Performance;*

# COMMITTEE MINUTES



- d) *Notes that the Local Water Done Well Project Governance Group has no delegated authority to make decisions but may make recommendations to the Service Delivery Committee or any other Council Committee;*
- e) *Notes that there is provision for an Iwi representative to be appointed once consultation with Iwi partners has been undertaken;*
- f) *Delegates to the Manager Delivery Performance to finalise the Terms of Reference.*

Councillor L Brown / Councillor Gordon

## 14 RECLASSIFICATION – SEGREGATION STRIP RESERVE, MAUNGAKAWA

The purpose of this report was to seek the Committee's approval to commence the process to reclassify the reserve along the Maungakawa Road frontage of 1/88 and 2/88 Maungakawa Road, from Local Purpose Reserve (segregation strip) to road reserve to enable amalgamation of the land into the adjoining road.

### RESOLVED

15/24/49

*That the Service Delivery Committee*

- a) *Receives the report of Harry Baxter – Development Engineering Team Leader titled 'Reclassification - Segregation Strip Reserve, Maungakawa' (document number 11233043);*
- b) *Notes that the 21m<sup>2</sup> segregation strip along 1/88 and 2/88 Maungakawa Road ("Land") is designated as a local purpose reserve under the Reserves Act 1977;*
- c) *Approves, pursuant to section 24(1)(b) of the Reserves Act 1977, the reserve status of the Land being reclassified as road reserve as the Land is now required for this new purpose, rather than its current purpose ("Proposed Reclassification");*
- d) *Delegates to the Group Manager District Growth and Regulatory Services authority, to, in accordance with section 24 of the Reserves Act 1977:*
  - i) *after consulting with the Commissioner, publicly notify the Proposed Reclassification and consider any objections from the public to the Proposed Reclassification; and*
  - ii) *if still considered appropriate following i) above, notify the Commissioner and liaise as required with the Minister and Department of Conservation on the Proposed Reclassification; and*

# COMMITTEE MINUTES



- iii) *sign such documents and do such things as necessary to help enable the implementation of the Proposed Reclassification.*

Councillor Coles / Councillor Thomas

## 15 RESOLUTION TO EXCLUDE THE PUBLIC

### RESOLVED

15/24/50

***THAT the public be excluded from the following parts of the proceedings of this meeting. The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:***

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48(1) for the passing of this resolution</b>
<i>16. Confirmation of Public Excluded Minutes – 14 May 2024</i>	<i>Good reason to withhold exists under section 7 Local Government Official Information and Meetings Act 1987</i>	<i>Section 48(1)(a)</i>

*This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act, or Sections 6, 7 or 9 of the Official Information Act 1982, as the case may be, which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, are as follows:*

<b>Item No.</b>	<b>Section</b>	<b>Interest</b>
<i>16</i>	<i>7(2)(i)</i>	<i>To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</i>

Councillor Pettit / Councillor Coles

The meeting went into Public Excluded at 10.31am  
There being no further business the meeting closed at 10.32am





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**CONFIRMED AS A TRUE AND CORRECT RECORD**

**CHAIRPERSON:** .....

**DATE:** .....

# COMMITTEE REPORT



## INFORMATION ONLY

**To:** The Chairperson and Members of the Service Delivery Committee  
**From:** Transportation Planner  
**Subject:** **Process Review - Cambridge Connections**  
**Meeting Date:** 20 August 2024

### 1 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

In April 2024, Council commissioned WSP consultancy to look at the processes completed and decisions made for the Cambridge Connections Programme Business Case (PBC). The review was future focused with an emphasis on key lessons and recommendations for the Cambridge Connections project, which could also inform other similar projects.

The key findings of the review were:

- a) Cambridge Connections is a high-profile project and therefore has a high level of stakeholder and community interest.
- b) The project was appropriately identified as being a programme business case (PBC) and the types of investigations and decision-making steps normally expected have been made that have included check-ins with Council and the NZ Transport Agency through the project lifecycle.
- c) Council and PSG workshops received comments focused on the location of the third bridge creating some diverging views on the specific nature of the information needed, and the appropriate timing of engagement for the business case and decision-making process.
- d) The timing and release of option information was brought forward when the engagement was shifted by Council following a decision around an Enhanced Annual Plan process which potentially resulted in a 'faster' process with limited time for a 'more meaningful' engagement programme.
- e) There was a need for more detailed engagement planning alongside steps in the business case to help with the delivery of key messages. The review noted that:
  - i) To present only the preferred programme option may have raised questions about the transparency of the project steps and decision-making

- ii) Timing of messages resulted in missing information and created uncertainty
- iii) Missing an opportunity to take the community on the journey.

The review has highlighted areas of opportunity and recommendations for Council's process in the key areas of Council decision-making, the business case and the communications and engagement process. Staff have considered these and their response is set out further in this report.

A copy of the report 'WSP Process Review – Cambridge Connections' is included as Appendix 1.

## 2 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

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*That the Service Delivery Committee receives the report of Rachel Algar, Transportation Planner titled Process Review - Cambridge Connections (document number:11270326).*

## 3 COMMENTARY - KŌRERO

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The Cambridge Connections project to develop a Programme Business Case follows the NZ Transport Agency Waka Kotahi business case process and helps to shape and plan Cambridge's transport infrastructure and projects (short, medium and long-term) for the next 30 years.

In early 2024, following stakeholder information sessions on Cambridge Connections, the transport options for the business case were shared with the wider community to seek early feedback to help inform the development of the business case.

The community feedback period for the transport options ran from 28 February to 24 May 2024, noting there were changes to the consultation approach and extension of the feedback period for the project. Feedback was sought on what people liked about the options and any other feedback on transport issues and improvements for Cambridge. There were 509 responses received.

The independent project review was commissioned by Council in April 2024 following strong community response during the consultation phase, particularly around the in-town bridge location outlined in short list Option C. The review was completed by WSP Consultancy and looked at the processes completed, and decisions made for the Cambridge Connections Programme Business Case.

The review found the following (noting these points are summarised but further details are found in the report):

- During the early development and planning phases, the intended direction of the business case was endorsed by both the Waipā DC and the New Zealand Transport Agency (NZTA).
- The project was appropriately identified as being a programme business case (PBC) with the types of steps normally expected in a business case. Recommendation for how the business case stages could be integrated better with engagement, risks and opportunities.
- A range of measures would be looked at within the Cambridge transport network and this was the focus of the business case. However, the review noted a number of comments focused on the location of the third bridge creating some diverging views on the specific nature of the information needed and the appropriate timing of engagement for the business case and decision-making process.
- It was noted that the timing and release of the option information was brought forward when the engagement was shifted by Council to an Enhanced Annual Plan process. This potentially resulted in a ‘faster’ process with limited time for a ‘more meaningful’ engagement programme.
- There was a need for more detailed engagement planning alongside steps in the business case to help with the delivery of key messages and to reduce risk. The specific points included:
  - To present only the preferred programme option may have raised questions about the transparency of the project steps and decision-making.
  - Timing of messages (that is, media release to the wider community prior to ‘potentially affected’ landowners’ letters being delivered) resulted in missing information and created uncertainty.
  - Missing an opportunity to take the community on the journey, that is, setting enough context of the ‘big picture vision’ at the beginning of the project. Better messaging to the community from the outset would likely have helped them to understand the project and enabled it to progress to the next stage.

Part 3 of the review report also highlights several areas of opportunity and recommendations for Council process, business case process and communications and engagement.

These opportunities, recommendations and the staff response are set out in the table below.

### 3.2.1 Council Process Recommendations

<b>Project Review Recommendation</b>	<b>Staff response</b>
Review decision making and approval processes and ensure actions on key decisions are documented.	<i>Council and NZTA decision-making/approval points have been identified for next steps for the project. Project team will ensure that key decisions are made at Council/Committee meetings, unless made under delegated authority and in each case will be clearly documented. Staff project management documentation will be updated to ensure this is clear.</i>
Incorporate a challenge/risk review process at key steps of business case/projects, particularly, for high profile projects.	<i>The Cambridge Connections risk register is assessed at project team meetings and updated on a monthly basis. Extreme or very high risks are now reported to Executive Group on a monthly basis and Audit Risk Committee on a quarterly basis. Staff project management documentation will be updated to ensure this is clear for other projects.</i>

### 3.2.2 Business case process Recommendations

<b>Recommendation</b>	<b>Staff response</b>
Review any previous decisions on the problems and benefits in alignment to any changes to local or government policies particularly in terms of future conversations around strategic priorities.	<i>This will be completed for the programme business case following Council approval of the recommended approach for the completion of the business case (August Service Delivery) and the release of the National Land Transport Programme expected August/September 2024.</i>
Consider the prescribed level of detail in the programme options and reconfirm the assessment process.	<i>Public feedback suggestions will be added to the long list of transport improvement options and assessed during business case completion. This will be made available to</i>

<b>Recommendation</b>	<b>Staff response</b>
	<i>the public and stakeholders on-line and in the final report.</i>
Review how engagement with key stakeholders and the community can be further integrated and complement the issues discussions and option development process.	<i>This review is underway and any changes to be included in the communications and engagement plan.</i>

### 3.2.3 Communications and Engagement Recommendations

<b>Recommendation</b>	<b>Staff response</b>
Update the communications and engagement plan to fit the strategic level of the PBC and complement the key milestones, including the development of a revised programme to undertake engagement.	<i>The key milestones are being developed into an infographic to help illustrate the process. The communications and engagement plan will be updated to reflect key actions and engagement opportunities at each milestone.</i>
Review the business case development and engagement resources on the NZ Transport Agency Waka Kotahi and the IAP2 Australasia websites to help guide and plan this approach.	<i>Senior communications and engagement staff have now been IAP2 certified and will be incorporating their learnings into the revised plan.</i>
Set up Community Liaison Groups (to help with increasing representation from a broader range of community stakeholders in the wider area, e.g, Cambridge and Leamington).	<i>Community engagement opportunities will be further identified during the revision of the plan. We will work closely with the Cambridge Community Board and provide regular updates on the project's progress.</i>
Look to use independent facilitators to host community events/drop-ins where required to provide support to senior leaders and the project team with engagement during these sessions.	<i>This will be considered as part of our planning.</i>
Work closely with the media and build and maintain relationships with local teams to help ensure key messages are being delivered effectively. A media plan could include good news stories or features that are placed alongside or in addition to key milestones, to help build understanding and support.	<i>This will be considered as part of our planning.</i>

<b>Recommendation</b>	<b>Staff response</b>
Keep developing the working relationship between the business case team and the Communications and Engagement team, to help manage risks, optimise opportunities, and develop public facing material.	<i>The business case project team is comprised of representatives from the NZ Transport Agency Waka Kotahi, the Council project team and Communications and Engagement team and the business case team.</i>  <i>Further development of material is underway.</i>
Plan and develop communications and engagement collateral with more use of visuals such as infographics, concept maps, photographs and facts and figures icons. This can help to present the story effectively to a broader audience. Technical information can be broken down into plain messages illustrating the benefits and outcomes for people in the region.	<i>This will be considered as part of our planning.</i>
Consider allocating a larger budget to fund communications and engagement activities. This can be used for campaign management, advertising, promotion, and engagement activities and will help to ensure broader messages are shared with wider audiences.	<i>No additional budget has been allowed for communication and engagement activities relating to Cambridge Connections in the Enhanced Annual Plan.</i>

The review recommendations are process improvements which will be implemented by staff (under existing delegations) through the progression of the business case. Changes to the substance of the Business Case following the outcome of the feedback exercise will be presented separately to the August Service Delivery meeting for approval.

#### 4 APPENDIX

<b>No:</b>	<b>Appendix Title</b>
1	WSP Process Review – Cambridge Connections



Rachel Algar  
**TRANSPORTATION PLANNER**



Reviewed by Bryan Hudson  
**MANAGER TRANSPORTATION**



Approved by Dawn Inglis  
**GROUP MANAGER SERVICE DELIVERY**



## **APPENDIX 1**

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WSP Process Review – Cambridge Connections (*document number 11253559*)

Waipā District Council

# PROCESS REVIEW - CAMBRIDGE CONNECTIONS

Final Report

2-WLASSJF



## PROCESS REVIEW - CAMBRIDGE CONNECTIONS

Final Report

Waipā District Council

WSP  
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This report ('Report') has been prepared by WSP exclusively for Waipa District Council ('Client') in relation to a process review of the Cambridge Connections Project ('Purpose') and in accordance with the [IFS dated 13/05/24]. The findings in this Report are based on and are subject to the assumptions specified in the IFS and this report. WSP accepts no liability whatsoever for any reliance on or use of this Report, in whole or in part, for any use or purpose other than the Purpose or any use or reliance on the Report by any third party.

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## ABBREVIATIONS

ILM	Investment Logic Map
LTP	Long Term Plan
NZTA	New Zealand Transport Agency Waka Kotahi
POE	Point of Entry Document
PBC	Programme Business Case
PSG	Project Steering Group
SDC	Waipā District Council Steering Development Committee
WTS	Waipā Transport Strategy 2022-2052

# EXECUTIVE SUMMARY

Waipā District Council (Waipā DC) engaged WSP to review the key processes undertaken and decisions made for the Cambridge Connections Programme Business Case (PBC) from project inception until 4 May 2024.

Our review is future focused with an emphasis on key lessons and recommendations for this project, and other similar projects with attention to three key processes:

- Council Decisions
- Key Business Case steps
- Engagement approaches.

Our review highlighted:

- This is a high-profile project meaning a high level of stakeholder and community interest.
- During the early development and planning phases, the intended direction of the business case was endorsed by both the Waipā DC and the New Zealand Transport Agency (NZTA).
- The project was appropriately identified as being a programme business case (PBC) and the types of steps normally expected in a business case such as point of entry, the development of problems and benefits statements, strategic case outlining alignment to strategies, evidence and objectives of the project, option development and evaluation of options have been undertaken. Further consideration could be given to how business case stages can be integrated with the engagement processes and how risks and opportunities of engagement are understood by all parties.
- Presentations provided to both the Council (elected members) and the Project Steering Group indicated that a range of measures would be looked at and a wider Cambridge transport network was the focus of the business case. However, it was also clear that there were several directed comments throughout documentation and feedback from these sessions which specifically focussed on providing a location of the third bridge and this theme was consistent in other messaging. This may have created some diverging views on the specific nature of the information needed and the appropriate timing of engagement for the business case. In this regard, we are unclear as to the decision-making process based on the documentation provided. However, we note that the timing and release of option information was brought forward when the engagement was shifted by Council to an Enhanced Annual Plan process. This potentially resulted in a 'faster' process with limited time for a 'more meaningful' engagement programme.
- There was a need for more detailed engagement planning alongside steps in the business case to help with the delivery of key messages and to reduce risk. From the initial planning in the project there was a series of activities delivered in late 2022 and in early 2024. Some aspects of that planning had been structured and set up early, such as the stakeholder engagement through the 'Project Stakeholder Group', which worked well and delivered the desired outcomes for the business case at the right time. However, our review highlights that the steps taken (or not taken) resulted in challenges from the community to the Council which impacted the project being able to progress. The key steps and decisions were:
  - To present only the preferred programme option may have raised questions about the transparency of the project steps and decision-making.

- Timing of messages (i.e. media release to the wider community prior to 'potentially affected' landowners' letters being delivered) resulted in missing information and created uncertainty.
- Missing an opportunity to take the community on the journey i.e. setting enough context of the 'big picture vision' at the beginning of the project. Better messaging to the community from the outset would likely have helped them to understand the project and enabled it to progress to the next stage.

These issues generated a high level of community awareness of the project. There remains a very high level of interest in the project with more people reaching out to become involved. The opportunity now is to plan for the next phase with more focus on engaging widely with the Cambridge and Waipā communities.

# 1 PROJECT BACKGROUND

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## 1.1 INTRODUCTION

Waipā District Council (DC) engaged WSP in May 2024 to review the key processes undertaken and decisions made for the Cambridge Connections Programme Business Case (PBC). A summary of WSP's key tasks/terms of reference are provided in section 1.2. WSP has focused this review on areas for improvement emphasising key opportunities for Waipā DC for the future of this and other projects.

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## 1.2 TERMS OF REFERENCE

The Instruction for Service (IFS) Variation form dated 13/05/2024 was approved by Waipā DC. The terms of reference for this review and any assumptions and exclusions are provided within that IFS and relevant to the project are listed below.

### 1.2.1 PROJECT UNDERSTANDING, SCOPE, AND METHODOLOGY

Our review includes a focus on the key processes undertaken and decisions for the PBC from project inception until 4 May 2024. Key areas of interest for the review are:

**A summary of the key decision-making points to procure the PBC and decision-making processes.**

- Decisions made (by elected members and staff) and scope of works provided for the PBC prior to procurement of consultants to undertake the work.
- Inputs and decisions on the direction of work from key stakeholders/Project Stakeholder Group through the Point of Entry (PoE) and Investment Logic Map (ILM) stages of the PBC.

**A review of the business case process and work finalised to date.**

Our review has considered the Council's business case process and alignment to current New Zealand Transport Agency (NZTA) guidance for work completed to date. For context, this included a review of the processes undertaken for the Strategic Case, ILM, and Long List Options Memo, as these phases and documents have largely been completed.

**Our review is process-driven, meaning we have:**

- provided comments and recommendations, if appropriate, on how the process aligned to current guidance material, such as NZTA documentation. The questions asked were in line with the typical approach undertaken as part of an independent peer review process. However, given this review was process-driven and not technical verification, we did not:
  - Look to challenge evidence, conclusions drawn, or outcomes of the Strategic Case (including defined problems and benefits) or options selected.
  - Comment on whether the solution(s) identified (including locations of key measures) are appropriate or not.



## A review of the engagement methodology and actions undertaken

A key focus of our review includes examining the planning for and implementation of engagement with a range of stakeholders, including potentially affected landowners, project neighbours, wider community, Council staff and elected members. In focusing on this area of the review WSP has asked the following types of questions:

- What did you say you would you do?
- What did you do?
- What might be regularly expected and appropriate for this type of work (and at a PBC Stage)

## Summary of Recommendations

As a result of our review findings, we have recommended a series of actions for the next stages of this project and potentially with any future projects of this type.

## Methodology

Our review process relies solely on the information provided by the Council, industry guidelines, and any other publicly available information (Refer Section 1.3). As discussed, we used documentation for information and facts for the review, and we have not undertaken any interviews with Council staff or consultants.

### 1.2.2 ASSUMPTIONS

The following assumptions are noted:

- This is a desktop exercise with readily available information shared by the Council for the purposes of our review. Information provided by Waipā DC is used for the purposes of our review is summarised in section [1.3](#).

### 1.2.3 EXCLUSIONS

As part of this review, the following items are excluded:

- Technical reviews or verification of assessments included within the PBC.
- Any review of the suitability of the preferred type or location of interventions included within the programme such as the proposed third bridge. Although there was a request to make a comment on the outcomes of the project if a third bridge were not part of the programme of works, this did not form part of the review, given our scope related to the processes undertaken and not specific programme options.
- Waipā DC Staff, Stakeholders, or consultant interviews.
- Attendance at Council meetings to discuss findings.

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## 1.3 INFORMATION PROVIDED

Our review process relies solely on the information provided by Waipā DC, industry guidelines, and any other publicly available information. The documents supplied including those referenced and publicly available are outlined in Appendix A. No interviews with council staff or consultants have been undertaken.

## 2 OBSERVATIONS / FINDINGS

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### 2.1 INTRODUCTION

Our review focuses on three main processes:

- Key Council Decision Making
- Business Case
- Engagement and Community Engagement

The key findings of the review are summarised in sections [2.2](#) through to section [2.4](#).

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### 2.2 KEY COUNCIL DECISION MAKING – PBC

The findings of the review are based on the terms of reference (section [1.2](#) and documents provided or referenced (section [1.3](#)). No other formal or informal interview processes have been undertaken. A timeline of the meetings and decisions made are included in Appendix B.

#### 2.2.1 KEY COUNCIL STEPS AND DECISIONS

The key steps or decisions by the Council included:

- The development of the Waipā Transport Strategy (WTS) 2022-2052. The Strategy was adopted by the council in Mid-2022. This strategy identified the interventions aligned to the strategy including the development of “Cambridge’s strategic road network improvements business case (or plan) and investigation of a third bridge.”
- The development of the Cambridge Connections – Our Future Transport Plan Project Implementation plan summary outlined the purpose of the project. This plan highlighted the need for a robust business case that focused on determining the key problems and opportunities for the Cambridge Transport Network. The plan stated the need to identify options and determine a preferred location for a third bridge and other road transport improvements. This document also provided a summary of risks, a high-level programme, and a communications plan. It stated that a formal public consultation was out of scope, assumed to be due to the project being included in the LTP (which was adopted in June 2022) and New Zealand Transport Agency’s (NZTA) approval to proceed to a PBC.
- A report to the Service Delivery Committee (SDC) in August 2022 outlined the future transport plan and described that a PBC would be undertaken to determine issues and develop short, medium, and long-term options that covered a range of alternatives. This would also include identifying additional river crossing capacity when needed.
- The project came out of the Council’s LTP in mid-2021 and was identified within the Waipā Transport Strategy (WTS 2022-2052).
- A report to SDC in December 2022 resolved that in August 2022 “**Staff would commence the business case** (known as Cambridge Connections) to help secure funding for major transport initiatives in Cambridge. It was agreed this would be undertaken following the NZTA PBC approach. In addition, that the “Council is supporting this project through proactive communication and support. Public engagement for this project was to be included in the

LTP process (June 2023) once the preferred programme had been identified in the Business Case.

- The draft Strategic case (outlining alignment to strategy, problems, and benefits) and next steps were developed and reported to the SDC in March 2023. The report noted that “**public engagement on the preferred programme** identified in the business case will be included in the draft 2024-34 LTP consultation during March-April 2024”.
- A long list of options and an emerging short list of options were presented to the Council in a public excluded workshop in October 2023. This presentation highlighted the need to include a holistic response to options, such as integrated planning interventions, and not just infrastructure solutions. In addition, there was a decision **to consult the community on the preferred option only**. Notes from the Council presentation meeting was largely in response to bridge solutions and staging and that bridge locations would be shown as ‘inner and outer’ areas [as part of the short list]and not be specific at this point.
- In December 2023, the short list of options was provided to the PSG. The PSG workshopped and provided feedback on the types of impacts of the short list options to help with the evaluation process. In the PSG feedback notes, there was a question raised on whether [we] could be more precise with the location for the new river crossing. **Noting the response from Council officers was that it ‘was too soon to definitely state the route, as this will trigger landowner concerns’.**
- The Council shifted to an Enhanced Annual Plan process in early 2024 which coincided with this project’s timeline. The decision to seek early feedback from the wider community was made following the decision to move to an Enhanced Annual Plan. Hence the Communications Plan was updated to reflect this change.
- In February 2024, the assessment of the short list of options and emerging preferred option was presented to the Council in a public excluded workshop. At that presentation it stated the next step would be to present the short list options and emerging preferred option to wider stakeholders for feedback in late February and early March and the final programme would then be presented to the Council in May 2024. Notes taken at the presentation (Council Workshop record 14 February 2024) **included being specific about the [third] bridge location in Cambridge with good communications to the community needed.** Note: it is not clear from the workshop record whether there was any official resolution, or agreement on next steps or discussion on risks around presenting a preferred location of a third bridge to the community earlier in the process. Although it was noted that more investigation was needed before a third bridge location could be finalised and that stakeholder and community feedback would be sought on the preferred programme, the key steps did not indicate the timeframe of when public consultation would occur.
- A media release on Cambridge transport issues including the potential areas for a third bridge was sent out by the Council in February 2024. Following this media release there was an information drop-in session planned with potentially affected residents in March 2024. At that information session, some of the wider community attended. In response to the feedback received from the community at that session and wider community feedback, the **Council determined it was appropriate to take the bridge locations off the table, recognising further detailed investigations would be required and an official review** of the process to be undertaken.

## 2.2.2 SUMMARY OF KEY DECISIONS AND IMPACTS

- There is a history of decision-making relating to this project which has largely stemmed from the initial bridge assessment report<sup>1</sup> and the WTS 2022-2052. The bridge assessment report outlined that current bridge capacity was sufficient and predicted capacity would be reached around 2040. However, the report also mentioned that there were other measures to the transport network that could be considered to help address this issue and that there were still uncertainties around resilience of the Victoria Bridge<sup>2</sup> and predicted traffic volumes. The WTS 2022-2052 highlighted this as a key project and the need for an investigation into the wider transport network in Cambridge, including specific references for investigating a third bridge.
- There were 5 presentations to the SDC and council by the project team (between mid-2022 and early 2024) on the key steps undertaken and outcomes of the work completed at several phases of the project. This included an implementation plan, strategic case (problems and benefits), long list of ideas, short list of programme options and an emerging preferred option.
- Although there were discussions by the councillors with the project team to help inform them (as documented in the Council presentation notes), **there does not seem to be any agreed resolutions documented, or any discussion on key risks within the project** from these groups except for the need for a business case to be undertaken. However, it is understood that both the PSG was set up to help the project team to develop ideas and serve as a reference group and the Council provided feedback rather than any directed reference or specific actions/resolutions on decision making.
- Based on this, it is assumed that discussions with the PSG and Council helped form the basis for key steps, project programme development and optioneering. The report to SDC on problems stated that the “adopted WTS 2022-2052 formally confirmed the need for an additional river crossing capacity in Cambridge once the Victoria Street Bridge can no longer carry vehicles”. However, it is also clear in the notes that there were several directed comments (from the project implementation plan, PoE,) on the need to be able to provide a location of a third bridge. This may have created some diverging views on the level of option detail that was needed in the business case. Whilst there did not seem to be any detailed conversations documented around potential risks for engaging with the community with this level of detail, council officers had provided a response [to the directed comments] that there was a risk in releasing specific locations of the bridge. Our assumption is that this may have been of concern due to the need for further investigations and the timing of delivery of this message.
- Whilst not always the case, a PBC would be expected to provide a higher-level strategic response and programme of works and interventions to address validated problems for the wider transport network - rather than being too specific and drilling down into the detail early in the process. If the PBC had progressed to an indicative or detailed business case, then this detail would have likely been explored further within that context.
- The decisions made and levels of engagement were provided through the communications plan and framework and developed by the Council's communications team. The approach taken and decisions through the project are discussed in section [2.4](#).

<sup>1</sup> Beca - <https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7slcxbyk7hfo7/hierarchy/our-council/news/2022%20news%20images/documents/Cambridge%20Road%20Bridges%20Traffic%20Capacity%20and%20Demand%20Study.pdf> -11 January 20218

<sup>2</sup> Further investigation into the structural resilience of the bridge was undertaken in 2021 - [https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7slcxbyk7hfo7/hierarchy/our-services/roadsandfootpaths/bridgerestrictions/documents/ECM\\_10716175\\_v1\\_Victoria%20St%20Bridge%20%28RP969%29%20-%20Main%20Arch%20Bridge%20Structural%20Assessment%20Report%20Rev%20C.pdf](https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7slcxbyk7hfo7/hierarchy/our-services/roadsandfootpaths/bridgerestrictions/documents/ECM_10716175_v1_Victoria%20St%20Bridge%20%28RP969%29%20-%20Main%20Arch%20Bridge%20Structural%20Assessment%20Report%20Rev%20C.pdf)

## 2.3 PBC PROJECT – BUSINESS CASE PROCESS

This section discusses the business case process, and this includes a review **of the processes (not the underlying technical detail)** undertaken to develop the ILM, Strategic Case and Long List Options Memo, as these phases and documents have largely been completed. The terms of reference and documents referenced are outlined in section [1.2](#) and [1.3](#).

Note, this is **not a formal independent peer review**<sup>3</sup> as per NZTA requirements as this is likely to be undertaken once the PBC is fully complete.

### 2.3.1 DEFINITION OF A PBC

As stated by NZTA<sup>4</sup> – “The purpose of a programme business case (PBC) is to find the combination of activities that represent the best-value-for-money response to the case for change identified in the strategic case. A robust PBC provides [NZTA] and all stakeholders with assurance that:

- an appropriately broad range of options are being considered at a system level.
- the proposed programme represents the best whole-of-life, value-for-money approach (allowing for any trade-offs across different outcomes and risk).
- relevant legislative requirements to consider alternatives and options have been met.
- opportunities for innovation have been adequately explored.”

A PBC is generally expected to occur after the Strategic Case (or Strategy). A PoE process also can occur to determine the best pathway. Figure 1 shows the types of pathways that can occur.

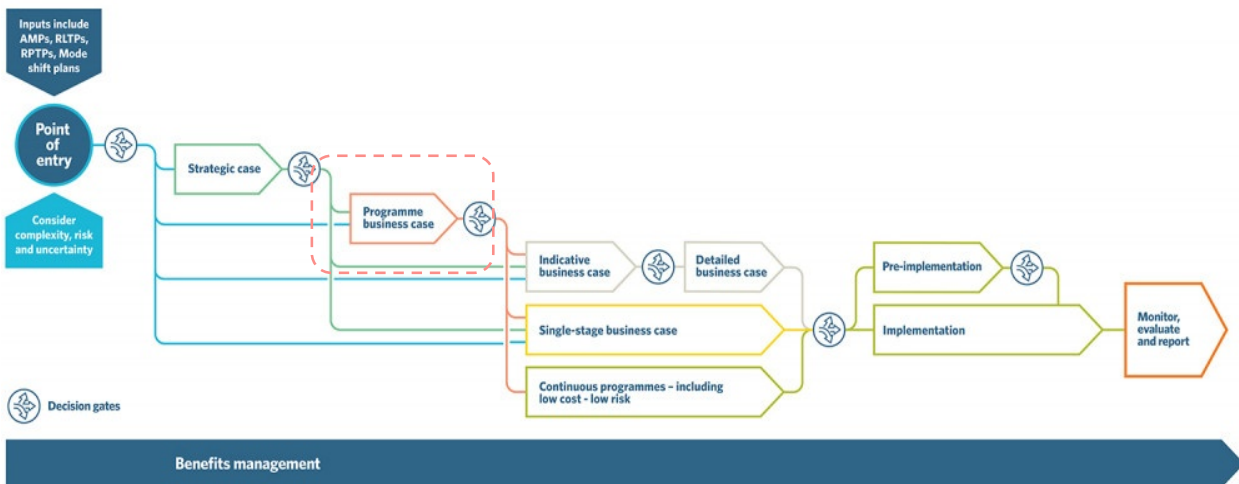


Figure 1: Business Case Pathway

#### 2.3.1.1 APPROACH

To date, and notwithstanding the commentary in relation to the Stakeholder and Community engagement approach (Section [2.4](#)) or the technical detail, Waipā DC (and their Consultant) have

<sup>3</sup> <https://www.nzta.govt.nz/planning-and-investment/planning-and-investment-knowledge-base/202124-nltp/2021-24-nltp-managing-programmes-and-activities/peer-review-of-proposals/>

<sup>4</sup> [Programme business case phase | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](#)

largely followed a business case process expected in developing a PBC. This includes understanding the point of entry for this project i.e. that a PBC is the proposed pathway, working with stakeholders to develop the problems and benefits statements (ILM), drafting a strategic case to help validate the problems for the project, developing a list of ideas with stakeholders, evaluating those ideas against a set of criteria which resulted in a short list of options which were assessed to propose an emerging preferred programme option. Although a set of steps has been followed, as part of the formal business case review it would be beneficial to further understand the level of detail and steps within the optioneering methodology. Some further details on optioneering are described in this section [2.3.6](#).

Commentary on the key findings of the engagement processes with the community and how it aligned to the business case stages and any key decision-making processes is provided in section [2.4](#).

### 2.3.2 KEY STEPS AND DECISIONS

The key steps or decisions by the project team through the development of the PBC to date provided to the review team included:

- The PoE
- Strategic Case – including an ILM.
- Economic Case – Optioneering. Optioneering notes have been provided but a fully complete Economic Case section of the PBC has not yet been developed.

The Commercial, Financial and Management cases have not been started and, therefore, are not included in this review.

### 2.3.3 POINT OF ENTRY

A point of entry (PoE) is the first step in the process to determine the appropriate path an investment proposal (the project) should take. A PoE was developed in December 2022 with recommendation from the Council and endorsement from NZTA to **proceed with the development of the Cambridge Connections PBC**. The scope in the PoE includes the engagement approach, the PBC itself, and that “the options will consider activities which reduce demand, improve integrated planning, provide alternatives, make best use of existing infrastructure, while also identifying additional river crossing capacity for when the historic Victoria Bridge must be relieved of the current vehicle traffic volumes” and data to inform the business case.

The POE also stated “It is anticipated that the PBC will identify a number of interventions for the short, medium and long term. The more complex and expensive of these are likely to progress through single stage or detailed business cases to confirm scope, risk, and costs for these investments.”

Given the need to identify a high level of strategic/system interventions over a period of time and planning for this project to be at a programme level, we agree **that a PBC was the most appropriate pathway for this project.**

### 2.3.4 ILM

An Investment Logic Map (ILM) is a core component in any business case. Early in the programme, **an ILM was developed** (November 2022) showing the problems and benefits of the project. This was done with inputs from and agreed to<sup>5</sup> by the PSG (Waipā DC, NZTA, Key Stakeholders) and this **process is consistent with good practice**.

To confirm the problems and benefits identified and test ideas, local stakeholders were invited to attend a drop-in session in November/December 2022, however it is unclear as to the actual attendees at these sessions. Several issues were discussed (and mapped) and ideas were developed to help inform the optioneering phase of the project (Refer section [2.3.6](#)).

### 2.3.5 STRATEGIC CASE

A draft Strategic Case was developed for the project in early 2023 and presented to the SDC. The draft Strategic Case documented the context of the project, key strategies, and alignment of the project to strategic context, description and understanding of local context, definitions of the problems, benefits, and opportunities, and who the partners and key stakeholders are.

Whilst not fully complete, **the draft Strategic Case includes the key elements expected of this type of work**. However, a technical review of the detail within the Strategic case has not been undertaken and we have therefore not provided any commentary on problem and benefit definition, nor the suitability of the evidence provided. This will be completed at a formal peer review process once the PBC is complete.

### 2.3.6 ECONOMIC CASE - OPTIONEERING

Based on the information provided, **the project team has applied a methodology to undertake an optioneering process via an evaluation (multi criteria analysis (MCA)) method**. This method helped the team in decision making in terms of what ideas could be discarded and what ideas could be kept. These 'kept' ideas were then developed into a short list of programme options.

Although we are not reviewing any technical detail, it is worth noting that the options were stepped from a very large list of individual ideas (using the intervention hierarchy) to a business-as-usual option plus three short list combined programme options i.e. there was no long list of programme options. Although 'kept' ideas have formed the basis for the components of the short list, it is not clear on the process undertaken to combine the various interventions (kept ideas) into programmes. The short list programme options were evaluated to determine a preferred programme. Based on the documentation supplied, the business-as-usual option (or do minimum as stated in the PSG short list briefing record 28 June 2023) was not evaluated, and therefore it was assumed that this was possibly used as a base case for evaluation of the other three options. We have not commented on the suitability of the method in both developing or evaluating those short lists of programme options or the potential interventions, as this will be considered as part of the formal peer review process.

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<sup>5</sup> As noted in the Strategic Case.

### 2.3.7 SUMMARY OF KEY FINDINGS

Given the need to consider a wider range of system interventions for the Cambridge Network, WSP agree with the recommendation in the PoE that a **PBC was and is the most appropriate way forward for this project.**

It is difficult to provide commentary on the process without adding details around the specific nature of the work completed. However, to date, **the project team have largely followed a business case process** in terms of the key steps and components that would 'normally' be expected for a PBC such as the development of a PoE, ILM, Strategic Case and optioneering. However, this comment noting the team has followed a business case process must be read in conjunction with the key findings of the engagement review. Engagement of a project of this nature forms a core component of any business case in ensuring successful outcomes are delivered. These engagement findings are provided in section [2.4](#).

From a business case point of view there might be a need to consider in future reviews any impacts in relation to the alignment to any national changes in transport policy, validation of the problems with evidence and the option development process. This commentary is mostly because, very early on in the process, there was a substantial step from the ideas into the short list of programmes, along with some commentary that a location of a third bridge would be needed and that consultation with the community would be only on the preferred option.

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## 2.4 ENGAGEMENT METHODOLOGY REVIEW

A key focus of our review included examining the planning for and implementation of engagement with a range of stakeholders. This included potentially affected landowners, project neighbours and the wider community.

A timeline of engagement and other key processes/decisions is provided in Appendix B.

### 2.4.1 BACKGROUND

The 'Cambridge Connections' PBC is a high-profile project that was rebranded and launched in late 2022, following several previous iterations and studies.

As early as 2018 there had been a feasibility study on the existing Victoria Bridge completed by Beca, followed by the LTP in 2021, WTS in 2022 and Ahu Ake Waipā Community Spatial Plan in 2023.

In early 2024 it had been almost two and a half years since the previous engagement on these studies and historic plans. Having this length of time between communications on this project could have resulted in a lower level of understanding in the community, than was assumed when engagement was restarted.

During this time, there were also various changes in council staff, and more people moving into Cambridge. Given this, the previous engagement, key messages, or involvement in the discussion on the project may have eroded over time.



Therefore, this would have created a challenge to the communications and engagement approach, in that there was a need to 'restart' and present a completely fresh approach as if people had not heard of the project before.

#### 2.4.2 OVERALL COMMUNICATIONS AND ENGAGEMENT APPROACH

In November 2022, during the PoE phase, planning was undertaken to develop a brief outline of key components for communications and engagement within the Communications Framework. This plan was superseded in January 2024, into an updated business case Communications and Engagement Plan.

The initial Communications Framework was brief and recommended an 'inform only' level of engagement, activities, timing, and key messages to explain the process and the project aims, outcomes and opportunities for stakeholder input.

After this framework was developed, and as shown in the timeline graphic (Appendix B), there did not seem to be any project updates to the public during 2023.

The second communications plan provided more detail and included specific communications tactics and delivery dates. The original engagement timeframe was planned to take place much later and intended to be part of the broader LTP but was brought forward by council to March 2024.

This change in timing was a factor in the challenges to the process and outcomes that occurred as a result of the community engagement in early 2024. One of the key points was that the lead times to deliver the activities were affected substantially (i.e. left little time to produce and deliver communications and engagement collateral) and resulted in the need to have a quick turnaround in engagement. Targeted engagement with property owners and neighbours was not evident and this added further risk, as they were not informed prior to the media.

#### 2.4.3 STAKEHOLDER ENGAGEMENT

There was early identification and mapping of key stakeholders with whom to engage with, based on their interest and influence. The 'Project Stakeholder Group' was identified as a forum and set up early, with the appropriate level and mix of key stakeholders including NZ Transport Agency Waka Kotahi, Road Transport Association, Cambridge Community Board, Councillors, and Mana Whenua representatives. The make-up of the group was reasonably balanced, but it may have been useful to include an additional community board member (such as from the Te Awamutu-Kihikihi Board) to help provide wider regional context.

Councillors were also regularly engaged and involved in meetings in which the project team outlined key tasks undertaken, decisions and suggested programme phases. These two groups had been regularly communicated with during the project through presentations and workshops and this was managed well.

Other stakeholders and key interest groups had been engaged at two separate information sessions in late 2022 and early 2024 and this was a key tactic that was delivered well. More communication and follow up with these stakeholders would have been beneficial during the interim 14 months, to keep them involved and to communicate the next steps.

In particular, **there needed to be a focus on demonstrating what the outcomes were from the sessions and how this had been carried through to the next stage.** For example: being clear and developing key messages on 'what issues, constraints and tradeoffs were being looked at, what themes were being highlighted.'

#### 2.4.4 COMMUNICATIONS AND MEDIA

Based on the information received, we note that **there was a gap in the communications to help proactively 'set the scene' during the early stages and reinforce the vision** of a future Cambridge in a compelling way. Sharing the 'big picture story' of growth, future, being able to move around the town, walking and cycling is critical to enable understanding of the need for the project.

Prior to this there was no clear link between the outcomes of the WTS 2022-2052 and Ahu Ake Waipā Community Spatial Plan, and it seems that a little amount of feedback from the WTS 2022-2052 and Spatial Plan consultation may have been considered sufficient, to help inform the thinking around the options within the PBC.

At the very beginning of the project, it would have been beneficial to communicate these links, by carrying specific themes through and then illustrating and communicating examples that the previous feedback had been taken on board. For example: 'this is what we heard, this is what we have considered, this has what has changed.'

Communications and engagement materials such as maps, fact sheets, key messages and media releases were technical, process and funding driven. In particular **the short list options and maps could have contained more visual content and information**, to help people to understand them.

Media briefings and releases were completed resulting in multiple articles in the 'Cambridge News' and the 'Waikato Times' that focused solely on the proposed third bridge and its location rather than the wider messaging around the transport network.

One of the key issues in communicating and presenting the preferred option to the community was that the media were briefed ahead of the campaign on 28 February. This resulted in a range of people (such as 'potentially affected' landowners) receiving information via the media, rather than being notified by letters which had arrived two weeks later on the 15 March 2024.

**The timing and delivery of communications resulted in uncertainty in the community and likely contributed to the challenging feedback**, leading up to and during the drop-in session held on 21 March.

#### 2.4.5 COMMUNITY ENGAGEMENT

The purpose of community engagement was not clear during the PBC phase. There were some media releases in 2022 and **there doesn't appear to have been other engagement in 2023.** This could have been as a result of waiting for traffic modelling data to help inform the decision. The preferred option was presented to the community in February 2024 and a month later, three short list options (two options + the preferred option) were released to the public. The approach to only engaging on the preferred option was consistent with the messages at council workshops and PSG meetings.

However, this approach may have led to the perception that a decision had already been made. Given the short turnaround time, this likely led to the engagement process being diluted and it may have resulted in a limited opportunity to receive community feedback, to help to shape decisions on the project.

**Media articles being released prior to 'potentially affected' property owners receiving letters created risk to the engagement process.** This led to people seeking more information at the drop-in session, on social media and other channels.

There was a lot of information provided to the community at the drop-in session. However, despite the project team's best efforts to structure and manage this session, the level of frustration and strong feedback from community members meant it had to be shut down (which was the right action to take).

#### 2.4.6 ENGAGEMENT SUMMARY

In summary there were several plans documenting the approach for communications and engagement on the 'Cambridge Connections' PBC, and a series of activities were delivered in late 2022 and in early 2024.

Some aspects of the plan that had been structured and set up early, such as the stakeholder engagement through the 'Project Stakeholder Group', delivered the desired outcomes for the business case at the right time.

A key finding from this review is that there were some areas of challenge to the Council in the process in terms of:

- To present only the preferred option may have raised questions about the transparency of the project steps and decision making.
- The timing of messages to the community and potentially affected landowners which resulted in missing information and uncertainty.
- Missing an opportunity to take the community on the journey i.e. setting enough context of the 'big picture vision' at the beginning. Better messaging to the community from the outset would likely have helped them to understand the project and enabled it to progress to the next stage.

These issues generated a high level of community awareness of the project. There remains a very high level of interest in the project with more people reaching out to become involved. The opportunity now is to plan for the next phase with more focus on engaging widely with the Cambridge and Waipā communities.

## 3 CONCLUSIONS AND RECOMMENDATIONS

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### 3.1 CONCLUSIONS

For the purposes of this review there were three main processes looked at, including council decision making; business case; and engagement and communication.

Our review has highlighted several areas of opportunity and recommendations for this and future business case projects that would warrant some further thought to help achieve community buy-in and deliver successful outcomes.

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### 3.2 OPPORTUNITIES/RECOMMENDATIONS

Based on our review, the following future focussed opportunities and recommendations are made:

#### 3.2.1 COUNCIL PROCESS

The following key points are recommended in terms of council processes:

- 1 Review decision making and approval processes and ensure actions on key decisions are documented.
- 2 Incorporate a challenge/risk review process at key steps of business case/ projects, particularly, for high profile projects. This ensures those involved at all stages of the project (Council, stakeholders etc) understand the types of impacts, outcomes and/or the opportunities that might be realised or explored further.

#### 3.2.2 BUSINESS CASE PROCESS

The following are recommendations to the process followed during the development of the project business case:

- 1 Review any previous decisions on the problems and benefits in alignment to any changes to local or government policies particularly in terms of future conversations around strategic priorities.
- 2 Consider the prescribed level of detail in the programme options and reconfirm the assessment process.
- 3 Review how engagement with key stakeholders and the community can be further integrated and complement the issues discussions and option development process.

### 3.2.3 COMMUNICATIONS AND ENGAGEMENT

The following methods and resources are recommended when planning Communications and Engagement for the next phase of the business case:

- 1 Update the communications and engagement plan to fit the strategic level of the PBC and complement the key milestones, including the development of a revised programme to undertake engagement. For example, there should be a minimum of six weeks for the public engagement period, particularly when there is a high level of interest in the project. The communications approach should reinforce the vision, key messages and outcomes that are being sought of a future Cambridge.
- 2 Review the business case development and engagement resources on the NZ Transport Agency Waka Kotahi<sup>6</sup> and the IAP2<sup>7</sup> Australasia websites to help guide and plan this approach.
- 3 Set up Community Liaison Groups (to help with increasing representation from a broader range of community stakeholders in the wider area e.g. Cambridge and Leamington). These groups can be utilised for sharing information, gathering local insights, and fostering advocates for the project. It is important to ensure a mix of different local groups are invited e.g. school principals, business associations, walking and cycling and youth advocates.
- 4 Look to use independent facilitators to host community events/drop ins where required to provide support to senior leaders and the project team with engagement during these sessions.
- 5 Work closely with the media and build and maintain relationships with local teams to help ensure key messages are being delivered effectively. A media plan could include good news stories or features that are placed alongside or in addition to key milestones, to help build understanding and support.
- 6 Keep developing the working relationship between the business case team and the Communications and Engagement team, to help manage risks, optimise opportunities, and develop public facing material. This includes attending 'Project Stakeholder Group' workshops together and ongoing project meetings.
- 7 Plan and develop communications and engagement collateral with more use of visuals such as infographics, concept maps, photographs and facts and figures icons. This can help to present the story effectively to a broader audience. Technical information can be broken down into plain messages illustrating the benefits and outcomes for people in the region.
- 8 Consider allocating a larger budget to fund Communications and Engagement activities. This can be used for campaign management, advertising, promotion, and engagement activities and will help to ensure broader messages are shared with wider audiences.

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<sup>6</sup> <https://nzta.govt.nz/planning-and-investment/learning-and-resources/business-case-approach-guidance/supporting-guidance-for-the-business-case-approach/engagement-and-the-business-case-approach/>

<sup>7</sup> [Your Peak Body for Engagement | IAP2 Australasia](#)

## 4 LIMITATIONS

### 4.1.1 SHORT FORM DISCLAIMER/LIMITATION STATEMENT

This report ('Report') has been prepared by WSP New Zealand Limited ('WSP') exclusively for [Waipā District Council] ('Client') in relation to [Process Review of Cambridge Connections Programme Business Case project] ('Purpose') and in accordance with the IFS dated 13/05/2024 ('Agreement'). The findings in this Report are based on and are subject to the assumptions specified in the IFS and this Report WSP accepts no liability whatsoever for any use or reliance on this Report, in whole or in part, for any purpose other than the Purpose or for any use or reliance on this Report by any third party.

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## APPENDIX A - DOCUMENTS

The following documents have been provided to WSP and/or were publicly available for the purposes of the review:

### General Project Planning/Other Documents

DOCUMENT TITLE	DATE
ECM_10861628_PR3207 Cambridge Connections - Project Implementation Plan	31/07/22
24500 Waipā DC Transport Strategy 22 Doc_FA_WEB	__/_/22

### Business Case Documentation/Stakeholder Workshops/Meetings

DOCUMENT TITLE	DATE
ECM_10875973_PR3207 Cambridge Connections - Our Future Transport Plan point of entry (PoE) document. (ECM:10875973)	12/12/22
221109 CC PBC ILM Workshop Record 9 November 2022 (ECM:11250388)	09/11/22
230420 CC PBC Long List Assessment (Revision B) <sup>8</sup> (ECM: 11250388)	20/04/23
Pr3207 Cambridge Connections PSG 27 May 2023 (ECM: 11201085)	27/05/23
ECM_11088130_v1_Cambridge Connections PBC PSG Short List Briefing Workshop Record 28 June 2023	28/06/23
Cambridge Connections PSG Short List Feedback Record (Following Short List Workshop). (ECM: 11250577)	06 – 08/23
ECM_11209142_v1_231214 CC PBC Short List Workshop Record 15 December 2023	15/12/23
230308 CC PBC RevA (SC – Version A <sup>8</sup> + Strategic Case (Supplied below as part of Council Meetings/Communications) (ECM:10956755)	08/03/24
240311 CC PBC Programme (ECM:11250389)	11/03/24
ECM_10921260_Cambridge Connections PR3207 Risk Register May 2024	__/_/05/24

### Engagement and Communications

DOCUMENT TITLE	DATE
Long Term Plan 2021 -2031	29/06/21
– Waipā Transport Strategy 2022 - 2052	16/05/22
– Ahu Ake Waipā Community Spatial Plan (draft)	16/03/23
ECM_10927603_PR3207 Cambridge Connections Communications Framework November 2022	21/11/22
NKK and NH - Cambridge Connections engagement document (DRAFT) – Prepared by Iron Sand Consulting (ECM:11227940)	--/09/23

<sup>8</sup> Note this document supplied as part of previous PBC review process. Confirmed as suitable for this review process by Waipā DC.



ECM_11166243_Cambridge Connections - Communication and Engagement Plan ( <i>Note – This plan supersedes the Communication Framework ECM: 10927603</i> )	--/01/24
Stakeholder Drop in Sessions Feedback Feb & March 2024. (ECM:11226775)	--/02-03/24
PR4397 – Cambridge Connections Feedback - Summary Feedback to date (recognising community consultation will not be closed until 24th May). (Cambridge Connections – Report Appendix 1 for full feedback, ECM:11241220)	--/05/24
ECM_10889190_Cambridge Connections Project Stakeholder Group contact list	
Email - summary/Timeline of any other Historic engagement undertaken on the specific project. (ECM:11250559)	
Cambridge Road Bridges Traffic Capacity and Demand Study (Beca Report) (ECM:11250626)	16/04/18
Main Arch Bridge Structural Assessment Report (Beca Report) (ECM:10716175)	7/12/21
Waikato Regional Transportation Model	3/11/21

#### Council Meetings/Communications

DOCUMENT TITLE	DATE
ECM_10853630_v16_PR3207 Report to Service Delivery Committee - Cambridge Connections - Our Future Transport Plan - P (4)	16/08/22
ECM_10915779_v14_PR3207 Report to Service Delivery Committee - Cambridge Connections - Update on transport problems a (1)	06/12/22
ECM_10955490_v19_Report to Service Delivery Committee - Cambridge Connections Strategic Case (draft) 21 March 2023	21/03/23
ECM_11105334_Presentation (PE) to Council Workshop - Cambridge Connections PBC 17th October 2023	17/10/23
Council elected member workshop record 17 October 2023. (ECM: 11227939)	17/10/23
ECM_11170759_240130 CC PBC Short List MCA 13 February Council Workshop	13/02/24
Council elected member workshop record 14 February 2024. (ECM: 11227938)	14/02/24
Memo - Review of Process - Development of CB Connections Business Case 29 April 2024. (ECM:11210545)	29/04/24

# APPENDIX B – TIMELINE

	Pre 2022	2022			2023			2024	
		Early	Mid	Late	Early	Mid	Late	Early	Mid
Council Process			Waipā Transport Strategy Adopted Report to SDC – Our Future Transport Plan Project Implementation Plan	Update to SDC – Problems and Benefits. Resolved Staff commence Business Case	Update to SDC on Strategic Case		Council Workshop Long List and Emerging Short List	Council Workshop – Short List	Project on Hold for review
Business Case Process/ Stakeholders			Project Steering Group (PSG) set up	PBC Consultants Engaged ILM Developed PoE Finalised Waka Kotahi Approval to proceed to business case – 2 Stakeholder drop-in sessions – Long List Dev	Long List Options Developed Draft Strategic Case	PSG Mtg – Issues/Long List PSG – Short List Briefing	Iwi Consultation PSG - Short List Workshop – Identify Preferred Option	Part A (Strategic Case) Programme Update Stakeholder Drop-in Session – Short List and Preferred Option	
Community Engagement Plans and Events	Media Release – Third Bridge – early 2018 Media Release – Community and LTP – June 2021 Media Release – Bridge and Bridge Assessment, Late 2021	Facebook Posts	Media Releases – Transport Strategy and Cambridge Transport Network	Communications Framework Cambridge Connection Web page set up Facebook Posts					Update Comms and Engagement Plan Media Release – options open for feedback - Preferred option Media Release – options open for feedback - Short List Property owner – Drop in Session



Project Steering Group (PSG) – Included Mana Whenua, Elected Officials, Council Officers, NZTA, WRC, Heavy Freight, Cambridge Community Board

# COMMITTEE REPORT



**To:** The Chairperson and Members of the Service Delivery Committee  
**From:** Transportation Planner  
**Subject:** **Recommendations and Next Steps for Cambridge Connections Business Case**  
**Meeting Date:** 20 August 2024

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## 1 PURPOSE - TAKE

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The purpose of this report is to enable consideration of the feedback following the community engagement on transport options for Cambridge Connections, and approval of staff recommendations for the completion of the Cambridge Connections Business Case.

## 2 EXECUTIVE SUMMARY – WHAKARĀPOPOTANGA MATUA

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At the June Service Delivery Committee meeting, the Committee received the community feedback following public engagement on the transport options for Cambridge Connections and common themes emerging.

Following the June meeting, the project team has considered the community feedback. The key themes of the feedback and key recommendations have been summarised into Appendix 3 of this report.

Consideration of the feedback and approval of the staff recommendations is now sought to allow completion of the Cambridge Connections Business Case.

## 3 RECOMMENDATIONS – TŪTOHU Ā-KAIMAHI

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*That the Service Delivery Committee:*

- a) *Receives the report of Rachel Algar, Transportation Planner titled Recommendations and Next Steps for Cambridge Connections Business Case (document number: 11265459);*

- b) *Considers the community feedback received following community engagement on the Cambridge Connections transport options as outlined in Appendix 1 (document number: 11227159) and Appendix 2 (document number: 11241220);*
- c) *Subject to the outcome of the considerations under recommendation b), approves progressing the Programme Business Case in accordance with the staff recommendations for the Cambridge Connections Business Case in Appendix 3 (document number: 11255373);*
- d) *Receives the Appendix 4 Table: Cambridge Connections Risk Register (document number: 10921260);*
- e) *Agrees to allocate ONE HUNDRED AND SEVENTY THOUSAND DOLLARS (\$170,000), excluding GST, from roading reserves to complete the Cambridge Connections Programme Business case in the 2024/2025 financial year.*

#### 4 BACKGROUND – KŌRERO WHAIMĀRAMA

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The Cambridge Connections project follows the NZ Transport Agency Waka Kotahi business case process and aims to help shape and plan Cambridge’s transport infrastructure with a programme of short, medium and long-term improvements over the next 30 years.

The project recognises that transport investment will be required to cater for significant population growth in Cambridge, with the population expected to double by 2051, resulting in increasing traffic and congestion. In addition, in the medium to long-term, Victoria Bridge will be limited in its ability to carry traffic due to its aging structure, making it less reliable and increasingly expensive to maintain.

The project has two problems it aims to address:

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

To address these transport problems the project first identified a ‘Business as Usual’ approach that includes current projects in the Long Term Plan and those required for planned growth, and three short listed options that took different ‘town-wide’ approaches. The transport options included Option A (a focus on road building to manage congestion), Option B (improving transport choices for walking, cycling and public transport and Option C (enhancing transport choices over and above option B).

In early 2024, following stakeholder information sessions, the three transport options were shared with the wider community to seek early feedback to help inform the development of the business case. The community feedback period ran from 28 February to 24 May 2024, noting there were changes to the consultation approach and feedback period for the project. Feedback was sought on what people liked about the options and any other feedback on transport issues and improvements for Cambridge.

There were 509 responses. The community feedback responses were reported through the June Service Delivery Committee. They are also attached as Appendix 1 and 2 to this Report.

### Summary of Community Feedback

The most common themes from the responses related to:

- Strong community support for an out-of-town bridge crossing<sup>1</sup>.
- Strong community response against an in-town bridge location (as proposed in Options B and C)<sup>2</sup>.
- A number of responses noted support around keeping Victoria Bridge open (or partially open for traffic) to provide traffic capacity with other bridges.
- A number of responses supporting north facing ramps at the Tirau Road interchange (of the Waikato Expressway SH1) to provide access<sup>3</sup>.
- Support for public transport, with comments for the need to assess the feasibility/trial bus services; some comments around the need for improvements to school bus services.
- A number of responses supporting cycling and walking routes, along with campaigns to show the benefits of walking and cycling, some comments around the overall benefits of walking and cycling.
- Support for intersection and safety improvements (main roads in Cambridge town, Leamington and Carter's Flat).
- Comments around need for more parking in Cambridge town, support for a parking strategy.
- Some support for streetscape improvements for the town centre.
- Some support around main road widening improvements to support private vehicle use, some noting road widening would affect the amenity of town.
- Recognition of Cambridge and its town centre (historic significance, clarity around the vision for growth and role as a rural service town) and Leamington Village, and the need to balance traffic movements and safe access.
- A number of responses raised concerns around the project communications and the robustness of the Bluetooth data collection.
- A number of ideas for future bridge options (bridge location ideas, the need to prioritise planning for a new bridge and affordability).

### Approach and Recommendations for the Business Case

Appendix 3 of this report shows staff response to key feedback received, along with staff recommendations for how the business case could be progressed in response to feedback received.

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1 While future bridge locations are no longer in this study, bridge related feedback has been included to help inform the completion of the business case and any future phases for bridge investigations.

2 While future bridge locations are no longer in this study, bridge related feedback has been to help inform the completion of the business case and any future phases for bridge investigations.

3 North-facing ramps were included in the long-list but not taken forward to the initial short-list options due to having less overall benefits compared to other transport investments.

Subject to Council decisions, the recommended approach for the completion of the business case could include the following:

- Victoria Bridge – investigate options that retain current vehicle usage, partial or full retirement of Victoria Bridge from traffic (and the implications of such reduction or removal of traffic).
- Investigate the widening/duplication of the existing low-level corridor of Shakespeare Street/Fergusson Bridge and Achilles Avenue/Karapiro Stream Bridge and the consequential network impacts to provide in-town bridge capacity as an alternative to building additional river crossing capacity at another location in town.
- Confirmation of the timing and likely costs for additional bridge capacity requirements (not at a specific location), consequential to the findings of the two recommendations above.
- Investigation of the feasibility and timing of north facing ramps at the SH1 and Tirau Road interchange.
- Develop a programme of intersection capacity and safety improvements (for short, medium and long-term), recognising that primary traffic routes will need to accommodate more traffic in future.
- Include public transport improvements (public transport to Hamilton and local public transport services within Cambridge – aligned with the Waipā Public Transport Business Case and Regional Passenger Transport Plan).
- Include enhanced walking and cycling networks (aligned with the Waipā Urban Mobility Business Case).
- Include travel demand management initiatives (end of trip facilities, for example, bike, scooter parking, travel behaviour change programmes).
- Recommend development of a parking strategy for Cambridge.
- Include streetscape improvements for the Cambridge town centre. This is likely only possible if new capacity is created across the river which diverts traffic that currently passes through the CBD from the Victoria Street Bridge.
- Recommend supporting policies which would help achieve transportation objectives, examples include: District Plan changes, parking changes.

The business case would largely align with Option C (enhanced transport choices); this will not include identification of a new river crossing location. We know that Cambridge will require more river crossing capacity within the town, driven by growth and the limitations of the Victoria Bridge. As a future bridge location is no longer included in the scope, in the interim, the business case could investigate the feasibility of widening/duplication of a low-level bridge corridor of Shakespeare Street/Fergusson Bridge and Achilles Avenue/Karapiro Stream Bridge to maximise bridge capacity through the existing corridor, and understand any network impacts of this approach.

The business case can also confirm the likely timing and costs for any future additional river crossing requirements. Whilst the study has shown the priority is to address additional bridge capacity within/adjacent to the town to support trips in and around town, an out-of-town bridge could be feasible in the future, subject to timing and growth in the west of Cambridge.

Similarly, the business case can investigate the feasibility and timing of north facing ramps at the SH1Tirau Road interchange as they provide some limited benefits for trips that would have otherwise gone through the town, particularly during peak times. This is for trips travelling from/to northern Leamington, noting that this requires a longer trip and that many existing trips are forecast to stop in Cambridge, rather than circumnavigate around Cambridge.

**Key matters to be addressed:**

- How the interventions could be implemented over the 30+ years of the programme, in the short, medium, and long-term.
- How Victoria Bridge could be retained for traffic, or partially or fully retired to traffic and managed going forward, what mode(s) it may carry, and when.
- Testing of improvements to the low-level corridor, and timing before a new river crossing would be required.
- Timing and cost estimate for additional bridge capacity requirements (not specific to a location).
- Further traffic modelling tests would be completed to test the various scenarios.

Subject to Council approval, the business case could be completed by December this year. Key steps are therefore:

- Council decisions on community feedback in this report.
- Updating the Communications and Engagement Plan.
- Additional traffic modelling to test the effectiveness of alternate Victoria Bridge traffic use scenarios and low-level bridges duplication.
- Additional traffic modelling to identify the traffic routes and timing for intersection and road capacity upgrades in the short and medium term 2035 and 2045.
- Amend the short-list options to reflect Council's decisions.
- Complete cost estimates and supporting information for the revised options.
- Recommend options to be consulted on in a Long Term Plan and submitted to NZTA for funding assistance.

**Independent Review**

In April 2024, Council commissioned WSP consultancy to look at the processes completed, and decisions made, for the Cambridge Connections Programme Business Case (PBC). The review was future focused with an emphasis on key lessons and recommendations for the Cambridge Connections project, which could also inform other similar projects. This led to a number of process recommendations which staff intend to address. This is subject to a separate Council information-only report.

## 5 SIGNIFICANCE & ENGAGEMENT – KAUPAPA WHAI MANA ME NGĀ MATAPAKINGA

Staff have considered the key considerations under the Significance and Engagement Policy, in particular sections 7 and 8 and have assessed that the matter(s) in this report

have a high level of significance as it is a high-profile project with a high level of stakeholder and community interest. It also has a long-term financial impact to fund transport infrastructure needs for Cambridge.

## 6 OPTIONS – NGĀ KŌWHIRINGA

Option	Advantages	Disadvantages
<p><b>Option 1:</b> Do nothing – don't complete the business case.</p>	<ul style="list-style-type: none"> <li>▪ No staff resources, consultancy services or other Council resources would be required.</li> <li>▪ Continue to maintain the current transport network and complete network and safety improvements, as required.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The business case would not be completed and there would be no plan to manage Cambridge's growth and future transport requirements.</li> <li>▪ Transport problems for Cambridge would not be addressed in line with anticipated growth leading to strong community dissatisfaction.</li> </ul>
<p><b>Option 2:</b> Delay the completion of the Cambridge Connections PBC in line with the release of the National Land Transport Plan (NLTP) to request funding subsidy – (NLTP estimated end of August/September 2024) noting there is no NZTA funding assistance currently available for the completion of the business case.</p>	<ul style="list-style-type: none"> <li>▪ NZ Transport Funding agency subsidy may be available but unknown/risk until the release of the NLTP and funding priorities.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Delay of the overall programme and any opportunities for business case projects inclusion in the next Long-Term Plan.</li> <li>▪ Consultancy resources may not be available for the completion of the project and lack of project momentum may result in increasing costs.</li> </ul>
<p><b>Option 3:</b> Proceed with completion of the Cambridge Connections Programme Business Case, noting there are sub-options within this choice in terms of</p>	<ul style="list-style-type: none"> <li>▪ Proceed with the completion of business case to plan for future transport needs.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Staff and consultancy resources/funding are required for the completion of this project.</li> <li>▪ No funding subsidy is currently available from NZ Transport Agency resulting in the costs to complete the</li> </ul>



Option	Advantages	Disadvantages
agreeing/progressing staff recommendations as outlined in this report (or not).		business case 100% funded by Council.

The recommended option is Option 3. The reason for this is the urgency of planning for growth and growing traffic problems and the need for a plan for transport investments.

## 7 OTHER CONSIDERATIONS – HEI WHAIWHAKAARO

### Council’s Vision and Strategic Priorities

The business case work aligns with the Waipā District Council Transport Strategy 2022-2052 which contains the following vision:

People and freight in Waipā have access to an integrated, safe, sustainable transport system that provides a range of travel choices.

#### Key objectives include:

- Supporting growth, economic well-being and regional connections.
- People choose to move around using a range of safe active modes and convenient public transport.

#### Priority Areas include:

- Completing Cambridge transport network and safety improvements/ investigation of third bridge business case (or plan) to manage Cambridge transport issues within the wider transport network.
- Constructing mobility networks and providing supporting infrastructure to prioritise more walking, wheeling and cycling.
- Growing public transport patronage through extending bus services and frequency.

### Legal and Policy Considerations – Whaiwhakaaro ā-Ture

The Government recently released its new Final Government Policy Statement (GPS) for Land Transport which has set a new strategic direction for transport investment with new funding priorities of economic growth and productivity, increased maintenance and resilience, safety, and value for money from transport expenditure. The project team will need to assess what transport initiatives in the business case could be prioritised within current and future national funding priorities following the release of the National Land Transport Plan.

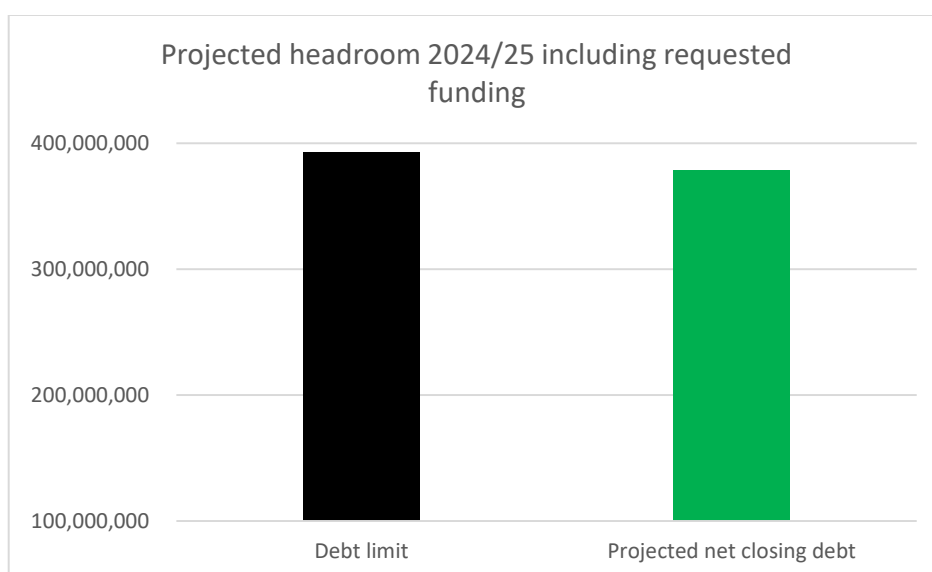
### Financial Considerations – Whaiwhakaaro ā-Pūtea

The cost to date for the project is \$531,000 over the last two financial years, with 51% of this cost met by NZTA.

The early cost estimate to complete the project is \$170,000. The costs would include consultancy fees, further traffic modelling testing, iwi engagement and communications and engagement. This work is not currently funded in the 2024/25 Annual Plan, and it is proposed that funds are sourced from Council roading reserves and therefore there would be no impact on rates. A Variation to the professional services contract would be negotiated once the scope of works to complete is confirmed.

Although the operating roading reserve has sufficient funding to pay for the additional cost and therefore an internal loan will not be created, Council manages its external debt on a corporate level and the funding will need to be sourced from external debt.

The impact of this decision on Council’s external debt is shown in the graph below – note the projected headroom has been updated with the net impact of this transaction on the headroom. Effectively this matter reduces the headroom to \$14.8m.



**Risks - Tūrarū**

A full list of risks is in the Risk Register in Appendix 4. The key risks for the completion of the Cambridge Connections business case and next steps are:

Risk Description	Current Residual Risk Rating	Current Treatments	Target Residual Risk Rating – if different from current rating	Planned Additional Treatments
Lack of alignment between Waipā DC,	Likely	Comprehensive Communications	Likely	

partners and stakeholders for the completion of the business case.		and Engagement Plan.		
Insufficient funding for the completion of the business case and for business case projects in the Long Term Plan.	Possible	Actively manage financials, identify timing for NZTA funding request.	Possible	

### **Iwi and Mana Whenua Considerations - Whaiwhakaaro ki ngā Iwi me ngā Mana Whenua**

High level engagement with Ngaati Koroki Kahukura and Ngaati Hauaa has been completed for the business case to date<sup>4</sup>. Ngaati Koroki Kahukura and Ngaati Hauaa, through their input to the business case, are seeking a cultural values-based approach to the transition and transformation of Cambridge's current transport system to reflect the cultural significance of the area, whilst supporting the intended growth of the town.

Cultural values considerations for impact include: Rangatiratanga, Kaitiakitanga, Taonga and Tikanga.

The report notes the following outcomes sought to assist in avoiding impacts on cultural values:

- The transport system is developed in a manner that provides for population growth without compromising sites and features of significance to Mana Whenua, and the productive capacity of our soils, and life supporting capacity of our environment.
- The following are accessible to Mana Whenua:
  - Health care services
  - Sport, recreation, and leisure destinations (gyms, sports fields, parks)
  - Education services (including kohanga reo)
  - Routes that lead from the town to marae (Ngaa Hau e Wha, Waimakariri, Maungatautari, and Pohara)
- The meaning of Amenity for Cambridge Connections and the wider Cambridge Transport System includes the following aspects to give effect to Mana Whenua input:
  - Maaori design principles
  - Protection, and where appropriate, promotion of sites of significance to Mana Whenua
  - Street light design that is considerate of light pollution.

<sup>4</sup> Ngaati Koroki Kahukura and Ngaati Hauaa High level Engagement Document for Waipa District Council's Cambridge Connections Programme Business Case, Prepared by Iron Sand Consulting Limited September 2023.

- Site selection for a new river crossing is planned in partnership with Mana Whenua and is considerate of impacts to Taiao, the cultural landscape and the cumulative impact growth and development in the district is having on Mana Whenua values in general.

### Climate Change – Hurihanga Āhuarangi

The business case has considered how to meet national climate change (particularly national emission reduction targets) by encouraging mode shift towards walking, cycling and public transport and improvements to reduce freight transport emissions.

## 8 NEXT STEPS

Following Council deliberations and decisions on the recommendations in this report, it is anticipated that the Cambridge Connections Business Case could be completed by December this year.

The anticipated next steps will be to:

- Report back to community on feedback, approach and recommendations.
- Complete the Cambridge Connections Programme Business case (as per Council's decisions on the recommendations in this report).
- Liaise with the New Zealand Transport Agency (NZTA) Waka Kotahi on the completed business case and seek funding support for recommended future steps.
- Undertake consultation with the community on funding further investigations if any of the business case activities are progressed further as part of the next Long Term Plan (2025-34) and future Long Term Plans.

## 9 APPENDICES - ĀPITITANGA

No:	Appendix Title
1	Cambridge Connections – All Feedback Responses ( <i>document number 11241220</i> )
2	Cambridge Connections – Extended Feedback Responses ( <i>document number 11235691</i> )
3	Response and Recommendations to Community Feedback for Cambridge Connections Programme Business Case ( <i>document number 11255373</i> )
4	Cambridge Connections Business case project risk register ( <i>document number 10921260</i> )

Rachel Algar

**TRANSPORTATION PLANNER**



Reviewed by Bryan Hudson  
**MANAGER TRANSPORTATION**



Approved by Dawn Inglis  
**GROUP MANAGER SERVICE DELIVERY**

## **APPENDIX 1**

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Cambridge Connections – All Feedback Responses (*document number 11241220*)

<b>Feedback Reference Number</b>	1
<b>Name</b>	Adrian Turner
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Enabling private car transport through road widening of main roads - Including Cambridge/Hamilton Rd
<b>3. What do you like about option B?</b>	Urban mobility network Improved frequency of public transport to Hamilton (20-30 mins)
<b>4. What do you like about option C?</b>	Improved frequency of public transport to Hamilton (20- 30 mins) Local Cambridge public transport service (10 mins) Main road access improvements – Victoria Road, Victoria Street, Carters Flat & Shakespeare Street
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	

Feedback Reference Number	1
<p><b>5. Any other feedback?</b></p>	<p>How can it be possible for the public to choose any option while a future bridge crossing corridor has not been planned. Therefore, I do not prefer any option. I have chosen points in the options which are valid irrespective of a new bridge crossing with a bias to private car usage and bus services.</p> <p>'He who pays the piper calls the tune'. Any decision made by the Council should heed resident/community over and above any other input. Past Councils has been inept in not planning a future bridge crossing to the north of Cambridge before recent developments between Te Awa Lifecare Village and the Velodrome. The recent bridge proposals by Council seemed in part to be based on the ideology of planners/advisers rather than the views and ideas of the residents and community.</p> <p>Any future proposal for a bridge crossing must be to the northern outskirts of Cambridge and Leamington. A southern on ramp to the Expressway could be further investigated.</p> <p>A proposed Shuttle Bus service is a good idea. This should be instigated as soon as possible. It would have to be subsidised no doubt but a proper timely, reliable and flexible service from the suburbs of Cambridge and Leamington to the Town centre could alleviate any increase in private car journeys and associated parking issues. In particular workers of local businesses could use a service that is timely and reliable. Businesses could be lobbied by Council to support bus usage such as incorporating work hours to fit timetables and incentives such as subsidised bus cards for employers. Routes for a localised Shuttle Bus service could be developed to include the main residential areas. An example for Leamington could be a bus leaving the Cambridge town centre at 15 minute intervals routed to incorporate the main business area of Leamington and one of four residential areas or sectors thus allowing in a rotation of a one hour return to those residential areas. With a similar service to the Cambridge suburbs, people could plan journeys to incorporate visits to businesses and private destinations throughout the whole of Cambridge and Leamington. The service would evolve and should be flexible to make changes based on usage and public feedback.</p> <p>A Park and Ride system in both Cambridge and Leamington should be investigated and planned to be incorporated with and present and future bus services.</p> <p>Private car use must be accounted for in any proposal. Council must not assume car usage will decline in the future based on ideologies. A localised Shuttle Bus service may achieve such an outcome with additional ideas and proposals. A carrot, not a stick approach is called for.</p> <p>Extending the lifespan of the 'High Bridge' should be thoroughly investigated including strengthening and creative engineering options for widening. Clifton Bridge in Bristol, UK is older and still in everyday use.</p> <p>No more cycleways should be built in the short and medium term. Options of a localised bus service should be prioritised in this timeframe.</p>



<b>Feedback Reference Number</b>	2
<b>Name</b>	Aidan Boswell
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	I like safety improvements at Shakespeare/Lamb junction. I like that the road widening corridor will make it faster (maybe) for cars to avoid Victoria St. Generally it sounds horrific - creating two lanes of traffic each way, more noise, pollution, reduced safety and an unpleasant environment to be in.
<b>3. What do you like about option B?</b>	I like to improvements to carters flat. Currently a uncomfortable place to walk, bike and drive (yes I do all 3) I like that corridor optimization will be walking and cycling friendly.
<b>4. What do you like about option C?</b>	The street scape improvements on Victoria St. - hopefully that is a euphemism for 'no through traffic' I like that corridor optimization will be walking and cycling friendly.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	It was a bold move to publish the 'blob' for the bridge. Respect for what I assume was a cunning play to suppress the '3rd bridgers'. How can we achieve some of the outcomes cheaper?

<b>Feedback Reference Number</b>	3
<b>Name</b>	Alan Cresswell
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Need to provide more public transport first and then see what effect that has on congestion.  Need an off ramp from the express way near the golf club
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Need consult with people effected by options. Improve access to information about future plans. Stop putting commuters needs above those of the communities that they drive through. Factor in what modes of transport people will use in 20-30 years time ie uptake of e-vehicles and autonomous vehicles, AI smart share driving etc, Most people assumed third bridge was going near Vogel or St Peters which led to a lot of people not engaging in the process as they thought it was a done deal.

<b>Feedback Reference Number</b>	4
<b>Name</b>	Alan Garvin
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Recent changes to roads around Cambridge, the installation of judder bars, cycle ways and the closing off of some roads has resulted in an increased congestion. While I'm sure the long term plan may address some of the congestion I feel some remediation needs doing now.</p> <p>These changes have forced a lot more traffic through the roundabout at the intersection of Cambridge road and Victoria Street. Channelling traffic in both directions through the centre of Cambridge along Victoria st an the high level bridge. Or dairy flat and the low level bridge.</p> <p>This coupled with the Karapiro dam being closed for extended periods forcing more traffic that wants to cross the river to use either of the two routes mentioned above. Creating even more congestion along these two routes. While I accept a third bridge and other long term plans may resolve this, that will not help with today's issues.</p> <p>One of the biggest problems concerns Victoria Street, its two roundabouts at duke street and Alpha street and the multiple pedestrian crossings right next to the roundabouts. Because the crossings are so close to the roundabouts, as soon as someone steps onto a crossing the cars back up through the roundabout. Blocking not only through traffic but also cross traffic. It only takes 2-3 cars stopped at a crossing to result it a completely blocked roundabout. If each of the crossings were moved a little further from each roundabout, enabling more cars to stop at a crossing, this would reduce the blocking of the roundabouts. An extra 20 meters between roundabout and crossing would enable 5-6 cars to stop for a pedestrian without blocking the roundabout instead of the current 2-3. This enabling smoother traffic flow along and across Victoria Street at these roundabouts. A relatively simple, quick and cost effective solution which will have both long and short term benefits.</p>

<b>Feedback Reference Number</b>	5
<b>Name</b>	Alana MacKay
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>I like the idea of road safety improvements and Shakespeare Street optimisation, but would need more information on what these actually mean.</p> <p>I am cautious of more traffic lights and can see this pushing traffic onto the quieter streets as people try to avoid them, but I support traffic lights at the dangerous Taylor St/Victoria Rd intersection. I could support Victoria Bridge being for walking/cycling only, depending on how this fits into the overall plan e.g. other bridges for vehicles. The placement of some of the roundabouts (at the top/bottom of steep hills) seems unwise.</p>
<b>3. What do you like about option B?</b>	<p>I like the idea of road safety improvements and corridor optimisation (Victoria Rd/Street, Carters Flat, Shakespeare St), but would like to know what this actually means.</p> <p>I like the public transport improvements (Frequent public transport service to Hamilton every 20-30 minutes, local Cambridge service every 20 minutes) and Urban Mobility network.</p> <p>Concerns/support for traffic lights/roundabouts as per Option A.</p>
<b>4. What do you like about option C?</b>	<p>I like the idea of Victoria St streetscape improvements, road safety improvements and corridor optimisation as per Option B.</p> <p>I like the public transport improvements and Urban Mobility network as per Option B, and potentially separated cycleways.</p> <p>Concerns/support for traffic lights/roundabouts as per Option A.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Although it is currently "off the table" the placement of an additional vehicle bridge is better decided sooner rather than later. A ring road type approach would seem to make sense, it will be interesting to see what updated data supports.</p> <p>The green belt is very important to Cambridge and I would be reluctant to see this used for roading, I would also be concerned about the impact of an in-town bridge option on established neighbourhoods and character areas - it would also seem to undo a lot of the good work that has been done with the current urban mobility network.</p> <p>I look forward to improved public consultation and engagement as the project progresses.</p>

<b>Feedback Reference Number</b>	6
<b>Name</b>	Alex Sansom
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	See any other feedback
<b>2. What do you like about option A?</b>	See any other feedback
<b>3. What do you like about option B?</b>	See any other feedback
<b>4. What do you like about option C?</b>	See any other feedback
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

Feedback Reference Number	6
5. Any other feedback?	<p>Require on and off ramp at southern interchange will remove heavy traffic and commuters who travel North and to North Hamilton on the expressway from the centre of town. Would possibly remove the requirement for Cartes flat optimisation due to reduction in through traffic.</p> <p>Require some form of car only travel over Victoria Bridge, possibly oneway interchangeable at peak times.</p> <p>To gain uptake of public transport around Cambridge have "free" Travel for all residents paid for by increase on rates would require a number of small buses doing loops around town including all the new subdivisions every 15-20 mins or so and a link to Hamilton from a central point in town. If its "Free" for residents people will use it. Non residents Pay.</p> <p>Out of town bridge to remove traffic from town, ideally from Matos Segedin Drive to the area of Te Rerenga Terrace but unfortunately council has allowed a Subdivision here so a route to link up with roundabout west of Te Awa Lifecare would be necessary.</p> <p>Protect the green belt around Cambridge and increase use for leisure/Dog walking etc very important as Cambridge residential housing increases in size.</p> <p>Stop reduction in car parking in town - not everyone will use public transport especially for weekly food shop and purchase of larger items. Important for businesses in town reduce the numbers visiting town and business will move elsewhere. Destination Cambridge!</p> <p>Require improved cycling lanes to all Schools and any future schools to increase uptake of students cycling to schools - cars off roads in morning and afternoon.</p> <p>Make the Sewage Bridge by Gaslight theatre a walking and Cycling bridge with new cycle path to southern side of bridge from Pope Terrace/Cambridge Road and access to Cambridge Park - should have been done at installation of the bridge!</p> <p>If Victoria bridge has to shut to cars another Bridge next to it for cars and local small busses only should be built.</p> <p>The need for a third bridge is for a third bridge for cars etc not 2 bridges for traffic and one for walking cycling.</p> <p>Good luck!</p>

<b>Feedback Reference Number</b>	7
<b>Name</b>	Alison Boone
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Of the options provided I prefer a combination of B & C.
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>While you have indicated that the option of exploring a location for a 3rd bridge is currently off the table I strongly believe this should still be progressing forward as it is imperative land is secured ASAP even if the construction could be 20years away. This location should be green space somewhere between Resthaven and St Peters School. Cambridge residents deserve to have some certainty regarding this and NOT have it hanging over their heads. The above options are only tinkering with the congestion problem we have and not a long term solution.</p> <p>So why waste money on these options when the funds could be used to start securing property for a 3rd bridge which we all acknowledge is needed to solve the current transport infrastructure problems.</p>

<b>Feedback Reference Number</b>	8
<b>Name</b>	Alistair Mathieson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Nothing.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Build the bridge somewhere else, not in our backyard. What a ridiculous idea. We have lived here 63 years
<b>5. Any other feedback?</b>	



<b>Feedback Reference Number</b>	9
<b>Name</b>	Allison McNamara
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	How can i have a preferred option when none actually show where the bridge will be in any detail?
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	You people need to STOP these idiotic ideas. Yes Cambridge needs a this bridge. but not at the expense of increasing congestion through residential areas! There is plenty of space just outside of town on Hamilton road-- even do it out towards the Velodrome. It almost looks like you outsourced the actual planning to someone who doesn't live in town or is familiar with the geography. honestly the area behind Haworth st is actually taller than the current high level bridge! talk about choosing the most difficult area to build!

<b>Feedback Reference Number</b>	10
<b>Name</b>	Allison Sawyer
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>It really boggles the mind why on earth you would choose to put a blue blob right in the middle of a residential neighbourhood. Are you really going to carve up Haworth and Alpha streets to put in a major third bridge?</p> <p>And why would you close down the high level bridge to cars? It's a major access point to Leamington and if you close it then we still only have TWO bridges and the congestion problems won't be solved. In fact they will get worse as you now route all traffic into the heart of a residential neighbourhood. Furthermore, Victoria street down by the high level bridge would become a dead zone if the bridge is closed to traffic. Ostensibly you say it's to enhance pedestrian and bike access--but guess what? People can ALREADY walk and bike across!</p> <p>It's like you honestly outsourced this plan to some recent grad down in Wellington somewhere and just said "hey, make us a map with a rough location of a bridge".</p> <p>What a waste of our rates all of you are. How much did this endeavour end up costing all of us???</p>

<b>Feedback Reference Number</b>	11
<b>Name</b>	Alysha Rutherford
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>Good things about option A is the enablement of private cars. It would be naive to think that with the expansion of Cambridge that an increase of private cars won't occur. The location of the bridge is good and will remove the pressure that the township faces. It will help with direct access across the river for people who are not required to drive through the township.</p> <p>-Don't like Victoria Street Road widening. The use of this road should be discouraged and not encouraged</p>
<b>3. What do you like about option B?</b>	<p>Option B provide Carters flat optimisation. During peak times this area experiences a lot of congestion at present, this will only increase when the Victoria Street bridge closes. Although thoughtful planning is needed in terms of the intersections. Having multiple roundabouts and traffic lights within 200m of each other will not enhance the flow of traffic.</p>
<b>4. What do you like about option C?</b>	<p>Option C has frequent bus services. To encourage people to use public transport it need not be an inconvenience. Regular services will help that.</p> <p>Dislike that fact there are so many traffic lights. This will not encourage the flow of traffic. There is already plenty of walking and cycling paths. A stronger focus needs to be on vehicular movement.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>It baffles me why trucks are permitted to travel through the township, outside of direct requirements. There needs to be a South off ramp built and North on ramp built through SH1 to the Thermal Explorer Hwy, through Shakespeare St to alleviate the negative externalities including pollution, noise, and vibrations on people and houses. It is evident the Victoria Street bridge will close to vehicles in the near future. Pre-planning and building the infrastructure for an alternative route prior to its closure will be pivotal, regardless of where it is positioned. On a side note, the pedestrian crossings at Victoria Street and Alpha Street through to Victoria Street and Commerce Street need to be repositioned so they are centrally located and not sitting 2m from the roundabouts. The roundabouts in this area are constantly blocked creating avoidable congestion. Look at the relocation of the Tirau crossing outside of BP. The relocation and reduction of crossings means less stopping and easier flow through the town.</p>

<b>Feedback Reference Number</b>	12
<b>Name</b>	Amanda Velthuysen
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Beneficial to residents within town, especially bus service.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	No consideration for those living rurally just outside of town. Have no choice but to drive into town.
<b>5. Any other feedback?</b>	<p>I think that those residents that want to cycle/walk to town for work or school are already doing so. I would live to know what the actual percentage of residents who's daily mode of transport is actually change by your proposed strategy will be.</p> <p>The busses to Hamilton are a lovely idea, but won't change the congestion around school drop off/pick up.</p> <p>I do think an alternative route for those living in Leamington/Te Awamutu to access the highway without going through Cambridge would be beneficial.</p> <p>I think all these changes focused around walkways and cyclepaths, whilst a wonderfully idyllic idea, is currently just creating more congestion and as it is, scooters/cyclists still navigate Victoria Street anyway.</p> <p>Traffic coming off SH1 into town via Duke and along Carter's flat isn't being addressed. It's bumper to bumper up along there and past Countdown more often than not.</p> <p>It now takes me longer to drive up Victoria street to CMS than it does to drive from the farm on Hickey Road into town? That's ridiculous.</p> <p>I honestly don't think any number of cyclepaths or walkways is going to reduce congestion. You are not going to convert enough people to walk/cycle. Especially at the rate Cambridge is growing. It's only spreading further out, which means further to cycle/walk. Busses might help but I'm not sold.</p>

<b>Feedback Reference Number</b>	13
<b>Name</b>	Amelia Boss
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing. It will destroy central Cambridge, cause business to close and create traffic issues throughout the town.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	As above.
<b>5. Any other feedback?</b>	Option A is the best option. The location of the new bridge results in less traffic needing to come through town. People are still able to access the town centre with vehicles - essential for elderly and those with young children, but the additional crossing measures and roundabouts (essential at the Carters Flat intersection) will help with traffic flow.

<b>Feedback Reference Number</b>	14
<b>Name</b>	Amy Banks
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Not appealing
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Not appealing
<b>5. Any other feedback?</b>	<p>Option C for the new bridge does not make sense. There will still be pressure on the roundabout from the traffic coming down Hamilton Road to town, queuing to turn at either the roundabout or Bryce st as there is no turning right prior to Vogel St from that direction, due to both Grey &amp; Hall streets being one way only. Traffic is already bad now because of this. For this reason, Option A is the preferred option. However, I wonder if an on &amp; off-ramp to and from the highway from Newcombe Rd has been considered? Leamington traffic would then divert from town, to access the Highway North from this point, rather than wait in traffic through town to get the on-ramp at Hautapu.</p> <p>This would solve a lot of the traffic issues for less than the cost of a new bridge. As a Leamington resident, I would access the on-ramp to the highway to and from Hamilton, which would avoid me having to enter the Cambridge township at all.</p>

<b>Feedback Reference Number</b>	15
<b>Name</b>	Amy LORIGAN
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	That there is a third bridge. Less congestion (hopefully) on other bridges and town. faster access to Hamilton.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The closure of Victoria street bridge to vehicles! Has recently had millions spent being modified to accommodate mobility scooters, cyclists, pedestrians. Should still be for car use also. Third bridge required for vehicles. Cutting through reserve land also not preferred. further out of town better suited
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	16
<b>Name</b>	Amy Sunman
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	The high bridge becomes walking and cycling only.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	That the newly proposed all modes river crossing is set to go through an already well-populated housing area. This will increase traffic through those residential neighbourhoods and the new cycling and walking pathways that are being developed will be made unsafe due to increased traffic. I prefer option A as traffic that does not need to come through Cambridge town is diverted before it makes it to the main built-up areas.
<b>5. Any other feedback?</b>	



<b>Feedback Reference Number</b>	17
<b>Name</b>	Amy Taylor
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Adding on more buses is great
<b>3. What do you like about option B?</b>	Please do not do this! It will only increase congestion. Don't listen to the people that don't understand how great cities and towns work with walking, cycling and public transport.
<b>4. What do you like about option C?</b>	Improved transport choice
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	More people who are against transport choice will feedback than those who think it is good. We all know the evidence is there for doing A. Evidence based strategy and planning - not opinion based! Remember Henry Ford's quote... stick to your guns and make the town great!

<b>Feedback Reference Number</b>	18
<b>Name</b>	Amy Taylor
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>This is an integrated approach that will set Cambridge up for the present and future, to prevent issues like Auckland and other towns are having. We don't want to become another Tauranga with congestion. The other great aspect of this is more public transport in Cambridge for those that are transport disadvantaged. This is great! Integrating the local with the Hamilton connection would be amazing.</p> <p>This will also massively increase peoples comfort to cycle and walk from Leamington to town.</p> <p>I hope the new 2024 GPS doesn't prevent this great option going ahead.</p>
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>It's great, keep doing what you are doing to make Cambridge a great place to live.</p>
<b>5. Any other feedback?</b>	<p>This may be difficult for our car-centric culture to get their heads around, but other towns, villages and cities around the world have shown, and provided a lot of evidence for this approach. So don't listen to the them!</p>

<b>Feedback Reference Number</b>	19
<b>Name</b>	Anatoly Chernyshev
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	This is a logical option making good use of non-residential land.
<b>3. What do you like about option B?</b>	Nothing. It is as bad as option C.
<b>4. What do you like about option C?</b>	Nothing. It is as bad as it gets, due to the obvious reasons disclosed by the public recently.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>1. I would propose upgrading the utility bridge at Gaslight theatre so it could serve as pedestrian/bicycle bridge.</p> <p>2. Victoria bridge could be upgraded to a single reversible lane (similar to the dam road), to allow peak hours traffic in one direction only.</p>

<b>Feedback Reference Number</b>	20
<b>Name</b>	Anatoly Chernyshev
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>Nothing.</p> <p>It looks like there was only one clearly cut goal behind it - to [REDACTED] as many Cambridge residents as possible. The bridge is planned to go through a densely built area, with narrow roads which have no room for widening.</p> <p>Further, I don't see a reason to close Victoria bridge to cars. This bridge has good margins to be widened (or outright rebuilt) later. In the interim it could be turned into a single reversible lane bridge.</p> <p>While it might be true that Leamington residents use bridges to go in/out of Cambridge, this need would be perfectly satisfied by a bridge moved less than a kilometre from option C - to Matos Segedin Dr.</p>
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Everything
<b>5. Any other feedback?</b>	<p>If one to go 0.75 km to the West from Option C, there's quite an obvious option for the new bridge: Matos Segedin Dr crossing to Vogel St.</p> <p>Vogel St. has plenty of room (recreational land) on its West side, which could be used for road widening. Then it turns on Taylor St, which also has plenty of adjacent empty land. This is for those who want to bypass Cambridge. Those going to the CBD could use Queen St or Hamilton Rd.</p> <p>I'm curious why this option was out of consideration? It shall cause much smaller impact on the town residents while offering much more room for manoeuvre and providing the same access as Option C.</p> <p>For the pedestrian/bicycling walkway, why is it not in consideration to modify the utility bridge at Gaslight theatre? With its recent upgrade it can be done in a proper manner; it has almost ready access from Alpers Ridge; it goes right into a recreational area; and offer easy access to the CBD.</p>

<b>Feedback Reference Number</b>	21
<b>Name</b>	Andrea Kewish
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	As someone who lives on the "Leamington side" our biggest frustration is having to travel all the way across town to get on/off the expressway. Victoria Street is getting worse and worse for traffic being backed up, and I understand from your plans that you want to improve the congestion there, but I really don't understand why more consideration isn't being given to creating an on/off ramp by the golf course so that all the traffic from Leamington / Te Awamutu etc that wants to get to the expressway doesn't have to travel through Cambridge. Surely if that traffic is taken away from town then maybe the main road access improvements don't need so much focus??

<b>Feedback Reference Number</b>	22
<b>Name</b>	Andrew Bydder
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>[REDACTED]</p> <p>C is not the preferred option and this is not consultation.</p>
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	[REDACTED]

<b>Feedback Reference Number</b>	23
<b>Name</b>	Andrew Montgomery
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>Bridge towards the Velodrome is sensible to divert traffic before it reaches the township. More options on size of bridge and interchanges compared to other locations. Less impact on current residential areas. Cambridge is growing and out in this direction so it can be planned for without such impact on existing dwellings/residents.</p> <p>Option A with bridge in this location may likely mean additional road widening will not be needed or needed to the extent it is indicated.</p>
<b>3. What do you like about option B?</b>	Nothing
<b>4. What do you like about option C?</b>	Nothing really
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Roundabouts first before traffic lights.</p> <p>Bigger roundabouts optimised with free turns to help left turning traffic flow through them.</p> <p>Perhaps traffic lights controlling roundabouts at specific/peak times and only at certain junctions (not all roundabouts).</p> <p>No speed humps please as roundabouts will slow traffic and the humps increase vehicle emissions significantly.</p>

<b>Feedback Reference Number</b>	24
<b>Name</b>	Andrew Richards
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>The focus on non-private vehicle options, no matter what you do there will never be enough space for everyone to drive into and through Cambridge CBD whenever they want and that doesn't make for a space people want to visit and spend time in.</p> <p>A combination of a small electric bus with regular running times and completion of the Cambridge Pathway, along with genuine access to the CB with secure bike/scooter parking would significant improve Cambridge. The third bridge option appears to be a solid engineering solution.</p> <p>Buses to Hamilton and Te Awamutu are sorely missed now, especially to Hamilton North there is plenty of capacity on the expressway but the current service is pitiful.</p>
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>I would go further and aim to make Victoria Road between Alpha Street and Duke Street a car free zone, utilising and maybe slightly extending the Cambridge Pathway so people working and shopping in the CBD can safely get there without a car.</p>
<b>5. Any other feedback?</b>	<p>Thanks for continuing to try and improve Cambridge and not give into the selfish narrow minded people who feel the need to drive everywhere and park outside every shop they visit . Next step, get private vehicles off public road side spaces in the suburbs!</p>



<b>Feedback Reference Number</b>	25
<b>Name</b>	Andrew Skipworth
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Seems to achieve a reasonable balance of transport options.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Until infrastructure is built to support other modes of transport than private vehicles, most people have to rely on cars. As a family with young children we are limited in where we can cycle or walk around town due to the roads being unsafe in certain areas, so option C seems to be the best option to enable use of other forms of transport while also providing vehicle access directly into town when needed.

<b>Feedback Reference Number</b>	26
<b>Name</b>	Andrew West
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Thank you for the opportunity to make a submission on the 30-year plan. Aotearoa’s population is growing 2% annually, the highest in the OECD. All of this growth is from immigration as the country’s birth rate is 23% below replacement (61 vs 2.1). Most immigrants settle in Auckland, Tauranga and Hamilton so the annual population growth in the golden triangle will exceed 2%. Cambridge has 21,800 people (June 2023) and grew annually at 2.99% between 2013 and 2018. Assuming this 3% annual population growth is sustained over the next 30 years and starting with a population of 22,000 in 2024, by 2054 Cambridge will have a population of 53,000. It will be a city. The preferred option does not cater for a population of 53,000 by 2054. Far from it. The preferred option envisages an incrementally, slow growing Cambridge extrapolated out a few years (less than 2030 as I see it). And it focuses on one small part of Cambridge City. Instead, an increase in population of 240% will require Cambridge City to have, regarding transport:</p> <ul style="list-style-type: none"> <li>• Multiple river crossings for vehicles (say 4 including the two present ones)</li> <li>• A dedicated foot/ cycle river crossing</li> <li>• At least one multi-story car park in the City centre</li> <li>• Multiple motorcycle/scooter/ e-bike parking facilities</li> <li>• A coherent network of bus stops</li> </ul> <p>However, as the population exceeds that of the present populations in the following cities – Nelson, Hastings, Invercargill, Whanganui and Gisborne – so new schools, retail centres, medical centres and industrial centres will be built. Leamington, the Southern City Centre will expand all such facilities. Hautapu the Northern City Centre will become the focus for similar facilities. The current town centre will become “The Old Town” – quaint and picturesque, but not part of the northern and southern City Centres powering the City. All of this needs to be factored into a 30-year transport plan. Presently, I submit that it hasn’t been.</p>

<b>Feedback Reference Number</b>	27
<b>Name</b>	Andrew Willis
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	A terrible solution. A new cycle way is being built at great expense along Bryce street and option C is proposing that a new main traffic corridor would also follow a similar route? What are you thinking? Where does the new traffic corridor go and new bridge? The idea of a new bridge is great but not in the proposed option C location as the character of the neighbourhood will be destroyed so close to town.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Waipa DC is encouraging walking and cycling, then proposes to run a new major traffic corridor and river crossing down the same route. How counterproductive! All residents west of the proposed major traffic route will need to negotiate a busy road just to walk into town. Option C is a complete failure on almost every metric.
<b>5. Any other feedback?</b>	Please put the new river crossing and traffic corridor further to the West of Cambridge where there is new development already taking place and proper design for the corridor can allow for new developments a not destroy the existing Cambridge heritage area. This option is somewhat less convenient for in-town traffic flow but is far superior to option B and the half baked option C. If walking and cycling are a priority, then move the traffic and river crossing to a new green field location and extra 1km west of the established heritage housing area.

<b>Feedback Reference Number</b>	28
<b>Name</b>	Andrew Willis
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Respondent has a proposal for a river crossing connecting with Vogel Street (refer to Appendix 2)

<b>Feedback Reference Number</b>	29
<b>Name</b>	Andy Dalton
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Of the Options presented, I SUPPORT OPTION A but also wish to include: 1. Other 'out-of-town' options - west of Vogel St to the Velodrome (on Cambridge side) and within Matos Segedin (on Leamington side) 2. Provision for on-going Modal Shift and improved public transport.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

Feedback Reference Number	29
<p>5. Any other feedback?</p>	<p>I SUPPORT further investigation and consideration of the following:</p> <ul style="list-style-type: none"> <li>• An orbital road that bypasses Cambridge urban area and provides a highly efficient freight/transport route linking SH3/Te Awamutu and SH1/Hautapu. This would remove heavy and through traffic from inner Cambridge roads, reduce congestion and the detrimental environmental impact of high traffic volumes in the centre of Cambridge.</li> <li>• Options for connecting roading infrastructure that enables Cambridge traffic to efficiently move around (not through), bypassing the inner town roading network. This would remove high levels of traffic congestion/pollution/noise/road risk from inner Cambridge retail and high density residential areas.</li> <li>• 3rd bridge on the outer edge of Cambridge that facilitates the above two requirements, with the primary purpose of providing resilience for regional and Cambridge freight/transport infrastructure.</li> <li>• Options for a regeneration plan to enhance liveability and commercial activity of inner Cambridge. This would be achieved by improving pedestrian, cycling and alternative transport options within the centre of Cambridge, once all but essential traffic has been given alternative route options.</li> </ul> <p>I OPPOSE:</p> <ul style="list-style-type: none"> <li>• Construction of a major arterial road right through inner Cambridge. It will destroy the heart of Cambridge and force retail to outer suburbs.</li> <li>• The construction of an inner town 3rd bridge. It will deliver high traffic levels right into highly populated, high housing density, inner city areas, causing high levels of congestion, pollution and detrimental roading infrastructure.</li> <li>• The use of Cambridge Green Belt and reserves for roading and commercial development. As the population of Cambridge grows these areas will become ever more critical for recreational purposes and essential to Cambridge identity as a desirable place to live.</li> <li>• The destruction of inner city heritage including housing areas with historic significance and the town centre. Preservation of these areas is core to Cambridge’s identity and its appeal as a destination. Fundamentally, I can’t understand why Council proposed an inner town 3rd bridge. Why would anyone create a major arterial route through a Recreational Reserve, through established residential areas and into a congested town centre?</li> </ul> <p>I do not want rate or tax-payer dollars wasted on what I and others see as a fundamentally flawed project for an inner town bridge. It will be very disappointing if the purpose of the audit is to rubberstamp and help drive this project through the Public Works Act, without Community support.</p> <p>The provisioning of any additional roading/bridging requirements to secure future transport needs should have been carried out well before any resource consents were approved in regards to some of the large developments now being constructed in possibly strategic areas.</p>

<b>Feedback Reference Number</b>	30
<b>Name</b>	Angela Frost
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I put in a submission when the initial option was for feedback on your preferred idea so please add this submission to my first one.</p> <p>I oppose all options that limit the use of Victoria St bridge to walking and cycling.</p> <p>I oppose the intention to impose more pressure on roads by your so called safety measures.</p> <p>I oppose any and all ideas that will negatively affect the cbd and the local economy.</p> <p>I strongly oppose the continued demise of the character and charm of Cambridge.</p> <p>Also noted that even though the business as usual option is listed in the preview, it is not included in the above categories for our feedback. So you haven't learned anything from the previous attempt to manipulate residents.</p>

<b>Feedback Reference Number</b>	31
<b>Name</b>	Angela Frost
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Not a single thing. There is no detail on how the proposed location will work for surrounding streets. There isn't even a definitive location for a potential bridge so asking the public to give informed feedback is very unrealistic. Do you expect people to give you the thumbs up based on possibilities?
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	I don't like anything about it at all. The potential location is far too disruptive to existing property owners and our town layout. It would appear that wdc is just wasting everyone's time and money on pet projects. What's the point in reconfiguring Bryce and Duke Sts if the preferred location for a bridge will be right there? How are emergency services supposed to access that area of the town if this goes ahead? Your intention has always been to close Victoria St bridge to vehicles - you could at least be honest about it. So why aren't Leamington residents getting a meeting to discuss your preferred option? They have to cross the river too. You also mention 4 options but list 3 and give us the opportunity to have our say on one. Obviously democracy isn't your strength. The sooner you are gone the better.
<b>5. Any other feedback?</b>	Closing our existing bridge is a dangerous idea regardless of where a new vehicle bridge goes. It will literally be the end of Cambridge. Given the enormous cost of building a new bridge it would make more financial sense to retrofit the pipe bridge and fully maintain the Victoria St bridge. To do anything else is just more wasteful spending and our district has had enough of that already.



<b>Feedback Reference Number</b>	32
<b>Name</b>	Anne Marie, David, Frank Richards
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I don't like anything about the preferred option as this won't solve the problems of people getting from Leamington to Cambridge and vice versa. We still need 3 good bridges, not 2 and a footbridge.</p> <p>People who live on Shakespeare will never get out in the morning or evening because Shakespeare will be a bottleneck.</p> <p>Leamington and Cambridge are growing and you need to get a grasp on what's going on. Also leave the town alone because it is beautiful enough. Spend our backbreaking rates on what we need not all the other rubbish. If you muck around in town with the parking, people will go to anywhere but here.</p>

<b>Feedback Reference Number</b>	33
<b>Name</b>	Anon #1
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>Do not like it at all.</p> <p>Stupid decision.</p> <p>Build bridges elsewhere.</p>
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Why is it to be built within the residential neighbourhood? Trucks will pass through and make noise and pollution. Many older people live in the area and it is close to many retirement homes.</p> <p>What is the point of blocking off all those roads just to open up another road which cannot be easily accessed? A bridge needs to be easily accessible from various points, the current plan will cause congestion and traffic.</p> <p>The cycleway and blocked off roads killed off the nice neighbourhood dairy, which I hear they received zero compensation for!</p> <p>Even though the roads are "one way exits" I see many people ignoring the signs and driving into them from Hamilton Road.</p> <p>My friends in the area have received no notification about the bridge until recently. Where are the communications with the community?</p>
<b>5. Any other feedback?</b>	<p>Get rid of the golf course and build a bridge there.</p> <p>Stupid decision to plan for the next 5 years, when you should be planning for the next 20 years.</p> <p>Build bridges by the golf course and velodrome. No city with decent city planning on this planet have bridges so close together.</p>

<b>Feedback Reference Number</b>	34
<b>Name</b>	Anon #10
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	Optimisation, not only widening of Victoria Road, improved urban mobility, that is, cycle lanes, improved public transport within town and to Hamilton hub.
<b>4. What do you like about option C?</b>	This is my favourite - optimisation of Victoria Rd, not only widening. Focus on urban mobility, enhanced public transport within and to Cambridge. Not inference (via widening) with trees on Victoria Rod near Lake Te Koo Utu.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	The planned proposal for a bridge which was rejected seems great to me, and it's a pity that special interest groups have interfere with the process. I don't live in the site of the proposed bridge - like the majority of the people in the area - so do not have a personal agenda against it, as such I represent the silent majority on this issue. Congratulations for the forward planning to see past the lifetime of the existing bridge. A bridge in town makes sense in order to draw the associated income and life into the town. This town is literally built on the strength of its bridges.

<b>Feedback Reference Number</b>	35
<b>Name</b>	Anon #2
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>No room for feed back here.</p> <p>You would not care what the people want, you only have a small minority of you who make up this junk.</p> <p>What a mess you have made. You should [REDACTED] and the consultants that disagree with the precious consultant, because the consultants before that were not consulted. They are the only ones making money out of our pockets!</p>

<b>Feedback Reference Number</b>	36
<b>Name</b>	Anon #3
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	I feel the bridge is still too close to town in options B and C. I'm not a massive fan of the high level bridge turning into a walk and cycle-only bridge.
<b>5. Any other feedback?</b>	I prefer where the bridge sits in Option A before town. As someone who lives in Leamington who would benefit from a bridge around the area presented in Option A, I think it would be beneficial to miss the town altogether - creating less traffic through the main areas and shorter travel time.

<b>Feedback Reference Number</b>	37
<b>Name</b>	Anon #4
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Please consider public transport service for those around terry came drive no option to get into doctors hairdressers shops without a bus . Currently only option is taxi hard for those elderly and expensive.

<b>Feedback Reference Number</b>	38
<b>Name</b>	Anon #5
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	I think council should look at exploring with NZTA for off/ on ram south of Cambridge on SH 1 as so much houses and development is being undertaken/ built. This will add traffic from Leamington going straight out of town for those travelling to HAMILTON and far.
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Focus should be on walking and crossing for vehicle rather than cycle as solution should be focussed on greater good for greater community.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	39
<b>Name</b>	Anon #6
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Congestion needs to be addressed - managed a 3rd bridge needs to be on of 3 full traffic access bridges not 2 traffic bridges and one for cyclists and walkers getting to the other side of Cambridge to visit family can be harder then going to Hamilton if you want to reduce traffic in Cambridge make public transport an option - until there are public transport options not just the old main street areas - needs to go out past the high school and through pengover. Shops are suffering with lack of parking we have given up shopping in Cambridge as it means either walking home carrying items (not happening) or going elsewhere
<b>2. What do you like about option A?</b>	it's not stopping private vehicle use which is still important as is reducing congestion as the town is growing
<b>3. What do you like about option B?</b>	third bridge option is western end of town not in middle like present
<b>4. What do you like about option C?</b>	more public transport - we have a variety of bus stops that are never used and not transport out to Hautapu Norfolk Downs, Goodwood, not to mention Pengover and Te Miro - we have a variety of areas and no options for alternatives to town
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	needs to have 3 useable by emergency service traffic bridges at present 2 are not enough



<b>Feedback Reference Number</b>	40
<b>Name</b>	Anon #7
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Allocate land NOW for potential bridge corridors to avoid frustration in the future. Diverts traffic away from the CBD which is already stretched with a rapidly diminishing vehicular capacity.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Nothing.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	On and off-Ramps tied in to the expressway south of the golf course would be extremely welcome. Stop blocking off roads! Parking building(s) required and paid parking in the CBD so retail staff (option for reduced fee if working in town) have options and spaces for shoppers. Around town bus options covering areas (Hautapu, St Kilda, Velodrome, Pukekura, Lamb St West) so people have options to leave cars at home. Need to run 20-30 mins not hourly. More people are living in Cambridge and commuting for work in Auckland, Pokeno, Ohinewai, Huntly or Hamilton or Tauranga/out West. They come for the lifestyle and safety of this area - let's keep them here.

<b>Feedback Reference Number</b>	41
<b>Name</b>	Anon #8
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>I SUPPORT OPTION A - an 'out-of-town' solution which includes (or should have included):</p> <p>a) Improved Urban Mobility/Modal Shift b) Improved access to Public Transport</p> <p>Note that:                      I) 2024 Bus Contract and enhanced mobility (cycleways) have been implemented in Cambridge and are already available for Option A (not just Options B &amp; C).                      ii) Victoria Bridge will remain open to pedestrians and cyclists so is available for Option A (not just Option B &amp; C).                      iii) Road widening &amp; vegetation removal to accommodate increased width of commercial vehicles and/or a less successful Modal Shift is not restricted to Option A. This impacts Options B &amp; C, as well. Clarification or quantification of road "widening" for Option A vs road "optimization" for Options B &amp; C would also be useful.</p> <p>I trust the audit and future modelling will rectify the above and ensure that all Options are evaluated equally. I ask that the audit also considers the impact of gathering traffic data during Post-Covid (Red Alert) when many people were working from home.</p>
<b>2. What do you like about option A?</b>	<p>It is an "out-of-town" solution that:</p> <ol style="list-style-type: none"> <li>1) Prioritises the health and well-being of people in established residential communities over houses yet to be built.</li> <li>2) Utilises Council owned land in an Industrial-Zone away from Leamington residential areas rather than the Historic Cambridge Green Belt - a Recreational Reserve containing wetlands, historic sites and more than 25 years of restoration plantings (partly funded by the Waikato River Authority) involving countless hours of community labour.</li> <li>3) Recognises the need to preserve the Cambridge's Character Area.</li> <li>4) Directs traffic including heavy commercial vehicles away from (rather than through or adjacent to) an increasingly congested town.</li> <li>5) Limits exposure to noise, vibration and pollution in densely populated residential areas.</li> <li>6) Provides for future population growth i.e. to the Growth Cell to the West of Leamington &amp; Cambridge</li> <li>7) Existing technical information (geotechnical, environmental etc) - an Assessment of Environmental Effects (AEE) for the new Wastewater Treatment Plant, situated in the Industrial Area, is available.</li> </ol>
<b>3. What do you like about option B?</b>	<p>Enhanced urban mobility network and availability and frequency of public transport</p> <p>I DO NOT support construction of a major arterial route through the centre of Cambridge or its Reserves - Greenbelt or Urban. I DO NOT support an inner town bridge/solution.</p>
<b>4. What do you like about option C?</b>	<p>Enhanced urban mobility network and availability and frequency of public transport.</p> <p>I DO NOT support construction of a major arterial route through the centre of Cambridge or its Reserves - Greenbelt or Urban. I DO NOT support an inner town bridge/solution.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	

<b>Feedback Reference Number</b>	41
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>1) Remove indicative routes, bridge location/river crossings (Traffic Flow Heat Maps) from 'Cambridge Connections - Our Future Transport Plan' as this is continuing to cause unnecessary uncertainty in the community, despite the Mayor's letter.</p> <p>2) Consider suggestions to improve transport resilience and connectivity (letters to the Editor, Cambridge News, presentations to Cambridge Community Board, earlier Beca technical reports etc):</p> <ul style="list-style-type: none"> <li>- Cambridge Orbital Route that bypasses inner high density residential areas and provides an efficient freight transport route linking SH3/Te Awamutu &amp; SH 1/Hautapu</li> <li>- SH1 on/off ramps</li> <li>- Strengthening Victoria Bridge and/or limiting it to one-way traffic to extend its lifespan</li> <li>- Upgrades to Low Level</li> </ul>

<b>Feedback Reference Number</b>	42
<b>Name</b>	Anon #9
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	All options have a significant impact on existing roads, infrastructure and residential areas that would indicate a vast disruption and presumably a huge cost of compulsory purchases, to say nothing of substantial expenses of relocating residents and possibly business owners.  Any works in providing a new bridge should not be going through existing or planned residential areas.
<b>2. What do you like about option A?</b>	Nothing
<b>3. What do you like about option B?</b>	Nothing
<b>4. What do you like about option C?</b>	Nothing
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	More importance should be devoted to providing a northern access to Highway 1 south of the Cambridge Golf Club to reduce the amount of heavy vehicle traffic, presumably from Te Awamutu and through Leamington, currently using Shakespeare Street, Carters Flat and Victoria Street to access Hautapu and Highway 1.

<b>Feedback Reference Number</b>	43
<b>Name</b>	Barbara Campbell
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	I didn't find the maps very explanatory as I am not a traffic planner. I also don't understand what the ratio of funding from Waka Kotahi is to regional and local council. I think its important that plans don't become outdated. Future-proofing is important and building flexibility into the plans. Transport is a very important but expensive issue. I expect the Council to be choosing concepts that encourage people out of cars, i.e. congestion charging, making cycling safe (Cambridge is flat, we should all be cycling and walking more). We must protect the integrity of Cambridge. The green belt must not be built on. Protect the main shopping street precinct - this makes it attractive to visit and for businesses and shops to prosper. Protect the Victorian layout of the town with the Town Hall area, the Town Square and all the established trees. Getting school children to bike and walk to school is a no-brainer, or shuttle buses for those further away. Having electric small buses that constantly circulate the town, both inner ring and outer ring make sense. We should look to Europe and Australia to see how they best tackle congestion and town planning successfully.
<b>2. What do you like about option A?</b>	I don't like much about A. Being slow about public transport is irresponsible
<b>3. What do you like about option B?</b>	I don't know what you mean with the word 'optimisation' These public transport frequencies look good
<b>4. What do you like about option C?</b>	The ten minute Cambridge service is the best. Lots of people young and old will use this. I find the words Enhance and Improve transport choices far too vague. Re-arranging the streetscape between the Good Union and The Warehouse will be a waste of money. Seeing what has happened to businesses in Auckland with the CRL, why would Council mess with the viability of businesses in the main street. Roadworks take too long to execute in NZ and removing carparks like Auckland Transport do will disturb customer patterns.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

Feedback Reference Number	43
<p><b>5. Any other feedback?</b></p>	<p>As a long term resident of Cambridge, I have lost trust in Council to communicate effectively with the public, let alone residents that were going to be most affected by the 'bridge' scenario. I've heard that people in Leamington feel left out of the conversation. Council should move quicker on initiatives that stop cars from mindlessly driving down Victoria St and across the high level bridge and vice versa. Work on getting people to think about their journeys and give them new ways to move around Leamington, Cambridge and Hautapu.</p> <p>I was shocked when Council said they had considered putting the bridge across the river and land where waka originally docked and that the marae would have been in the line of sight of where the proposed bridge might have gone. And that you hadn't consulted with iwi on these matters. Please dont over-engineer roundabouts and roads.</p> <p>There are some very knowledgeable people in Cambridge, I hope that you are able to use their input. I went to all the public meetings and there were some very considered reports and information submitted.</p> <p>People all over NZ, and overseas, say they love our Cambridge. Please dont muck it up. It has the appearance of an English Village (even though the population is large) and this is what we all love, support and why we choose to live here. Dont kill the golden goose like Queenstown has.</p> <p>Convenience for cars must be lower priority than disturbing houses/families.</p> <p>The high level bridge should have a good management plan in place, perhaps having it on a tidal one way system until cars are no longer allowed on it.</p> <p>The bridge should go out past St Peters. I think we are lucky to have such an amazing cycleway that has been created from Te Awa Lifecare to the Warehouse.</p>

<b>Feedback Reference Number</b>	44
<b>Name</b>	Barbara Holloway Scott
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	The southern approach is OK however, the northern approach would cause chaos. The bridge is too close to the town centre, so would cause traffic build up. Why not bring the bridge across so that it hits the new roundabout(s) nearer to St Peters School. There are two to choose from so option A would seem better. Traffic could more easily be dispersed through feeder roads around Cambridge – avoiding the St Andrews roundabout at all costs.

<b>Feedback Reference Number</b>	45
<b>Name</b>	Belinda Myers
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	<p>I like the idea of not! widening Victoria road I think it would spoil the look and if anything in future could use both sides of the old railway lines, 2 lanes into town one way and out the other.</p> <p>Also I like the idea of more traffic lights especially cnr queen st and Albert st. And Shakespeare st . I would like to see no right turn into Gillies st or out of it and traffic go to the queen st lights.</p> <p>Not 2 sets of lights unless for a pedestrian crossing.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I would like to fully support a 3rd bridge and sooner rather than later! The idea of one in the vicinity of Matos Segedin drive and the gas works with access to Alpha st for the town but also I feel strongly about getting the many many trucks away from travelling along cook st .</p> <p>I'm sure the old bridge shakes when they go by so a link for the new bridge/road to the existing motorway would be essential.</p>



<b>Feedback Reference Number</b>	46
<b>Name</b>	Ben Ward
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Proposed Location of the bridge has direct impact on residents living nearby. Heavy traffic will pass through the middle of town impacting residential. Option A diverts traffic around town and links better traveling north with the expressway. High level bridge should also be used for cars to allow for capacity
<b>5. Any other feedback?</b>	Proposal lacks detail of location of the bridge which creates confusion

<b>Feedback Reference Number</b>	47
<b>Name</b>	Benjamin and Kelly Smith
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>We support an out-of-town bridge location. This location will:</p> <ul style="list-style-type: none"> <li>• Eliminate the impact to the established, central residential neighbourhood character and value.</li> <li>• Reduce cost and time with new infrastructure in a green field and undeveloped area.</li> <li>• Better connect areas designated for future growth, with industry and residential growth cells to the north and west of the town centre.</li> <li>• Better reflect the needs of future traffic flow across the river - long distance commuters and freight.</li> <li>• Allow for a new corridor and collector roads to be built to best practice design without the constraints of an existing urban area.</li> <li>• Align with a pedestrianised town centre strategy, diverting traffic away from an extremely congested single corridor.</li> <li>• Be safer for existing pedestrian and cycle school routes, with less crossings of existing and recently upgraded cycleways.</li> <li>• Align with the recent cycleway improvements and traffic calming measures on Alpha and Bryce streets.</li> <li>• Adequately space the bridges for the future long-term growth of the town.</li> </ul>
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>We oppose the in-town bridge location due to the:</p> <p>Significant and unjustified adverse effects to established neighbourhoods and the Town Green Belt.</p> <p>Unwarranted cost and inefficiency - the location for the in-town bridge includes the most expensive central land in Cambridge, not a financially responsible or efficient decision, The \$10 million Cambridge Pathways project on Bryce Street (one of the two through streets identified) is close to completion. Significant re-work will be required to allow for a new arterial route from the bridge.</p> <p>Over-emphasis on status quo and central town and bridge location noting Cambridge will expand into areas zoned for future development</p> <p>Misrepresentation of current and future community need by the Bluetooth traffic data.</p> <p>Ineffective single corridor approach for Cambridge traffic.</p>
<b>5. Any other feedback?</b>	<p>Project Implementation feedback from respondent: community was not adequately represented during the business case development, consultation approach has introduced uncertainty to the property market and placed undue risk to property value, proposal lacks the information required to make an informed submission, inadequate engagement has occurred for this project of significance, lack of optioneering, feedback bias and lack of comprehensive planning or risk assessment.</p>

<b>Feedback Reference Number</b>	48
<b>Name</b>	Bill Macky
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Quite happy with most of it.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	The suggested position of the bridge is absolutely idiotic. For a town that wants rid of traffic in the Main Street the bridge is way too close. Most of the traffic I see just wants to get out of Cambridge as fast as possible. Workers travelling to and from Hamilton do not want have to come into town. I think the bridge should be as far downstream as possible. From the old meat works site to somewhere near the Peake Road intersection.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	49
<b>Name</b>	Bill Robinson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing as it goes directly in front of my house and will interfere with houses on the Eastside.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	It will interfere with houses on the east. I was of the understanding that the Greenbelt (between Ihimaera and Marlowe) could only be used for recreation. A road and bridge is not that.
<b>5. Any other feedback?</b>	The better option for the road leading to the bridge would be better on the west side of Alpers Ridge street and Vogel street, where there are no Houses affected on either side

<b>Feedback Reference Number</b>	50
<b>Name</b>	Bob Russell
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	i like the traffic leaving Cambridge Rd before coming into town and taking pressure off the streets in the centre of town but still believe the high level bridge needs to be open for cars or we have gained nothing.
<b>3. What do you like about option B?</b>	Not as good an option as A but still better than C
<b>4. What do you like about option C?</b>	nothing, still traffic going into the centre of town and if you stop cars going over the high level bridge we have not gained a bridge at all.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	lack of consultation on this from council has been a complete disgrace and showing a preferred option only for discussion shows a complete disregard for voters opinion.

<b>Feedback Reference Number</b>	51
<b>Name</b>	Bob Russell
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	nothing at all. The preferred option is too far into town before diverting. how is this helping traffic flow
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Surely you want traffic destined for Leamington on a side road well before you are into town and onto Victoria st, probably with the off road somewhere around Te Awa rest home.
<b>5. Any other feedback?</b>	sadly planning on this project like most of council work just now is done behind closed doors and we only get informed when you have made your mind up.

<b>Feedback Reference Number</b>	52
<b>Name</b>	Bobbie Moughan
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>*taking traffic out of the town centre and the impact that will have on businesses.</p> <p>*There is already a distinct lack of parking and I can't see anywhere where this will be improved. The town is full of retired people many of whom need to use a car to get to town and are unable to cycle or walk. Retirement housing is located well away from the town centre</p> <p>* there will be way more traffic along Cook Street/Pope Terrace which is already high density - will there be anything put in place to get the Heavy Vehicles off this road as there will be more cyclists and pedestrians using the HL bridge</p>
<b>5. Any other feedback?</b>	<p>I'd like to understand the traffic modelling studies that assisted with this decision. It is hard to understand most traffic is moving through town and not staying. If that is the case why can't it be directed around the town up carters flat and out to Victoria Road via Norfolk Drive rather than making Victoria street mainly pedestrian. The whole landscape of this pretty town has been altered to look like a vanilla version of everywhere, the character that has made it 'our place' has slowly but surely been eroded over the years and this latest round of following the UN Agenda of 15 minute cities is very disappointing</p>

<b>Feedback Reference Number</b>	53
<b>Name</b>	Brian Aish
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>My prime focus is the Victoria Street bridge.</p> <p>It appears to me that the decision to declassify the bridge to for use by scooters and cyclists only, is being driven by the stated '20 year' lifespan, resulting in the need for the proposed new bridge siting to feed in close to the town centre. The unfortunate result being serious disruption, including demolition, to a long established residential housing zone.</p> <p>To counter this, if the Victoria Street bridge can remain in service, the new bridge location can be further downstream, away from the expressed objections.</p> <p>Regarding the '20 year' life span, I understand, that the driver for the life span timing is the understood life of the concrete decking - not the steel structure.</p> <p>I also recall how a good number of years ago a Gordon Hughes - Structural Engineer - was the Consultant to Council for the restoration of the structural integrity of this bridge - this upgrading work was carried out. In addition, the recently completed painting works will further enhance the condition of the steel structure. There are a good number of steel structure bridges throughout the world older than this one, which are still in full use.</p> <p>The concrete decking is a 'separate item' from the steel structure and could be replaced using precast concrete panels, hence saving down-time for bridge usage.</p> <p>Further consideration, at that time, can be given to a 'minor' widening of the carriageway, with the bridge users still being restricted to the lighter use as at the present time. The exerted loading will then remain unchanged.</p>



<b>Feedback Reference Number</b>	54
<b>Name</b>	Brian Izzard
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>I disagree that taking the proposed bridge location off the table is the correct thing to do. All that does is “kick the can down the road” and just further delays what is a critical decision on Cambridge’s future. Equally, the longer a decision is delayed the more problematic it becomes. With all the new developments going on in and around Cambridge the lack of a designated route just increases the uncertainty for both residents and no doubt developers. Deciding on the location of a new bridge sooner rather than later would provide certainty to all parties – including the council. The route of the Cambridge bypass was known years in advance of it being built so why should designating the location of a third bridge be any different?</p> <p>As for the statement in the Cambridge Connections “Options Explained” that “a lot more work has to be done on where a proposed bridge should be built”, I’m sorry but that smacks of “paralysis by analysis” – it just becomes a never-ending cycle.</p> <p>A third bridge is a key piece of the transport puzzle even if it is many years in the future and one of the prime functions of a new bridge should be to pull as much through traffic away from the middle of the town centre as possible so as to reduce the existing congestion caused by everyone having to traverse a very narrow corridor to get to one or other of the bridges across the river.</p>
<b>2. What do you like about option A?</b>	<p>The good thing about option A is that it acknowledges that private vehicles still have a place in the overall scheme of things and therefore need to be catered for. People wanting or needing to use private vehicles are not simply going to go away or have all their needs met by walking / cycling / public transport options.</p> <p>On the downside the problem of congestion at St Andrews church to the CBD is not going to be solved by installing a couple of sets of traffic lights. This is one part of the Cambridge roading network that has no obvious solution and is only going to get worse as Cambridge grows.</p> <p>I note on the Stakeholders feedback that there is concern about so called “rat runs” being used by commuters. As an observation (I walk around Cambridge East in the late afternoon almost daily) making Bryce St unusable has resulted in a significant increase in traffic using Vogel St, Queen St, and Alpha St. People will always find an alternative so one way or another “rat runs” will always exist.</p> <p>I might add that the revamped Bryce St, once it is reopened, will still be pretty much unusable as an access road into town so the council’s stated objective of stopping the Bryce St “rat run” will be achieved. The new layout of the Queen St, Bryce St intersection begs the question – are pedestrians and cyclists incapable of checking for other traffic when it comes to intersections? Seemingly so as every approach to the “unannounced roundabout” at Bryce St and Queen St (the plans originally had a raised intersection which seems to have morphed into a roundabout somewhere along the way), has a Give Way to cyclists and pedestrian sign.</p> <p>It not at all clear what “safety improvements” means – more raised speed humps? For options to mean anything there needs to be more explanation of just what some of the terminology used means.</p>

<p><b>Feedback Reference Number</b></p>	<p>54</p>
<p><b>3. What do you like about option B?</b></p>	<p>Public transport as such is a good thing. However, it will only be used if it is cheap, frequent, on time and needs to be self-funding. On going subsidisation of public transport is unfair to everyone. Those who use it are paying twice (for both the ‘ride’ and through the subsidy) and those who don’t use it are cross subsidising everyone else.</p> <p>If local public transport is going to be provided then without knowing what the likely routes are going to be, who knows whether they will have any impact of not.</p> <p>That aside, it would seem as though the idea is to push more and more traffic on to fewer and fewer roads in order to strangle traffic flows to such an extent that ultimately people in cars will just give up. I can’t see anything that addresses the bottlenecks around the St Andrews Church area but that’s the case with all the options.</p> <p>I find it hard to know what’s meant by some of the terminology used. For example, what does “corridor optimisation” actually mean? Many of the comments I’ve made about Option A also apply here e.g. what’s meant by “safety improvements”?</p> <p>I also can’t see that sending more traffic down Duke St is going to help as that obviously means more traffic through the middle of the CBD. It is also unclear what the status of the Victoria Bridge is in this option i.e. is it still a traffic bridge or will it simply be a cycle / pedestrian bridge? Without the Victoria Bridge being available for vehicles the load on the low-level bridge will be immense. Hopefully it can handle that load and that the feeder roads on both sides can also cope.</p>
<p><b>4. What do you like about option C?</b></p>	<p>Pretty much the same comments as for Option B.</p>
<p><b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b></p>	
<p><b>2.2 What don’t you like about the emerging preferred option? Option C – Enhance transport options</b></p>	
<p><b>5. Any other feedback?</b></p>	<p>I cannot finish without some comments about the “gold plated” cycleways that have been built in Hamilton Rd, Bryce St etc. These are way over the top for what is required. I note that the cycle way from Leamington out to Karapiro is a simple concrete path about 3 or so meters wide. Pretty much what was built between Grey St and Bryce St before it was pulled up about a year after it was put in.</p> <p>Anecdotally, more people use the Karapiro cycleway (as do pedestrians) than the Hamilton Rd one. Yet it is far more basic, would have cost a fraction of the new cycle way and works just as well. Go figure!!!</p> <p>I think it is time for the Council to start thinking about all forms of transport when it comes to any future infrastructure spend. The dogmatic pushing of cycling / walking that has cost millions of dollars over the past few years and is barely being used must stop. More than one person I’ve spoken has mentioned that what has been done on Bryce,, Duke and Wilson streets is at best detrimental to the town centre and at worst will kill it as a destination.</p>

<b>Feedback Reference Number</b>	55
<b>Name</b>	Brooke Cholmondeley-Smith
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	The high level bridge should remain open to vehicles, cyclists and pedestrians as it currently is. If planned correctly, the refurbishment of the top concrete layer of this bridge can be carried-out in a 4-6 months time-frame. I see this as a totally acceptable in convenience for residents if singled-well in advance and contractors engaged on their proposals to deliver minimal disruption. A clever engineering solution will emerge. This is part of town life when old bridges need maintenance, such as all the famous historic steel bridges through-out America and Europe.
<b>2. What do you like about option A?</b>	It is fiscally prudent for rate payers. Although please loose your obsession with road-bumps, people are smart enough to use their breaks, it creates pollution, noise and slows productively to business and emergency services. Dumb dumb dumb nanny-state thinking. A textural change in road surface would suffice if ABSOLUTELY necessary.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	It reinforces the lower level bridge as a strong connector route, and improves the traffic-flow from this point to the north bound motorway connection point.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>To my first point, it is obvious that the high level bridge, once refurbished, will need to have operational controls placed on it once the third bridge is built, this could be controlled hours of vehicle use (i.e 6am-10am daily), one way only, tolled, EV only, etc. All of these operational options can be discussed and used to protect the future streetscape of Cambridge and residents access when it is most required. Please don't kid yourselves with the 'liveable city' or '15minute city' new urbanism philosophy that people will cycle and walk more and we will all be happier. This option already presides as a minor option to residents, and it is clear that if it becomes the only mode there will be massive impacts to the productive of the CBD, businesses, schools, workers that need to use cars in all weather to carry out their productive lives. This only pushes cars to the outer 'big-box' shopping precincts (great for developers), and CBD's die, i.e Hamilton for 20 years post-base, Tauranga currently). The fact that you want to close the high level bridge is driving your thinking to place the third bridge close to town, this thinking is flawed and unattractive to residents, people will make new decisions about transport routes once changes are made, making your current data model nothing but interesting, and certainly no reason to promote this data to destroy the natural attributes of the town by having a close to CBD third bridge. Be very clear on your design-drivers, and the weighting provided to them.</p> <p>The third bridge needs to be in green-field areas near St Peters, this will remove larger north bound traffic, create ring-road for public transport (yes larger than preferred, but will be perfect in 50 years), protect historic neighbourhoods and the famous green-belt that makes Cambridge Cambridge.</p>

<b>Feedback Reference Number</b>	56
<b>Name</b>	Brooke Cholmondeley-Smith
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	It acknowledges that cars are our past, and future primary mode of transportation. All other modes are of low productivity and lesser importance. It is important to note these other modes are 'nice to have' options and important from a well-being and have albeit a less than minor off set on the environment compared to NZ's overall macro impacts, it is important to have options for vibrancy, but please don't prioritize or go broke over them. Perspective please.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Capital investment by rate payers is extreme. There does not seem to be a sensible way to link a 3rd bridge through inner city residential areas, this would be a poor thought through destruction of character and street scape. Any new bridge should be zoned further east or west than proposed.
<b>5. Any other feedback?</b>	Following the review of the workshop map and the proposals, I don't believe an ideal solution has been discovered yet, therefore a flexible and conservative approach should be taken until it presents itself.

<b>Feedback Reference Number</b>	57
<b>Name</b>	Bruce Crook
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Option A, but with modifications - improvement of public transport around Cambridge, and removal of installation of traffic lights albeit with retention of a limited number of signalised pedestrian crossings.
<b>2. What do you like about option A?</b>	Enabling the movement of vehicles and pedestrians in the Carters flat area. The proposed new bridge crossing is "edge of town" to limit its impact on the long established neighbourhoods of central Cambridge.
<b>3. What do you like about option B?</b>	Refer #3. A measured increase in level of public transport around Cambridge, and to and from Hamilton.
<b>4. What do you like about option C?</b>	Refer #3.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Living at the river end of Bryce Street our neighbourhood is very long established, one of the oldest and a major road through it would severally change (we say damage) its character. What if the road is four lanes wide? What if the truck traffic is then added? What if we loose the berms and trees, and perhaps even a row of houses? The suggestion of the new bridge channelling all the traffic which would have otherwise used the high bridge into a peaceful, attractive and residential area which embodies the very nature of Cambridge, is not acceptable.</p> <p>Secondly, please continue the legacy of previous Waipa Traffic Managers who were dedicated to the installation of roundabouts and rejecting traffic lights. This is not a city and these city-based solutions have no place here and are an anathema to the character and nature of Cambridge. It is an attractive rural town and can continue to be if some care is taken. Why are traffic engineers so wedded, so in love, so obsessed with traffic lights?</p> <p>Lastly, the traffic flow is clearly time-of-the-day dependant and Nathan Harper glossed over that fact in his presentation available online. He stated "over three quarters" of traffic has its destination in Cambridge. At the drop-in meeting it was given as "60%". On the map now available on line detailing Morning Traffic it is only "30%". That is, the through traffic is actually at least 25%, or 40%, or 70% in the morning and presumably in the evening too! Those are seriously large numbers and channelling that traffic to an edge of town bridge starts to make sense again. We think Option A is the most appropriate one.</p>

<b>Feedback Reference Number</b>	58
<b>Name</b>	Bruce Hancock
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>Producing a connections plan with the third bridge site "off the table" makes no practical sense and could not solve current traffic issues, let alone those coming with further growth of the town.</p> <p>Option A which closes the Victoria Bridge to vehicular traffic would in my opinion and from past experience cause unacceptable congestion at the Ferguson Bridge unless it includes a third bridge crossing earlier rather than later.</p> <p>The third bridge crossing site needs to be chosen immediately and the land secured before development makes a good site impossible to obtain.</p> <p>The third bridge site must not direct traffic into any built up areas of Cambridge or traverse existing Recreational Reserves. If it did so it would just transfer the unacceptable traffic conditions existing in Victoria Road at peak times to some other central location. The only practical third bridge site is to the west of Cambridge in a position which would effectively enable a Western Link to join Lamb Street with the end of Peake Road and Hamilton Road.</p> <p>The proposal to ease traffic congestion within central Cambridge has some merit. None of the options looks at carparking issues in central Cambridge, which surely should form part of a connections plan.</p>
<b>2. What do you like about option A?</b>	Easing traffic flow has some merit. Option A will not work without a third bridge at a relatively early date.
<b>3. What do you like about option B?</b>	Easing access for non vehicular traffic has some merit but in isolation will not solve vehicular problems which will not go away and will get worse.
<b>4. What do you like about option C?</b>	Enhancing access for non vehicular traffic has some merit but in isolation will not solve vehicular problems which will not go away and will get worse.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I am a retired civil engineer with extensive project management experience. I also have bridge and traffic design experience in my background.</p> <p>Eight years ago in 2015, just as the expressway was opened my wife and I purchased a retirement property on the north side of Ihimaera Terrace overlooking the Green Belt. At the time we were assured that the recreation reserve could never be developed or built on. We loved the rural view and paid a premium to obtain it.</p> <p>The proposal to build a road across the reserve in the previous plan came as a shock to us and was most upsetting to say the least.</p>

<b>Feedback Reference Number</b>	60
<b>Name</b>	Bryan and Lyn Izzard
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>The good thing about option A is that it acknowledges that private vehicles still have a place in the overall scheme of things and therefore need to be catered for. People wanting or needing to use private vehicles are not simply going to go away or have all their needs met by walking / cycling / public transport options.</p> <p>On the downside the problem of congestion at St Andrews church to the CBD is not going to be solved by installing a couple of sets of traffic lights. This is one part of the Cambridge roading network that has no obvious solution and is only going to get worse as Cambridge grows.</p> <p>I note on the Stakeholders feedback that there is concern about so called “rat runs” being used by commuters. As an observation (I walk around Cambridge East in the late afternoon almost daily) making Bryce St unusable has resulted in a significant increase in traffic using Vogel St, Queen St, and Alpha St. People will always find an alternative so one way or another “rat runs” will always exist.</p> <p>I might add that the revamped Bryce St, once it is reopened, will still be pretty much unusable as an access road into town so the council’s stated objective of stopping the Bryce St “rat run” will be achieved. The new layout of the Queen St, Bryce St intersection begs the question – are pedestrians and cyclists incapable of checking for other traffic when it comes to intersections? Seemingly so as every approach to the “unannounced roundabout” at Bryce St and Queen St (the plans originally had a raised intersection which seems to have morphed into a roundabout somewhere along the way), has a Give Way to cyclists and pedestrian sign.</p> <p>It not at all clear what “safety improvements” means – more raised speed humps? For options to mean anything there needs to be more explanation of just what some of the terminology used means.</p>
<b>3. What do you like about option B?</b>	Public transport as such is a good thing. However, it will only be used if it is cheap, frequent, on time and needs to be self-funding. On going subsidisation of public transport is unfair to everyone. Those who use it are paying twice (for both the ‘ride’ and through the subsidy) and those who don’t use it are cross subsidising everyone else.
<b>4. What do you like about option C?</b>	Not a lot. At best I think it is “aspirational” which you could argue is not a bad thing. In an ideal world things such as everyone using public transport, walking or cycling are laudable aims so I guess that would be the one thing I could pick out.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	

Feedback Reference Number	60
<p><b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b></p>	<p>The “Field of Dreams” approach proposed depends on so many imponderables that it is hard to see it becoming a reality in the way envisaged. To take each point listed in the presentation under Option C: Focus Amplify walking, cycling and public transport. I take it from the fact they don't even rate a mention that catering for cars/trucks is not really something that the plan is intended to address or include. Like it or not cars/trucks are not simply going to “go away”, so not even mentioning them as part of the transport focus seems to be something of an oversight. Walking and cycling Enhanced urban mobility strategic network: How is this any different to what is being imposed on Cambridge now? If I was to be cynical I'd describe what is happening now and what is proposed in Option C as an attempt at Social Engineering i.e. “a top-down efforts to influence particular attitudes and social behaviours on a large scale—most often undertaken by governments” (or Councils as is the case here). Call me old fashioned or a dinosaur but not everyone wants to ride a bike or walk everywhere – especially on cold, wet and windy days. Public Transport - Frequent service to Hamilton every 20-30 minutes - Local Cambridge service every 10 minutes No real problem with what's suggested here but I suspect the devil is in the detail e.g. where will the services run? How much will they cost? Who will pay? Are we talking a set route bus service? Or is a “ride hail” service envisaged? A two-line statement is all well and good but is pointless without a lot more detail. Intersection improvements - Safety I would have thought this was an ongoing thing without the need to be explicitly stated. (And putting speed humps 5 metres from a Compulsory Stop sign really doesn't rate as an intersection improvement). Victoria Bridge - Walking and cycling only If this is to happen then in reality Cambridge is not getting a “third bridge” as has been discussed for many years. Rather what is being proposed is a new bridge to replace the Victoria Bridge so still only two bridges for vehicular traffic. New river crossing - All modes crossing ‘in town’ Putting the proposed bridge ‘in town’ raises questions. 1) How is this location going to help with the congestion that already exists at the “White Church” roundabout? You will still have the two main routes into Cambridge - Hamilton Road and Victoria Street, effectively arriving at a single point. What's different to what is already an absolute stuff up at peak times? (I frequently walk that part of town at peak afternoon commuting time so see just how congested things get). In fact, with the growth projected for Cambridge over the next 30 years (a population of 33 300 and 13 000 more houses – Waipa DC figures) I'd suggest that things will get considerably worse. 2) The location of the proposed bridge will have a major impact on the residential area bounded by Hamilton Rd, Bryce St, Grey St and the river not to mention residential areas on the Leamington side of the river. What if anything is going to be done to mitigate this? (And don't say “traffic calming speed humps” – please!!). The impact on residents in these area is going to be significant. Maybe naively I would have thought removing traffic from what is already a “choke point” would be a better option - Option A perhaps?? Parking management - Paid parking - Increased enforcement - Reduced public parking Paid parking and Increased enforcement I have no issues with. Reduced public parking – I most definitely do have issues with, however. We are back to the expectation that everyone will walk, cycle, or use public transport to get to the middle of Cambridge. If that doesn't happen in the way envisaged, then I'm sure the businesses in the town centre will be thrilled. But they will have a “decongested” environment to look at so all will be well. And that ignores those people that have no option but to drive and there are many people in that category for a whole raft of different reasons e.g. doing the weekly grocery shop on a pushbike – good luck with that. Other - Town centre streetscape enhancements - Enhanced demand management - End of trip facilities - Low traffic neighbourhoods I'm not sure just what “Town Centre streetscape enhancements” means. I guess traffic lights will make it prettier but beyond that without details who knows what is being proposed. Enhanced demand management I'm assuming means better controlling traffic flows using traffic lights but as there is no details, it is hard to know. End of trip facilities – bus shelters and the like I'm assuming. Low traffic neighbourhoods - I'm speculating that means more “road closures” along the lines of what's been done to Grey St and Hall St so as to minimise traffic in a few street resulting in even more traffic being forced on to one of two already busy street.</p>



<p><b>Feedback Reference Number</b></p>	<p>60</p>
<p><b>5. Any other feedback?</b></p>	<p>In all honesty the “Interim MCA Results” are absolutely meaningless as there is no data supplied that explains what criteria was used to arrive at -24 for option A (obviously bad as it is not something the Council seem to want) as opposed to +10 for option C (obviously good as it seems to be what the council does want). You could argue for hours about “Implementability” (a word the spell checker can’t find I might add) and the same thing could be said about the likely costs. I would have thought carving through the middle of a long-established residential area – option C would be a more expensive option than designating currently undeveloped land for future use - option A but what do I know. There is also mention about greenhouse gas emissions being cut by reducing the distance travelled by private cars. This conveniently ignores the fact that increasingly private transport is made up of “zero emission” electric vehicles and the like. Over the next 20 to 30 years this trend will almost certain speed up so the number of fossil fuelled vehicles still being used on a daily basis is likely to be way less than now. And with that – here “endeth” my ‘rant’. I prefer a few things from each option. I disagree that taking the proposed bridge location off the table is the correct thing to do. All that does is “kick the can down the road” and just further delays what is a critical decision on Cambridge’s future. Equally, the longer a decision is delayed the more problematic it becomes. With all the new developments going on in and around Cambridge the lack of a designated route just increases the uncertainty for both residents and no doubt developers. Deciding on the location of a new bridge sooner rather than later would provide certainty to all parties – including the council.</p>

<b>Feedback Reference Number</b>	61
<b>Name</b>	Cambridge Chamber of Commerce
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

Feedback Reference Number	61
<p><b>5. Any other feedback?</b></p>	<p>Key feedback points and recommendations include the following:</p> <ul style="list-style-type: none"> <li>- Stakeholder engagement must be redefined by the Council.</li> <li>- Bridge options:                      Bridge site needs to be secured soon, the rate at which development is occurring will mean fewer options available and it is clear, designation in a well-established residential area is not going to land well with ratepayers.                      Bridge options 1 – 7 should all be reviewed as the business case is developed.                      There are also ideas floating in the community that should also be explored, including the ring road concept.</li> <li>- Fergusson Bridge                      In your documentation, it states that Leamington users would continue to use the low level bridge rather than travel further or avoid congestion. There seems to have been little consideration on the impact on this entry point.                      Fergusson Bridge In your documentation, it states that Leamington users would continue to use the low level bridge rather than travel further or avoid congestion. There seems to have been little consideration on the impact on this entry point.</li> <li>- Ramps - Tirau Rd:                      With Cambridge to Pairere stated as a road of significance, there is an opportunity for Waipa District Council to support advocacy during the design process to enable ramps and future proof traffic diversion if access was available.</li> <li>- Southern Links:                      As a road of National Significance and economic value to our district, surely this must also have influence on our transport strategy and should be more closely considered in conjunction with the towns connections.                      The importance of Southern Links to the growth and development of the Airport, industrial node, MCEC and surrounding environs should not be underestimated.</li> <li>- We are not post-automobile:                      While we support the goal of encouraging a mode shift away from private car transport toward active forms of transport, we must continue to cater to the needs of our rural population who will rely on vehicular transport.</li> <li>- Rail:                      We note the possible future that rail could play in transport. We believe Council should think more long-term in relation to rail opportunities through the planning and protection of corridors.</li> <li>- Aging demographic:                      Feedback over recent weeks has raised questions about catering for both an ageing demographic and for those with disability needs.                      We hope that due consideration will be given to this.</li> <li>- Parking:                      There was assurance from certain elected members that Cambridge Connections would house a Parking Management strategy.                      Refer to Appendix 2 for full feedback plus supporting information - Waipa Transport Strategy submission.</li> </ul>

<b>Feedback Reference Number</b>	62
<b>Name</b>	Carey Church
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Pedestrianising the Victoria St Bridge
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Many things. Firstly, I am confused as to why you have published this information saying that you have engaged with 129 stakeholders, but from my enquiries, this does not include any of the residents in the area, that are going to have their life disrupted by either losing their houses to put in a new road or widen roads, or have their life tipped upside down by suddenly having the street that they live on become a major transport link.</p> <p>Secondly, I cannot understand why the idea of adding an onramp and offramp to the Waikato Expressway by the Golf Course has just been dismissed and is not part of the serious consideration of this plan.</p> <p>Thirdly, the information provided is ambiguous. The blue diamond that you have shown indicates that the bridge crossing will be around Bryce Street or Grey Street, but the words accompanying the announcement say that it will be 'South of Alpha Street, and West of Haworth Place' - which is basically nowhere near the blue diamond.</p> <p>Fourth - I can't understand how this plan is going to 'ease' congestion at all. It is going to mean that Hamilton Road and Victoria Street (and one other as yet undecided) street are going to continue to be the funnel to get traffic from everywhere to Leamington.</p> <p>Fifth - if you are going to build a bridge at the end of Bryce Street, what does this mean for the safe access to school for the children going to Cambridge Primary School?</p>
<b>5. Any other feedback?</b>	<p>I don't mind paying for parking - but I do mind pretty much everything else about the plan. But the biggest issue is the lack of communication with residents and businesses in the targeted area of Cambridge (bounded by Alpha St, Bryce St, Vogel St and Hamilton Road).</p> <p>The very first thing that I feel that you have to make clear is whether you are intending to put a new road in in this area (there was a reference to it somewhere). If you are, then obviously all of us will be (rightly) worried about our homes. If you aren't and you are looking at widening an existing road, then this needs to be made clear, so that we can all work on supporting the residents and businesses who will be affected.</p> <p>I really don't understand why the businesses get priority over people who live in the targeted area. A business is a business - the demands of a business continually change and business owners should work out how to adapt to such changes. This is quite different to peoples homes, which is the core to their identity and their life.</p>

<b>Feedback Reference Number</b>	63
<b>Name</b>	Carey Church
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I would encourage the Council and Council Officers to robustly consider this 'feedback' so that the information can inform the project in its next iteration. Feedback summary points below:</p> <p>A. Northern On &amp; Off Ramps to the Expressway - I recommend that this be revisited within the traffic team, with consultants and with Waka Kotahi. I also recommend that community input and feedback be sought on these northern on and off ramps, before behind discarded as 'too hard'.</p> <p>B. Victoria Bridge permanent closure to vehicular traffic (instead of considering retaining the bridge open to one way tidal flow traffic). I recommend that when the modelling is re-done, that the Council and Transport Team and Consultants, include modelling where Victoria Bridge is kept open to one-way tidal flow traffic for all scenarios (and compare it to Victoria Bridge being closed).</p> <p>C. Consistent modelling across all options (instead of picking and choosing which one gets 'bells and whistles') I recommend that when this project is revisited that the Council, Transport team and Consultants ensure that all options considered have all the bells and whistles, so that each option is being compared like with like.</p> <p>D. Bluetooth modelling done when the country was in Red Traffic Light Omicron Covid Setting, which had more people working from home. I recommend that the Council, Transport Team and Consultants start the modelling again, starting with getting new Blue-tooth data that will give us confidence that the information is accurate and representative of how our community travels.</p> <p>E. Communication and Engagement Process issues with the Communication and Engagement associated with this project.</p> <p>Refer to Appendix 2 for full feedback.</p>

<b>Feedback Reference Number</b>	64
<b>Name</b>	Carl Wills
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Of the Options presented, I SUPPORT OPTION A but also wish to include: 1. Other 'out-of-town' options - west of Vogel St to the Velodrome (on Cambridge side) and within Matos Segedin (on Leamington side) 2. Provision for on-going Modal Shift and improved public transport.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Construction of a major arterial road right through inner Cambridge. It will destroy the heart of Cambridge and force retail to outer suburbs. The construction of an inner town 3rd bridge. It will deliver high traffic levels right into highly populated, high housing density, inner city areas, causing high levels of congestion, pollution and detrimental roading infrastructure. The use of Cambridge Green Belt and reserves for roading and commercial development. As the population of Cambridge grows these areas will become ever more critical for recreational purposes and essential to Cambridge identity as a desirable place to live. The destruction of inner city heritage including housing areas with historic significance and the town centre. Preservation of these areas is core to Cambridge's identity and its appeal as a destination. Fundamentally, I can't understand why Council proposed an inner town 3rd bridge. Why would anyone create a major arterial route through a Recreational Reserve, through established residential areas and into a congested town centre? I do not want rate or tax-payer dollars wasted on what I and others see as a fundamentally flawed project for an inner town bridge. It will be very disappointing if the purpose of the audit is to rubberstamp and help drive this project through the Public Works Act, without Community support.

Feedback Reference Number	64
5. Any other feedback?	<p>I SUPPORT further investigation and consideration of the following:</p> <p>An orbital road that bypasses Cambridge urban area and provides a highly efficient freight/transport route linking SH3/Te Awamutu and SH1/Hautapu. This would remove heavy and through traffic from inner Cambridge roads, reduce congestion and the detrimental environmental impact of high traffic volumes in the centre of Cambridge.</p> <p>Options for connecting roading infrastructure that enables Cambridge traffic to efficiently move around (not through), bypassing the inner town roading network. This would remove high levels of traffic congestion/pollution/noise/road risk from inner Cambridge retail and high density residential areas.</p> <p>3rd bridge on the outer edge of Cambridge that facilitates the above two requirements, with the primary purpose of providing resilience for regional and Cambridge freight/transport infrastructure.</p> <p>Options for a regeneration plan to enhance liveability and commercial activity of inner Cambridge. This would be achieved by improving pedestrian, cycling and alternative transport options within the centre of Cambridge, once all but essential traffic has been given alternative route options.</p>

<b>Feedback Reference Number</b>	65
<b>Name</b>	Carlos Díaz
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	It does not seem very economical or efficient, but we do need a new bridge.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	I do not like the council approach, we need a new bridge, but in a new subdivision. The only reason I do not live in Leamington is the difficult traffic situation. Pope terrace is often congested, I don't see how a new bridge in Bryce street area will improve that. The old roads are narrow and it would disturb the houses there massively, think about heavy trucks on those roads. Build the bridge out west in A new subdivision and allow Cambridge to grow properly. We need new supermarkets and finally a good Leamington Cambridge connection.
<b>5. Any other feedback?</b>	This is not a well thought out proposal by council, council should look into big cities in other countries you need roads that go around towns. You can't send heavy vehicles through residential areas.



<b>Feedback Reference Number</b>	66
<b>Name</b>	Carol McKellar
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I would like to see the existing bridge widened, or a new bridge for vehicles and keep the existing one for bikes and pedestrians. (The bridge from Te Awamutu to Cambridge where the roundabout is). Thank you.

<b>Feedback Reference Number</b>	67
<b>Name</b>	Carol McKellar
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	I have often wondered why the current bridge is not used solely for pedestrians, cyclists and motor bikes and a proper bridge built next to it for vehicles. The existing one is just so tight!
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	68
<b>Name</b>	Carol Taylor
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	The council considering more cycle options for town
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	I think the future of Cambridge is growing and a bridge outside of Cambridge is needed. In 30-40 years or 50-60 years Cambridge will have more shops and more supermarkets and more commercial land. This land is all outside of Cambridge and not in the town centre. I believe we should protect Cambridges old subdivisions as these are the face of Cambridge. We need to think forward and create new subsections that have good connection between Leamington and Cambridge and future townships and stores the current town ship won't be able to accommodate as many people as houses will be build by 2080, new hotels, doctors etc will be needed too. Option A makes more sense. I also strongly think the green belt must be protected. We need green areas especially in hot summers.
<b>5. Any other feedback?</b>	I find it interesting that the council has not made this official in the paper, it seems a bit sneaky how this third bridge is suddenly emerging.

<b>Feedback Reference Number</b>	69
<b>Name</b>	Caroline Batley
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Option A is my preference. It diverts heavy traffic straight to the Waikato expressway; it doesn't change the peaceful nature of Alpha Street; it allows there to be access to the river for the cycleway and does not impede the gaslight theatre.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I do not support Option B. This will change the nature of the street and will adversely impact the retired persons living on Alpha Street close to town. Noise pollution, increased traffic and congestion are all reasons I support the option furthest from the CBD.

<b>Feedback Reference Number</b>	70
<b>Name</b>	Caroline Meyers
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing, this is not long term planning this is putting a bandage on
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	I think Victoria bridge no matter the cost should either be replaced (even if it's historic, let's be honest it's not a beautiful object) or customised to work for the traffic volume needed. People matter more than the heritage of the ugly Victoria bridge. Second I think another bridge out of Cambridge needs to be build to connect the new suburbs and encourage driving around town and to spread out traffic.
<b>5. Any other feedback?</b>	How can the council propose such an option if millions are being spent as we speak on making the roads safe for cyclists. Who is in charge of this? Such wasteful spending! This is not economical thinking.

<b>Feedback Reference Number</b>	71
<b>Name</b>	Carolyn Mackenzie
<b>1a. Do you have a preferred option?</b>	B
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Commuters need parking!
<b>3. What do you like about option B?</b>	This is the only sensible one!
<b>4. What do you like about option C?</b>	This does not address the parking and congestion issues of commuters. People shopping need their cars and as a large group of shoppers are rural, they can not rely on public transport. If these issues aren't addressed, they will go elsewhere- like Te Awamutu, Morrinsville, Putaruru and Hamilton. The parking should be priority over cycling tracks!
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Cyclists can't do their weekly shopping on their bikes and will generally use a car. Parking is erratic and needs to be addressed!

<b>Feedback Reference Number</b>	72
<b>Name</b>	Carolyn Mackenzie
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Dear Committee on Cambridge proposed transport.</p> <p>Your option C does not address the issues of parking. Cambridge caters for a large rural district and public transport, cycling or walking is not an option. Option A addresses this problem and if these issues aren't addressed, many rural customers will do their shopping in other towns, where the parking is favourable. Therefore parking should be your top priority if you want to bring customers into the CBD.</p> <p>As congestion in Victoria Street is obvious, especially at the roundabouts, the pedestrian crossings should be shift away from these congested areas and placed in the centre region, opposite Comin's Pharmacy. I'm sure the crossings were created to bring customers to the retailers in this region, but these crossings are outdated congestion bubbles.</p> <p>Also, cycleways are good but some cyclists choose to use anything but these allocated tracks and don't follow the road rules, creating hazardous situations. Perhaps the cycle paths down Victoria Street could be relocated down Wilson Street, and to give easy and clear access near the main shopping area.</p> <p>To conclude my concerns, I feel that your priority would be, to cater for all ratepayers who need their vehicles to do their weekly shopping OR they will go elsewhere.</p>
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	73
<b>Name</b>	Celine Kearney
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I support a third bridge as part of the option. However, please do not close the High Bridge before the third bridge is open. The last time the High Bridge was closed caused big traffic hold ups trying to get out of Leamington (where I live). The traffic going through over the Low Bridge and up onto Cook St includes traffic and big trucks going through to Te Awamutu and beyond. We had grid lock at one stage.</p> <p>I don't think that Shakespeare Road needs traffic lights. The crossing in the village requires people to be careful and watchful. The lower speed limit also means that people are more careful.</p> <p>Traffic lights are not needed at the Cook St roundabout. It functions perfectly well now. Traffic lights do not necessarily improve the flow of traffic. I drive into Hamilton everyday, and the big roundabout one back from the University turn does not have lights and it works fine.</p> <p>Parking metres are also not a money making opportunity for the council because then our money goes to pay traffic wardens. It is better to provide public transport options for us to get into town, so that we don't have to bring our car.</p>



<b>Feedback Reference Number</b>	74
<b>Name</b>	Chaanah Oliver
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Signalised crossings will make it easier for pedestrians. More public transport will help ease congestion
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>Cook St/Shakespeare St roundabout does not need traffic lights.</p> <p>Far too many traffic lights along Carters Flat (only needed at Queen St intersection - although a roundabout could be sufficient here.</p> <p>Too many traffic lights along Victoria Rd - these will slow traffic flow. Roundabouts would work better at these intersections.</p> <p>New bridge crossing is through fairly densely populated subdivisions, and will do nothing to decrease congestion along Hamilton Rd. I prefer the location of a new crossing from Option A. This could connect with the roundabout that is currently being constructed, and provide a more direct route out of town. Commuters to Hamilton from Leamington can avoid most of Hamilton Rd, and it will be quieter for the residents of those streets. This will also then mean the greenbelt opposite the marae remains intact.</p>
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	75
<b>Name</b>	Chansina Chin
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	The optimisation of Carters Flat and streetscape for Victoria Street. I also prefer where the river crossing is.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	76
<b>Name</b>	chris breddenbeck
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Increased bus services (Although that could apply to any of the options)
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>I am particularly opposed to the placement of the proposed bridge shifting traffic from commercial roads where they don't effect peoples way of life and tranquil living, into dense residential areas. This would probably have the most significant effect on the Cambridge side. This traffic will have an extraordinary effect on the residents where those vehicle movement are proposed to go.</p> <p>The residents of Imihera and Marlowe Drive who paid a premium to live with their properties backing on to the supposedly protected Greenbelt will now have one of Cambridges busiest roads on their back door steps. This will have a more than significant effect on our way of life, our enjoyment of our homes, and the property values of our homes. it seems illogical to take the traffic out of the commercial roads and forcing it through the residential streets.</p> <p>The Greenbelt of Cambridge is one of its best features. Its why I bought my home in Marlowe Drive. To butcher it with a road is obscene. We all believed we were buying a quiet tranquil spot with great biodiversity and birdlife, and to read this proposal is shocking.</p> <p>The residents of Marlowe Drive have begun discussing how we can have our voices heard and what options we have to challenge the various steps of this proposal.</p> <p>I am horrified. Just this article in the Cambridge News alone probably wiped a significant value off my home. If it goes further, I imagine it will make my home unsaleable. I am obviously upset as to the personal cost to me as this will effect my ability to retire how I planned.</p>

<p><b>Feedback Reference Number</b></p>	<p>76</p>
<p><b>5. Any other feedback?</b></p>	<p>Surely putting the road through the commercial area of Matos Segedin across would have far less impact on the residents as the roads would be well away from residential areas. I struggle to see the logic of taking the traffic out of town to force it through the residential areas. The increase in risk to the families in those areas where they will now have thousands of traffic movements past their homes every week. pulling out of their driveways into that traffic will be challenging.</p> <p>Crossing further west would not destroy the green belt and not upset hundreds of residents who would have to have this traffic outside their homes.</p> <p>Option A would surely achieve the goals without the personal cost to the residents of Cambridge. Although only two bridges open to traffic would surely just shift one problem area to another but affect homeowners in the area directly</p>

<b>Feedback Reference Number</b>	77
<b>Name</b>	Chris Bredenbeck
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	I just read about planning for a road and new bridge through the greenbelt behind my home. Obviously the people who back on to this precious greenbelt will be staunchly opposed to it being cut up for a road as it will destroy the peace and tranquil environment we paid a premium to live beside. I note you are going out to consult with Stakeholders. Who are the stakeholders you have identified? I hope the community in imihera and Marlowe drive are regarded as stakeholders. We will want to be seeking advice on our options and really need to understand what this could look like.

<b>Feedback Reference Number</b>	78
<b>Name</b>	Chris Burr
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>For all the proposals in relation to walking, cycling and public transport, the fact remains that most people, usually out of necessity, need to use motor vehicle transport, be it fossil fuel or otherwise to shop, work or carry out school trips.</p> <p>Cambridge already has great cycle and walking paths and adding more will make little of no difference to congestion or parking issues.</p> <p>The 'community and stakeholder aspirations' are often referred to, but these do not seem to include the overwhelming number of residents who need to use their vehicles. Surely it is time to accept that this is the case and have a plan to best minimise congestion and parking issues?</p>
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>In the long term plan, is there any proposal to 'draw the line' under the population growth and development of Cambridge? It is a lovely town to live in, but there is a real concern among many residents that the quality of living here is being eroded by the burgeoning number houses being built and the multi associated infrastructure issues that arise. How long before we have a Mall on the outskirts with all that means for the impact it would have on all our great local businesses</p>

<b>Feedback Reference Number</b>	79
<b>Name</b>	Chris Minnee
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	This option allows for the traffic management movement for the future with the introduction of a river crossing below Te Awa and Matos Segedin Drive to the new road in the C3 development. Traffic will double in number in the next 30 - 50 years and needs to be dispersed from pinch points around the town centre.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	The search for another river crossing site must proceed as soon as possible (each delay makes it harder). Install a bridge at the bottom of the road in C3 over the new water overflow. On the Leamington side the road crosses over the old poo ponds and joins into Matos Segedin Drive. This would then allow for the creation of a ring road going north from this crossing to Cambridge Rd to Peake Rd, Hautapu Rd, Zig Zag Rd, St Kilda Rd, Thornton Rd, Albert St, Shakespear St, Lamb St, Cambridge Rd, Matos Segedin Drive. A residential road Alpha St would be extended past the gas light theatre to connect with the northern exit of the new bridge. To ease the current congestion at the Cambridge Rd - Victoria St intersection - remove current speed bumps on Cambridge Rd (to encourage entry in Cambridge from north). Reallow entry into Grey St from Cambridge Rd (rat runs) and remove no entry of Victoria St east at Williams St intersection - this allows traffic to slip down Victoria St east to Thornton and access to Albert St, to bypass the pinch points of Victoria St and Cambridge Rd and Queen St.

<b>Feedback Reference Number</b>	81
<b>Name</b>	Christina Hanna
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Pedestrian and cycle only bridge is great and the new bridge connection is preferred in option C, keeping closer to the existing connection. We also need much more bike parking and protected lanes across Leamington and Cambridge to support uptake and create low stress cycle network connectivity - especially for schools and residential areas.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	There is a serious need for safety improvements to the Carlyle, lamb, Rotoorangi road intersection (this is currently not addressed) Children risk their lives crossing to Leamington school from pukekura/lamb st or rotoorangi road- particularly in the winter foggy mornings and evenings. (Just this morning a child cycling was nearly hit by a car coming towards the intersection too fast) As provided in Cambridge east, we need pedestrian lights or a Dutch roundabout to safely enable the many cyclists who use this intersection (including young children) Lamb street also has no safe space for cycling from pukekura subdivision.
<b>5. Any other feedback?</b>	Invest in better cycle infrastructure in Leamington, we have many cycle users here connecting to te awa cycle, children who commute to school and adults too - would be great to have equitable investment in separated cycle lanes between Leamington and Cambridge.



<b>Feedback Reference Number</b>	82
<b>Name</b>	Christina Walberer
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	A 3th bridge is needed but shouldn't be in town. Should be west of Cambridge connecting Velodrome and Leamington. Additional express way enter towards Taupo at Velodrome is needed. Most traffic in Leamington is caused by parents dropping there kids of to school. School busses are needed urgent
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I get stuck in traffic each morning. I can't even get out from Campbell street to Shakespeare street. Massive traffic builds up. A 3th bridge is required urgently, also busses for school kids.

<b>Feedback Reference Number</b>	83
<b>Name</b>	Christine Reynolds
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>The requirement of a third bridge is because of the volume of traffic using the existing bridge and the congestion that causes in Victoria St.</p> <p>Closing the existing bridge to vehicles is only moving the congestion to another street. Both bridges are needed for vehicle access. One for those coming into town, and the second for access to non town centre destinations ie Hamilton, Velodrome.</p> <p>It would make sense to keep the new bridge well away from the existing residential streets around Cambridge central.</p>

<b>Feedback Reference Number</b>	84
<b>Name</b>	Christopher Phillips
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<ul style="list-style-type: none"> <li>• Traffic backing up from the corner of Albert St and Queen St all the way back to King Street and from the roundabout at Hamilton Rd/Victoria Rd back to King &amp;/or Taylor Street. Would like Council to investigate ways of managing the stresses on the roads.</li> <li>• Also the economic impact of congestion on local businesses who lose trade during peak hours because of congestion.</li> <li>• Also mentioned safety concerns at school drop-offs and pick-ups e.g. Goodwood School where parents park on both sides of the road.</li> <li>• Lack of parking in Cambridge, particularly for farmers and the need for twin parking bays.</li> </ul>

<b>Feedback Reference Number</b>	85
<b>Name</b>	Clare Crickett
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Key feedback points:</p> <p>Enhance objectives - Request an explicit objective that supports the CBD as a preferred destination for commerce, both services and retail, thereby supporting the wider district's growth and development.</p> <p>Provide for Parking in CBD - Request development of options for improved parking, including a review of current parking restrictions.</p> <p>Request no further net loss of parking in CBD and that Council's property group be tasked to prospect for and potentially landbank new parking precinct sites.</p> <p>Request retention of the Victoria Bridge for vehicle traffic in any future option development for placement of a third bridge.</p> <p>Demographics, Growth, and Realities of Rural Towns - Request speed humps are removed from current locations and speed cameras are installed where necessary.</p> <p>Summary: Future Option development and Evidence Base</p> <p>Request Council develops a business case to fund an appropriate longitudinal study to gather an evidence base regarding trans river traffic flows and destination data as well as fund an inclusive consultation process to support councillors' consideration of community values, preferences and needs; and further that these two separate information threads are gathered concurrently with information sharing designed into the process rather than launch a community process following in response to the other.</p>

<b>Feedback Reference Number</b>	86
<b>Name</b>	Colin Sansom
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Could the high level bridge be made one way from town to pope terrace this would give a wider road with both motor vehicle's and cycles able to use the road plus the walkways could still be used in both directions police/fire rescue/ambulance would be able to use the bridge saving a trip of approx 5km to get to Leamington on the other option where the bridge would be closed to traffic and only bikes, mobility vehicles allowed access. would the same safety checks on the bridge still be required and the same costs.

<b>Feedback Reference Number</b>	87
<b>Name</b>	Colleen Bryant
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	I want it all! Why aren't you combining all three in a progressive and systemic way?
<b>2. What do you like about option A?</b>	Build another road and include a bridge.
<b>3. What do you like about option B?</b>	Give us extra choice for walking, cycling and public transport.
<b>4. What do you like about option C?</b>	Enhance all transport.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Yes! Why this "Cambridge Connection Project" has been taken off the table. It's a little bizarre. As a rate payer I was interested in all three and understanding more; next I see on Social Media a meeting happened; then I read the Mayor telling "us all" [REDACTED].</p> <p>Questions for me personally are: Can the Council become more transparent so that you gain the trust of the people you represent again? Does the Council understand that the responses you have received are a direct result of your communications.</p>

<b>Feedback Reference Number</b>	88
<b>Name</b>	Cor Speksnijder
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I have made an earlier submission - before the options were taken "off the table". I wish to give some additional feedback.</p> <p>I do agree that a new bridge is needed. But if a new bridge is built and the Victoria bridge closed to car traffic at the same time, Cambridge is no better off. This deserves some more thought before any recommendation or decision is made.</p> <p>I notice that although the options have been taken off the table, the council have not altered the options, and this feedback form still asks which option A B or C I like best. I think that if the options are truly off the table, then it should begin with a clean slate and be open to other options, other than A B or C. Having had some time to digest all this since the initial furore, I would suggest another option that no-one may have thought of. And that is building another bridge right next to the existing low level bridge. This would mean each bridge carrying two lanes across the river. It would mean 4-laning the lower part of Shakespeare Street between Cook St and the bridge. This location may allow a much cheaper bridge to be built as it is shorter and lower.</p> <p>The east side of the bridge can then be developed with roads going into town, and another to lead out of town through Carters Flat and connecting up with the Expressway. This is particularly beneficial for the many trucks that head towards Hautapu after crossing the bridge - such as the milk tankers. Ideally there should be a new northbound onramp to the expressway near the golf course. This would take care of a lot of the trucks heading from Leamington towards Hautapu. Thank you!</p>

<b>Feedback Reference Number</b>	89
<b>Name</b>	Cor Speksnijder
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>Outcomes sought:</p> <ul style="list-style-type: none"> <li>- Immediately stop calling any option your preferred option. This is leading rhetoric and does not reflect your own words that you "have not made any decisions".</li> <li>- Immediately and urgently abandon options B and C altogether for reasons set out below.</li> <li>- Change the rhetoric of the consultation. Such as the questions below only asks what people like about your options, but does not seek their views what they don't like.</li> <li>- Stop referring to option A as an "out of town" bridge. Town has already caught up to it and will continue to do so.</li> </ul>
<b>2. What do you like about option A?</b>	Option A is my preferred option only because they are not options B or C. See point 5 below for my reasons.
<b>3. What do you like about option B?</b>	Options B and C can be lumped together because of the position of the proposed bridge. For that reason these options should be abandoned immediately. See point 5 below for my reasons.
<b>4. What do you like about option C?</b>	Options B and C can be lumped together because of the position of the proposed bridge. For that reason these options should be abandoned immediately. See point 5 below for my reasons.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	



Feedback Reference Number	89
<p>5. Any other feedback?</p>	<p>We have lived at our current address for 35 years.            At that time there was a lot more empty space. Across the river from us there was a piggery and a freezing works. Alpers Ridge and Cambridge Gardens subdivisions did not exist. On our side of the river there were plenty empty sections, and the area of 20A and B Alpha Street was a paper road - extension of Grey Street leading all the way down to the river.            Around that time the council engaged in consultation for a future third bridge and the outcome was that the preferred option was somewhere in the vicinity of St Peters private school.            Fast forward many new councils later...            The piggery and freezing works are long gone. Alpers Ridge and Cambridge Gardens subdivisions are now a fact. At the time of the Alpers Ridge subdivision (which required rezoning) I put in a submission against the intensification because the pressure such subdivisions would put on the future of the bridges. It went ahead anyway.            On our side of the river all the empty sections are built upon. The paper road of Grey Street has been sold to a developer and now has four houses on it, and the last available section is about to be built upon.            Our previous neighbours at 20 Alpha Street spent several hundreds of thousands of dollars renovating their old house and landscaping their section. Our current neighbours bought that house for top dollar just before the property prices crashed.            Ourselves too, we spent about \$40,000 on improvements to our house and section. Our immediate neighbourhood underwent similar improvements, each in their individual ways, spending large amounts on building their dream or just maintaining it. Many new infill houses have been squeezed among them.            Now, SHOCK HORROR, out of the blue comes a letter in our letterbox from "a concerned neighbour" asking do we know that we are in a proposed zone for a new bridge along with around 500 other properties in our neighbourhood? The answer is NO!            So, coming up to speed real fast, I would have my say.            Its beyond me how council, after allowing the intensification in this area for decades, while a proposed bridge location had already been determined 30 years ago, now find that a new bridge and its access ways right through our neighbourhood is their preferred option!            My view is very strongly that that window was shut long ago and that the horse has bolted.            So what is the alternative option? NO BRIDGE AT ZONES B AND C!            That only leaves option A.            Or is it?            Why not double the capacity of the low-level bridge, eg a new bridge right next to the existing one? This might need to dovetail with doubling of the Ferguson bridge but that could be done as part of the same project. Allow for a right turn towards the golf course and a new on-ramp onto the express way north, that would take 25percent pressure off the town congestion too. I'm sure there are other option worth considering to.            But whatever you do, NO BRIDGE AT OPTIONS B OR C.            If such proposal was allowed to proceed it would be too cruel on the people who live in the affected area. Even with the bridge being decades away, there would be little incentive to keep up maintenance or improvements. Not to mention that people wishing to move on finding it very hard to find a buyer. Even if the proposal will not show on a LIM report, it will be common knowledge enough to steer prospective buyers elsewhere.            Please show some common sense, council!            Based on this I have not thought about the rest of the Cambridge connections proposals. To us (and I'd say everyone of the about 500 households in the blue proposed zone area), the position of the proposed bridge overshadows everything else. Lets get options B and C off the table first and then lets talk further. Thanks</p>

<b>Feedback Reference Number</b>	90
<b>Name</b>	Craig Greene
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Option A looks better to me with the new bridge out a bit further by Matos Segedin Drive in an industrial area instead, but I'd keep the existing high level bridge open to cars and scrap the idea of making it for cyclists and pedestrians only. The preferred option C looks all too close to existing bridges and would ruin an established residential area.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Option A looks better to me with the new bridge out a bit further by Matos Segedin Drive in an industrial area instead, but I'd keep the existing high level bridge open to cars and scrap the idea of making it for cyclists and pedestrians only. The preferred option C looks all too close to existing bridges and would ruin an established residential area.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Option A looks better to me with the new bridge out a bit further by Matos Segedin Drive in an industrial area instead, but I'd keep the existing high level bridge open to cars and scrap the idea of making it for cyclists and pedestrians only. The preferred option C looks all too close to existing bridges and would ruin an established residential area.

<b>Feedback Reference Number</b>	91
<b>Name</b>	Craig McDonald
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Third bridge to the west of Cambridge is a must and has been on the plan for many years. If residential development has been aloud to happen around proposed routes then that's up to the council to resolve, after all you let it happen full well knowing this was on the plan.
<b>2. What do you like about option A?</b>	This is the best location for the third bridge, although it should exit closer to the Avanti drome so it can link up to the road heading to the express way west to Hamilton.
<b>3. What do you like about option B?</b>	Third bridge for all modes of traffic is ok but to close to town, it needs to be a bypass route not an internal road.
<b>4. What do you like about option C?</b>	Third bridge for all modes of traffic is ok but to close to town, it needs to be a bypass route not an internal road.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>In all plans the option to send traffic via town is a short sighted and not well thought out. Also heavy traffic along pope terrace needs to be dealt with, I don't see any option in the plan for this .</p> <p>Alternative plan.</p> <p>1 - Build a third bridge for all modes of traffic to the west of Cambridge, exit near the Avanti drome bypassing Cambridge town.</p> <p>2 - Traffic using the Shakespeare street to the low bridge turn right at the roundabout, head east past the golf club then build a on ramp to the express way heading west to Hamilton. Also an off ramp for the return trip from Hamilton.</p> <p>3 - Once above two are complete, close the high bridge to light traffic.</p> <p>4 - Stop development until you have built the infrastructure to support it.</p> <p>It seems in all the plans you want to force traffic through town which is ridiculous, its congested now so why make it worse.</p> <p>Finally - More cycling, walking options will not improve congestion. It simply isn't viable for everyday living. To prove this I challenge all council staff to only use a bike, bus or walk for their everyday activity including going to and from work for two weeks. Also all council vehicles should not be used for the same period.</p> <p>You'll soon see that eco options are just not viable for a town like ours.</p> <p>To be honest it saddens me that we are even having to consider these options for a town like ours, it seems the council have made a grave mistakes in allowing development before considering the consequences and forward planning. But rest assured other councils like Tauranga have made the same mistakes. ...sigh..</p>

<b>Feedback Reference Number</b>	92
<b>Name</b>	Craig Meinsmith
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>The assumption the high bridge must close to traffic is flawed. There are steel bridges all over Europe that have and with proper maintenance continue to be used for hundreds of years.</p> <p>No to large numbers of buses in our town. Noise, pollution, dangerous. People who live in Cambridge don't want to see loads of buses let alone ride them - they left the cities to get away from that! We should be committed to keeping Cambridge "boutique" and not just another busy urban mess.</p> <p>Town "streetscape improvements" sounds subjective. The main street of Cambridge town is its greatest strength as it is. Lots of cars, lots of car parks and lots of people. No one wants a town full of cycle ways, limited parking and all the people have gone somewhere easier with a "vibe" like Cambridge used to have when it was easy to go there and park!</p>
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	The proposed 3rd crossing MUST BE A GREENFIELDS DEVELOPMENT. The land must be acquired asap, put aside and the town grow around it so there are no issues affecting peoples homes and lives and well being.

<b>Feedback Reference Number</b>	93
<b>Name</b>	Cristal Montgomery
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>I like the bridge location. A bridge here will divert traffic around the centre of town. It will be in an easily accessible location for those residents on the north of the river when wanting to cross without going through town, and those currently commuting through Cambridge from the North/South to Hamilton and beyond. It will also service the industrial area on the south side of the river and perhaps promote more investment here.</p> <p>I also like that it can be built on land that is not densely residential and will have a lesser impact on current residents land values while still remaining relatively close to town, accessible, functional. As the town grows it will also become part of the town and won't be too "far" away as some have suggested it might be.</p> <p>I don't like option A widening of Hamilton Rd and others where we might lose the trees that line the streets. I think this would be harmful to the community and unnecessary with the right changes in place to reduce traffic flow into and through the township centre.</p> <p>I don't like the idea of lots of traffic light installations. Round-a-bouts currently work well in Cambridge and help to control the flow of traffic when it's busy but don't hinder traffic flow when it's quiet as lights do. We've all sat at a red light when there hasn't been a car within cooee and the number proposed are just not necessary.</p>
<b>3. What do you like about option B?</b>	<p>I like the Carters Flat optimisation but "optimisation" hasn't been defined. What does that actually mean??? Again, am weary of the over use of traffic lights.</p> <p>DO NOT PUT THE BRIDGE HERE!!! It's too close to town and it is a highly developed residential area. It would be terrible to be one of the residents living here at the moment and if this option for the bridge were forced through. Just don't do it please. There are other options which don't involve ruining peoples homes, finances and lives.</p> <p>Small sections of widening are not effective and only serve to cause bottle necks when roads return to single lanes as experienced ALL OVER Auckland, so I don't think this is necessary, except to allow perhaps an additional left turn from Hamilton Rd north onto Victoria Rd (although anyone with sense wanting to reach the expressway would use Bryce/Hall St to do so). Perhaps drive education and signage to divert traffic using alternative existing routes is worthy of consideration?</p> <p>Victoria Bridge closed to traffic but open to pedestrians, bikes, mobility scooters and possibly small motorised scooters (not motorbikes though) prompting people to ditch the car for a smaller but equally fast mode of transport without the environmental impact of a car etc.</p>

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<p><b>4. What do you like about option C?</b></p>	<p>DONT PUT THE BRIDGE HERE.... It's too close to town and it is a highly developed residential area. It would be terrible to be one of the residents living here at the moment and if this option for the bridge were forced through. Just don't do it please. There are other options which don't involve ruining peoples homes, finances and lives.</p> <p>We want Cambridge to be easy to navigate and safe for everyone, including those reliant on vehicles for work and travel.</p> <p>I agree that some controls need to be introduced at certain intersections, and I like the idea of encouraging traffic to move through and around Thornton Rd towards the Golf Course and away from the main road, but I imagine many residents would prefer the installation of round-a-bouts rather than sets of traffic lights one after the other. One only has to look at the issues in Auckland with congestion and the over installation of traffic lights (I grew up there and experience this regularly in the suburbs and through the city), to understand the congestion they create when traffic is halted for no good reason other than a red light (with no waiting traffic at other points of the intersection). Many friends and family (and guests at our motel) love Cambridge's roundabouts. They often comment on how refreshing it is to have them instead of traffic lights. Roundabouts work effectively most of the time, and when there might be specific times of the day that required additional controls, the installation of light-controlled roundabouts is a satisfactory solution (as in Tauranga). This could be done after it is shown necessary with the evidence gathered after the roundabouts themselves are installed as a first step, but from the outset, don't spend more than necessary... don't control the unnecessary – we don't need lights on weekends/holidays/7pm at night... they would only cause congestion and delays in travel that would otherwise be relatively unhindered.</p> <p>The way pedestrians cross near the roundabout at the corner of Victoria St and Hamilton Rd and along Victoria Road in other places is also effective – safety barriers and an island mid-point in the road allow traffic to move through but keep pedestrians safe and able to negotiate a single line of traffic at a time. It works well for everyone. I don't think anyone would be unhappy to see more of these types of safety measures installed.</p> <p>I like the idea of a streetscape in the town centre but diverting traffic is the first priority and providing services in the developing suburbs is imperative so that residents (both the new and the current) have choice to shop/access services away from the town centre which at the moment they do not.</p> <p>I like the Carters Flat optimisation but "optimisation" hasn't been defined. What does that actually mean??? Again, am weary of the over use of traffic lights.</p>
<p><b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b></p>	
<p><b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b></p>	
<p><b>5. Any other feedback?</b></p>	<p>Alternative OPTIONS D/E???: It seems to me at least, to be far more logical to divert traffic where possible from moving into the township and through the main centre if at all possible. Not to create further</p>

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	<p>access points close to and within the township area, as that would foster continued/increased traffic pathways causing further congestion and safety issues in the township centre area. Council has just built a stunning cycle way – proposals B and C run a main artery to a bridge crossing straight through the middle of it. How much of the work completed will be undone, how much of that time, effort and money will have effectively been wasted with the implementation of those proposals?</p> <p>A significant proportion of the town’s population live, and business are based, across the river and those commuting for work or others in town for local events, have no option at the moment but to exit the expressway at either the West Cambridge (Velodrome) or Hautapu exits and proceed through the township to the south.</p> <p>Instead of creating a third accessway through the near centre of the township, has any consideration been given to the option of diverting much of this “through” traffic around the township area as in Option A or with the development of the Cambridge Southern interchange off Tirau Rd? Creation of access to travel North and exit South at this point would significantly reduce traffic through the township, concurrently reduce the work required on roading safety/access through the township and I would suggest reduce the cost associated with the transport project.</p> <p>Alternatively, has the development of a further interchange at the existing bridge over SH1 Waikato Expressway at Thornton Rd been considered as an option. This would create direct access through to Albert St/Tirau Rd/Shakespeare St areas (designated for development and redirection of traffic already). This possibility may require the involvement of Waka Kotahi to a greater extent but if in the end they produce the desired effect with a reduced cost then surely, they are viable options. I understand that a SH1 bypass around the Karapiro area through to Tirau has been previously raised and changes conserved/implemented in this location now may be future proofed to complement plans/improvements for the future.</p> <p>Have these or other similar options been examined?</p> <p>These suggestions for increased/alternative access to the expressway combined with a third bridge under proposal A would create a far more meaningful and I would suggest cost effective solution to the problem. It is quite possible then that the road widening aspect of the proposal A, with the diversion of much of the current through traffic across the new bridge and with alternative entry to the township further along the expressway, would not be needed.</p> <p>Cambridge has already proven it will thrive with bypasses and diversions in place to reduce through traffic and this type of work would add to the already successful completions. We want to keep Cambridge moving not bog it down with overuse of traffic lights and lines of cars waiting to move through town to closely located bridge crossings when we could have more easily diverted and controlled traffic.</p> <p>FURTHER NOTE: a comment was made by the council transport planner at the meeting held at the church. He stated that people “wanted” to head into the town centre, and that “that is where they want to be” and stated the data collected over time indicates this. His statements regarding the desired location are erroneous in that people don’t have a choice at the moment but to head into the town centre. This is where the supermarkets are, this is where the retail is and this is where the other important services are. People, at the moment, DON’T HAVE A CHOICE but to head into the township – it is not a matter of it being where they want to go for these services.</p> <p>There is one supermarket in Leamington (FreshChoice) but for anyone on the northern side of the river travelling, we must currently head through the centre of town to reach it so although it may alleviate some of the traffic that would otherwise come across the bridges to collect groceries from Countdown and New World, it doesn’t help with the retail and other services people need to access.</p>

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	Town planning for the new suburbs being created along with services and facilities in each would give residents local access to the things they need and would go hand in hand with transport planning to alleviate future congestion in the township itself. It may reduce the need for modification to the roading (we don't want to lose the beautiful tree lined streets to widening) and for the need for SO MANY traffic lights.



<b>Feedback Reference Number</b>	94
<b>Name</b>	Cristal Montgomery
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>We all want Cambridge to be easy to navigate and safe for everyone, including those reliant on vehicles for work and travel. I agree that some controls need to be introduced at certain intersections, and I like the idea of encouraging traffic to move through and around Thornton Rd towards the Golf Course and away from the main road, but I imagine many residents would prefer the installation of round-a-bouts rather than sets of traffic lights one after the other. One only has to look at the issues in Auckland with congestion and the over installation of traffic lights (I grew up there and experience this regularly in the suburbs and through the city), to understand the congestion they create when traffic is halted for no good reason other than a red light (with no waiting traffic at other points of the intersection). Many friends and family (and guests at our motel) love Cambridge's roundabouts. They often comment on how refreshing it is to have them instead of traffic lights. Roundabouts work effectively most of the time, and when there might be specific times of the day that required additional controls, the installation of light-controlled roundabouts is a satisfactory solution (as in Tauranga). This could be done after it is shown necessary with the evidence gathered after the roundabouts themselves are installed as a first step, but from the outset, don't spend more than necessary... don't control the unnecessary – we don't need lights on weekends/holidays/7pm at night... they would only cause congestion and delays in travel that would otherwise be relatively unhindered.</p> <p>The way pedestrians cross near the roundabout at the corner of Victoria St and Hamilton Rd and along Victoria Road in other places is also effective – pedestrian crossings with safety barriers and an island mid-point in the road allow traffic to move through but keep pedestrians safe and able to negotiate a single line of traffic at a time. It works well for everyone. I don't think anyone would be unhappy to see more of these types of safety measures installed.</p>

Feedback Reference Number	94
<p><b>2.2 What don't you like about the emerging preferred option?</b>  <b>Option C – Enhance transport options</b></p>	<p>Options B and C do not appear (to me anyway) to focus a solution based on the reasons people are using their vehicles – reasons which despite any changes in roading/access are highly unlikely to change. We don't need to collect and analyse data to understand that much of the day-to-day traffic in the township is related to residents and businesses commuting for work related purposes. I live on Hamilton Rd, and it is clear on weekends and during public and school holidays (not including event dates) that in the absence of this type of traffic, congestion and safety is seldom an issue. How will improvements to public transport, cycleways and walking paths will alleviate this main cause of congestion? They won't. The only way to reduce the number of vehicles on the roads would be for businesses to change how they conduct business. Then maybe vehicular patterns of use would change - think tradesmen, project workers and corporates in the area travelling during the day for work to multiple destinations, regular commuters to and from work not wanting to add hours of public transport/travel to their day – we already spend enough time away from our families without adding more. The measures in Option B &amp; C also ignore the issue of the regular influx of visitors to the town for events and the travel they undertake from their accommodation providers to the Velodrome, Lake Karapiro or to other event locations (Mystery Creek/wedding locations etc) which all adds to the through traffic/congestion. These visitors may walk into town for their dinner and a spot of shopping, but they will not use public transport to attend the events and will be unlikely to walk or cycle to these as they make multiple trips back and forth to their base/into town during the day. Options B &amp; C also impact on the towns green belt (fauna and flora) – a treasured environment asset which is widely used by the community for recreation and exercise. People are quick to blame pest animals for destroying habitat and damaging bird life... what will running a transport corridor through a main area in town do? What will it also do to the look and feel of the township? There are better locations for this corridor (Option A) which will act to divert much of the through traffic before it reaches the centre of town, provide better access for those users and improve safety in the township itself.</p> <p>Also – when considering the aging population, many residents, will not want to or won't be able to hop on a bus, walk or cycle to the grocery store and then carry their weekly shop home, meet friends or remain engaged in community groups/events. Options B &amp; C – by actively discouraging vehicular travel and making it more difficult to do so, will in reality result in more people being confined to their retirement villages/residential care or in their own homes and being more reliant instead of independent. Private vehicle use is imperative for the older generations in retaining independence, mobility and engagement – all crucial to wellbeing and a sense of belonging. Many won't be able to walk or cycle the distances to meet their basic needs. The notion that we need to get people “out of their cars” and using other transport modes appears to have been put forward without proper consideration of the aged, and is highly assumptive. The push to create townships to encourage cycling, walking and use of public transport (which is currently non-existent) and prohibit private vehicle use without addressing the reasons for the usage is short-sighted.</p>

Feedback Reference Number	94
<p><b>5. Any other feedback?</b></p>	<p>It seems to me at least, to be far more logical to divert traffic where possible from moving into the township and through the main centre if at all possible. Not to create further access points close to and within the township area, as that would foster continued/increased traffic pathways causing further congestion and safety issues in the township centre area. Council has just built a stunning cycle way – proposals B and C run a main artery to a bridge crossing straight through the middle of it. How much of the work completed will be undone, how much of that time, effort and money will have effectively been wasted with the implementation of those proposals?</p> <p>A significant proportion of the town’s population live, and business are based, across the river and those commuting for work or others in town for local events, have no option at the moment but to exit the expressway at either the West Cambridge (Velodrome) or Hautapu exits and proceed through the township to the south.</p> <p>Instead of creating a third accessway through the near centre of the township, has any consideration been given to the option of diverting much of this “through” traffic around the township area as in Option A or with the development of the Cambridge Southern interchange off Tirau Rd? Creation of access to travel North and exit South at this point would significantly reduce traffic through the township, concurrently reduce the work required on roading safety/access through the township and I would suggest reduce the cost associated with the transport project.</p> <p>Alternatively, has the development of a further interchange at the existing bridge over SH1 Waikato Expressway at Thornton Rd been considered as an option. This would create direct access through to Albert St/Tirau Rd/Shakespeare St areas (designated for development and redirection of traffic already). This possibility may require the involvement of Waka Kotahi to a greater extent but if in the end they produce the desired effect with a reduced cost then surely, they are viable options. I understand that a SH1 bypass around the Karapiro area through to Tirau has been previously raised and changes conserved/implemented in this location now may be future proofed to complement plans/improvements for the future.</p> <p>Have these or other similar options been examined?</p> <p>These suggestions for increased/alternative access to the expressway combined with a third bridge under proposal A would create a far more meaningful and I would suggest cost effective solution to the problem. It is quite possible then that the road widening aspect of the proposal A, with the diversion of much of the current through traffic across the new bridge and with alternative entry to the township further along the expressway, would not be needed.</p> <p>Cambridge has already proven it will thrive with bypasses and diversions in place to reduce through traffic and this type of work would add to the already successful completions. We want to keep Cambridge moving not bog it down with overuse of traffic lights and lines of cars waiting to move through town to closely located bridge crossings when we could have more easily diverted and controlled traffic.</p>

<b>Feedback Reference Number</b>	95
<b>Name</b>	Daniel Barnett
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Stops commuter traffic from being funnelled into the centre of town. Uses land that's not highly used. cheaper to purchase and less disruption to existing residents Will promote people to use business in Leamington.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Add an on/off ramp to the expressway at the Cambridge golf course. This will divert traffic away town and over the low level bridge. will help reduce the pressure on the high level bridge while a 3rd bridge is being built

<b>Feedback Reference Number</b>	96
<b>Name</b>	Daniell Stout
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	It's for private Vehicle use.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I don't think any of these are the best for the future of more Vehicles on the road. With the town growing.</p> <p>We need a new route through Cambridge away from the main one we all ready have. Some where west of the town centre i would say.</p> <p>I never want to see any more traffic lights 🚦 in Cambridge either they are the worsts for congestion!</p> <p>The new smart ones are rubbish. Design the roads then build the town! There is always going to be more traffic. Need to remove the through town traffic to the high level bridge also. Too many people wanting to go across the river to go to work and come home. Send them west of town.</p>

<b>Feedback Reference Number</b>	97
<b>Name</b>	Danielle Schaad
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>The information you have provided is vague at best.</p> <p>As part of my ongoing investigation into this option, could you please supply the list of key stakeholders council has apparently engaged with during their process thus far (council have received 129 pieces of stakeholder input).</p> <p>Could you also define what a stakeholder actually is in the eyes of council?</p> <p>It is both laughable and appalling that you think you have gained community feedback by means of spatial plans and transport strategy consultations - what about the actual residents of the areas you plan (even a concept is a rough plan)? How can funding requests be accurate without filling confirming any other details of the plan including potential land purchase and engineering estimates of the dimensions and costings of the actual build? It just doesn't add up.</p>
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	98
<b>Name</b>	Danny Beskalo
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	I cycle and walk around Cambridge alot, In plans B&C much emphasis is put on public transport. It is very evident to me that the buses get very little patronage, quite often the buses are completely empty or only 1-4 people on board. Cleary the cost of running the numerous buses is the same whether full or empty, however when the bus is empty the cost of subsidy to the rate payer must skyrocket. Also from a carbon footprint running a bus (diesel or electric) when empty is counter productive from a C02 emissions point of view. For the council to be totally transparent I urge you to make clear there cost to the ratepayer for low patronage buses day after day

<b>Feedback Reference Number</b>	99
<b>Name</b>	Danny Beskalo
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>To improve accessibility by active modes and public transport by improving access to key destinations and mode share                      Q. Explain Mode Share Please                      To reduce greenhouse gas emissions by reducing distance travelled by private cars.                      Q. How many kilometres do you expect total car distance to be reduced and specifically how much greenhouse gas will be eliminated (assuming a decrease ICE cars is expected over the short and long term) and at what percentage will these changes make to total global emissions                      To improve amenity in the town centre improving mode share, and the perception of amenity                      Q. What is perception of amenity in plain English                      To improve safety for active modes by reducing deaths and serious injuries, and improving the perception of safety and ease,                      Q. Historically, how many deaths and serious injury have occurred in the designated areas for development over the last 5, 10, 15 years                      To improve system resilience by reducing the risk and consequences of events                      What does this mean in plain English please                      Furthermore For residents that live on Ihimaera Terrace and Marlowe Drive, what negative impact is expected in terms of house values and noise pollution ? Is this even a consideration by council. Has council considered the high bridge as part of a one way system (in conjunction with the low level bridge) depending on time of day and rush hour times, there would be room for bikes, pedestrians and private cars on the high bridge as a one way system. Council talks of a 10 minute bus service, routes and covered bus stops please, this will need to be subsidised by the ratepayer. In my experience buses are vastly under utilised, thereby giving an extremely poor ROI which the ratepayer would have to cover.</p>
<b>5. Any other feedback?</b>	



<b>Feedback Reference Number</b>	100
<b>Name</b>	Darren McCabe
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Not much
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Pretty much all of it.</p> <p>By closing the Victoria Road bridge to traffic, you are not dealing with the issues of a growing town, just moving it to another area.</p>
<b>5. Any other feedback?</b>	<p>Have Waipa not learned anything from Hamilton City Council adding paid parking in the CBD? People will only take their business elsewhere. It seems most people who visit Cambridge CBD are only there for a short period of time, perhaps an hour at most. You need to be working with business owners whose staff are parking all day, what is best to combat this? Perhaps, like at The Base, a dedicated car parking area, away from the CBD that they can either easily walk or, there is courtesy bus. But let's be honest, walking a short distance would be much better.</p> <p>Having said that, if people are going into the CBD, they are likely to be shopping, they do no want to be walking home, laden with shopping bags.</p> <p>New Zealand does not has the mindset when it comes to public transport or other developed nations. The car is king here. If you want to encourage more people not to take their car into the CBD, you need to be offering a park &amp; ride service.</p> <p>This would free up the space. I would welcome the opportunity to discuss this and much more with you, so please do feel free to contact me on the email provided.</p>

<b>Feedback Reference Number</b>	101
<b>Name</b>	Dave Reay
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	from the expressway Cambridge west is marked , your proposal brings them to meet all traffic from Victoria st , i would like to see a western bypass from the roundabout north of town along the river corridor to the proposed Hall street bridge link if you close the High level bridge to all traffic we only have 2 access points still, so we are no better off congestion will be worse as Heavy traffic will use the in town bridge, building a northern bridge and allowing passenger vehicles only over the high level Historic bridge will ease the congestion away from town but leave those wanting to go to the CBD with access
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	102
<b>Name</b>	David Clarke
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Better support for public and alternative transport reduces congestion, particularly as Cambridge continues to grow
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	No rail connection to Hamilton
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	103
<b>Name</b>	David Gaiger
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The bridge going through town does not improve congestion risk at proposed location. It would be much better to take traffic around the outside of town down the new road at the north end of town by the new roundabout. The closure of the high level bridge will cause huge transport problems between Leamington and Cambridge because traffic will be diverted to the other bridges. This will increase safety risks along Pope tce trying to exit from the side streets. There needs to be more transport optionality to cross the river not less. The traffic lights will cause significant traffic congestion through town.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	104
<b>Name</b>	david Garmonsway
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>1. Appears to set priority for public transport, cycling and walking. all good but, population too small for public transport to be successful, even with alternative options to vehicles the rate of population growth will still mean a growth in vehicles and this plan doesn't address that at all. Any plan must make motor vehicle use more efficient not worse. It must include improvements for all not one at the expense of the other.</p> <p>2. A new bridge with closure of the high level bridge will force traffic back through the streets you have already choked to a stand still and across the redundant cycle way you have just recreated when they want to go to the CBD.</p> <p>3. Public transport will not be successful. A high proportion of commuters that get stuck in the peak hour jams come from all parts of Hamilton. They will not use public transport unless it is going to get them close to their work place and even then if they don't have a car as a Tool of the trade and or they don't need to use it whilst in Hamilton. This is most unlikely.</p> <p>4. Public transport within Cambridge will be a waste of time and poorly patronised because it will need to go down every street to make it convenient enough to switch from private motor vehicles. This will add too much time to the journey that people won't bother unless they have no other means. Further Waikato weather will force people into their cars they get into in their dry garage and deliver them to exactly where they need to go.</p>
<b>5. Any other feedback?</b>	I am interested to know who this "others" is in terms of the Steering Group. Can I assume a generous representation from the Cambridge Cycling community. I see everyone but representation from you average daily road user. Why is this?

<b>Feedback Reference Number</b>	105
<b>Name</b>	David Graham
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	High level bridge and cycling / walking only is a great idea as is making the CBD more cycle friendly.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Not in love with traffic lights!
<b>5. Any other feedback?</b>	Great to prioritise active transport options. Cambridge is a great cycling town and is getting better as bike paths improve. A mind shift is needed to convince people to leave the car behind and bike to, and around, town. This will come. Cycling eases congestion and eliminates some of our parking constraints. Thanks for pushing through with this future focussed approach despite the grumbles from those who can't see past cars and increasing congestion as our only options..

<b>Feedback Reference Number</b>	106
<b>Name</b>	David Maugham
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	It would appear that the council has been forced to find a solution since learning that the victory bridge might need to close in 20 years time. Until then they have dismissed the concerns about a 3rd bridge and made no long term plans. Now the WDC have allowed consultants, that have no interest in the lives and homes of the residents of Cambridge to make major planning decisions. In the beginning there was no concern or remorse shown for any of the residents that are set to lose their homes and quality of life. In fact there was an attempt to paint the residents as the villains.
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

Feedback Reference Number	106
<p><b>5. Any other feedback?</b></p>	<p>I have many concerns about WDC plan beyond their poor communication, poor planning and blame shifting. The following are my major concerns and observations. Why does option A have no local bus service included? Buses are designed to bring people on the outskirts of towns into the centre. This would fit perfectly into option A. Why are there no new parking spaces being allowed for in any plan around Victoria bridge on the Leamington side? If the bridge is closed off then parking needs to be made available for people to drive to the bridge and walk into town. Why is the new bridge being referred to as a 3rd bridge? This is misleading. The new proposed bridge is actually a replacement bridge. The term "third bridge" is everywhere on the documentation of the WDC. It should be refer to as a new replacement bridge. What protection will be made to the Historical Kumara Pits located on the river end of the green belt? Kumara Pits are protected historic sites. Why are we being told that that option C &amp; B will remove traffic from town when it actual fact it will allow more heavy traffic options to get into town? How dose bringing lodging trucks and milk tankers into a residential area improve safety for residents and school children living and moving around that area? How much will the council be reducing landowners rates in the area of the blue zone to compensate for the huge financial losses they have occurred? Rates should be frozen for everyone in the blue zone until a clear picture emerges on what the WDC have decided to do. Bryce St is utilizing by walkers and school children, this is why the cycle way was built there. Bringing tucks and milk tankers into this area seams out of step with what the Council has already identified and their current goals.</p> <p>Why are peoples options to drive their greenhouse producing cars into town the key objects of B and C? Are we not meant to be trying to reduce the use of cars and encourage walking and biking. Making things easy for cars will not help this cause. The green belt should not be touched. It should be off limits. I understand that the WDC is in major financial difficulties but that is know excess to destroy public land to save money. It was designed to be green space around Cambridge and should be left alone. Why is there know mention of allowing small purpose built electric public buses to take people from Leamington to Cambridge and vice-versa. We are talking about 20 years in to the future. Unmanned self driven public transport could still use the high leave bridge and would cause very little to no damage. Has there been any costing done on upgrading the current high level bridge so it can remain open? If not, why not?</p>



<b>Feedback Reference Number</b>	107
<b>Name</b>	Intentionally Blank
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	108
<b>Name</b>	Debra Johansen
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Don't like this option.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	That a greenbelt is to be used, green spaces are important to human well being and should be retained. Placing a very busy vehicle transport amongst existing residential area. The occupants of housing near to the proposed Option C have not chosen to be near a bridge, major road. It was not on the drawing board when those houses/subdivisions were built. The cost in purchasing many residential land allotments would be better used towards the actual cost of new roading and the bridge in a non-residential area. The noise level to existing residential area on both sides of the Waikato River. The possibility of Pope Terrace having thousands more cars/trucks travelling on it daily.
<b>5. Any other feedback?</b>	A new bridge/road needs to be originally built in a non-residential area. Later on if subdivisions are created near to the new capacity roads/bridge, then the purchases/occupiers of the homes are aware that there is a busy road and a bridge, they can choose to live there or not. I do like the idea of turning the Victoria Street bridge into a pedestrian/mobility scooter etc bridge. It is a pretty area amongst a residential area. If there was additional parking created on Pope Terrace/Cook Street, I imagine workers in the CBD may park and walk into Cambridge town as well.

<b>Feedback Reference Number</b>	109
<b>Name</b>	Deirdre Johnson
<b>1a. Do you have a preferred option?</b>	B
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Traffic going out to Carters flat is good. Need pedestrian light crossing on Victoria Street somewhere between Taylor and king st Still has issue on Hamilton rd / Victoria St roundabout
<b>3. What do you like about option B?</b>	Bus service Not widening Victoria st as that'll just move the bottle neck. As above pedestrian crossing on Victoria around Taylir King st end
<b>4. What do you like about option C?</b>	Bus service Enhanced urban mobility
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Why not put a bridge from Cambridge Road approx 2863 Thermal Explorer Highway, so near Te Awa but well before Velodrome. This would connect with Pope Terrace/Cambridge Rd in Leamington

<b>Feedback Reference Number</b>	110
<b>Name</b>	Dennis Thomas
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	No to traffic lights on Victoria Street "streetscape", the roundabouts are good and very low maintenance. 2. The third river crossing should be to the west of the town not in the urban area. Heavy traffic out of pedestrian area, safety is number one!!!

<b>Feedback Reference Number</b>	111
<b>Name</b>	Derek Phyn
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<ul style="list-style-type: none"> <li>- The proposed corridor enhancements are required along this route but they also may come as a negative (see below)?</li> <li>- The proposed roundabouts and intersections as some of these are already proving difficult to navigate, cross or get on to the main road</li> <li>- The signalled intersections in the CBD, if combined with the pedestrian crossings this may help to ease congestion in the town and improve pedestrian safety, however signalled intersections also come with a negative (see below).</li> <li>- The proposed Victoria Street streetscape - something is well overdue, with trees dying and nothing going in their place. The CBD is starting to lose its character.</li> <li>- Walking and cycling only on the historic bridge. Makes sense.</li> <li>- The proposed location of the new river crossing. Optimises use of council land, aligns nicely with Bryce St which has quite a wide corridor and bypasses the town centre for those that need it to but also provides quick access to town. The bridge would be very high, adding tourism potential... "highest bungee in the North Island" perhaps? thus making Cambridge more of a tourist destination along the bike trail.</li> </ul>
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<ul style="list-style-type: none"> <li>- Possible congestion along Victoria Road worsened by addition of more intersections. It is already bad enough. Should options for getting traffic off Victoria Road also be investigated?</li> <li>- Streetscaping should be extended south to Wilson St intersection. This is a very busy part of the CBD that has great commercial, visitor and tourism potential if it was prettier.</li> <li>- The replacement of roundabouts in the CBD with traffic lights. Roundabouts are much more in character with the town and visually appealing than a signalled intersection.</li> <li>- The loss some homeowners may be facing with the proposed river cross location. This will no doubt be worrying now and devastating for some if it comes to be. The earlier they can be given certainty the better.</li> <li>- The lack of detail about intersections along the proposed river crossing. How will this work at the Cambridge Road and Pope Terrace ends? Will we be facing potentially a second major round-about very close the existing Pengover Ave/Ihimaera Terrace/Pope Terrace Roundabout?</li> </ul>
<b>5. Any other feedback?</b>	Option C gets my vote - On balance I think the pros outweigh the cons for the greater good of the Cambridge community but can fully appreciate the loss some residents may be facing is devastating. Continue on with the process.

<b>Feedback Reference Number</b>	112
<b>Name</b>	Desiree Orgovan-Stewart
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I don't believe you need to funnel the traffic through town it will just clog up Victoria Street and the surrounding roads. There needs to be on and off ramps (underpass or flyover) on the Express Way at the Cambridge Golf Club end on town and just duplicate the Low Level bridge (ie. put one in on one side). There also needs to be on and off ramps (underpass or flyover) on the Express Way on the Cambridge Road past St Peters School and look at putting in another bridge at that end of town. Maybe a pedestrian bridge by the high level bridge and take out the pedestrian access on the high level bridge to widen it for traffic.</p> <p>Waka Kotahi would need to fund the Express Way enhancements, maybe a chance for Louise Upston to take it up with the Government of the day.</p>

<b>Feedback Reference Number</b>	113
<b>Name</b>	Desiree Orgovan-Stewart
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	The new bridge should be out by the velodrome so there is less traffic through town and there should be an on/off ramp with fly over out by the golf course. There was no thought put in to that when the Express Way was built.

<b>Feedback Reference Number</b>	114
<b>Name</b>	Diana Beeby
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Plans A, B &amp; C are not an option for me.</p> <p>I travel frequently to St Peters School, the velodrome, the athletics and cricket fields, and out to Kiwitahi and Te Miro (via Hautapu) for grandchildren's activities.</p> <p>Every time I drive to those places I get annoyed at having to go through the centre of Cambridge township. It not only slows me down, uses more fuel, but the size of cars these days makes me nervous going over the Victoria Bridge. It is so frustrating to have to go through the town.</p> <p>I'd prefer to bypass the town completely and stay away from housing (and 50km areas if possible).</p> <p>I'm sure there are many more Te Awamutu residents making the trip to the velodrome and St Peters who feel the same. We seem to be forgotten about.</p> <p>I do hope those who have the power secure some land NOW so that as ratepayers we're not going to be spending exorbitant amounts later. BUY THE LAND NOW! Keep away from people's homes, get the traffic flowing.</p>



<b>Feedback Reference Number</b>	115
<b>Name</b>	Diana Clark
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	It might be the least simplistic of the three choices but it will mean pushing through brand new housing estates.
<b>3. What do you like about option B?</b>	It will completely spoil several historic attractive roads and undo brand new cycleways that have just been created.
<b>4. What do you like about option C?</b>	Nothing. It will destroy and spoil attractive natural domain and cut through residential properties.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Surely another bridge near the low bridge would be the least invasive and environmentally upsetting to any existing properties?

<b>Feedback Reference Number</b>	116
<b>Name</b>	Diane Edyvane
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

Feedback Reference Number	116
<p><b>5. Any other feedback?</b></p>	<p>1 Engineering            Have the Council had any engineering assessments on the proposed site of the third bridge?            Do the bank levels, on either side of the Waikato River affect the site?            Do the gradients of the approach roads need to be taken into account in determining costs?            Does the Council intend to publish the reports and data for any engineering surveys done, along with the guidelines and constraints set by the Council to include or exclude various options?</p> <p>2 Preservation of heritage homes and trees in any proposed area            Has any thought been given to the preservation of the historical buildings that could be impacted by existing proposals?            Would the Council arrange to buy them and move them on to another local area, instead of demolishing them?            How does the Council propose to remove any protected trees?</p> <p>3 Expense            Is the Council comparing the costs in construction for the different possible sites?            Are the various costs going to be made public?</p> <p>4 Keeping the future in mind            As well as considering the traffic needs and growth of the area, our Council needs to keep climate change in mind. Increasingly costs in mitigating the damage done by storms and sea level rises make undertaking large expensive roading works a risky business. Realistically local rate payers can only absorb part of the cost. Central Government won't have the money to fund any short fall, nor would it be willing to spend any money on areas where there are existing road and infrastructure, even if it is not ideal. Many areas in NZ since storms in the last ten years have no roads or bridges at all. Other projects have run massively over budget.            Modern technology is changing rapidly, so are associated costs as minerals and commodities become harder to source. I am concerned that Cambridge will be left with a massive debt to service. From the information that has been made public I feel not enough quality research has gone into the proposals.            Those who presented their plan at the public meeting used the phrase "this body of work" more than once. I would hate to think the staff involved in the proposal they presented are more focused on the quantity of work they have done, rather than the quality of it. We were told of traffic patterns, frequency and destination, but were given no indication of how reliable the methods used were, nor the time frame over which they were carried out. Please consider all options carefully, their costs and their impact on the community. Please back up your proposals with reliable data for the public to see. It is our town and our living environment that will feel the impact of your decisions and actions. After all think of the car parking spaces Cambridge could have now if the council had made a timely offer for the Bunnings site.</p>

<b>Feedback Reference Number</b>	117
<b>Name</b>	Diane M Hudson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	Too many signalised intersections – keep it to a minimum. I would like to see a signalised intersection at the Hamilton Rd/Victoria St intersection. No more cycleways as people are 'married' to their cars.

<b>Feedback Reference Number</b>	118
<b>Name</b>	Dianne Rouse
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Huge NO to closing the current Victoria Street bridge. Growth in Cambridge and surrounding areas means it is quickly becoming essential that we have AN EXTRA bridge, and more choice of routes through the town and across the river. Residents must be well considered when siting another bridge to ensure least disruption and no devaluation of surrounding properties. Closing off one bridge to traffic would be a massive error. Whilst it is desirable to have a pleasant and safe walkable town, the reality is that Cambridge has a high population of elderly and so there will be many who can't walk those distances and cannot bike (I'm one of those with knee injuries so barred from all bikes except stationary). Also, so much of the town business is generated from the wider rural sector (a very, very lucrative percentage). Disadvantaging and deterring motorists will send customers elsewhere - I'm one of those - living between TA and Cambridge so I have a choice of either town or Hamilton and I certainly won't bother going to shop with businesses that are difficult to get to.
<b>2. What do you like about option A?</b>	Road widening of main roads Improvements to public transport Out of town bridge crossing (This location would suit me but I think good research must be done to find which direct much of the THROUGH traffic is heading in).
<b>3. What do you like about option B?</b>	Main road access improvements In town bridge crossing
<b>4. What do you like about option C?</b>	Local Cambridge public transport service Main road access improvements In town bridge crossing
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Please LISTEN to your ratepayers! As you have seen through recent media publicity, you are now being viewed by many as the council that is ALL TALK but NO LISTEN! There is just too little trust left that you will actively heed your ratepayers and not just bowl ahead with your own predetermined agenda.

<b>Feedback Reference Number</b>	119
<b>Name</b>	don sanders
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	As far as I can tell from the published information, the plan is to close the high-level bridge to cars, "optimise" Shakespeare Street, Carters Flat etc, and wish for a new bridge that will never be built. This is appalling!
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Closing the high-level bridge to cars without an alternative is crazy. Traffic is already a huge problem. Driving across the bridge at busy times turns a 5-minute drive into a 30-minute drive. Cambridge wants a new bridge to expand capacity. If you build one bridge but close another, despite the cost, we will be not better off. Cambridge has a problem with vehicle traffic. There is not a problem with walking, cycling, or public transport. You cannot fix vehicle traffic issues by adding walk/cycle ways or busses that people won't use.
<b>5. Any other feedback?</b>	Traffic is getting worse by the day. Its clear we need another bridge, but there is no point in just moving the bridge, which is effectively your plan.

<b>Feedback Reference Number</b>	120
<b>Name</b>	Don Seath
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	<p>This option continues the good work which has been started in Cambridge to reduce our reliance on short car journeys and improve safety for children riding to school.</p> <p>The existing network has gaps, particularly for those living on the southern side of the river .</p> <p>It would be a tragedy to stop progress in this area now.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	121
<b>Name</b>	Donna Norris
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	






<b>Feedback Reference Number</b>	122
<b>Name</b>	Doreen Hughes
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>Having lived on Cambridge for over 22 years we appreciate only too well the need to manage congestion. Since Christmas we have been swamped with cones &amp; road closures in Bryce St, Wilson Street, Dick St &amp; now more disruption in Alpha St. to install an island &amp; drains.</p> <p>The stop signs in Alpha St. are being ignored. We have already experienced cars ignore the give way at an island. Our recent experience near the Cambridge high school was very disturbing. A driver in the Black USB, completely ignored us turning at the island, ignored the give way sign on his side of the road &amp; accelerated to drive straight ahead. A similar island will not help drivers in Alpha St. Too many road disruptions &amp; improvements have been introduced at the same time. The Installation of drains, which are no doubt necessary &amp; now an island, will again extend disruption &amp; completion of work in Bryce Street. Too much, for too long has been forced on residents in this area of Cambridge.</p>
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	123
<b>Name</b>	Doreen Hughes
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Controlling traffic from the CBD might be an advantage but not at the expense of residents & their homes.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>Proposed site for a 3rd Bridge (option C) would be too close to CBD.</p> <p>Volume of Traffic from Hamilton road, to access the proposed bridge, will increase &amp; create more disruption for residents down to Alpha street, The area from, Hamilton road consists of established homes &amp; has already been disrupted by closing off access to several streets &amp; adding cycle lanes. More cycle lanes are about to be added along Alpha St.</p> <p>for the Recreational cyclist, which will again extend the chaos already experienced in Bryce Street.</p> <p>More homes are being built on land near Te Awa. Land where a bridge could be built without creating disruption as proposed in Option C. Access to the bridge would be off Hamilton road, further away from the CBD. Traffic would not travel into the CBD.</p> <p>Infrastructure is not conducive to Introducing more buses in Cambridge &amp; only add to the traffic congestion in Cambridge. How would more buses travelling to Hamilton reduce congestion either in Cambridge or Hamilton?</p>
<b>5. Any other feedback?</b>	<p>Cambridge has an Aging population.</p> <p>My Husband &amp; I certainly fit the description. We are not considering a Retirement home &amp; still drive a car.</p> <p>Option C does not create confidence for the Aging population who are are still capable &amp; independent.</p>

<b>Feedback Reference Number</b>	124
<b>Name</b>	Dorothy Gaunt
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I like that an effort has been made to accommodate the expected huge increase of traffic with the town's growth. I do not understand, though, why there are so many traffic lights.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>- The plethora of traffic lights along the main route will cause much frustration for motor transport, and are surely not all necessary. For instance, the lights at the Williams St intersection. A roundabout would allow a better flow.</p> <p>- And travelling along Carters flat with three traffic lights in that short distance will add to drivers' frustration. Certainly, lights at the intersection with Albert St and the one at Duke st, will become essential. very soon.</p> <p>- In Leamington, the Campbell -Shakespeare st intersection would be a better place to site traffic lights, rather than Raleigh-Shakespeare st. At present, traffic coming out of either side of Campbell St has limited visibility and I have witnessed several near-misses. On most days it is a busier intersection than the one with Raleigh.</p> <p>- The elephant in the room is the third bridge. There is no question that another bridge is essential and cannot be wait. The preferred option has it close to the CBD, believing that people going to the Leamington side would not be happy to use the low-level bridge. As a resident of Leamington, I never use the high-level bridge - I use the very slightly longer route over the low-level one. The two sets of traffic lights on Duke st will facilitate this.</p>
<b>5. Any other feedback?</b>	<p>The proposed route will include a part of the green belt - surely this is not allowed by statute? The green belt is very important to Cambridge residents and once one road has been allowed, it will set a precedent so that the green belt will be slowly eroded.</p> <p>A better route is for the bridge to be built further north, so that some of the current extensive roadworks along Hamilton Rd can be utilised. At present, there are still areas with no houses - surely a cheaper option for buying up the required land for the bridge and its approaches than buying up houses near the CBD. But this needs to be done SOON.</p>

<b>Feedback Reference Number</b>	125
<b>Name</b>	Dorothy Gaunt
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

Feedback Reference Number	125
<p>5. Any other feedback?</p>	<p>1. The road surface of Shakespeare Street in Leamington is in an appalling condition, especially the section from the low-level bridge to the Cook Street roundabout.</p> <p>Part of the cause for the terrible state of this portion is the number of very heavy trucks travelling to Te Awamutu. I see no mention of this in the current plan. I do not know if NZTA has any responsibility for this portion of our roads, but as it is a main highway between our two districts, used extensively by an increasing number of heavy vehicles, it is unfair for Waipa ratepayers to bear the burden. There is no alternative route, so the present one must be brought up to the standard required to deal with the heavy traffic.</p> <p>Adding to the stress on Shakespeare Street is the increasing, albeit seasonal, traffic from out of-town visitors attending events at Lake Karapiro, and with the Campground in Scott Street being the only camping ground for motorhomes, the volume of heavy traffic is growing, adding to the damage to the surface of Shakespeare Street. And it is not a good look for Cambridge!</p> <p>At present, Leamington has no representative on the Council or even the Community Board to take up the challenge, so I am requesting that you, the Council, address this matter as a matter of urgency.</p> <p>2 My other concern, and it would have some impact on the above concern, is the placing of another bridge for our town. There has been much speculation, discussion, and upset, over what should be seen as an absolute necessity: another bridge is imperative to accommodate the burgeoning population of the town. The high-level bridge is not equipped to deal with the subsequent increase in traffic, and already, traffic entering the roundabout at St Andrews, is nearing what one might expect in Auckland.</p> <p>The question remains – and should NOT be off the table – where is the optimal site? The problem will not disappear, nor will it resolve itself – a decision must be made IMMEDIATELY. The longer the decision is deferred, the more expensive the answer will be. The land must be procured now, and set aside if necessary (is there no way a rental could be charged to offset the cost somewhat?)</p> <p>The obvious answer has already been presented to Council by John Barns-Graham at a recent Council meeting: a route between Matos Segedin Drive and the Gaslight Theatre/RDA site through to the roundabout at Te Awa. Please, procure the land NOW, DO NOT wait until a developer uses this route for housing, with the consequent upheaval and vast expense should Council decide the site is the best option after all.</p> <p>I make this submission in good faith, although I fear my concerns will not be adequately addressed.....</p>

<b>Feedback Reference Number</b>	126
<b>Name</b>	Doug Feisst
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Traffic lights at Taylor street  , Carters Flat traffic lights/pedestrian crossing  , Queen st/ Victoria street traffic lights to replace round about  , Traffic lights elsewhere not required, maybe revisit in 5 years, traffic needs to flow, more interruptions slows up that flow. New bridge, excellent idea, should have been built and in use by now, best location to go across near Avanti dome, most traffic would head north, keep out of town, if there were off and on ramps via expressway near golf course traffic in town would again be reduced.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	I feel new bridge crossing is not in right place, heaps of existing housing in the way. Cars will be with us a long time and traffic will increase with population growth, hence the need to keep it flowing with fewer restrictions is good for the drivers well being.
<b>5. Any other feedback?</b>	I dislike the restrictions on existing roads for cyclists. Why not widen existing footpaths. Speed humps at crossings are hindering traffic flow, if there are traffic lights at crossings why are there speed humps?

<b>Feedback Reference Number</b>	127
<b>Name</b>	Douglas Rowe
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Third bridge - clearly defined way to ease congestion in town
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	There is no improvement to on/off ramps for Tirau road. This should be a critical enhancement to move traffic around town
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	128
<b>Name</b>	Duncan Gillanders
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Given the absence of any Traffic Planning in particular on the North (Town) end of the Option C, and the location of our Church Complex on the Corner of Queen & Bryce Streets, and the likelihood of greatly increased traffic flows on these two streets, there is little for our Parish to like about Option C.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The Union Parish owns a large property on the corner of Queen and Bryce Streets which comprises the Church Complex and the original Parsonage. Part of this property is a 25 Unit Carpark on the Eastern side (Bryce Street side) boundary. With the south end of Bryce Street being the most convenient to the north end of the proposed new bridge we are fearful of a massive increase in traffic volumes - both cars and heavy vehicles - on both Queen and Bryce streets. With the present work underway on Bryce Street for the Cycleway the future viability access/egress to our carpark is very concerning. As stated above the absence of any traffic planning for future traffic flow, then the Option C bridge has no appeal to our Parish.
<b>5. Any other feedback?</b>	With the money spent in the past 2 years in maintenance of the Victoria bridge, we wonder at the decision to close off the bridge to ALL light wheeled traffic, as this removes a convenient alternative to access to the CBD for traffic from Leamington, and also from points south.



<b>Feedback Reference Number</b>	129
<b>Name</b>	Duncan Macky
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Do not approve of another bridge leading to congestion into town.</p> <p>An alternative route on the north side of Cambridge with a ring road and access to town via an extension of Alpha street.</p> <p>Cambridge retail is being deprived of parking and to much emphasis on cycleways.</p>

<b>Feedback Reference Number</b>	130
<b>Name</b>	Elaine Ruis
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	I like the business as usual plan - I don't like much from any option as most make no sense based on the money that we have, and the future traffic modelling - other than a third bridge - away from the CBD so that traffic that doesn't need or want to go through the town centre doesn't have to.
<b>2. What do you like about option A?</b>	Nothing
<b>3. What do you like about option B?</b>	Improved public transport frequency to Hamilton and local public transport options
<b>4. What do you like about option C?</b>	Same as option 2 - public transport frequency and local public transport
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Strong objection to any addition of traffic lights through the town centre as this will completely change the character of Cambridge - okay with carters flat signals and the Shakespeare road / cook street ones as these would not change the character of those areas, but possibly improve flow. Also strong dislike of any streetscape improvements - whatever that actually means, but the centre of town is lovely as it is. Also don't need to widen the roads near town - need to focus on ways to move traffic away from the town centre where they don't need or want to go there - eg through traffic - unfortunately the changes to roads to make cul de sacs instead of access onto Hamilton road have forced traffic into town via the main white church roundabout and significantly increased traffic through town. Main feedback is there is a need to communicate much better with the wider community - not just a select few, the majority of people do not want all the little tweaks and enhancements that are using our money and causing stress and concern - speed humps are a major upset for many many people, especially in regards to emergency services and the ability to get to people quickly...

<b>Feedback Reference Number</b>	131
<b>Name</b>	Elaine Ruis
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Increased number of buses to Hamilton and back - this will give people real alternatives to driving there
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>“Enhancing the town streetscape” the town looks awesome as it is - does not need our money spent to “enhance “ it</p> <p>Closing off parts of the town to traffic. The changes along Hamilton road turning side streets into cul de sacs have resulted in pushing traffic through the Main Street as it is how will people get round to do things they can't do on bikes or by walking - shopping, drs visits, etc etc</p> <p>More cycleways there are already more than enough cycleways as it is that are vastly underused and due to weather in nz likely to stay that way for the majority of the year...</p>
<b>5. Any other feedback?</b>	In these economic times it is important that Waipa council does not continue with implementing projects that are “ nice to haves” and focuses all spending on maintenance of existing infrastructure and amenities etc - when economics are such that we are no longer in massive debt and looking at large rates increases to cover the cost of these “ extra” projects then fine - but right now committing money to things like this are not sensible or fair on the ratepayers who you are supposed to represent. Council also needs to look at the makeup of the ratepayers - a large number of elderly that will never be cycling or walking from the resthomes into Cambridge...

<b>Feedback Reference Number</b>	132
<b>Name</b>	Elizabeth Kirkby-McLeod
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	A focus solely on enabling private vehicle usage is not an option I support in any way.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Bus services. With the town expanding there needs to be easy, reliable and frequent public transport around Cambridge and into Hamilton. Many of the town's problems with parking, congestion, and safety can be alleviated by providing public transport. Unlike solutions which focus on providing for private vehicles, public transport is also available to all, including those who do not or can not drive, both younger and older people alike. This is where investment must go.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	133
<b>Name</b>	Elizabeth McKnight
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<ul style="list-style-type: none"> <li>• Capacity improvements on Shakespeare Street, the Shakespeare (low level) Bridge, Carters Flat and up Queen Street to the roundabout should encourage more traffic coming from Leamington to use that route rather than coming over the Victoria St bridge and clogging up the main street.</li> <li>• Support adding traffic lights to the Queen St / Victoria St roundabout.</li> <li>• While encouraging other modes (eg walking and cycling) is commendable, it is important to remember that Cambridge is a rural service town and many people come into town from the country, making cars still crucially important.</li> <li>• Also, as Cambridge grows and the population ages, it is not practical to expect a great many more people to use bicycles, scooters etc for grocery shopping, appointments in town, etc. I live within walking/biking distance and rarely drive into town; however, for most residents, that isn't an option.</li> </ul>
<b>3. What do you like about option B?</b>	Support improved frequency of public transport to Hamilton and support the idea of a local Cambridge public transport service. I expect it would be very useful for Leamington residents to get into Cambridge without having to drive and find parking, for older people and for even for students getting to and from school.
<b>4. What do you like about option C?</b>	<p>Not clear what the 'streetscape improvements' to the main street would be, but if it means less traffic congestion, creating a pleasant place to shop and providing safe places to leave a bike, I would support it.</p> <ul style="list-style-type: none"> <li>• While Carters Flat is 'optimised' in this option, the stretch from the Queen St/Albert St intersection to the Queen St / Victoria St roundabout is not, which doesn't make sense.</li> <li>• I do not support 'optimising' the Duke St corridor, which would encourage more traffic up the main street and cause even more congestion.</li> </ul>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

Feedback Reference Number	133
5. Any other feedback?	<ul style="list-style-type: none"> <li>• While encouraging biking, including the new cycleway down Bryce Street, the Council needs to provide more bike racks for cyclists to safely leave a bike in town. The Council should also be encouraging retailers and businesses to do the same, perhaps helping with the funding.</li> <li>• A very simple improvement on traffic flows around the roundabouts would be to add clearly marked ‘No stopping’ signage (as per the roundabout at the Duke St / Victoria St intersection) to let traffic pass through the roundabout.</li> </ul> <p>The traffic modelling needs to be redone with up-to-date Census data and NIDEA High Household Projections.</p> <ul style="list-style-type: none"> <li>• Keeping heavy traffic out of the middle of town is crucial.</li> <li>• Current parking restrictions are not tenable – most people coming into town have several things to do, and the limit of 60 mins parking is too short – it should be extended to 120 mins.</li> </ul> <ul style="list-style-type: none"> <li>o It is important to talk to ALL stakeholders – that includes all residents.</li> <li>o Traffic modelling does not predict where that traffic would go if drivers had a choice - bridge further out of town must be a more viable option for getting traffic out of the centre of town and to where they actually want to go (e.g. tankers, heavy vehicles and traffic heading to Hamilton). Refer to Appendix 2 for full feedback.</li> </ul>

<b>Feedback Reference Number</b>	134
<b>Name</b>	Elizabeth Mitchell
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	It all depends exactly where it is, and how it links in with our existing roads to connect with the motorway. My home appears to be within the zone so I am naturally concerned of what the impact might be.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Too many homes will be affected and the impact on an already hopelessly jammed Hamilton road and St Andrew's roundabout doesn't to bear thinking about.
<b>5. Any other feedback?</b>	If the current high level bridge is going to be used for cyclists and pedestrians then the third bridge isn't going to solve anything!! I have always felt it should have gone in when the big pipeline down by the Gaslight theatre was constructed.

<b>Feedback Reference Number</b>	136
<b>Name</b>	Ethan Vette
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Very little,
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Everything apart from a new bridge, All 3 planes are fundamentally flawed by the fact Cambridge is not and will not be a commuter town. Some stats on how many people live with in a 20min walk of the main center would be telling. We CANNOT rely on a public transport system to go grab a coffee or some fruit and veg. The whole idea that public transport can replace person vehicles in what still is a rural town is frankly idiotic. If the council really think this is what is best suited for a growing but yet still country town they need a serious over haul.
<b>5. Any other feedback?</b>	



<b>Feedback Reference Number</b>	137
<b>Name</b>	Eunice Martin
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Less disturbance for residents; less houses to demolish; less noise for residents; less houses to devalue; less mental health problems; less congestion; less residents homeless; easier access to motoway.
<b>3. What do you like about option B?</b>	Nothing
<b>4. What do you like about option C?</b>	Nothing.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	We have been residents in Cambridge for 46 years, we will nto see the new bridge and can't imagine what state the traffice will be in 2044.

<b>Feedback Reference Number</b>	138
<b>Name</b>	Fergus McRae
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	The high-level bridge being made pedestrian only.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Bridge is in the wrong place for diverting traffic away from the central roundabout during peak times. Option A position will result in Leamington and nearby residents south of the river travelling from Hamilton to leave the motorway at the st peters exit reducing the bottleneck on Victoria Street. (I currently avoid Cambridge Road due to the horrible speed bumps put in place).
<b>5. Any other feedback?</b>	Sadly putting on more buses does not result in more users, your just going to add empty buses into the growing traffic congestion. Make Victoria Street from the town hall roundabout to police station pedestrian only. Upgrade the Thermal explore highway route before commencing other works - I'm thinking shakespeare roundabout. More traffic will be diverted along this route causing the bottleneck move move and not dissipate

<b>Feedback Reference Number</b>	139
<b>Name</b>	Fiona Adam
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Kia ora,</p> <p>All options feel like tinkering when now is the time to decide where another bridge will be placed so the land can be secured before more residential developments reduce the options further.</p> <p>Have you considered a working group including interested residents? I attended the community board meeting earlier this week and there were several well-prepared and thoughtful speakers from the floor - I can't say the same for some of the board members and councillors.</p> <p>Is providing more public commuter options to Hamilton going to work - what is the rate of current use?</p> <p>Ngaa mihi</p>

<b>Feedback Reference Number</b>	140
<b>Name</b>	Fiona Massey
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Not much! It is not a third bridge - it is only a second if you close the high-level. Don't deceive people.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>As above it is only a second bridge for growing traffic. Lets get real! This is essentially a rural town where people drive and need to - not just a choice.</p> <p>You have approved Henley Hotel to develop into an Arvida 200 (at least) unit retirement village - do you expect those elderly people to bike, walk or scooter that far to get into town?</p> <p>What about the 1700 section proposed (and as i understand nearly approved) development spanning from Wordsworth Street to Maungatautari road - why is the developer and council not working on a river crossing down there??</p> <p>You cannot keep approving developments with no expansion of transport across the river. It is actually unsafe. Emergency vehicles struggle as it is to get across to Leamington quickly. Can you please stop being so idealistic - you cannot make people bike or walk!! Buses quite frankly suck and you wont catch me or anyone I know using them.</p> <p>Cambridge is a destination town - removing carparks and adding cycleways does not help - why dont you consult the retailers and hospitality owners - you know, the ones that pay the rates - on how to build a thriving town centre. At the moment retailers are getting the feedback that people are avoiding town because they cant park and its too congested. Come on people - listen and be practical, not idealistic and woke!</p>
<b>5. Any other feedback?</b>	A key part of reducing congestion would be to add an on/off ramp to the expressway somewhere past the golf course - so those commuting to Hamilton/Auckland etc do not need to come through the centre of town. Surely this is an obvious and relatively easy fix to quite a serious and growing problem.

<b>Feedback Reference Number</b>	141
<b>Name</b>	Fire and Emergency
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>Wider roads are more appealing for emergency services.</p> <p>Noted that the design of main roads need to have road space for emergency services to move around in cases of traffic congestion e.g. road shoulders or mountable kerb infrastructure adjacent to cycle lanes.</p> <p>Reassurance no in-line bus stops are planned in Waipa district noting problems with Hamilton City in-lane bus stop with delays for emergency services.</p>
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Meeting held with Fire and Emergency 15 May 2024 re: Cambridge Connections.</p> <p>Key points raised:</p> <p>Concerns with design of raised platforms/speed bumps if at a severe gradient as can create risks for patient safety and damage to vehicles when ambulance hits the speed bump.</p> <p>e.g. Noted Hamilton Road – Bryce Street end has a severe speed bump.</p> <p>For option B and C: Noted in any future design e.g. if town more pedestrianized or closed for traffic in the future ambulance needs to get best most accessible road out.</p> <p>Consideration for what is the most accessible road out? what are the options out?</p> <p>Ambulance services seeking to not have parking time-zones on Fort Street.</p> <p>Also noted many ambulance staff start work early and need parking spaces and Ambulance Service hold some regional training events that require parking.</p> <p>Also noted options for a number of traffic signals and could delay volunteers to the Fire Station or emergency services.</p> <p>Location – noted raised platforms best placed close to intersections where fire and emergency services are slowing rather than mid-block.</p> <p>Consideration of electronic triggers on traffic signals for emergency services to ensure they can get through quickly.</p>

<b>Feedback Reference Number</b>	142
<b>Name</b>	Frances Baskerville
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	ALL THREE options: don't agree with traffic lights at Cambridge Rd/Victoria (white church); Queen St/Victoria. Option A: don't agree with widening of Victoria St if it impacts trees/cycle/pedestrian walkway down the middle Option B: don't agree with traffic lights on Victoria at Alpha St and Duke St junctions, or the traffic lights at Albert St/Gillies St
<b>2. What do you like about option A?</b>	Traffic lights at Victoria/Taylor; safety improvements Thornton/Albert; Peake/Cambridge; Vogel/Cambridge (although uncertain exactly what these entail); signalised pedestrian crossing Carter's Flat; roundabouts Albert St/Thermal Explorer and Albert St/Duke St Leamington suggestions are all ok. What appears to be optimisation of Victoria St intersection with SH1B near Shoof with roundabout(s)
<b>3. What do you like about option B?</b>	Leamington suggestions are all ok. What appears to be optimisation of Victoria St intersection with SH1B near Shoof with roundabout(s)
<b>4. What do you like about option C?</b>	Leamington suggestions are all ok. Uncertain about what's different about Option C version optimisation of Victoria St intersection with SH1B near Shoof with roundabout(s)??
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	The phrase "Modelling shows most drivers would prefer to take existing route through town to the expressway". This contradicts all the other actions to improve connections in Cambridge!! By acceding to driver 'preference' this actually increases the volume of traffic coming through Cambridge - to the detriment of the town centre and residents. It is now acknowledged that the original figures were distorted as they were taken during lockdown. It's not all about the traffic just coming from Leamington residents through Cambridge; I think it is underestimated how much traffic passes through Cambridge from the Te Awamutu direction to get on/off the expressway going north. There has been a significant increase in traffic joining/leaving at the Tamahere intersection since the expressway opened and I have noticed increases in the traffic along Victoria St dating from the same time. I live in Norfolk Drive and have also noticed an increase in heavy trucks and other commercial vehicles who are using Norfolk/Tulip/Robinson as a rabbit run to both Carters Flat - and beyond towards Ferguson Bridge/Leamington. Yes, I have followed a number of them to see where they are going! This is also increasing the hazards to pedestrians at the Swayne/Norfolk/Tulip roundabout. With the development of all new subdivisions in the last eight years, there are increasing numbers of children walking/cycling to the Cambridge East schools (primary, middle and high) as well as the older population in the Cambridge Oaks facility. There need to be safety improvements at this roundabout in the NEAR future.

<b>Feedback Reference Number</b>	143
<b>Name</b>	Frances Wilde
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Keeps traffic out of the centre of town. People can get off the Expressway from the first off ramp, bypass town altogether then cross over to Leamington. Better also for the precious cyclists as there would be fewer cars coming through the town. Ease the considerable conjunction at peak times.
<b>3. What do you like about option B?</b>	Nothing
<b>4. What do you like about option C?</b>	Nothing
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Why can't the high level bridge be still used for light vehicles? The number of pedestrians and cyclists is small and a waste of a bridge. Limit it to cars, or even just oneway traffic at peak times.

<b>Feedback Reference Number</b>	144
<b>Name</b>	Frazer Baggaley
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	I like that it takes a contemporary view on solving transport and and growth challenges. This is a long term, more sustainable approach that recognises walking and cycling as vital forms of mobility. It provides the right conditions/foundation that will help ensure that as Cambridge grows, it is able to better leverage of the other benefits and opportunities that growth provides, making Cambridge more liveable, more complete, equitable, resilient and community focused. Option C supports Cambridge to deliver greater individual and collective wellbeing, out of all the options, it is the option where the greatest number of people benefit from the cost burden/investment associated from the change.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Greater emphasis could be given to benefits option B and C could have on promoting Cambridge as a modern, liveable town offering comparable quality of life to some of the most sophisticated urban environments in New Zealand. This is a message that that should be understood by developers (price point and development potential) Existing landowners (Land value and experience) and business (Town Centre as a highly social destination where people are more likely to dwell and not just shop for one off items) Applying a wellbeing framework to all options would likely reveal option A to be fatally flawed. A robust and contemporary assessment/MCA structure would likely rule out option A completely. The low level of co benefits, would reveal that option A has a high cost burden and not enough medium to long term benefits. Further expansion to resolve congestion and maintain level of service will be required over time. In a world where community budgets and resources are increasingly spread thin, it is no longer acceptable (and this is true both nationally and globally) for local governments to take a purely traffic view (Roadway level of service, vehicle speeds, expanding parking and road capacity) when planning and delivering urban transport infrastructure. This would amount to an unacceptable miss use of public money and poor urban governance. The MCA needs to ensure that Council are provided the evidence to assist them push back on local politics, and short-voter based thinking, and make the best long term decision, where public spending is delivering the greatest number of benefits possible.
<b>5. Any other feedback?</b>	



<b>Feedback Reference Number</b>	145
<b>Name</b>	Fred Cockram
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Respondent notes regardless of where the third bridge is to be built believes it is essential that decisions be made on a site as soon as possible even if construction is not likely for a decade or more.</p> <p>I believe the Council should take the following actions:</p> <ul style="list-style-type: none"> <li>• Determine the site for the bridge and its feeder roads as soon as possible and buy or covenant the land</li> <li>• If the current preferred option is retained, reduce the blue blob footprint as soon as possible</li> <li>• Make public the data used to decide on the currently preferred option</li> <li>• Make public the assumption it has made in deciding on the current option</li> <li>• Once a firm decision is made provide affected residents with immediate options for purchase and compensation</li> <li>• Ensure a more professional approach to its communication processes</li> </ul> <p>(Refer to Appendix 2 for full feedback)</p>

<b>Feedback Reference Number</b>	146
<b>Name</b>	Freda Murray
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>My preferred option is that:</p> <ul style="list-style-type: none"> <li>- a bridge location be identified between Gas Light Theatre and the Velodrome, in the historically located paper road area.</li> <li>- no residential properties are impacted by the location of the bridge.</li> <li>- open green spaces are utilized for the crossing.</li> <li>- access to the Cambridge town is direct with the least impact (volume of traffic with related noise and safety concerns for existing cycling and walking corridors) and utilising existing roadways</li> </ul>
<b>2. What do you like about option A?</b>	Location of bridge outside of the established Cambridge East residential zone, in the green belt zone of RDA and Payne Park
<b>3. What do you like about option B?</b>	Public transport options, cycle and walkways
<b>4. What do you like about option C?</b>	Public transport options, cycle and walkways
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I support:</p> <ul style="list-style-type: none"> <li>- a new bridge for Cambridge, and that a north-western location be identified through a transparent public consultation process, using authentic and relevant data, and published as soon as possible - to take it 'off the table' and go 'under the table' is unscrupulous</li> <li>- a new bridge to be built sooner rather than later, in the next 10-15 years.</li> <li>- a new bridge be built on the outer edges of the established town to allow commuter traffic and heavy vehicles to be diverted out of town (eg via a ring road system) to future-proof traffic flow with anticipated growth.</li> <li>- the developing cycle way initiative (four generations of our family currently use the cycle way for getting around town using different forms of mobility)</li> <li>- establishing designated bike parks in central areas in town to allow us to safely park our bikes and walk to do our business (safe for both for our bikes and for other pedestrians to not be hindered by bikes parked along the street).</li> <li>- establishing a vehicle park and ride service (eg parking in Carters Flat, using existing roads from Leamington and Hautapu) with free bus service for Cambridge locals to reduce cars coming into town, and linking to Hamilton and Te Awamutu bus services.</li> <li>- adding an on-ramp at the southern end of the expressway to allow Leamington commuters to have options to join the expressway past the golf course as well as at St Peters (with the new bridge in a northern-western location)</li> </ul>

<b>Feedback Reference Number</b>	147
<b>Name</b>	G Warren
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Nothing
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Surely there must be other options.
<b>5. Any other feedback?</b>	This needs to be actioned ASAP and done properly, with increasing population wanting .... St Peter's School to me seems to be ideal.

<b>Feedback Reference Number</b>	148
<b>Name</b>	Gaby Douglas
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	I prefer the position of a bridge in option A with the alternative transport choices in option C.
<b>2. What do you like about option A?</b>	the position of the bridge
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	better public transport connection into Hamilton
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	The timeframe is far too long for this, it is in no comparison to the growing spread of Cambridge.

<b>Feedback Reference Number</b>	149
<b>Name</b>	Gareth Davidson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	None of it, your are literally planning to run a bridge through our property and made out like this was taking place in a country area, [REDACTED] to members of the public whose homes will be directly affected. Originally this was meant to be placed near st peters, which actually makes sense to divert traffic to te awamutu without coming through town....instead you are planning to place this so close to the existing bridge, its literally pointless. [REDACTED].
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	[REDACTED]. You are planning to drop the value of our property by running a bridge through the historic part of Cambridge including adding significant noise pollution to an otherwise quiet and minimally disturbed part of town. You never once made this clear to the public that this would be placed as close as dick street otherwise im sure other members of this town would have said this was a stupid idea. Any information we found related to placement closer to st peters, not in the middle of town, that is literally pointless. [REDACTED] to home owners, you will be lowering our property value and the only way we knew about this was due to a concerned neighbour telling us for the first time this was happening. [REDACTED]
[REDACTED]	You guys need to do better. This will drop the value of our home, so I now need to know who will be reimbursing home owners for this drop in value? [REDACTED] [REDACTED]

<b>Feedback Reference Number</b>	150
<b>Name</b>	Gareth Sawyer
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>We are emailing to absolutely oppose and say NO to options B and C of the Cambridge connections plans. They are poor poor examples of city planning and future proofing. It really makes me scratch my head about who was planning these and who thought these were ever a good idea....just like whoever thought turning Wilson street into a one way street would help in anyway at all....do the people making these plans actually live in this town or do you contract out the work to companies that have no clue what it's like actually living here day to day, because if they did then you would know turning Wilson street one way will only add to congestion around town and make things worse long term.</p> <p>██████████ by trying to turn Duke street one way past the primary school a couple years ago, people were so ██████████ you ended up paying to remove all the infrastructure you put in in the first place. No you are trying to push even larger, more ██████████ and more negatively impacting plans through that could blow up in your face 10x vs the Duke street debacle. You must contract out planning to businesses out of town, that's the only answer that makes sense for such poor planning, however if your town planners or the people responsible for these plans are local then they need to ██████████ because they are ██████████ for this town, it's future or members of the public, especially home owners. But I'm not here to complain about Wilson street, as stupid as that plan is, I'm here for something far larger and even more idiotic....plans B and C of the Cambridge connections plans 🙄🙄🙄 Both options B and C of the Cambridge connections plan are utter garbage, they ruin a historic quiet part of Cambridge around the dick st, grey st and alpha street area. This area is a part of adds to what makes Cambridge great/historic and now you want to put a large, noisy traffic bridge in, only to move the exit location 400m down from the existing bridge....that is moronic!</p> <p>Why spend all this money, ruin a part of historic Cambridge, lower our property value and all to move a bridge a few hundred metres,...yet barely divert traffic and still bringing all that noise and congestion right into the city limits.</p>

Feedback Reference Number	150
	<p>The only option in these plans that make any sense is option A. This actually makes an effort to divert traffic and install a bridge where it comes out with access to Te Awamutu..... This is the plan you sold to members of the public and what everyone surrounding us thought would happen. But now you introduce 2/3 of the plan that vary wildly and are a [REDACTED] plan, no one including us ever thought that was a possibility. This is another reason people feel blinded sided by council.. [REDACTED] decisions trying to be pushed through without people knowing.</p> <p>Now our neighbours have got together to warn us about these disgusting options in B and C for future plans, because they are like us and know this is a [REDACTED] for Cambridge and it's future. I also need to know how the drop in our property value is calculated due to this bridge if it goes ahead in the proposed areas in plans B and C. Ruining the quietness of our neighbourhood by diverting the majority of 5 o'clock traffic over a bridge within 200m of our home will 100% lower the value and if you proceed with this. Someone needs to be accountable for this purposeful drop in price.</p> <p>[REDACTED] You make promises that sound ok, then you shift the goal post and now instead of a bridge going across unused farmland on the outskirts of town. You instead have 2 out of the 3 plans showing an absolutely idiotic town plan with a bridge located where no members of the public thought it would ever be going. Then you ask for feedback on these options. Yet provide no information on them or show any locations in print outs. People have to go and search this out online to find anything and you do this hoping people won't look and then push through these stupid plans without their knowing. Are you getting kickbacks, because this is the only thing that makes sense to ever think these plans B and C were remotely logical.</p> <p>If you actually made it clear this is what you are trying to do only to spend millions to move a bridge a few hundred metres closer then the majority of the public, like everyone on our surrounding blocks would be [REDACTED] just like we are. Stop making stupid plans that ruin people's property value and trust in council. Stop being so [REDACTED] and moving the goalposts for the worst. Do better with your town planning, all 3 options [REDACTED] but options B and C and an absolute [REDACTED] and you need to do better. As a homeowner who will be directly impacted negatively by this I now need information on when a decision will be made and how we can dispute this further if you are trying to proceed with option B or C. Also I need information on how the drop on property value is calculated, due to your traffic bridge installation, because I will not be taking the hit financially for your poor town planning?? [REDACTED]</p>

<b>Feedback Reference Number</b>	151
<b>Name</b>	Gareth Wulf-Robertson
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>This will enable good traffic flow.</p> <p>Unless there is good, regular, and affordable public transport, the majority of residents — not just of Cambridge but of Waipa District — are reliant on motor vehicles. This is the reality of the modern world until such time as genuinely effective alternatives become widely available and thoroughly accessible.</p> <p>I am also deeply concerned by the emphasis on cycling and walking, given that Cambridge in particular has a large number of retirement homes and thus a significant aged population.</p>
<b>3. What do you like about option B?</b>	Nothing, frankly.
<b>4. What do you like about option C?</b>	Nothing.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I think we need more public transport (this is frequently more efficient and eco-friendly than private vehicles and vastly more accessible than cycling or walking, especially for the elderly and disabled), and roads that provide free movement of motor vehicles.</p> <p>I believe that the emphasis on walking and cycling is healthy and eco-friendly, but walking or cycling to commute or shop is simply infeasible for the majority of people.</p> <p>Especially, reducing traffic access in favour of cycle paths is ableist toward those who struggle with mobility. In many situations, providing footpaths of decent width would be adequate for many cyclists and pedestrians, and would be preferable to restricting the width of existing roads.</p>



<b>Feedback Reference Number</b>	152
<b>Name</b>	Garry Thomas
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>Improving Walking, cycling and public transport is only going to help the minority. I live at 89 Shakespeare St and during the school holidays you have no congestion at peak hours. During school terms you have congestion in the mornings 7.45am - 8.45 am then between 3.30pm - 5pm lower Shakespeare St between Fergusson Bridge and Cook Street intersection. Removing roundabout and replacing with light intersection would improve flow at peak times.</p> <p>You specify safety improvements where Thornton Rd meets Albert St at top of the hill. best suggestion for safety and help traffic flow is to have no right turns right into Thornton Rd and also no right turns off Thornton Rd down the Albert St hill. This would greatly improve the problem area of traffic congestion at the other end where Thornton Rd meets Victoria St plus traffic turning right into Thornton Rd hold up traffic unless it was double laned going into Albert St over the brow of the hill.</p>
<b>2. What do you like about option A?</b>	Widening of Victoria Rd and Albert St with a wide median strip up the middle to allow for turning bays at each intersection to turn right without holding up traffic from behind. Lights at Cook and Shakespeare St.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Double lane between the 2 roundabouts on Victoria St / Hamilton Rd and Queen St on the eastern side only to improve traffic flow heading into town centre or with the opportunity to turn left at Queen St to Carters Flat area heading to Leamington. This can be created by removing the angle parking either side of the trees, as the businesses along there have their own off-street parking in place.</p> <p>Enforce Waka Kotahi to introduce the turn left onto the expressway at the top of the Golf Course hill as it will definitely take away most of the heavy traffic from the town centre, especially once you put in a roundabout at the bottom of the Queen St hill intersection with Albert St. Because it will slow the trucks / tankers down turning left up the hill putting it into the too hard basket so they will take the Express Way route when they are travelling to the Fonterra factory or north.</p>

<b>Feedback Reference Number</b>	153
<b>Name</b>	Garry Thomas
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Everything. There is minimal disruption to existing infra structure in creating arterial routes on both sides of the river to the new bridge. Plus, it is directing the heavy traffic away from the town area, also future proofing for the proposed development of the Kaipaki - Te Awamutu Rd and Lamb St future subdivision growth areas. Also, you are carrying out some existing road widening to assist with any future cell growth development leading from other areas leading into the central town area.
<b>3. What do you like about option B?</b>	Nothing at all either. It isn't much different to Option C. The only difference to Option c is it doesn't include street scape improvement of Victoria St, which I think is a waste of money looking ahead for the next 5 to 10 years.
<b>4. What do you like about option C?</b>	Nothing at all. It won't solve any of the problems we have now. It just transfers any current congestion to another area and still leaving some traffic congestion in existing areas. Plus, there will be too much disruption on the Cambridge side of the river forming arterial routes to the new bridge.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	Hitting NZTA up to fund the much needed on ramp to the Expressway at the top of the golf links hill to travel north. That will help with the Cambridge CBD traffic flow also especially heavy vehicles.

<b>Feedback Reference Number</b>	154
<b>Name</b>	Garth Sawyer
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>[REDACTED]</p> <p>I saved for years to buy our first home and we managed to get it in a dream location. Now because of your plans I'm stuck between a rock and a hard place. Of keep it, have the property value drop significantly and ruin all quiet aspects of our neighbourhood...or sell...but the thing is I don't want to do either, and I would never ever consider selling, if I wasn't being forced by you the council and your poor plans, making me have to consider this. Thats disgusting that your poor planning could literally make me sell my house, when I don't want to move at all....but there's no way this is the same house after the main traffic bridges runs literally overhead.</p> <p>Back to this meeting asking for feedback from the public, we attend, [REDACTED]</p>

Feedback Reference Number	154
	<p>You state in this email that the "preferred" option runs through people's property. [REDACTED] believe it or not, it's statements like this, that [REDACTED] people off more. It should never have become a preferred option without members of the public knowing prior, that [REDACTED] is [REDACTED] and is behind our backs. Even despite the overwhelming response and disappointment of the public, that this is [REDACTED]...yet this is still being called the preferred option...well that doesn't make sense, if the public literally says the opposite...clearly not preferred then huh!...oh let me guess, all these stakeholders, who most likely stand to gain some sort of financial benefits from this made it the preferred option....well believe it or not, the views of the public and people who actually live here are what should matter!</p> <p>There are around 100 houses effected by plans B and C and yet 500+ people showed up to voice their [REDACTED] in these plans and in council, that shows the town is not alone in their anger with these plans.</p> <p>When are you going to start doing better by the members of the public. It's clear the only preferred option should have been option A which was running through a green belt and didn't disturb existing houses, this is what was sold to all of us as the public...either that or just run a bridge next to existing high level bridge which has already accounted for this traffic/noise/displacement....you know you might as well since you wouldn't have to pay for 3 separate plans, geotech reports and surveying...like that actually makes fiscal sense, but we wouldn't want to make fiscal sense now would we WAIPA council....its all about cycle ways that no one uses, because [REDACTED] has far to much pull with you the council! Also since ya know this isn't a 3rd bridge. Just a replacement for the high level bridge....also another area that you were being [REDACTED] and ambiguous literally still even now...because everyone supported adding a 3rd bridge...a 3rd traffic option, very little knew you were actually just shutting one bridge and bringing in a replacement aka 2nd bridge not 3rd traffic bridge. [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>Now please remember, this is not all feedback, I have actual questions that I not only want, but need answered. So please actually reply and tell me what will happen when our property value drops if you proceed with options B or C!</p>

<b>Feedback Reference Number</b>	155
<b>Name</b>	Geoff Boxell
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Talk to residents rather than [REDACTED] who has no concept of what those who live in Cambridge want or need,
<b>2. What do you like about option A?</b>	[REDACTED]
<b>3. What do you like about option B?</b>	[REDACTED]
<b>4. What do you like about option C?</b>	[REDACTED]
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Talk to residents

<b>Feedback Reference Number</b>	156
<b>Name</b>	Geoffrey BOXELL
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	It gives preference to the most common way of getting around - the older you get the less you walk long distances and Cambridge is getting quite large.
<b>3. What do you like about option B?</b>	Few use bicycles so I don't like it.
<b>4. What do you like about option C?</b>	Few use bicycles so I don't like it.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Just listen and for once actually listen to what your ratepayers are saying rather than letting your vanity project driven bureaucrats waste ratepayer money on things they don't want.

<b>Feedback Reference Number</b>	157
<b>Name</b>	George Hill
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	I like the roundabouts or signalised intersections on Albert St and Thornton Rd, and Cambridge Rd/Vogel St
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I live at 27 Alpha St and am concerned that a new bridge will result in trucks and north-bound vehicle traffic passing through residential parts of Cambridge. For example, at the moment trucks heading north of Cambridge from Te Awamutu and further south cross the low level bridge, then travel along Carters Flat and Victoria St to get to the Waikato Expressway. A new bridge close to town could route them through otherwise quiet residential areas.</p> <p>Its a shame that there is no access to the Waikato Expressway for north-bound traffic near the Cambridge Golf Course.</p> <p>Any planning for a new bridge needs a thorough analysis of the destinations of various traffic flows, and the extent to which traffic is passing over the existing two bridges from or to the Waikato Expressway in transit to destinations beyond Cambridge.</p>

<b>Feedback Reference Number</b>	158
<b>Name</b>	Gill Day
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing at all to like!
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>I cannot understand why planners would even begin to look at a third bridge close to the CBD. It also isn't a third bridge, it is replacing a bridge for traffic which leaves two bridges for traffic, not three.</p> <p>Why would planners contemplate putting this bridge in an area where there is a retirement village and where there are existing houses and near a primary school. The alternative area by St Peters is currently underdeveloped and surely easier to plan for a new bridge in an area with little housing to have to purchase/remove.</p> <p>The Council have spent a lot of money putting in traffic lights and speed bumps down Hamilton Road to slow the traffic between two big retirement villages and in future a school. This new plan ensures traffic will always be going between the villages, (and in time a lot more traffic) instead of diverting Leamington and Te Awamutu traffic BEFORE the villages and school.</p> <p>Cycle paths are currently underway (at no doubt a huge cost) to encourage more cycling and less cars coming into the CBD and to ensure kids can safely cycle to school, so the irony is that the comment was made that we need this bridge where it is so kids can be picked up from school by car!!!</p>



<p><b>Feedback Reference Number</b></p>	<p>158</p>
<p><b>5. Any other feedback?</b></p>	<p>No consideration has been made for the families who live in the area who will have their property devalued (but no reduction in rates either) when prospective buyers find out there are plans for a bridge in the area.</p> <p>No consideration in this plan for an on/off ramp at Tirau. This should be an important part of the plan to take traffic away from Cambridge CBD but nothing at all in the 30 year plan!!!! If this was done this may very well reduce the traffic significantly.</p> <p>In the plan is twelve sets of traffic lights which halts traffic and causes backlog.</p> <p>We have been travelling and say we're from Cambridge. Comments are that it is such a nice place and lovely village. This will not be the case, the character is not being kept and there seems to be no interest in keeping it. Cambridge becomes just another busy town with traffic congestion.</p> <p>Out of interest, do the planners live in the central Cambridge area at all? Is this plan based on travel modelling done by people who don't live here and couldn't give a toss about how locals feel about it.</p>

<b>Feedback Reference Number</b>	159
<b>Name</b>	Gillian Gorski
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	We would be in favour of using the Matos Segedin estate as an option to Vogel/Hall St. Even so, people lives and property will be impacted, which is sad.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	As a resident, along with my daughter and son-in-law, I am [REDACTED] at the Option C. Yes, we need a third bridge! But not at the cost of losing the quiet surrounds of the green belt. One of the buying decision as to why we chose Marlowe Drive. We love the re-wilding and planting enclosing our neighbourhood. Thanks to the Cambridge Tree Trust for all the years of re-greening Cambridge.
<b>5. Any other feedback?</b>	We hope Council has a respect for all Cambridge voters, and keep an open discussion via news and Facebook outlets, to avoid speculation and frustrat5ion. We voted for this Council. Please inform people of the other bridge options. I love Cambridge!

<b>Feedback Reference Number</b>	160
<b>Name</b>	Gillian Murdoch
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	We need 3 bridges. All of these options close Victoria St bridge and crest one new bridge. How will this improve congestion??  Great to improve traffic around Cambridge. I like the idea of Victoria st being pedestrian, but concerns about the impact this will have.
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	161
<b>Name</b>	Gina Woodfield
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Focus on moving vehicles to expressway and away from suburban roads. Using existing traffic corridors.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	The "in town" bridge proposed in options B and C intersects with our home, and we oppose that location. It has introduced uncertainty around the future zoning of our land and will immediately impact property value. The area proposed for the "in town " bridge covers a historic area of Cambridge with a huge number of heritage and historical homes and villas. It is one of the special original parts of Cambridge, and should be left as it is. The bridge would introduce heightened traffic levels, noise pollution, and congestion to the special character neighbourhood. the decision to place a new bridge within our established residential neighbourhood conflicts with all long term plans for Cambridge growth, and the recent cycleway upgrades in our area. It does not utilise greenfield areas or established traffic corridors, which are both pragmatic alternatives. We are not aware of any prior communication or dialogue with our neighbourhood about this proposal.

<b>Feedback Reference Number</b>	162
<b>Name</b>	Glen MacWilliam
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Everything.
<b>5. Any other feedback?</b>	Option A is my preferred option.

<b>Feedback Reference Number</b>	163
<b>Name</b>	Glenda Rodger
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>Only option. At this stage no homes yet built but its not easy out of town as town is heading that way now.</p> <p>Gives direct access to road heading to Hamilton.</p> <p>Keeps traffic out of central town area.</p> <p>Keeps the character of town as it is and should be.</p> <p>Improves the congestion on both Hamilton/Cambridge Road and Victoria Street.</p> <p>Low level bridge gives Leamington side access to town.</p> <p>Duke Street access will need to be upgraded, especially heading to Leamington</p>
<b>3. What do you like about option B?</b>	<p>Even worse as money has just been spent making this a cycleway and halving the road.</p> <p>Aging population live in this area. Where do they go.</p> <p>Still causes congestion.</p> <p>Already have low level bridge.</p>
<b>4. What do you like about option C?</b>	<p>Nothing, as it still congests the town.</p> <p>I use Queen and Alpha Street slot to go to town. How can I now safely go to town without having to cross a major rode.</p> <p>This affects residential area that has been there for years.</p> <p>Ruins the character of the area</p> <p>Money already spent on closing access into these roads from Hamilton Road.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Open back up second road on Victoria Street.</p> <p>Better access from Thornton into carters Flat. Leamington people who don't need to go into town can access Leamington this way.</p> <p>Upgrade and use roads that connect to low level bridge.</p> <p>With town in 20years being right out to Velodrome that is best place for bridge and it isn't too far out of town both for Cambridge and Leamington residents.</p> <p>Leave the inner town alone. You've already made a mess of it with closed entry into streets that people still use illegally. Cambridge West has so much character and wild life. It's what people love about Cambridge.</p> <p>Don't destroy it.</p> <p>Also with growth of Cambridge small shipping outlets are going to have to be built as well as a Supermarket out of the central town. Use common-sense.</p>

<b>Feedback Reference Number</b>	164
<b>Name</b>	Gordon Hughes
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>The future of the High Level (Victoria) Bridge</p> <p>The Bridge is suitable for light vehicular traffic and cycling and pedestrian traffic. I am aware that in my term as Borough Engineer that the occasional heavy vehicle crossed the bridge and that this continued until the late 1970's or early 1980's. At that stage, I was involved with some design inputs into the physical steel barriers that were erected.</p> <p>In my professional opinion, the Victoria Bridge has an indefinite life for vehicular traffic, subject to regular cleaning painting and maintenance.</p> <p>Painting is required every 20 - 25 years depending on the paint system and extent of washing and cleaning carried out.</p> <p>I understand that that the current concrete deck needs to be replaced in about 20 years. A new deck design should incorporate measures to ensure dirt from the pavement is collected and discharged clear of the bridge steelwork.</p> <p>The deck width may be able to be improved by using modern high strength lightweight materials including high strength steel and/or carbon fibre composite material when the concrete deck is replaced in the future.</p>

<b>Feedback Reference Number</b>	165
<b>Name</b>	Gordon Searle
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Not sure, show me a blown up map of the proposed site that I can easily decipher, everything I have seen is to small to understand.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	



<b>Feedback Reference Number</b>	166
<b>Name</b>	Grace Wilcock
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Option A is the most westerly. The gap between Te Awa Retirement Village and St Peter's School. Traffic could exit the Expressway at the Cambridge West off ramp to access the Leamington side of Cambridge and Te Awamutu without entering central Cambridge. However this may already be compromised by the St Peter's School development. The gap between Te Awa Retirement Village and St Peter's School.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Options B & C will add to congestion, pollution and still not solve the current issues facing central Cambridge. The funnelling of traffic along Victoria Road, an excess of traffic lights, congestion, noise and fumes through residential areas will be increased. Council and stakeholder need to rethink this project. An answer is required for now as well as for the 30 year plan. I thank Council for the opportunity to give feedback and look forward to future workshops, meetings and the public submission process.

Feedback Reference Number	166
<p><b>5. Any other feedback?</b></p>	<p>The options presented by Council mix two of the major issues facing Cambridge now and in the future; local traffic and access for through traffic which cannot access final destination from the Expressway.</p> <p>A bridge crossing the Waikato River has been on the agenda for some time. However the location/s previously suggested were near St Peter’s School from Kaipaki Road/Mystery Creek. This would give traffic the option to approach Cambridge CBD from the Leamington or the Hamilton side; lessening the movements through the high street. Growth in Cambridge is expanding rapidly in all directions without a clear vision for the future. Developers are putting in infrastructure for their sites but with little regard for how areas fit together. Council needs to have a clear ‘town planning’ guide for the future; one that does not lose any of the green belt.</p> <p>Traffic from the Expressway, Hautapu, Matangi and Morrinsville converges at Victoria Road creating frequent tailbacks through residential areas. Combined with road design changes most local traffic is now forced to join through traffic; creating even more congestion.</p> <p>How did the Cambridge Community Board communicate with local residents prior to bridge options offered being decided upon? As residents are not considered to be stakeholders this a crucial aspect in this feedback process.</p> <p>Additional feedback: 20/05/24.</p> <p>This feedback is in addition to the one I made in March 2024.</p> <p>Council has to now include in its deliberations the possible changes for public transport. The likelihood that Waikato Regional Council will be in control of funding and routes for the region. Also any decision has to consider the Metro Spatial 100yr Plan. Both of these plans also need be made public at workshops and community board meetings.</p> <p>A bridge crossing the Waikato River has been on the agenda for some years. However, options for a route have already been compromised by consented developments. So a location for the bridge should not be taken off the table; but given greater consideration now. The greenbelt and existing housing needs to be protected; so retaining Cambridge’s character.</p> <p>The Victoria Bridge should not be closed to traffic at the current time. Council should instead give consideration to a new bridge just for pedestrians and cyclists. A bridge similar to the bridge at Horotiu across the Waikato River. This bridge was cost effective [\$2.4m] and won global awards for its design. It is not an eyesore, and neither does it compromise the surrounding area. It could cross adjacent or near the existing sewage pipe. Such a project would not need a 20 year timeframe. A proactive avenue for Council to take; as it could be a way to advance a gradual change to movement around Cambridge.</p> <p>A solution for through traffic using the high street needs to be found.</p> <p>Council and all stakeholders need to rethink this project.</p> <p>I thank Council for extending their timeframe to allow more feedback. I look forward to future workshops, meetings and the public submission process.</p>

<b>Feedback Reference Number</b>	167
<b>Name</b>	Graeme Hooker
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>Having a new Bridge to the West of town compliments the current low bridge to the East of town , couple this with On and Offramps on Expressway at Tirau road.</p> <p>Current housing growth on both sides of the river is to the West.</p> <p>Would remove all current through traffic from the centre of town</p> <p>More Hamilton and beyond commuters are looking to make Cambridge their home.</p> <p>This must be our best option and utilise the current vacant residential land on both sides of the river.</p>
<b>3. What do you like about option B?</b>	<p>Much the same as Option C with all of the same traffic implications , Not an option.</p> <p>Increased public transport is all very nice but people will not give up their cars to drive to their various destinations , be it local or Hamilton.</p> <p>Do it for schools and you may make some gains on children being dropped off and picked up</p>
<b>4. What do you like about option C?</b>	<p>Who has deemed this the preferred option? You talk about stakeholders but where have your Ratepayers had any initial input before you came up with these options?</p> <p>You are continuing to keep all traffic in the centre of town and doing your best to ruin beautiful urban neighbourhood streets !</p> <p>Too many traffic lights , you are going to gridlock town and Ruin a wonderful country town!</p> <p>Your so called traffic study on movements seems flawed as currently there is a steady stream of traffic in both directions through town and out to Hautapu and the Expressway.</p> <p>You need traffic counters at every intersection from both current bridges to Hautapu/Expressway to accurately gauge where current traffic is going.</p> <p>This choice is Not an option.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Your First option should be to have built asap new On and Offramps to the Expressway at the eastern end of Tirau Road.</p> <p>This would eliminate a lot of Leamington , Te Awamutu and beyond car and truck traffic from having to come through the centre of town as they currently have to do.</p> <p>This would be the quickest way to get things started and immediately impact on Cambridge township traffic movements.</p> <p>Lobbying the Government for this should be ongoing as a matter of course</p>

<b>Feedback Reference Number</b>	168
<b>Name</b>	Graham Plews
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	In my view, this is the only option proposed. It effectively forms a ring road and avoids through traffic in town. It also avoids noise and air pollution closer to the town and ruining the lives of many established residents who are already settled closer to the town. Furthermore, the current ground work and residential development to west of the town (near to the velodrome) seems to be the obvious choice considering the afore mentioned points.
<b>3. What do you like about option B?</b>	As option C.
<b>4. What do you like about option C?</b>	Nothing apart from the objective to enhance walking, cycling and public transport - but this and option B are my least favourite solutions.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Option A combined with improved public would further reduce the volume of transport in the town. Even a 'Park and Ride' could be considered as we see in many UK towns. Restricting the high level bridge to cycling and walking would potentially reduce vehicle traffic in the town further. Lastly - the Pope Reserve should not be touched apart from to preserve and enhance it.

<b>Feedback Reference Number</b>	169
<b>Name</b>	Graham Plews
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Good to relieve congestion through the town centre and on the high level bridge
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Nightmare option for residents who live in the area of the proposed site - noise, pollution, safety, property desirability and values to name but a few. Looks ridiculous when there are other much less intrusive, even greenfield, options.
<b>5. Any other feedback?</b>	All residents in the area around this proposed site would seriously urge a rethink especially on options B&C

<b>Feedback Reference Number</b>	170
<b>Name</b>	Graham Scott
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I have taken the liberty of sending it directly to the councillors I know personally, because the cynic in me always wonders if public consultation is just a box-ticking exercise! 🤖</p> <p>To summarise my thoughts: I went to a presentation by Nathan a couple of weeks ago. We were told the problem is congestion and poor transport choices. And that the answer is another bridge and more roading! This will just move the congestion to another part of town which is currently quiet. The real answer is less cars. Why not use the current congestion to make the alternative transport choices attractive? (More suggestions in the attachment) This is a chance for Waipa to be seen as a leader in this area. Let's look further afield to see what else can be done If we keep asking roading experts, they will come up with roading solutions Another bridge might be decades away. (Waipa can't afford it and Waka Kotahi has other priorities) Wouldn't it be cool if we didn't need another bridge because the congestion problem had been fixed by thinking differently!</p>

<b>Feedback Reference Number</b>	171
<b>Name</b>	Graham Scott
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	I love the idea of less traffic and encouraging more bikes and walking in the main shopping street of town. (During the Covid lockdown, cycling and walking through the streets of Cambridge was a fantastic experience.) A pedestrian precinct in the middle of town really appeals! The opportunity to be New Zealand (World?) leading in giving back our town to pedestrians and cyclists.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	

Feedback Reference Number	171
<p><b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b></p>	<p>The presentation said the problem to be solved is congestion and poor choices of transport, both of which lead to increased emissions. If these things are the problem, then it is hard to see how a new in-town bridge will be the answer. It will just move the congestion into a different part of town. One which is currently relatively quiet. More roads just move the congestion bottleneck to a different place and/or encourage even more cars. (Think the initial 2 lanes each way on Auckland's harbour Bridge). The solution is less cars, i.e. better transport choices, rather than more roads. So, how do we get people to walk, bike or use public transport? There is a certain percentage of the population who will use public transport if it is available. However, I suspect the majority will need to change the habits and attitudes of a lifetime. There needs to be a significant benefit to using public transport and that will come from barriers to using cars. The best way to change these habits and attitudes, is to do it when congestion is at its highest. Can we run some experiments before a new bridge is built? Here's some half-baked ideas to create new habits:</p> <ul style="list-style-type: none"> <li>• Get the proposed bus services going now to create the new habit and see what effect it has on congestion. (There will be a cost, but it's probably less than the interest bill on the proposed changes).</li> <li>• Use minivans rather than buses for public transport so they can still use Victoria bridge (until it closes).</li> <li>• Introduce electric hire scooters and bikes into Cambridge, with drop-off points at either end of Victoria bridge. (Until it closes and is safe again for bikes!)</li> <li>• Put a toll on the Victoria bridge to pay for all this.</li> <li>• Put a congestion charge in town</li> <li>• Make parking in town prohibitively expensive</li> <li>• A tram service over the high level bridge and up the main street</li> </ul> <p>And how do we get people to use bikes and scooters?</p> <ul style="list-style-type: none"> <li>• More bike racks and e-bike charging stations in town.</li> <li>• Lockable areas for employees</li> <li>• Smooth roads and ramps. (I know a lot of this is already underway.)</li> <li>• Some way of stopping "Helmet hair" which I have heard is one reason some men and women don't like biking, especially to work.</li> </ul> <p>Details: It is too early in the process for details, but these things need to be taken into consideration:</p> <ul style="list-style-type: none"> <li>• How do we deal with Hamilton traffic? My understanding is that Victoria Rd was supposed to be the preferred way to reach the bypass. However, with the number of traffic lights and roundabouts on this route, Hamilton Rd is significantly more convenient for a lot of people. A bridge closer to Hamilton Road is likely to cause even more traffic through there. (A northern on-ramp out by the golf course would perhaps fix that.)</li> <li>• How do residents on the west side of the proposed bridge and link roads get into town on their bikes or by walking? How do we ensure their safety if they have to now cross a major new road?</li> </ul>



<p><b>Feedback Reference Number</b></p>	<p>171</p>
<p><b>5. Any other feedback?</b></p>	<p>If the problem is congestion, and the solution is less cars, then what can be done, apart from more roading, to fix it? • There is a noticeable change in traffic volume during school holidays. What could the schools, especially Cambridge High, do to discourage car use and encourage cycling, walking, buses or at least car-pooling? • If supermarket shopping is a reason to cross the river, then what incentives can be offered for Leamington people to try internet grocery shopping? Or use the Fresh Choice supermarket in Leamington? We can see the impact on Queen St/Vogel St. traffic with all the roadworks on Bryce St and the changes made to the Hamilton Rd intersections with Hall St. and Gray St. How much worse will it be if a bridge is even further west than the Victoria Bridge? I assume traffic flow behaves similarly to the flow of work through a business. As volume rises more work/cars can flow through the system until you reach a tipping point where the increased volume causes flow to slow down again. Backing off the volume a small amount allows the flow to increase again. Is removing the 20% Hamilton traffic enough to increase flow? In that case, the “out-of-town” is not an expensive rat run for a few, but a solution for all. It feels like we have given the congestion problem to roading experts, and they have come up with a roading solution. Has the congestion problem been given to experts with a different perspective?</p>

<b>Feedback Reference Number</b>	172
<b>Name</b>	Grant Haworth
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Wrong place - why would it not be placed nearer to the sewage bridge where the connection to the te Awamutu rd and Vogel street away from town centre would be more suitable The proposed plan c bridge would be close and nearby to the high level bridge ?
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	173
<b>Name</b>	Greg Harris
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	I like the idea of the bridge being located out of town
<b>3. What do you like about option B?</b>	Not much
<b>4. What do you like about option C?</b>	Only the fact that the high level bridge will be pedestrian and cycle only
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Yes as well as having the second bridge somewhere out of the housing , there should be an on-ramp going north on the expressway, this should be a proper interchange, Also keep up the good work with all the cycleways and flat crossings for mobility scooters and wheelchairs

<b>Feedback Reference Number</b>	174
<b>Name</b>	Greg Harris
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I like the idea of parts of Victoria st being closed off to cars like Cuba mall in Wellington
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Nothing much to dislike Cambridge needs public transport, though I would prefer the bridge didn't direct traffic through town
<b>5. Any other feedback?</b>	I can't remember if I answered this before but I would prefer if the new bridge was out of town so commuter traffic was diverted away from the town and residential

<b>Feedback Reference Number</b>	175
<b>Name</b>	Gregory Harris
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Hi wdc I am commenting not so much about the bridge as I am sure you will sort that out one day.. more about the town as it is progressing, I like what is being done with the new street designs with new pathways , I also wish that grey street hall st that you made one way exit only , that you Close these streets permanently, I say this because people still turn right from these streets and still turn off Hamilton rd into these streets ignoring the restrictions, also remove the pedestrian crossings in Victoria st in town and replace them with traffic lights pedestrians are constantly just flowing out on to crossings and cars and other vehicles can't move it banks traffic up all the way from the duke st to queen st..

<b>Feedback Reference Number</b>	176
<b>Name</b>	Gregory Harris
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	<p>Hi Cambridge connections                      I really like what you have done so far..                      Model C looks fine but if a new bridge is going to be put in it should be out of the town green belt..                      Also if there was an on ramp at Tirau rd the need for another crossing wouldn't be so great.                      I know most people don't fill in surveys and that is because they are happy to give the team free reign                      Greg Sent from my iPad</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	177
<b>Name</b>	Gregory Pomeroy
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Controlled and reduced parking in the CBD will restrict parking options for people employed around town. Close proximity to residential and aged care residents. Removal of historic homes and homes that have recently been built. Removal of historic trees that have been a feature for many years.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	178
<b>Name</b>	Gretchen Bosacker
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	It's comprehensive and de-emphasizes car traffic. More and safer cycling and walking routes will improve traffic, parking and activity.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	It would be nice to have a small bus inside of Cambridge that did a 20-minute loop around town. I'd really like to see more speed humps, especially on long roads like Bryce Street and before roundabouts, particularly on Norfolk Road.
<b>5. Any other feedback?</b>	I appreciate very much the work you're doing. Naysayers are quite vocal in Cambridge, but there are many of us who value safety and active transportation. I have no opinion about a third bridge but wonder, after seeing the difference between traffic on school days and school holidays, if either school buses, better bicycle routes or city buses would help improve congestion and allow more time before another bridge is built. Thank you for taking care of us.



<b>Feedback Reference Number</b>	179
<b>Name</b>	Hamish Moore
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	The focus needs to be on creating a pathway for traffic to get through Cambridge without going through congested areas; perhaps additional consideration should be made to a "ring road" styled option. How much of the traffic is trying to go "through" as opposed to how much is heading into town? For Example, the morning commute is most likely a large amount of traffic going "through" Cambridge to get to Hamilton.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The new bridge location is too close to the congested section of town; Option A has a superior location. The goal needs to be diverting congestion away from busy areas. Too many new sets of traffic lights; it seems like building a 4 lane highway for 2 hours a day. How much of any given period is the traffic in a state that requires a large capital expenditure such as lights at intersections throughout leamington and carters flat. If you want to improve safety create a passage cars can travel through away from the shopping areas; most people don't want to drive past the shops they want to get to work.
<b>5. Any other feedback?</b>	Option A is my preferred option.

<b>Feedback Reference Number</b>	180
<b>Name</b>	Hannah Hopkins
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Too many traffic lights. This creates a stop start style of travel.                  You have focused too much on residential folk and them walking or cycling.</p> <p>Do not forget the rural community - they cannot cycle or bus to get their supplies, so do not make our biggest industry suffer anymore.</p> <p>Too many traffic lights. This creates a stop start style of travel.</p> <p>The high level bridge into town cannot be closed to traffic until a 4 lane new bridge is installed.</p>
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	181
<b>Name</b>	Harry Baxter
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Bridge to the west of town so Leamington to Hamilton/Northbound traffic isn't in the urban areas as much
<b>3. What do you like about option B?</b>	Almost as good as C
<b>4. What do you like about option C?</b>	Enhancing other travel modes and making Victoria Street less clogged with private cars
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	A form of pedestrianisation of Victoria Street from the town hall to the high level bridge should be the primary long term goal in my opinion.

<b>Feedback Reference Number</b>	182
<b>Name</b>	Hayden Woods
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Refer to 3.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Refer to 3.
<b>5. Any other feedback?</b>	<p>Firstly, I do not as a ratepayer condone or approve of my rate funds being used for this undemocratic bias submission process, it is absolutely disgraceful.....nothing about it is honest, transparent, or professional.</p> <p>Secondly, whilst Cambridge does need a bridge from the growth forced upon it by elected council and Waipa district council all without public consultant I might add - the district simply CANNOT afford it at present as a direct result of the fiscal irresponsibility by council (Reference: Audit &amp; Risk Report March/ June; Pages 24/25 respectively).</p> <p>Thirdly, what's the point of having a 'third' bridge when council is ONLY going to have effectively two bridges to accommodate motor vehicles.....Cambridge needs three motor vehicle bridges not two if planning ahead, and like point (2.) we can afford it.</p> <p>Fourthly, WDC has been since lobbied 2014 on having a collector and local bus service, to provide efficient, environmentally friendly, affordable, all weather transportation across all forms of demographics - simply not provided by cycling, or walking pushed by WDC, and a mere fraction of what WDC has wasted time and money on when advised by WDC staff last June 2023 if I recall that all cycle ways nationally were under achieving, informs that WDC has appeared to have ignored especially in these austere times.</p>

<b>Feedback Reference Number</b>	183
<b>Name</b>	He Yuan
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	None.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	More expensive to build the bridge. Not taking any traffic pressure in town, it will destroy some 100+ years housing characters of Cambridge.
<b>5. Any other feedback?</b>	Option A is preferred.. Reduce traffic jam in town, and cheaper to build...

<b>Feedback Reference Number</b>	184
<b>Name</b>	Heather Lens
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>Considering that this option seems to require the removal or obvious devaluation of many residents homes and that the introduction of a new bridge through heavily settled and historic town land (many properties are 2 per section), I do not like this proposal at all. You will be having a catastrophic effect on some of the lives of the local people you are representing.</p>
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<ol style="list-style-type: none"> <li>1. That where the bridge is proposed is a well settled neighbourhood with many families and mature people who expected to have peaceful life in the home of their choice. No doubt some homes will need to be removed from the area and, for those left in the area of the new bridge, there will be uncertainty regarding future zoning of our land. I think you will struggle to find anyone in this area who is the slightest bit ok about having to shift. Shifting is always more costly than allowed for and at the extreme end of the stress continuum. We are not okay about suddenly living in a busy traffic area with the resulting devaluation of our properties.</li> <li>2. The increased traffic levels, noise and air pollution, and congestion, will make it impossible to enjoy living in homes left standing near the bridge. There are many elderly people and school age people in this neighbourhood who will be put at further risk with traffic and pollution.</li> <li>3. This is a well established area with historic homes, trees and gardens that will be destroyed. You will be affecting the character of a large chunk of central Cambridge. I understand that there are many homes in the area that have historical status and do not understand why historic status even exists if you are allowed to ignore this and remove any of these properties.</li> <li>4. Because properties in the area are bound to devalue, you will be leaving mature people like myself without the expected nest egg that we have worked hard all our lives for. We will not be able to purchase equivalent properties and have moved enough to know there are always many hidden costs when moving. Whether we stay or leave we will be left stressed and unable to move on with the life we had planned and expected These are facts that can't be ignored or argued against.</li> <li>5. From a personal point of view I chose to move to Cambridge for a peaceful retirement and chose to live in Grey Street so that I could walk easily to town. I have been highly stressed looking after my dependent and sick elderly parents for the past ten years and was finally looking forward to a less stressful life and to improved health. After Covid this really is the last straw. I live alone and depend on the good will and friendship of my current neighbours. I have also had to have a full hip replacement which has not healed well so I am unable to pack or lift anything and I walk very slowly with a walking stick. I will not do well with the upset of a new bridge affecting my street and property.</li> <li>6. There are two rest homes nearby and more being built in the surrounding area. The increase in traffic in this area will effect many people my age so this really isn't personal. It is a matter of having empathy for the lives of some very well established Cambridge</li> </ol>

<p><b>Feedback Reference Number</b></p>	<p>184</p>
	<p>citizens.                      7. The placement of a new bridge within a very well established central residential neighbourhood does not fit well with previous long term planning for Cambridge growth. A great deal of money has recently been spent on putting beautiful cycleways through the area. These go right through the area you are planning to make into a heavy traffic corridor. It is very short term thinking and a waste of public funds to upgrade the area then start again with new developments. Already two of the streets affected have been recently made one way at considerable cost due to the tax payers and this will all have been a waste of time and money. What happened to keeping green well planted areas and to maintaining established traffic corridors?</p>
<p><b>5. Any other feedback?</b></p>	<p>Up until the local paper recently published a map of the new proposals I had heard nothing about this. There has been no other communication or attempt to engage with the residents of the area affected by the building of a new bridge. We live in the middle of a well established and heavily populated central area with very recent road and cycle path upgrades so the last thing we expected was for the council to ignore all previous planning and investments. Having recently heard of this and discussed the consequences, residents in the area are now left with less than a month to respond. This is appalling communication and adds to the lack of consideration and empathy shown to constituents of the area.</p>

<b>Feedback Reference Number</b>	185
<b>Name</b>	Heather Mabin
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	I support Option A. Option A is my preference for my family and neighbourhood. It diverts heavy traffic straight to the Waikato expressway; it doesn't change the peaceful nature of Alpha Street; it allows there to be access to the river for the cycleway and does not impede the gaslight theatre.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I strongly oppose Option B and C due to noise, pollution and congestion. It will adversely change the nature of our neighbourhood



<b>Feedback Reference Number</b>	186
<b>Name</b>	Helen Baggaley
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	A cycle way from the Velodrome to connect with the Te Awa River Ride on Hooker Road would make this plan even better. Many cycle or starting to cycle to Hamilton for work from Cambridge. This avoids using Cambridge, Racecourse or Hautapu Roads which are high speed environments. This would also create a fantastic loop from Cambridge utilising the existing River Ride infrastructure.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	It allows a range of user types to be catered for in Cambridge including (elderly, mobility, low-socio economic user groups, children, multi-modal users - as well as private car users) offering a more equitable transport future. It encourages public transport use by providing a reliable and frequent service more likely to be used now and allow for future population growth and modal change. Many people are moving from Hamilton and work in Hamilton so it provides a realistic option of taking the bus to and from work, as well as centrally in Cambridge. It provides safe passage for all age groups in a town that markets itself as the home of cycling, it provides choice. People on foot or cycling are more likely to stop and shop so it enhances our business core. It separates cycle ways making it more likely to be taken up by those concerned for safety, while making it safer. I cycle my children to school everyday and it is not legal to have them on the road but it is too unsafe on the road.
<b>5. Any other feedback?</b>	Lets create a town that caters for all. Lets create somewhere that those no longer with us can be proud of - they unselfishly planted so many trees which we are now all enjoying for their beauty and shade. Lets be unselfish and do the same for transport.  There are many private car users with the loudest voices, but lets not forget all the others who may not be able to respond - elderly, children, youth, impaired, among others.  Keep up your great work!

<b>Feedback Reference Number</b>	187
<b>Name</b>	Helen Mitchell
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	In the area for the third bridge route - [REDACTED] has had a previous experience with a property where she could not sell due to the property being a possible roading corridor site. She is very worried. She will go into the office to collect a form to complete.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	188
<b>Name</b>	Helen Pritchard
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Encouraging and enabling private vehicle use is not only environmentally unsound but will encourage more and more road use and congestion. Cambridge residents need to be educated to get out of their cars and use other transport measures. Nobody in Cambridge (except a few retailers) want Cambridge to become a bustling city. Its charm for tourists and residents is a lack of the elements associated with big city life. This should be the Council's focus.
<b>3. What do you like about option B?</b>	Increased public transport to Hamilton Increased local transport. This is really important for older folk who would like to head out but can't walk long distances.
<b>4. What do you like about option C?</b>	The idea of having separated and clear cycle ways is brilliant but the new ones being built are way too wide. Cycle ways should be a width to accommodate a single cyclist with a double baby buggy on the back plus enough space to pass. The new ones are wide enough for several people to ride abreast, which is not needed.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Why is there no suggestion that rather than increasing road access etc and building bridges and turning Cambridge into a metropolis that the Council keeps Cambridge small and historic and niche. Rather than cater for the many people wanting to move here, why can't Cambridge discourage this through a lack of fast-track infrastructure. In other words, Cambridge has become a massive retirement city. The elderly didn't choose Cambridge for nightclubs and noise so why encourage more people, more cars, more densely packed buildings? Every attempt should be made to discourage new residents wanting Cambridge to be bigger, faster and full of people. Cambridge should hold on to its identity as a lovely, historic and charming small town - this is what tourists and residents want.

<b>Feedback Reference Number</b>	189
<b>Name</b>	Helen Sweeney
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Great proposal for third bridge but then still only two bridges. The two operating for cars would have to work really well with the increasing population rate in Cambridge
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Definitely the proposal to install numerous signal lights replacing existing roundabouts
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	190
<b>Name</b>	Helen Vaughan
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	191
<b>Name</b>	Ian Beer
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	We agree a third bridge should be planned to accommodate all modes of traffic, taking into account the projected needs of the local community.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>1). The elongated hexagonal shaded area identified in Option c places already well established residential and business properties within the perimeter of Dick, Grey and Duke Streets and Hamilton Road at risk of demolition in favour of a roading development that would be better implemented in a green fields location, and therefore not devalue and demolish an existing community.</p> <p>2). Betrayal by Waipā District Council towards its ratepayers within and alongside this hexagonal shaded area. Not only have WDC wasted resource in engaging Auckland based Invis consultants to dream up this blinkered proposal to destroy ratepayers' homes and businesses and introduce a heavy traffic loading to the centre of Cambridge, they have trampled over the property rights of their own ratepayers.</p> <p>3). Councils (and recent government agencies in general) that lack commonsense tend to engage expensive “consultants” to perform sham consultation with the community to achieve some ideological goal. Regrettably, intellect (as reflected in the university degrees attained by said consultants) does not always equate with wisdom. We note that Invis Advisory Solutions were established in 2020, so they are newbies at the consultancy trough as well as not demonstrating any local expertise.</p> <p>4). It is our view that major roading projects like this should be pursued on undeveloped green field sites with a view to diverting traffic toward established arterial routes around residential and business properties, not through the middle of them. It is imperative that roading projects should serve the community, not annihilate character homes and facilities.</p> <p>5). The so-called experts have not taken much breadth of perspective and considered any other (more practicable) routes; sadly Councillors and their staff seem to share in this narrow destructive course to charge through the middle of town.</p> <p>6). Option c as outlined remains a proposal without substance or any quotable detail... making it very hard to comment on the environmental impact. By way of contrast, the social and fiscal impact on the estimated 200 properties and their residents is potentially devastating.</p> <p>7). Now that WDC has made this careless presentation public, real estate agents are</p>

<b>Feedback Reference Number</b>	191
	required by statute to disclose Option c to prospective buyers when selling any property within the shaded hexagonal area. This has immediately devalued these properties, even if the proposal fails to eventuate. The immediate devaluation of these properties is negligent, particularly as the business case for Option c is tenuous at best.
<b>5. Any other feedback?</b>	<p>We expect WDC to take note from the Community they were elected to serve, gather local advice and come up with a plan that better serves the Community. Notification in the Cambridge News dated 7 March 2024 with submissions closing 29 March is appallingly brief.</p> <p>WDC failure to directly notify the affected rate paying residents smacks of subterfuge. We expect a higher level of transparency and integrity.</p>

<b>Feedback Reference Number</b>	192
<b>Name</b>	Ian Beer
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	



<p><b>Feedback Reference Number</b></p>	<p>192</p>
<p><b>5. Any other feedback?</b></p>	<p>I write to express my support for the WDC to advance rational plans for traffic routes pertinent to Cambridge on the table.            Certain principles need to be adhered to so that Councillors are not diverted from the right path.</p> <ol style="list-style-type: none"> <li>1). Traffic will go where the roads take them ... this is the basis of the saying that all roads lead to Rome... just think about it ... your decisions will determine the flow of traffic for years to come.</li> <li>2). Traffic routes should serve communities, not drive a path through them.</li> <li>3). Larger cities like the one that Cambridge will finally become benefit from circular roads that go around the community with tributaries into them allowing access without congesting community streets.</li> <li>4). Cambridge has benefited from losing SH 1 passing through the middle of town in an awful dog leg fashion to the new express way; so don't stuff it up by putting a bridge through the middle of town. Go around!</li> <li>5). Cambridge does need another bridge and it your responsibility to put it in a sensible position.</li> <li>6). There is WDC land available between the Velodrome and Te Awa connecting to a site on the Leamington side repurposed from the current sewerage treatment plant that could accommodate an all modes bridge that could readily become part of a greater circular road around the Cambridge community.</li> <li>7). Now is the time to make an executive decision by sensible Councillors without being diverted by expensive consultants with woolly ideology to secure this land for this project.</li> <li>8). The Community needs WDC to show some leadership and support them on realising that Cambridge on both sides of the Mighty Waikato need reliable traffic routes to keep them safe in case of adverse events, and with the bare minimum of raised speed humps on main roads.</li> <li>9). In summary, the way forward is clear, identify a green fields site and lock it in on your watch. Be the local government that has the gumption to make it happen and become the champions of the Community you serve.</li> </ol> <p>Yours sincerely</p>

<b>Feedback Reference Number</b>	193
<b>Name</b>	Ian Gardner
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	Concerns with the significant increase in trucks on Shakespeare Street and increase in noise and vibration along the route. He noted the road surface is deteriorating and hence could be making it more noisy. Are there plans for a bypass or improvements for the road?

<b>Feedback Reference Number</b>	194
<b>Name</b>	Ian Hayton
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	None, there is no good components to the mandated Option C
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>Primarily the destruction of almost 500's of homes in Bryce street and surrounding areas plus the disruption to Waipa residents as a whole. There are options that would negate this, but Waipa District Council appears to refuse to consult or consider these and only put forward what can only be considered as the basically MANDATED Option C. The Option C traffic management component will further destroy access to the town by a majority other than the very few that can walk/bike or mobility scooter to town. No consideration has been taken into account to consider the surrounding areas of Cambridge that have no choice but to drive. Or the very real fact that the Waikato gets hundreds of days of rain every year and walking / biking is not practical or feasible a huge percentage of the time.</p> <p>Removal of the suggested traffic "control" solutions that appears to have been proposed by the "biking" community alone, thus to the detriment of the majority of residents. With Option C outcome being no parking and extremely narrow streets where two vehicles cannot pass being Waipa District Council's preferred option. Also consideration of a bridge location that does not destroy 100's of homes the value detriment to 100's more. As an example of this would be a connection from James Street then through Gil Lamb Park to Pope Tce would negate a majority of any impact but council see affecting 500+ home owners as a better option with multimillion dollar price tag.</p>
<b>5. Any other feedback?</b>	<p>As the Waipa District Council has self-selected the Option "C" it wants, there is basically no consultation on other options and ideas the Council may have, like option A &amp; B this survey is a perfect example of this. This is just a dictatorial process undertaken by the council to the detriment of hundreds of home owners and residents alike, akin to a box ticking exercise only.</p> <p>There is no fundamentally good options provided even if the three options presented asked for feedback as they only variance is that of traffic management. All options put forward by the Waipa District Council in this manner negates and destroys any remaining inerrant trust the minority of residents may have for Waipa District Council.</p> <p>Let's all remember Waipa District Council is on 19% satisfaction rating and dropping year on year.</p>

<b>Feedback Reference Number</b>	195
<b>Name</b>	Ian Hook
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Response to Any other Feedback?</p> <p>Thanks for the opportunity to make a submission on the proposed Cambridge Connections Plan. I am pleased to learn that all options are now on the table for consideration. I consider the options floated thus far, do not meet the best short-term or the longer term needs of, firstly and importantly all the citizens of Cambridge, be they residents only or business-focused, the Waipa region and the passing-through public, most of whom have no alternative but to pass through the greater Cambridge area to get elsewhere.</p> <p>1. The “new” bridge should fit an overall transport plan. And, importantly it must in longer-term be an extra bridge, for earthquake risk purposes, at least. Let’s remember we are talking at least 10 years away, probably more, when the population of Cambridge will be much more than today when we already have severe congestion in main streets often during the day and especially in peak hours.</p> <p>2. The objective for such a transport plan should be all about making it easy and economical for all stakeholders, which firstly includes locals, visitors and businesses, to access and park in the retail/commercial parts the town and its main suburbs and second, making it easy and quick for those having to pass - by Cambridge, to do so.</p> <p>3. A “ring road” concept which I am promoting will I contend, best meet the aforementioned objectives. It is interesting to observe that Hamilton has adopted a limited ring road approach to help with its’ traffic woes. I say, let’s plan for one around Cambridge now, before it becomes too hard to do so.</p> <p>4. My suggestion has Town Planning implications. Retail and commercial businesses, as well as high density housing developments should be encouraged to locate within the “ring” whilst manufacturing type businesses need to be encouraged to locate outside the “ring”.</p> <p>5. Businesses should be deterred from locating on the roads that form part of the “ring”, but if they must, then they need to be “off-set” (like the Leamington Medical Centre on</p>

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	<p>Shakespere Street is).</p> <p>6. The ring roads on the Western side should comprise Vogel street and the Northern end of the Te Awamutu-Cambridge Road slightly east of Matos Segedin drive : on the Northern side, Taylor Road: on the Eastern side Watkins Road/Taylor Road/Carters Flat/ Shakespere Street: and on the Southern side, Lamb Street. I have traversed these roads several times during the preparation of this submission to satisfy myself they are capable, with enhancements, of being developed into quality 2 lane main roads. Most roads chosen have the advantage of having houses on one side only thus enabling widening if necessary and minimising the “NIMBY” factor .</p> <p>7. The “new” bridge should be located at the southern end of Vogel Street and link to a new road slightly to the south of Matos Segedin Drive on the Southern side of the river. The new bridge located here, being lower and at a narrower part of the river should be a less costly bridge to build.</p> <p>8. Traffic that is through traffic, especially heavy traffic, coming from Western areas, from or via Te Awamutu and Ohaupo should be encouraged to skirt the central Cambridge area by travelling either up Lamb Street then into Shakespere Street, if travelling to Tauranga or Rotorua or, via the new bridge onto Vogel Street, then Taylor Road then Victoria Road if travelling to Hautapu, Hauraki or Coromandel. Likewise, traffic coming from the East and travelling to the West should be directed up Shakespere Street and into Lamb Street. Any through traffic, coming from the motorway or from Hautapu should be discouraged from proceeding down Victoria Road to the St. Andrews corner, but rather directed onto Taylor Road then Vogel or Watkins, depending on their ultimate destination.</p> <p>9. Large roundabouts would need to be installed at the intersections of Lamb and Shakespeare Streets, Kaipaki/Te Awamutu - Cambridge Roads and Lamb Streets as well as at Cambridge – Te Awamutu Road and near Matos Segedin Drive on the eastern side, whilst similar roundabouts or probably lights, would be needed on the Northern side at Hamilton and Vogel streets, Taylor and Vogel as well as at intersection of Taylor and Victoria Roads.</p> <p>10. The current high bridge should continue being available for vehicle use as long as possible. When it comes to the end of its suitability for motor vehicles it must be replaced with a bridge that has full 2 lane vehicle plus pedestrian and cycleway capability. The size of Cambridge then will surely justify such. To prolong the current bridges vehicle-life consideration could be given to lessening the loading by making it a single and one way-only bridge and varying the direction of flow at peak times. I am firmly of the view that it is the “through”, especially heavy traffic from the West that complicates and impedes flow across the bridge from the town centre at peak periods. Implementing my suggestion in 8 above ASAP would be a quick fix, even before a new bridge is built)</p>

<b>Feedback Reference Number</b>	196
<b>Name</b>	Ian Scott
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I only prefer option A less impact on housing,
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	How can you suggest putting a bridge in where you just spent a fortune stopping traffic through that area
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	197
<b>Name</b>	Ian Willers
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	We need a third traffic bridge way before twenty years time and the location should have been chosen and set aside years ago . If the high level bridge must be changed to pedestrian and cycling two new bridges will be required eventually and one of the new bridges should be next to the existing one so the existing roads can be upgraded and still link to it without destroying the layout of the town.
<b>2. What do you like about option A?</b>	No location for the main problem which is the bridge so it's all a bit pointless
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	198
<b>Name</b>	Ian Willers
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing, I think it is the least desirable option mainly around the bridge location. We need three bridges spread over a wider area .
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Don't like it at all , effectively moving a bridge a few hundred metres downstream at massive cost and loss of heritage area is not going to change anything. Still going to be more traffic than we have now going over the same number of bridges that we have now. How is that going to relieve the massive congestion we have now. It is ridiculous. The area in blue is full of old villas etc and exactly where you are spending a fortune on a board walk for the cycleway. I like the cycleways around town but not at the expense of free flowing traffic and car parks. Cycling and walking in New Zealand will always be more recreational than commuting. As far as public transport goes we will never have the population and density needed to make it a viable usable option.
<b>5. Any other feedback?</b>	Yes. Build the new bridge in the option one location, leave the high level bridge as is as bikes and pedestrians can use it fine as it is as long as the entry and exit areas simplified and more clearly marked . With three bridges the rubbish about nearing the end of its life will not be an issue . The rest of the the plan I think should follow closer to option two



<b>Feedback Reference Number</b>	199
<b>Name</b>	Ian Wilson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Caters for a wide range of future road uses, and recognizes there is no mode shift possibilities for some traffic.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	May put a lot of traffic into residential areas of Cambridge, and lacks integration with existing road networks. General White Church roundabout and area will continue to be a bottle neck. Te Awamutu/Hautapu heavy traffic will use this route, putting heavy vehicles into residential areas and rat runs etc. Uses some of the last remaining Green Belt, and could set a precedent for this. Is the Greenbelt area not protected?
<b>5. Any other feedback?</b>	A bridge could be built further out, and a ring-road of Cambridge be completed in what is currently Greenfields spaces.

<b>Feedback Reference Number</b>	200
<b>Name</b>	Idelle Hiestand
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>My name is Idelle Hiestand, I reside with my parents on Ihimaera Terrace in River Gardens.</p> <p>My bedroom looks out over the Greenbelt where I get lovely sunrises in the morning over the tree's, green belt and two of the archaeological burrow pits within that green belt.</p> <p>My parents built a home in 2009 against that green belt after asking council if it would be built on at any point, with which the answer was, it is a Green Belt for recreation. They paid a premium for their section, due to the location against the Green Belt.</p> <p>Some of the bird life we enjoy are the Tui's, Moreporks, Hawks, Fantails, Pheasants, Song Thrushes and plenty of other species.</p> <p>I thank the council for their letter on the 10th of April. This has certainly given us some relief; however it has not diminished the fact we do need an additional bridge and we do need to ensure that we get a bridge that doesn't affect current residential areas.</p> <p>To say that an additional bridge in Cambridge in the long term is decades in the making, doesn't sit well with me. It is somewhat minimising the heart ache and upset that has been caused to the constituents sitting directly under the "Blue blob" and surrounding areas, that many people have invested in to make their home.</p> <p>Since the first news article in early March this year, I am amazed at how much research individuals are completing to be able to understand. Even then, it is still not enough, and it continues every other day.</p> <p>Cambridge Town Concept Plan was last adopted in June 2010 with a 'refresh' that came through in September 2019.</p> <p>Why was it even considered and proposed to the constituents for Option B &amp; C to put roading and a bridge through a town belt?</p>

Feedback Reference Number	200
	<p>When in the Refresh from September 2019, Part 3.1.1, Action 4 page 15 its suggests that the residents need access to quality open spaces! It seems contradictive to the values of the community and doesn't align at all with what this open space should be used for – Recreation.</p> <p>Emaps online indicate that the District Plan maps became operative 17 August 2017, with Revision to be 02 April 2024.</p> <p>The more I look at the Emaps online, the more I am asking the question, why was the roading space not designated 15 + years ago when the last concept plan was released?? Apparently, there have been multiple sites identified according to the meeting we attended on the 21st of March. Well, where are they? The council has known for years that at some point there would need to be an additional bridge for the town and wider district to cater for the growth, growth of which is occurring on both the Cambridge AND Leamington side.</p> <p>That said, why is council not asking the Leamington residents and the wider district directly, where they think a good bridge location could be along with, what their actual needs are, rather than assuming everyone wants to go to Cambridge town centre while riding a bike or mobility scooter. The traffic report has certainly assumed quite a bit, without taking into to account the new growth cells of C4 and in future C11. C5 and C6 is catered for by the Fergusson bridge. Even then, access to Hamilton is only through Cambridge.</p> <p>Why is the assumption taken of where we would like the bridge to be, based on a traffic movement report, that took place during a red light traffic setting? At 3.30pm the traffic is backed up considerably at the Victoria Street/Hamilton Road Roundabout, with a lot of that traffic coming from St Peters, Velodrome and beyond. Going over multiple frustrating speed humps. How many of these vehicles are from the Leamington side?</p> <p>Why is it, that the initial preferred option thought it was ok to uproot and destroy existing homes, some of which are considered to be of Historical significance to the character of Cambridge with its wide tree lined streets.</p> <p>Does this make sense to the council that it would subject its constituents to the ups and downs?</p> <p>Is it not written in the Cambridge Town Concept Plan Refresh 2019 page 5, that vehicle traffic crosses town to access the state highway and encourage through traffic, (such as commuters) to go around the town centre? If we could alleviate that right now, where would you place the additional bridge to do that? The most logical place is part of former Option A that was suggested. THAT location is bang on in terms of creating space for people who live on the Leamington side to access the state highway north more easily. That proposed bridge location for the Cambridge Connection Project CAN be ON the table. It would alleviate the congestion that is taking place in our picturesque town, ensure that the established neighbourhoods which have distinct characteristics are not impacted in any way and uphold the character of Cambridge that is highly valued.</p> <p>The plans for the bridge are happening NOW, the land which does not have established housing on it, needs to be recognised, negotiated, secured and designated, now.</p>

<p><b>Feedback Reference Number</b></p>	<p>200</p>
	<p>The latest traffic reports that have been taken will be interesting. I hope the numbers truly reflect and model what many people observe.</p> <p>The key to all of this and what I thought would have been one of the initial things to be completed, will be the geotechnical report, add that to the business case. Once council has that, it would be appreciated that ALL Key Stakeholders including rate payers and residents have this information reported to them in a timely manner, before the media gets it. That way we are kept in the loop and can work alongside council on this journey.</p>

<b>Feedback Reference Number</b>	201
<b>Name</b>	Idelle Hiestand
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>Hi Team</p> <p>First of all, we need to keep the bridge on the table and secure a green field location. THINK BIG TEAM, THINK BIG. My preference is that it is the former option A location for the bridge from Matos Segedin Drive, over to the green field that is being currently developed between St Peters and Te Awa.</p> <p>Resource consent needs to be put on hold at this development and negotiations take place to secure this land for the potential of the bridge to go through. That would mean widening Cambridge Road would be building towards the future with the above bridge in mind.</p> <p>Over all, there are great ideas in all of the Options. I say pluck out the best bits. Keep Victoria Street bridge open to cars. We need it. It will cost the same amount to maintain for just walking and cycling, so it may as well be maintained for cars too. We need to stop being SO TUNNEL VISIONED about bikes. It is frustrating residents no end, and causing safety issues as cyclists are not riding defensively, or following the road rules, ie, walking their bikes across pedestrian crossings. Bikes also need to obey road rules and stop for pedestrians.</p> <p>We need to STOP removing car parks to allow for a cycle lane.</p> <p>I like the street widening to enable more traffic flow. Adding another lane or two would be great! Without diminishing carparks.</p> <p>Roundabouts or lights, whatever works to get things flowing nicely.</p> <p>The signalised crossing on Shakespeare is GREAT! As a motorist, a little annoying, however as a pedestrian, great.</p> <p>Roundabout on Shakespeare and Browning - brilliant.</p> <p>Carters Flat - widen it, to create a 'free lane' south that doesn't have to get stuck on the round about of Duke and Albert/Achilles Ave to keep traffic moving out of town. Same again on the corner of Queen and Albert Streets, roundabout with a free lane north to keep it flowing.</p> <p>Widen the Fergusson Bridge and the other bridge. These bridges are not wide enough. These are congestion points, so widen them. – THINK BIG.</p> <p>Cambridge Road – GET RID OF ALL THE SPEED HUMPS! Along with all of them on the access streets, if you can't rid of them, at least eliminate some or make them smaller. They make my child car sick. – PLEASE, they are just hideous. A signalised crossing does not need a speed hump!</p>
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	

<b>Feedback Reference Number</b>	201
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	Think BIG, engage the public and communicate well with us please. Looking forward to hearing from council in the future.

<b>Feedback Reference Number</b>	202
<b>Name</b>	Imelda Bolton
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Feels very considered, aligned with Ahu Ake and more economically realistic option and seems to free up the the town centre in theory.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	No solution will be perfect and option C seems a good midpoint.  I'm sure this was considered but perhaps Victoria Bridge could still sustain traffic at certain times of the day to accommodate for peak flow times.
<b>5. Any other feedback?</b>	No.

<b>Feedback Reference Number</b>	203
<b>Name</b>	Isabel Steel
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	The bridge being further out of town which would eliminate alot of congestion closer. Eg if bridge was closer to Velodrome it frees up space either side if traffic coming from TA or going to/from the Cambridge Park area of residential growth
<b>3. What do you like about option B?</b>	Nothing- we need to get people out of using cars if possible, not encourage use
<b>4. What do you like about option C?</b>	The improvement of walking and cycling routes
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Whilst I like the idea of the Victoria Bridge being pedestrian/cycling; it would be a disaster traffic wise unless the new bridge is 4 lane (dual carriageway) as traffic is only going to increase with population growth, no matter how much you encourage cycling etc and so we'd be back to the same situation



<b>Feedback Reference Number</b>	204
<b>Name</b>	J Tarbutt
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	It gives Cambridge much needed bridge. Not too far out of town - other option would be less central meaning more travel for many to access  Should have been done years ago
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	not sure how many/ or what private properties would need to be bought
<b>5. Any other feedback?</b>	Any possibility existing high level bridge could be one way in interim? maybe into town before noon and out of town after??

<b>Feedback Reference Number</b>	205
<b>Name</b>	Jack Lilburn
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	It's in a far better location!
<b>3. What do you like about option B?</b>	No good I wouldn't even have this as an option
<b>4. What do you like about option C?</b>	No good wasting your time.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	You need to push for an exit heading north and south for traffic arriving and leaving Cambridge up pass the golf course onto sh1. This will allow traffic that is wanting to head to Leamington from the north bypass all of Cambridge and turn off at that intersection. Same as traffic heading north from leamington

<b>Feedback Reference Number</b>	206
<b>Name</b>	James Harvey
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	More public transport Optimised for public transport, walking and cycling.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Victoria Bridge for walking and cycling only. In green belt new river crossing bridge. Paid Parking.
<b>5. Any other feedback?</b>	<p>Victoria Bridge for walking and cycling only - As a cyclist, although this is a nice idea, the bridge is currently very safe for cycling and walking. Also, by taking this bridge out of the vehicle network and adding another bridge, we only defer already congested traffic. By having the third bridge, the Victoria st bridge would be used less by vehicles and provide easy access into town/Leamington for local residents.</p> <p>Proposed Bridge Location - Heavily against this location. Already an increase in great infrastructure has been put in for cyclists and pedestrians, including significant safety upgrades for kids getting to school. Grey Street and Hall Street have had access from Hamilton road removed which has also made significant safety improvements into the surround streets with less motorised traffic, supplementing the school/town access safety for kids and residents. By putting a bridge in this location, that great work would simply be undone and a town oriented mini community would be destroyed. By putting the bridge in a location more aligned with Option A, external traffic would be able to skirt town to get across the river on either side of town. Town residents would also have the option of using Victoria st bridge to cross the river and hence reduce the congestion on the other bridges in peak times. This would also make town safer during the peak hours with less traffic being funnelled through it.</p> <p>Paid Parking - Town at times can be very busy yes, however, never have I not been able to find a park at a reasonable distance. A vast majority of the time however, town is not busy enough to warrant having to pay for parks.</p>

<b>Feedback Reference Number</b>	207
<b>Name</b>	James Manhood
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Option A third bridge
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	208
<b>Name</b>	James Wyllie
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	There is significant residential houses and homes currently being built, or planned to be built on the western outskirts of Cambridge. A bridge at this location would best serve this new town layout. Many successful European cities use a "ring road" strategy having the primary highway travelling around the outside of the town centre. This option A would best align with that strategy combining with the existing low bridge to create a suitable ring road highway around the outside, reducing unnecessary traffic through the middle of town.
<b>3. What do you like about option B?</b>	I don't like anything about this option. The idea of turning existing residential homes into a highway/bridge is a terrible idea. The idea of building a bridge/highway through Cambridge's iconic and coveted green belt is a terrible idea.
<b>4. What do you like about option C?</b>	I don't like anything about this option. The idea of turning existing residential homes into a highway/bridge is a terrible idea. The idea of building a bridge/highway through Cambridge's iconic and coveted green belt is a terrible idea.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	209
<b>Name</b>	Jamie Harding
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	A 3rd bridge is definitely a must. Living on leamington side of town will help the flow of traffic in and out of town. Will help the flow of traffic coming to and from Hamilton without having to go through the bottle neck we call town. This bridge should also be a walking bridge to link up to things like the cycle way to velodrome etc. I don't think traffic lights are quite needed in leamington just yet. Cambridge side definitely. Especially at peak times
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The main one would be closing down Victoria bridge. Why?? If closing this down to traffic then we are back to square one with only having 2 bridges causing another bottle neck zone just a few hundred meters up the road.
<b>5. Any other feedback?</b>	Not all traffic needs to be pushed through town. Closing down roads doesn't make the zone any safer. This causes more traffic jams thus leading to angry drivers. Closing down Victoria bridge would be one of the most stupid things Cambridge could come up with

<b>Feedback Reference Number</b>	210
<b>Name</b>	Jane Neilson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	See other feedback
<b>3. What do you like about option B?</b>	See other feedback
<b>4. What do you like about option C?</b>	See other feedback
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Expressway access for northbound traffic out past the golf course. No need for a third bridge if heavy and through traffic is taken out of town. Invest in public transport such as a van around Cambridge as an alternative to cars for the people (lots of them) who can't walk or cycle.

<b>Feedback Reference Number</b>	211
<b>Name</b>	Janelle Fisher
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	I support the building of a new bridge in a currently un(der)developed location, with land identified and designated urgently, land purchased as soon as possible, and the bridge built within the next few decades.
<b>2. What do you like about option A?</b>	Location of bridge at north-western area in green zone
<b>3. What do you like about option B?</b>	Non-car-centric design for access to Cambridge town
<b>4. What do you like about option C?</b>	Non-car-centric design for access to Cambridge town
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	



Feedback Reference Number	211
<p><b>5. Any other feedback?</b></p>	<p>I implore decision makers to not only solve existing and anticipated problems but to design a future-proofed traffic (pedestrian, cycle, mobility scooter, and vehicle) system that matches the current courage and creativity being shown in Europe and North America (eg the work of Janette Sadik Khan to pedestrianise Times Square) and make Cambridge and Leamington the most fashion-forward towns in Aotearoa New Zealand. With that vision in mind, I support:</p> <ul style="list-style-type: none"> <li>- building a new bridge for vehicle traffic at a north-western location, preferably in the historically identified location at St Peters or at least in a green zone such as is Option A</li> <li>- building an on-ramp to the Waikato Expressway at the southern exit to decant Leamington (and any future south-eastern suburbs) traffic from using Victoria Street</li> <li>- building a ring road traffic system to decant through-traffic (especially heavy vehicles) from using the town streets</li> <li>- the continued development of the cycleway and walkway system (currently four generations of our family use the existing system, which is easily accessed from our homes on Grey Street, and we will use it more as it develops more to eliminate short-distance trips to essential services, retail and recreational spaces)</li> <li>- establishing good bike parking facilities to support a safe and convenient bike-and-walk experience around and between Cambridge and Leamington towns</li> <li>- establishing a vehicle park-and-ride service in a location such as Carters Flat that connects existing roading from Leamington and Hautapu with (preferably free) bus services to access Cambridge town</li> <li>- increasing public transport options for Hamilton and wider Waikato (eg the current timetables limit usefulness for those of us who are working from home in Cambridge and have meetings in Hamilton during the day, or oldsters who want to go to Hamilton for an appointment, but do not want to spend several hours there)</li> <li>- improved and increased consultation with the community, especially mana whenua and residents directly affected by the locations of the 'blue blob', to ensure that the costs and benefits of any development are proportionately and equitably distributed, as the current preferred Option C means my family and neighbours and I will bear the financial, social and health costs of a new roading system past or through our homes, while the benefits of vehicle access to Cambridge town are reaped by the business community.</li> </ul> <p>Thank you.</p>

<b>Feedback Reference Number</b>	212
<b>Name</b>	janelle Fisher
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<ul style="list-style-type: none"> <li>- The increased accessibility and safety for pedestrians and cyclists to move around Cambridge and Leamington</li> <li>- Increased bus services around Cambridge and Leamington and to/from Hamilton.</li> </ul>
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<ul style="list-style-type: none"> <li>- The lack of specific detail about where the traffic bridge and feeder roads would be located (the shaded area is vague, so will it be using an existing street, eg Bryce or Grey, or will it be through existing residential properties on either of those streets?)</li> <li>- The lack of consultation with residents and ratepayers in the shaded area prior to this - are we not considered stakeholders worthy of having specific notification and consultation beyond the generic public notice in the newspaper?</li> <li>- The disruption of an established residential area, which has been known as the Character Quarter</li> <li>- The disruption of the newly created cycle and pedestrian route up Grey Street to schools on Grey Street and the aged care facilities on Hamilton Road, and the new one-way exit onto Hamilton Road</li> <li>- The disruption of the newly developed shared cycle/walk way on Hamilton Road if the road is to be widened further</li> <li>- An increase in volume of traffic will result in an increase in noise, emissions, risk to residents, their pets, and commuting children and elders using the footpaths</li> </ul>
<b>5. Any other feedback?</b>	<ul style="list-style-type: none"> <li>- Who exactly were the stakeholders who have been consulted in the phases to date?</li> <li>- Has adding an on/off ramp to the expressway been considered to decant traffic from Leamington and therefore allowing existing roads (ie Shakespeare, Duke, Victoria) to adequately manage local traffic?</li> <li>- Why is the third bridge not being located at St Peters to decant Leamington traffic to the expressway, so ditto, allowing the existing roads to adequately manage local traffic?</li> </ul>

<b>Feedback Reference Number</b>	213
<b>Name</b>	Janine Peters
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Nothing
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The plan is badly thought out, resolves none of the current transport issues facing our town, will result in even more congestion than we currently have and will result in the death of our lovely CBD.
<b>5. Any other feedback?</b>	Cambridge is in the middle of a transport and congestion crisis, brought about by a total lack of foresight and planning. This plan does nothing to address this. The current thinking that we should address parking and congestion issues by closing roads and taking away car parks is quite frankly absurd. Imposing parking limits of one hour in the CBD shows how out of touch with reality council are. We are promoting our town as a wonderful place to come and hang out, try on clothes and shoes, shop for trinkets and gifts, have a great meal - but you must be able to do it all in an hour. An hour is now even enough time to get a haircut. The focus needs to be on creating more and better traffic flow and creating more parking. A parking building would be of more benefit to the community than gaudy flower boxes and buses that carry half a dozen people around town at a time. The bridge plan is pathetically flawed. Cambridge needs three bridges - not a third bridge that then sees one of the existing bridges closed down. If council pushes ahead with this plan the resulting chaos and congestion will push people away from the town centre. For me personally it does absolutely nothing to assist. I work in Hautapu and live in Leamington so buses around Cambridge and between Cambridge and Hamilton are of no benefit to me at all. I will not cycle all that way every day with my laptop and suit squashed into a backpack, so I will be forced to deal with the increased traffic flows that will result from vehicles being pushed out of Cambridge central. Plan A is moving in a better direction, although it still does not address parking adequately. I believe this whole project so far has been a complete waste of ratepayer money.

<b>Feedback Reference Number</b>	214
<b>Name</b>	Janine Theron
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Easier access to town.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The location is very vague and I really value the green belt, how will this affect our neighborhood in River Gardens
<b>5. Any other feedback?</b>	What steps will be taken to protect the peace and quiet of our neighborhood

<b>Feedback Reference Number</b>	215
<b>Name</b>	Janine Van de Pas
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	It has the bridge out of town
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	216
<b>Name</b>	Jared Cummings
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I do not like it at all.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>The option C drives traffic through an area that is classed as heritage and has been closed off from traffic.</p> <p>Further when bridge reaches the other side of the river it spoils the green belt on the leamington side. This area has always been held up by the council as a great part of the town.</p>
<b>5. Any other feedback?</b>	<p>Why not put a bridge 3rd bridge to the west of the town where there is clearly more space and less impact on the current heritage and green belt areas.</p> <p>Either way closing the current high bridge would only worsen the traffic and negate the value of adding a new bridge. Keep that bridge open.</p>

<b>Feedback Reference Number</b>	217
<b>Name</b>	Jared Milbank
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Negative impacts of in-town bridge and connector roads on the neighbourhood was largely not addressed in the released information.</p> <p>If analysis shows there is such an overwhelming advantage to an in-town bridge location such that there is no real chance of it being located elsewhere, or even in the presentation of an in-town bridge as an emerging preferred option, it would be of benefit to show the negative impacts had been investigated and that mitigating changes are being considered.</p>

Feedback Reference Number	217
<p><b>5. Any other feedback?</b></p>	<p>Key feedback points:</p> <ul style="list-style-type: none"> <li>• Respondent notes significant impact if one bridge was closed for emergency services and community. Consider a one-day survey with one bridge closed to assess impact.</li> <li>• Investigate heavy traffic early as current bridges have a dual function and considerations for heavy traffic and impact to residential neighbourhoods and conflicts with other modes of transport.</li> <li>• Plan early for active mode access from the south-west of Cambridge.</li> <li>• Have a clear plan for middle school students.</li> <li>• Consider other in-town bridge locations.</li> <li>• Include mitigation plans to prevent traffic filtering through the neighbourhood streets.</li> </ul> <p>Also a number of considerations for an out-of-town bridge (secondary roads and mitigation of effects).</p> <p>Also feedback on changes other than the river crossing:</p> <ul style="list-style-type: none"> <li>• Retain Hamilton Rd as a key route to the expressway.</li> <li>• Improved connections between Carter’s Flat and the CBD.</li> <li>• Provide maps that show public transport and active mode routes.</li> <li>• Invest in infrastructure changes to support Public Transport.</li> <li>• Start public transport sooner - smaller investments/buses and experiments.</li> <li>• Any evaluation of public transport should include analysis of effects on walking.</li> <li>• Consider bus loop routes on secondary roads.</li> <li>• Consider the effects of traffic filtering through side streets.</li> <li>• Process - reduce the time and scope of uncertainty (re: homeowners).</li> <li>• Conduct a Social Impact Analysis early with as independent a company as possible.</li> <li>• In the Long Term Plan include funding for purchase of land.</li> <li>• Be more clear that decisions are being made.</li> <li>• Work closely with planning changes</li> </ul>



<b>Feedback Reference Number</b>	218
<b>Name</b>	Jason Cobbett
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	It encourages traffic to bypass town and avoid low level bridge. Round about at carters flat seems dangerous with traffic coming down the hill.  Signaled intersections don't seem necessary in cambridge. The traffic is mostly entering or exiting town.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I feel the below would go a long way to improving traffic within cambridge. <ul style="list-style-type: none"> <li>- No right turn from Victoria slip road onto Thornton</li> <li>- Adjust pedestrian crossings within town (close to roundabouts) to push button crossings. Add 1 x zebra crossing in middle of town. This will avoid roundabout congestion that then backs traffic up all incoming roads.</li> <li>- Traffic lights at Victoria/queen st would possible make sense, prioritising through traffic in early/late school/commuting time. Town access at other times.</li> <li>- North bound access to SH1 from golf course. Currently ALL traffic must enter/bypass Cambridge through Church roundabout.</li> </ul>

<b>Feedback Reference Number</b>	219
<b>Name</b>	Jason Trower
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	While this doesn't solve the white church roundabout issues it does have a limited impact of existing housing - and it would have been less if you'd put land aside before allowing development....
<b>3. What do you like about option B?</b>	Not mixh
<b>4. What do you like about option C?</b>	It's not ideal it uses the green belt land for a road but it might be the best option for the lemington side. The Cambridge side and the flow of traffic via the white church rounds about is far from ideal. It doesn't work today
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	While I understand the Victoria street bridge is nearing the end of its life why can't this bridge just be replaced ?

<b>Feedback Reference Number</b>	220
<b>Name</b>	Jayne Signal
<b>1a. Do you have a preferred option?</b>	B
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	It is a good middle ground. The new vehicle bridge close to town is a great idea. Frequent bus services and easy pedestrian/cycle access is great. I think we could achieve this more quickly than Option C.
<b>4. What do you like about option C?</b>	A new bridge being close to town makes sense and the Victoria bridge can stay in place for pedestrians and cyclists. More buses is a great idea.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	We need a bus to /from Te Awamutu.

<b>Feedback Reference Number</b>	221
<b>Name</b>	Jean Macky
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	A third bridge is a must. Not sure if you have the correct corridor for this.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Far too much emphasis on bike and foot traffic in Cambridge. Don't take traffic away from high level bridge completely. Optimise use by making one way . Don't let new bridge/roading effect all the new cycle ways for school students be a waste of money. Where the suggested corridor is for the new bridge will likely have an adverse effect on student flow to and from schools. Lots of kids bike from Leamington to Middle and High school.
<b>5. Any other feedback?</b>	Far too many speed humps in Hamilton road. What a nightmare this area has become. Very little consideration for the working population of Cambridge. Too much emphasis on cyclist and pedestrian's in Cambridge. These are mostly recreational activities and should be treated as such. Without workers we might as well not have a township. Do we want a population of mainly elderly? We require activities for youth in Cambridge. Space for public parking is required.

<b>Feedback Reference Number</b>	222
<b>Name</b>	Jeanette Win
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>this option will displace many of the community, also the value of properties.                      If a third bridge is considered, there is more locations with open spaces.                      I strongly oppose this decision.</p>
<b>5. Any other feedback?</b>	<p>Bryce St has a cycleway constructed which will bring more of the community into the area                      with a bridge it will cause more traffic trucks, cars, buses which will be unsafe for cyclists pedestrians.</p>

<b>Feedback Reference Number</b>	223
<b>Name</b>	Jemma Bilbe
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Nothing
<b>3. What do you like about option B?</b>	Nothing
<b>4. What do you like about option C?</b>	Nothing
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	You have announced this with no set plans we have now got no option to sell our house which would be affected as you have tainted it for a potential buyer with your ideas with no plans.

<b>Feedback Reference Number</b>	225
<b>Name</b>	Jen Burnley
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	My selected option is Option A Option A is to be preferred as it involves less disruption, proposes a more sensible position for the proposed bridge and presumably would cost less for a Council which is already in considerable debt. Under this Option fewer existing homes would be removed and fewer would be subject to traffic noise.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Very little
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Most aspects itemised.
<b>5. Any other feedback?</b>	<p>Consultation? Publication to whole community?</p> <p>Three options were prepared, presumably for the Council. No-one I spoke to was aware of this. In fact no-one I spoke to was aware of Option 3 even though in one case their property was under the indicated area for possible bridge development in Option 3. So who was consulted in order to arrive at a 'preferred option? Surely any one of the options affects the whole population of Cambridge in some way.</p> <p>Cambridge has doubled in size over the last two decades. What extent of suburban sprawl is envisaged and with what population figure in mind? And why is the population to be enlarged to that extent? So far, the suburbs appear to have been designed around the use of the car. Development has not been like that of Canberra (Australia) for instance where cycle ways were built outside of the built up area but connecting them as they were constructed and all leading into the CBD.</p> <p>It appears that desirable the social change that the Council has in mind is to pursue the construction of cycle ways, aiming at safety and their long-term use, together with encouragement of walking, in order to get cars off the roads. Yet the current construction of cycleways seems to lead to almost universal condemnation and denigration as to the present and long-term use of these expensive strips. Indeed the population pyramid for Cambridge shows a high percentage of aged who do not bike and the numerous 'retirement villages' have been and are being built with car inclusion, as well, in some cases, as motor home parking.</p> <p>Options A, B and C should ALL have been sent to every rate payer in the district. How else, as the criteria for selection of Option C have not been published,</p>

Feedback Reference Number	225
	<p>can rate-payers really make a decision?</p> <p>Three bridges?</p> <p>Three minus one equals two. There will still be only two vehicular traffic bridges for an ever increasing population. Option C indicates that the second vehicular bridge proposal covers a considerable area of already developed housing land. What sort of limbo are these rate-payers in for the next how many years while finances are worked out and decisions made? Surely this is terribly unfair, especially when Option A indicates a proposed area for Bridge 2 which does not have this fault?</p> <p>Language.</p> <p>What is the difference between road widening or optimisation? What does optimisation mean? Optimal for whom? If we cannot understand any option how can a reasoned decision be made?</p> <p>Traffic lights.</p> <p>Twelve sets of traffic lights?? Whoopie — all those frustrated drivers, cars running red lights along Victoria Road and the resultant rear-end collisions.</p> <p>17c)</p> <p>Public transport.</p> <p>There is currently, and has been for some time, a nation wide shortage of bus drivers. Presumably the Council has a plan for overcoming this.</p> <p>Re 10 minute local Cambridge service — how far could a bus go in 10 minutes? What route will a bus around Cambridge take? How many suburbs will be covered? What provisions for the elderly and infirm on buses will be made? How far are they supposed to be able to walk to reach a bus stop. Remember that if one such cannot walk 100 metres then they are able to get a special parking permit for a handicapped parking space.</p> <p>Will local bus stops really be this close together?</p> <p>Re a 20-30 minute service to Hamilton. Why? What will happen to local shops if such transport were available? Cambridge is currently a 'destination town' — people visit here for the landscape, a fairly unique main street around the principal shops, loads of boutique shops instead of chains (as in Te Rapa and Chartwell), and the general atmosphere of courtesy and actually caring about what your customers might want. People who live here – will they patronize a 20-30 minute bus service to Hamilton outside of peak hours for work?</p> <p>Conclusions.</p> <ul style="list-style-type: none"> <li>• Cambridge will still have only two vehicular bridges and needs three on current population projections.</li> <li>• As the proposed bridge in Option C is for all modes of traffic, presumably it will have only two lanes for vehicular traffic as well.</li> <li>• Option C is grossly unfair to all the residents currently under the shaded area for the proposed bridge in Option C.</li> <li>• It is very difficult to make reasoned decisions when language used is not explained and criteria used for evaluation are not given (are management of congestion, improving or enhancing transport choice, the only criteria)?</li> <li>• Insufficient indication is given as to why it is necessary for the high number of traffic light intersections along Victoria Road and Carters Flat</li> </ul>



<b>Feedback Reference Number</b>	226
<b>Name</b>	Jen Palmer
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	We need more safe active transport options!
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	227
<b>Name</b>	Jennifer Enderby
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Regular bus service shorter parking limits having another bridge which will take passing traffic away from the shopping centre widening some roads like Victoria St
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Closing the Victoria Bridge and shopping centre to cars paid parking speed limits and large judder bars on roads
<b>5. Any other feedback?</b>	Not addressing the traffic problems caused by parents picking children up from schools

<b>Feedback Reference Number</b>	228
<b>Name</b>	Jessie Grubner
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	This is the best option out of all for the future of Cambridge. As someone who drives to work (Unichem in town) each day I feel I waste so much time waiting in traffic which would all be avoided with a functional public transport system, like the one proposed in option C. I would also like to ride my bike to work but I am not confident on my bike so closing off the high level bridge to just walkers/cyclists would make a huge impact for my health and lifestyle. The other thing that stops me from biking to work is there is no where in town that I feel comfortable leaving my bike. Leaving it in my workplace is not an option as it would be a hazard/taking up space. It would be great to have some cages placed in town where I could lock my bike up and not worry about it getting stolen. I understand that there are many people who don't like this option but I think they can't see the bigger picture. I'd Cambridge grows and it will, we must improve our public transport systems.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I think when we get buses they need to be electric. I also would like to reduce the speed limit on Victoria street as my partner got hit by a car when he was riding his bike home from work. This was on Victoria st outside Unichem where a man when to park without checking.

<b>Feedback Reference Number</b>	229
<b>Name</b>	Jill Elliott
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Nothing
<b>3. What do you like about option B?</b>	Nothing
<b>4. What do you like about option C?</b>	Nothing
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I would not like the Cambridge bridge completely closed for walking and biking. I would like there to be at least one lane for traffic.

<b>Feedback Reference Number</b>	230
<b>Name</b>	Jim Stephen
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	Only the possibility of a third bridge
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>The 'overnight' installation of a dozen sets of traffic lights.                  Why on earth would council rip up the road and destroy perfectly functional and safe roundabouts and other intersections ? Why indeed.....                  I come from Sydney Australia where no one knows how to use a roundabout and so there are traffic lights every twenty metres. The locals of Cambridge do (usually) know how to navigate roundabouts. Just like the entirety of Europe and the UK. If they can do it, surely Kiwis can.                  Roundabouts improve traffic flow and maintain movement. Traffic lights bring everything to a stop with the inevitable result that drivers queue through and block the intersection. Traffic lights infuriate drivers when forced to stop and wait for no reason and thus encourage red light running.                  Traffic lights cause vehicles to emit far more exhaust fumes and gases into the environment when having to stop and start than when flowing around a roundabout.                  Motor vehicle, bicycle and pedestrian accidents at traffic light controlled intersections are more serious than at roundabouts because traffic is flowing in one direction around a roundabout and pedestrians do not use them.                  "T-Bone" motor vehicle accidents are far more serious than a shunt ("rear ender").                  The installation and on-going maintenance of traffic lights is extremely expensive. EXTREMELY.                  There is very little maintenance of a roundabout apart from repainting the lines and arrows occasionally.                  Improved signage and lane markings on the entry and exit of roundabouts and driver education will succeed where traffic lights will fail miserably.                  What will council do when you realise that the roundabout you dug up and replaced with traffic lights should revert to it's original road layout ? Waste god knows how much money again....                  Don't demand all rate payers pay an astonishing 15% rate increase just to squander that on the unnecessary installation of unpopular traffic lights.                  Where there are school or aged care / seniors living facilities in Cambridge there are already traffic light controlled crossings. No one would argue against these for the safety of all pedestrians.                  But your plan only has two signalised crossings out of the twelve traffic light installations. That is madness.                  The so called, "rush hour" in Cambridge where presently traffic calmly and quietly</p>

<b>Feedback Reference Number</b>	230
	<p>queues at just a few intersections, does not require a remedy so blatantly wrong as the installation of twelve sets of traffic lights. This traffic queuing only lasts about twenty minutes a day anyway.</p> <p>The installation and associated road works to remove roundabouts and install traffic lights will be hugely expensive, massively unpopular and will not improve traffic flow. Some driver education and courteous driver incentives will go a lot further.</p>
<b>5. Any other feedback?</b>	<p>Why build a third bridge only to close another. <math>2 + 1 - 1 = 2</math>, not 3.</p> <p>Instead, build a third bridge and change the Victoria Street (high) bridge to be a one-way for cars and motorbikes either going into Cambridge CBD or leaving it. There are already perfectly good pedestrian and bicycle paths on this bridge. At the same time lower the height restriction slightly so the larger vans cannot use it.</p> <p>What does, "safety improvements" mean ? Council have failed to define that.</p> <p>I live very close to the intersection of Shakespeare Street and Lamb Street in Leamington. It is a simple STOP sign controlled intersection. Where are the statistics to prove that any of the proposed traffic light and safety improvements are so needed ?</p>

<b>Feedback Reference Number</b>	231
<b>Name</b>	Jo Davies-Colley
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>The Cambridge Community board (CCB) acknowledge the need for a comprehensive transport strategy for Cambridge, including the eventual provision of a third river crossing in a suitable location.</p> <p>The CCB acknowledge the significance of community engagement and consultation required for this type of project and after extensive community engagement is confident that current community consultation has been severely lacking resulting in high levels of frustration and concern from residents. Firstly, the CCB request that all future transport strategy investigations be conducted with greater transparency with the community board, and indeed with the community. The community must be "brought along" on the journey, not just presented with a few options at the end of the line. We recommend inclusive problem solving, increased access to modelling information for the community upon request, and greater transparency in the decision-making process. We highlight the excellent community engagement by the team involved in Ahu Ake which included multiple touch points with the community gathering feedback, and answering questions. We request that the Cambridge Connections public engagement reflect the strengths of this project and they are applied wherever possible for the transport strategy. The CCB request that investigation into a third river crossing will continue to be a critical piece of work as this town is faced with imminent population growth. We request that further investigations continue, with earlier engagement with the public showing the decision-making process. The CCB request that there should be increased visibility over when modelling was completed for the Cambridge Connections project, and if this occurred over/during the pandemic period, we recommend more current modelling be applied before future decisions are made. The community requests higher transparency of this information.</p> <p>The CCB request that a detailed traffic management investigation be carried out in the short to medium term in order that interim solutions for CBD and bridge traffic congestion can be proactively managed until a third river crossing is implemented.</p>

Feedback Reference Number	231
	<p>The CCB request that more detailed information regarding the longevity of the existing high-level bridge be visible to both the CCB and the community. If this has not been thoroughly investigated, the CCB request that the costs associated with maintaining the high-level bridge as a walking/cycle vs vehicle bridge be published. Once again, if this has already taken place, we submit that this information be made available to the board and the public. The green belt is incredibly important to the residents of Cambridge and their wellbeing, and the CCB supports their maintenance and protection. We ask that when the project team reconsiders bridge locations, they keep this at the heart of every decision. Any suggestion of using the green belt for roading should be consulted upon thoroughly with our community. The CCB request that Waipa District Council (WDC) support measures to encourage mode shift across Cambridge with the ultimate goal to improve vibrancy of both the CBD and Leamington village. The CCB suggest that none of the options presented supports a vibrant Leamington Village. The CCB suggest that vibrancy and a people-centred Leamington Village has been largely unconsidered in the options presented and recommends that further investigation be conducted into balancing the need for traffic movement through Shakespeare St, and Leamington residents having safe access to a vibrant village heart. The CCB request that alternative solutions to traffic problems be considered although we acknowledge that is beyond the scope of this project. We recommend that WDC lobby central government for the provision of a high school on the Leamington side of the district and are confident this would reduce movement across the river significantly. While the CCB support the provision of public transport in Cambridge, we request that further investigation be conducted into which members of our community will actually opt into this mode shift. We would suggest that older members of our community will be more likely to use public transport methods versus families, and also recommend the provision of a town school bus run. The CCB strongly request that WDC form a parking strategy for Cambridge in partnership with the community board and the Chamber of Commerce to consider the parking challenges that will face Cambridge as our town and surrounding communities grow.</p>



<b>Feedback Reference Number</b>	232
<b>Name</b>	Intentionally Blank
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	233
<b>Name</b>	Jo Douglas
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>It appears to involve less disruption and can be built through an existing corridor and/or where less houses and properties will be impacted.</p> <p>If the objective is to provide a new bridge for Cambridge traffic (not so much Hamilton traffic for example), Option A still meets this objective by placing the new road corridor and bridge in the less developed site. It is only a small distance further out, and there is a lot of Cambridge development in this area. It will in fact provide a service and access for new subdivisions and development on the West side of Cambridge. This makes sense, as you already have the access on the East, plus there will be some access with the old bridge still there for walking and cycling in the Centre.</p>
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>As one of the few people to use another form of transport other than cars on a daily basis, I strongly oppose option C (and B).</p> <p>A new major traffic corridor for the passage of buses and heavy traffic in the area marked will disrupt the quiet and safe environment that makes Cambridge special. The heart of the town around the areas where Options B and C are planned will be negatively impacted.</p> <p>Our house is a pre -1900 cottage that has a lot of historic character and it is these houses which make Cambridge what it is. We would be deeply concerned if our house and land was earmarked for a new road or to be neighbouring to a new road and bridge to be constructed at some undetermined date in the future. This will significantly and negatively impact on the value of the properties in this area and create a lot of uncertainty for our community.</p>

<p><b>Feedback Reference Number</b></p>	<p>233</p>
<p><b>5. Any other feedback?</b></p>	<p>I am a resident and owner of a property which is covered by the shaded area in Options B and C. I am also an employment lawyer and have a practice in the area, supporting local business and the wider region. I have a 5 year child at Cambridge Primary School, and currently cycle in the local area, avoiding traffic congestion, to drop him at school, and to do errands in town.</p> <p>The area is currently already a relatively safe zone to cycle, due to the minimal heavy traffic passing through the centre of Cambridge and up Alpha Street where we live. I expect to also be taking a commercial lease for my legal practice further up Alpha Street this year. Construction in this area and a new bridge (over an area currently covered in residential properties) will not enhance my ability to safely cycle to school and work. This appears to be one of the stated objectives – ie to encourage other transport use. Has an option D been considered, to simply replace the Victoria bridge in the same place, or to upgrade it? If it cannot be upgraded can a new bridge not be placed on the East side of the bridge? This would also seem to be one of the least disruptive options, using the existing corridor.</p> <p>It appears that you are electing to go for an extremely difficult and disruptive option. It is not clear why this would be chosen when there are many other less disruptive options that can be taken and preserve the character of Cambridge town, and avoid impacting on the values of properties in the heart of Cambridge and which have a special outlook proximate to the river.</p>

<b>Feedback Reference Number</b>	234
<b>Name</b>	Joann Scott
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	It will be a nightmare for the residents trying to leave their homes, especially the children going to Cambridge primary and the pensioners. You blocked Hall Street and Grey Street, from entering, I have seen cars entering these street, while walking, now, it will only get worse, it will cause an accident or even worse a death. The traffic will come down Resthaven, where our pensioners live, it is very busy now, so can you imagine the traffic if you do option C. Option A seems the best but still not great.
<b>5. Any other feedback?</b>	You really need to think hard about this, it is a hard decision but please listen to the people of Cambridge , it is our Town.

<b>Feedback Reference Number</b>	235
<b>Name</b>	Jo-anna Rosendale
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	236
<b>Name</b>	Joanna and John Beckett and Briggs
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	As we live on the edge of the blue zone we do not want a bridge crossing the river here, increasing the volume of traffic as we are surrounded by retirement villages and greenbelt areas. Cycleways already take care of people movements, cyclists, walkers, runners and mobility scooters.
<b>2. What do you like about option A?</b>	Not much, as Cambridge is known for the Town of trees and removal and widening will affect the ascetics of the area. Cycle way has already been added and this caters for cyclists and mobility scooters plus walkers and runners. Do not agree to closure of Victoria bridge as vehicle movements still required for business's.
<b>3. What do you like about option B?</b>	Optimizing Shakespeare road to link to Tirau road is Ideal and would benefit from a northern on ramp to move traffic volume out of city centre especially the heavy haulage which needs to go around Cambridge not through. There is already enough delivery trucks affecting the city centre.
<b>4. What do you like about option C?</b>	Optimization of Victoria road to create 3 lanes with the middle lane being a turn lane to stop the hold up of traffic as this road has become extremely busy.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	We are all in agreement of a third bridge. Our neighbourhood has already become very busy with extra noise and traffic affecting wildlife and green belt areas. A location for the new bridge would be better suited towards St Peters linking the Industrial park Te Awamutu side and linking to the motorway Cambridge side. Needs to be in a green field site not affecting established housing. Blue tooth modelling needs to be redone, as previous results were during lock down and not accurate. Taupo city did not suffer by putting in a major bypass to take care of all traffic not required to go through city centre, therefore accessible ring road option could be used. Also need less speed humps and reduce speed limits.

<b>Feedback Reference Number</b>	237
<b>Name</b>	Joanne James
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Your communication with property owners has been flawed, inadequate and couldn't be considered best practice.

<b>Feedback Reference Number</b>	238
<b>Name</b>	Joanne Ostler
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Better than B and C
<b>3. What do you like about option B?</b>	Opposed to B
<b>4. What do you like about option C?</b>	Opposed to C
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I'm thinking more and more about the impact of the Options C and B blue corridor plan on individual households. The human stories. E.g. I'm thinking about the recession and upcoming job losses, job and income changes, relocations, health issues, family upheavals and so on. Things that are unpredictable and often are totally out of our control.</p> <p>What happens for these individuals if they are forced to sell their homes? I assume a significant drop in value. Would they recover their purchase price and mortgage? Or for those who are facing health challenges, perhaps are elderly, and for whom this process is overwhelming and intimidating. Who may have to (a forced choice) sell over the coming months and years?</p> <p>I am genuinely wondering if or how Council has really and deeply considered all of this? Honestly, with hand on heart, how would you be feeling if this was happening to you or your family?</p> <p>I feel deeply worried and sad about the huge impact on individual lives.</p> <p>I'm also sad that some in Council positions have blamed the community for heightened emotions at the drop-in meeting. My emotions were raw too. I'm a deeply reflective person and it takes me a very long time to process what's happening.</p> <p>At the very least, we need a fast decision from council. Which plan will be chosen and which homes exactly will be affected? And what are the compensation plans?</p> <p>I'm sincerely hoping you very quickly decide to scrap options B and C. They are the same option really. Others have offered plenty of worthy and thoughtful alternatives. Let the cost of consultation simply be a "sunk cost", and move on to better ideas.</p>



<b>Feedback Reference Number</b>	239
<b>Name</b>	Joanne Ostler
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	It's away from town. Comes through industrial area (near transfer station), future proof to make access to highways easier for trucks and commuters. Although a lot of traffic is Cambridge traffic, option A will reduce flows. Even if only 25-50% - that's a significant reduction. Hopefully leaving Cambridge Town to be less congested, safer and slower. Option A has least impact on existing homeowners.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Don't like anything.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	240
<b>Name</b>	Joanne Ostler
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Do not like option C
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>In listening to others, I am gathering different perspectives, such as:</p> <ol style="list-style-type: none"> <li>Option C doesn't get traffic out of town. You're left with the same problem. If you take a step back, what is the bigger vision for Cambridge Central Area? Assume you've looked at other models of successful green and modern cities? <a href="https://www.themayor.eu/en/a/view/9-european-cities-that-are-car-free-12022">https://www.themayor.eu/en/a/view/9-european-cities-that-are-car-free-12022</a></li> <li>How did you gather data on traffic flows? What time of day, when, where, etc? Please be transparent. Did you survey the lower bridge too? Seven days? 24 hours? What area? Over what timeframe?</li> </ol>
<b>5. Any other feedback?</b>	<p>By directing feedback only to the questions above, about Option C, your process of asking for feedback appears biased and manipulative. I am sure this is not your intention, but this is how it's perceived. This creates an immediate negative perspective of arrogance and control. People cannot stand to feel manipulated. Why not open up the discussion?</p> <p>Who were the stakeholders included in consultations? Why not include landowners or wider Cambridge industry?</p> <p>E.g. all the Hautapu development and larger companies - we hear that APL have not been contacted... which seems unwise to say the least. Did you contact Fonterra or the supermarkets or earthworks/engineering?</p>

<b>Feedback Reference Number</b>	241
<b>Name</b>	Joanne Ostler
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Don't like it
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Keeps cars in town. Basically just swapped the existing high bridge for another second bridge. Assume trucks that currently use the existing low bridge would use the new bridge instead. Most disruptive option creating uncertainty and angst.
<b>5. Any other feedback?</b>	I vote for option A.  Questions. Please address these publicly and transparently.  1. If one of the key stats you've used to base your option C recommendations is that 75% of traffic is Cambridge only, please provide the stats so we can all see how you've arrived at this. How did you collect this data? When? Data and research can easily be manipulated to support a point of view. Please provide a factual summary of your research. 2. Why are you not seriously offering us option A as an alternative? 3. Who are the stakeholders? 4. Why have landowners in the blue zones, or local industry, not been directly communicated with? We have not, and we own a section in the blue corridor. 5. Have you considered park and walk areas in Leamington?

<b>Feedback Reference Number</b>	242
<b>Name</b>	Joanne Ostler
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	I agree that Cambridge needs new solutions.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	We have a section at 20 Alpha St, and we're ready to start building. Why have you not given us a clear plan of the proposed corridor marked in blue? This is awfully mean of you. This announcement has created a lot of stress. Where exactly is the bridge? What happens for all the properties marked in blue on the corridor? Will all of these properties be bought? If not, which ones exactly are needed for the bridge and connectors? We assume that you must have detailed plans showing exactly where the bridge will go and which sections and homes are affected.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	243
<b>Name</b>	John Bushell
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	short cited does not fix any long-term issues with transport in Cambridge or Leamington. most people work outside of Cambridge and people from TA who come across the express would still need to go through Cambridge or Leamington
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	coming from Leamington will still need to go through Cambridge, which is most of the issues with traffic. bridge is in the wrong place A has a better place. Burns Street should get upgrades as well for cycling keeping.
<b>5. Any other feedback?</b>	Need northbound on-ramp and off ramp at golf course for the expressway this needs to be a priority. out of the 3 options, A is the best. too many roundabouts at the top of Leamington (Cambridge Road and Lamb rd) should just put one big one. need to fix the safety improvements on Hamilton Road there are too many speed bumps and the angles are wrong/poor design. you would be better with less traffic lights and replace them with roundabouts.

<b>Feedback Reference Number</b>	244
<b>Name</b>	John Cave
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	It's hard to know for sure what each option really means. Most of it seems like PR waffle to me. The only constant seems to be that in the event of a third bridge to the west, you intend to close Victoria bridge to vehicular traffic and allowing only pedestrians and cycles to use the bridge. How on earth do you reconcile this, when the feedback from the public is overwhelmingly in favour of a THIRD TRAFFIC BRIDGE? To my mind, it seems non-sensical and as though you have not listened to what Cambridge residents are saying. Your proposals seem like "two plus one equals three, minus one equals two". No extra traffic bridge!
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	


<b>Feedback Reference Number</b>	245
<b>Name</b>	John Dillon
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>Option A is the only option presented that will meet current and future needs. The bridge will be at a lower level than the other two options, therefore likely to be less expensive to construct and maintain. Joining Hamilton Road to the west of Te Awa Village will allow commuters to Hamilton and beyond to bypass the congested parts of town. With the construction of a new road to the north to meet with extended Taylor Street will provide access to northern parts of town including Cambridge High School and the Hautapu industrial area.</p> <p>Cambridge is likely to expand further west and north in the future, so a bridge in this location will support future development, and will ease congestion in the town centre.</p>
<b>3. What do you like about option B?</b>	See comments for Option C.
<b>4. What do you like about option C?</b>	<p>The Leamington end is ok, it will however take up some of the Town Belt Recreation Reserve.</p> <p>The Cambridge side makes no sense as it will pass through an area with dense residential housing, aged persons housing, heritage buildings, contaminated land and churches. It will terminate at Hamilton Road with no direct link to northern areas of town.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>On what basis has the remaining life of the Victoria Bridge been assessed as around twenty years? There are thousands of steel framed bridges around the world of similar age, in all continents. It is hard to understand that they will all be retired from motor vehicle or rail conveyance simply because they are one hundred and fifty years old. Because of the vast number of them, enhanced repair methods will be developed that will see their life extended well beyond current expectations.</p> <p>Options B and C are basically replacements for Victoria Bridge. Option A is the only option presented for a third bridge.</p> <p>The Navajo Bridge crossing the Colorado River in Arizona, USA is an example of how Victoria Bridge could be supplemented in the future. A similar new bridge could go from Cook Street Park to the western end of Dominion Avenue. This would ensure continued access to the town centre from Leamington, with only minor disruption to developed areas of town. Existing infrastructure would largely meet the needs of a new bridge in this location. This will only work if a new Option A bridge is constructed first.</p> <p>The aging population of Cambridge will limit the potential for cycling.</p> <p>Public transport travelling over an Option A route will service a much wider area of town, on both sides of the river.</p>

<b>Feedback Reference Number</b>	246
<b>Name</b>	John Elliott
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>We are supporters of a new bridge proposal but are [REDACTED] that this is now off the table. It needs to be tabled immediately before any more land is used up and residents can rest easily. Land to the west of Cambridge is still available and needs to be purchased. Any proposal that involves established streets and properties is outrageous and must be removed forthwith. We all reside in a beautiful town of beautiful trees and established homes and who in their right could contemplate replacing them with a road capable of use by 50 ton transporters. Council's emphasis must be to keep trucks and big rigs out of town and not in it. We hope common sense will prevail.</p>



<b>Feedback Reference Number</b>	247
<b>Name</b>	John Kerr
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	A second fully able to support HCV's, busses and emergency vehicles needs to be constructed . Currently the fully mass rated low level bridge/Karapiro gully bridge are the sole route for any such vehicles. Both the river banks adjacent to the low level bridge and high level bridge have had instability and should not be considered resilient.
<b>2. What do you like about option A?</b>	an additional heavy duty bridge,
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>The recent announcement from WDC to "take the 3rd bridge of the table" is short sighted and needs to be reserved with real conversations with our community.</p> <p>The intersection of Lamb/Maungatautari roads should be closed, or significant re-aligned as its current alignment allows fast moving vehicles heading west to enter this residential area in Lamb Street at speed, without care for the families living in this area,</p> <p>The pukekura/eastern lamb street needs to have improved walking and cycling (footpaths and SUP to allow more children to walk safely to school and recreation facilities.</p>

<b>Feedback Reference Number</b>	248
<b>Name</b>	John Miller
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	It's great the consul is looking at option.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	I don't think this is a good option. Cambridge is growing in the outbounds. With new facilities as schools and supermarkets (new world or pan n save) in bridle ways etc it makes more sense to build as in option A. Coming from River garden it is difficult to get to the other side of Cambridge. Pope terrace traffic is high, it would be better for Cambridge park and river garden to be easy connected to the velodrome and the new subdivision.
<b>5. Any other feedback?</b>	We need to protect the green belt . The green belt should be cherished and not destroyed for new roads. It's Cambridge's identity. Also children should be able to get safe to school.

<b>Feedback Reference Number</b>	249
<b>Name</b>	John Russell
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	the new bridge has to be outside the green belt
<b>3. What do you like about option B?</b>	NOTHING
<b>4. What do you like about option C?</b>	NOTHING
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	250
<b>Name</b>	John Suisted
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Nothing -it doesn't address the issues
<b>3. What do you like about option B?</b>	Nothing -it doesn't address the issues
<b>4. What do you like about option C?</b>	Nothing -it doesn't address the issues
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Response to Any other Feedback?</p> <p>I am strongly opposed to the recent proposal to site a 3rd bridge “in the blue zone”. Council needs to develop a working group in which residents are recognised as key stakeholders to develop strategies to address current transport issues in Cambridge.</p> <p>The WDCF Cambridge Connections website <a href="http://bit.ly/4dJqJuC">bit.ly/4dJqJuC</a> does not clearly identify the current key issues with transport in Cambridge that need to be addressed. I suggest this is a basic pre-requisite before planning solutions. I suggest main issues are:</p> <ul style="list-style-type: none"> <li>• Traffic congestion at the Church of England roundabout at peak traffic hours</li> <li>• Traffic congestion on roads leading to Victoria bridge at peak traffic hours.</li> </ul> <p>The increases in population from residential development in both Cambridge and Leamington is only going to make this congestion worse.</p> <p>The current focus on improving infrastructure for cyclists and pedestrians at the expense of reducing traffic flows for cars (Eg narrowing of Bryce and Wilson Sts) is only going to make this congestion worse.</p> <p>The installation of speed humps on key traffic routes like Hamilton Rd does not help traffic congestion. Reducing vehicle speed reduces the amount of traffic that any section of road can handle in any given time, and the speed humps also lead to a significant increase in CO2 emissions from the vehicles using them. Why install speed humps to reduce traffic flow after spending \$millions to provide separate routes for cyclists and pedestrians?</p> <p>I am in favour of encouraging the uptake of cycling for short distance travel, but this needs to be accompanied by having adequate facilities for securely parking bicycles at common destinations (Eg town centre, supermarkets, hardware stores etc) to make the use of bicycles an option. I’m a keen cyclist, but wont cycle to these places to avoid the risk of the my bike being stolen while I’m in a store etc.</p>

Feedback Reference Number	250
	<p>The recent proposal for a 3rd bridge in the “somewhere in the Blue Zone” conveyed that council has absolutely no appreciation of residents being a stakeholder in the project. Councils statement that a “3rd bridge in the blue zone is now off the table” did not come with any guarantees that it will be back on the table at some future point.</p> <p>I understand there are viable options for a 3rd bridge without putting access through existing heritage residential streets (Grey or Hall St) but council needs to act now to secure land to enable this. These options may not be available in another 20 years. Council’s recent statements that “There is however, no doubt that another bridge will be required in Cambridge in the long term...but we will not be promoting a future bridge location at this point in time.” is effectively stating they do not want to address the primary cause of traffic congestion in our town..</p> <p>Regarding the proposal to convert Victoria bridge to cyclists/pedestrians only.. The proposal to close Victoria bridge to all but cyclists and pedestrians has not been justified on the basis of ensuring the longevity of the bridge.</p> <p>The bridge is a steel structure and providing it is adequately maintained (which it has been) it should last for many more years.</p> <p>Restricting Victoria bridge to pedestrian and cyclists only will result in traffic chaos if a 3rd bridge is not already available to carry the current vehicles that use Victoria Bridge.</p> <p>The new 3rd bridge It would result in a marginal increase in traffic capacity across the river, but a 4th bridge would then be needed for any significant increases in traffic volumes.</p> <p>In response to the options listed on the WDCF Cambridge Connections website:</p> <p>Option A –I cannot see how road widening on Carters Flat, Hamilton Rd and Victoria Rd - and corridor optimisation to Shakespeare St is this going to make any difference to the current traffic congestion points.?</p> <p>Option B -will result in more traffic through the main street of Cambridge , creating more congestion</p> <p>Option C – does not appear to give routes for Leamington traffic going north flow?</p>

<b>Feedback Reference Number</b>	251
<b>Name</b>	John Barns Graham
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>A is correct at taking the traffic from Cambridge Road along Matos Segedin drive. However, it should go directly across the river to near the RDA building to a roundabout with the first exit along the riverside joining up with plan A's route to C3 and then to the new roundabout on Cambridge road by Te Awa. The other exit from the RDA roundabout would link up with Alpha street and be an alternative route into the town centre. This would reduce the traffic on the Leamington bank to the town centre by the Fergusson bridge by over half, but also on the Cambridge bank (Cambridge Hamilton road) by half over bridge A which has no connection. That traffic would consist of C3 into town traffic and any coming from Bridge A.</p> <p>Work on traffic flows indicate a huge saving in kms per day, and therefore carbon dioxide (CO2) output equivalent to over 3,000 driver being converted to cycling 12 kms!</p> <p>Bridges B&amp;C have no merit and severe problems – not the least being ensuring heavy traffic is brought into town and the destruction of residences.</p> <p>In looking at the MCA figures in the Cambridge Connections presentation I could not understand how option A had so many negatives until I realised that it had been designed to have no connection into the town centre, but also that the concept of condensing the traffic into a few high volume routes had been adopted by the planners. One which I thoroughly oppose. Town centres should be designed for the people who use them, not for through traffic.</p>
<b>3. What do you like about option B?</b>	<p>The title says it all “Improve transport choice” over A’s “Road building to manage congestion”</p> <p>This plan is totally ruled out because it requires the route to go through town, progressively increasing traffic flow, produces harmful fumes and noise for a large number of residents, and requires the destruction of residences.</p>
<b>4. What do you like about option C?</b>	<p>The title says it all “Improve transport choice” over A’s “Road building to manage congestion”</p> <p>This plan is totally ruled out because it requires the route to go through town, progressively increasing traffic flow, produces harmful fumes and noise for a large number of residents, and requires the destruction of residences.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	

<b>Feedback Reference Number</b>	251
<b>5. Any other feedback?</b>	Analysis of the plusses and minuses of the Bridge B&C over a bridge at Matos Segedin drive (MSD), which has access to Alpha Street built in, shows a huge advantage to bridge MSD. This is a combination of a variation of the “Green Belt (South) Vogel Street Alignment plan” proposed and published by council in 2019, and part of Cambridge Connections plan A. Keeping traffic out of town is a healthy option. Refer to Appendix 2 - full feedback response

<b>Feedback Reference Number</b>	252
<b>Name</b>	John and Judi Smythe
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>1. We think the PARKING ISSUE needs to be sorted ASAP</p> <p>2. We also believe NO RATE PAYING PERSON'S HOME SHOULD BE AFFECTED IN ANY WAY, BY A NEW BRIDGE.</p> <p>PARKING ISSUE:</p> <ol style="list-style-type: none"> <li>1. A parking building would be the answer.</li> <li>2. This may stop the current flow of locals going to Hamilton to shop as it is difficult to find a park here.</li> <li>3. In the meantime, please look at increasing our current parking areas (e.g. behind the Prince Albert) as there may be ways to do so.</li> </ol> <p>THE THIRD BRIDGE:</p> <ol style="list-style-type: none"> <li>1. To us this is simple. The bridge needs to leave Leamington from a paddock and arrive in Cambridge in a paddock.</li> <li>2. If for instance, the bridge is built slightly west, it doesn't matter. By the time the bridge is built Cambridge will well and truly be "out there" and with the population escalating as suggested (91% increase by 2050) - it won't matter if some traffic goes to Hamilton to shop instead of coming back into town. But it will help hugely for Leamington travellers who work in Hamilton to avoid the congestion of Cambridge.</li> <li>3. So find these "paddocks" and lock them in now because when we get 20 yrs or so down the track, our HOMES, OUR LIVELIHOOD, WILL NOT BE AFFECTED AS THE CURRENT COUNCIL HAS MADE AN INSIGHTFUL DECISION! We appreciate Susan's message with regards to the bridge, but it doesn't take away the black cloud hanging above our street (and other affected areas) - so we need you all to find these paddocks (now as they could soon disappear), find the money and let us get on with our lives.</li> </ol> <p>Please.... 🙏</p>



<b>Feedback Reference Number</b>	253
<b>Name</b>	Jon Mathers
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

Feedback Reference Number	253
<p><b>5. Any other feedback?</b></p>	<p>I would like to be heard on the matter of the proposal for a New Bridge for the Cambridge / Leamington Link.</p> <p>I attended the meeting at the Town Hall, Wednesday 1st May 2024, It was a disappointment that a representative for the council was not in attendance, or did not make there attendance known.</p> <p>The meeting was very positive and there were well over 100 people there.</p> <p>At the meeting there were several proposals put forward, and some great ideas for and against.</p> <p>The one very clear message that came from the meeting and one I highly agree with, is that a greenfield space is sourced and kept by the council for the future development site for the new bridge.</p> <p>This site is important as development is moving quickly on both sides of the river. Sourcing a site now means that nobody’s home is at risk in the future. Proposals put forward by the council at the current time (supposedly put to the side) have an impact on residents.</p> <p>Plans from the past will no longer work without a substantial development of people’s homes and that is not acceptable. If the council of the past had had the foresight to hold the land, then proposed we would not be in this situation.</p> <p>The site for the bridge must take into account the traffic and timing of the Cambridge and Leamington residents; it has to have easy access to the expressway, and ease of travel to Hamilton and Te Awamutu as both of these are destination areas for workers and students alike, it also has to take into account trucks that currently clog up our town roads.</p> <p>Currently we have huge congestion for traffic around the Queen St / Victoria Rd Roundabout and this isn’t just during peak hours it is throughout the day.</p> <p>The Alpha St Victoria Rd roundabout is also becoming an Issue, and must be remedied (probably even before a new bridge is built).</p> <p>I look forward to the councils decisions on the New Cambridge Leamington Bridge in the near future.</p>

<b>Feedback Reference Number</b>	254
<b>Name</b>	Joseph Walberer
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	A 3th bridge is needed but shouldn't be in town. Should be west of Cambridge connecting Velodrome and Leamington. Additional express way enter towards Taupo at Velodrome is needed. Most traffic in Leamington is caused by parents dropping there kids of to school. School busses are needed urgent
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Public transport
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	We live on Campbell street. Our 14 year old son goes to chs. He is not allowed to use the bus which drives past our house. We even offered to pay the bus ourselves. That should be changed urgently

<b>Feedback Reference Number</b>	255
<b>Name</b>	Josh Lane
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	This would be great to encourage people to use public transportation and other transportation to reduce congestion! A lot of people I talk to don't want to use public transport because of infrequent timetables.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Infrastructure is great, but SECURE BIKE PARKING in Cambridge CBD would be amazing for encouraging more commuters. Thank you.

<b>Feedback Reference Number</b>	256
<b>Name</b>	Joy Harding
<b>1a. Do you have a preferred option?</b>	B
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	I like the greater provision and priority for public transport. I think private vehicle traffic should be diverted away from the main centre of town as much as possible, and I would favour the centre becoming a largely pedestrian zone.
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	We do need another bridge. People from Leamington need to get through Cambridge without going through the centre of town, which is already over congested with traffic. However it would be better crossing near the Velodrome where it would impact fewer residential properties.

<b>Feedback Reference Number</b>	257
<b>Name</b>	Joy Harding
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Further out of town and fulfils the purpose of getting people across the river without going through the centre of town. Fewer residential areas are impacted.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Nothing. It's too close to the town centre and impacts too many residential properties
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	258
<b>Name</b>	Joy Martin
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Nope
<b>3. What do you like about option B?</b>	nope
<b>4. What do you like about option C?</b>	nope
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<ol style="list-style-type: none"> <li>1. Keep future bridge on the table so council can lock in the land but not where the options were.</li> <li>2. As per my previous feedback use the land down next to Matos Segedin dr then coming out past Vogel St up onto Hamilton Rd.</li> <li>3. With all the heavy vehicles that will use this bridge it makes absolutely no sense to have the bridge linking in town and all the adverse environmental and amenity effects.</li> <li>4. The only option now are next to Matos Segedin Dr which is already industrial and then potentially up through or by the riding for the disabled land and then linking back onto Hamilton Rd.</li> <li>5. keep the location of the bridge away from existing and highly valued residential areas.</li> <li>6. Recognise that ratepayers are stakeholders.</li> </ol>

<b>Feedback Reference Number</b>	259
<b>Name</b>	Joy Martin
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>West of town but not with a connection to Bryce Street. Reason as as below:</p> <p>There have been new houses built at the end of Bryce Street which you guys will n doubt under the LGA acquire the property with no rights to the landowners and no care for the adverse noise, traffic and amenity effects of building a new bridge through an established residential environment.</p> <p>Negative effects on property values within the vicinity and Council will no doubt have absolutely no care about the effect of this on your rate payers as long as you get your rates.</p> <p>The adverse effects on the quiet character of Cambridge which the established Cambridge residential environment is well known and highly valued for.</p> <p>This conflicts with the long term growth of Cambridge and clearly shows council staff have no idea and lost touch with reality. Council staff cant even consult properly and think its ok to just issue an apology. [REDACTED].</p> <p>[REDACTED]</p> <p>[REDACTED]</p>
<b>3. What do you like about option B?</b>	Nothing
<b>4. What do you like about option C?</b>	Its not my preferred option
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	



Feedback Reference Number	259
<p>5. Any other feedback?</p>	<p>Instead of ruining peoples lives that live in the highly established and highly valued with adverse effects from noise, construction, residential amenity, forcefully acquiring properties in the future under the LGA that gives landowners absolutely no say in the matter why dont you [REDACTED] have a better look at the towns zoning and availability of land and look at locating a bridge that adversely affects the less amount of people instead of being that stupid and choosing a location that effects the most amount of people. [REDACTED] Instead of smacking a new bridge through residential areas why not look a little further and see that between the residential development on the Cambridge Te Awamutu rd and Matos Segedin Drive (which is industrial so not associated with the highly valued residential amenity) put the new bridge through there instead of through a highly valued residential area. Link the bridge to the end of Vogel st again minimising the number of rate payers that you will [REDACTED] There is land there already, you wont [REDACTED] as many residents like you are doing right now, one boundary is with industrial zoning which can absorb the adverse effects of the new bridge, traffic, noise, amenity and link it up with the bare land at the end of Vogel Street. This option would significantly reduce the adverse effects on the number of residents instead of your dumb brain less idea of going straight through an established residential area.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>

<b>Feedback Reference Number</b>	260
<b>Name</b>	Judith Robinson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	I'm too perplexed to reason this option - at a cost of many residents' stress levels and shock.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The destruction of family homes and historical villas when the possibility, muted over 20 years ago by business folk to the paper that a vehicle bridge should be off Matos Segedin Drive on Council and whereby no houses would be demolished and roadway already sited.
<b>5. Any other feedback?</b>	Most tourists who stay in this area are particularly impressed with the layout of the streets, lovely houses and a community spirit. The neighbourhood watch here was one of the first established. Graeme Robinson we co-ordinator over 35 years and his letter to the newspaper er the industrial north land use at Matos Segedin be used to future place a bridge, endorsed by Gus Wackrow and many local business personnel. It seems so logical to have vehicles, whether trucks, large cars etc to come from an industrial site anyway.

<b>Feedback Reference Number</b>	261
<b>Name</b>	Judy and Neil Fynn
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Our email is not a submission as such but a statement of our situation and questions asking for clarity on the bits of information given out so far. We have both been Waipa residents for most of our lives and made a deliberate decision to move to Cambridge in 2010. We purchased ..... (our property) because the property was private, in a quiet heritage character residential area and within easy walking distance of the CBD. We are both currently planning our transition into retirement and considering options. We are underway with the renovating of our property with the plan that it will be in a ready state should we decide to sell it to downsize, or if not sell, then to take us comfortably through our retirement. The information shared about Option C so far is generalised to the point of being vague and confusing. As one of the residents within the blue shaded area we are most likely to be directly impacted on by developments and we would have thought that we would have had direct contact from council and received more detailed information. As mentioned, we are transitioning into our retirement and considering all that goes with that, such as do we sell to downsize to a smaller house and section or renovate so to see us comfortable into our future should we choose to remain in our home. Both of these options are now thrown into disarray as we have the blue shaded area hanging over us. Why invest our valuable retirement savings into renovating something that the Council may well soon knock down in the name of progress. And how could we possibly sell now? We have lost any ability to sell on the open market. As things stand, our only potential customer is the Waipa District Council. The questions that we have are: 1. Where exactly is the bridge to be sited? Surely if you have enough information and planning to make the recent announcement then you know the preferred bridge site within the blue shaded area. 2. Is our property in the direct line of the intended third bridge so therefore will it be removed to make way for the bridge development or will we likely be alongside the bridge and its on/off ramps so have this as our neighbour, our views and ambient. noise in future? 3. When will Council make a firm decision if to go ahead or not with 3rd bridge as proposed in the Option B and C? 4. When will the Council begin to requisition / purchase properties? 5. What is the Councils policy, procedures and processes when requisitioning/purchasing private land and properties for civil infrastructure development? 6. Is this new Option C included in our LIM's report yet and if so, what does it indicate</p>
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	262
<b>Name</b>	Julia Raupi
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	It caters for a more diverse range of our population, especially the aging population who may not be big walkers or cyclists - but still want the ability to get around town and not lose their independence.
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Please stop forcing cycling and walking on us as options for us to get around. There are other ways we can (and will) do to reduce our carbon footprint eg. electric/hybrid vehicles, more public transport. These will come at a personal cost when we can afford them. Not a cost forced on us through our rates.

<b>Feedback Reference Number</b>	263
<b>Name</b>	Julio Cesar Molina
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I don't like the options. I would rather preferred the bridge to be build father down west where there are not houses around .

<b>Feedback Reference Number</b>	264
<b>Name</b>	Kaara Ngawhika
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	As the same as above, more options on how to commute around the place.
<b>3. What do you like about option B?</b>	I like the focus of easing congestion. It seems to take a long time to get around even on off peak times as the traffic is horrendous.
<b>4. What do you like about option C?</b>	Great to have the options of either walking cycling or traveling. I think Cambridge needs more walk ways/routes to take around the place, its so nice to get out and enjoy what it has to offer by foot or bike.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	No,thankyou for letting me take part. 😊

<b>Feedback Reference Number</b>	265
<b>Name</b>	Kane Mosen
<b>1a. Do you have a preferred option?</b>	B
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Nothing.
<b>3. What do you like about option B?</b>	The town has become increasingly congested, we need more routes to ease this up.
<b>4. What do you like about option C?</b>	Nothing.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	266
<b>Name</b>	Karen Denyer
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	



Feedback Reference Number	266
<p><b>5. Any other feedback?</b></p>	<p>Thank you for the opportunity to provide feedback and the extended deadline. The nature of my work means I was away when council presented Option C as preferred option with a very narrow window of response.</p> <p>I have elected not to answer the questions above because I consider that they are leading, and assume that ratepayers will be happy to select one of the options as their preference, without being given full disclosure of the implications. That feels like a "take it or leave it, community" approach. This almost arrogant stance has surprised me, as it is a strong divergence from the usually very inclusive and considerate approach that I have experienced from Waipa DC in my 30 years as a ratepayer.</p> <p>My concerns are that:</p> <ol style="list-style-type: none"> <li>1. The terminology used is not lay-friendly or explained, which makes it difficult to make an informed submission.</li> <li>2. There appears to be no consideration of social or environmental impacts beyond encouraging more cycling/ walking. I am supportive of a walk/cycle friendly town, but would like to understand fully what other environmental values might be sacrificed for that (e.g tree felling, grass verge removal and resultant increase in storm water).</li> <li>3. Some of the options appear to have contradictory objectives and outcomes. Option C is presented as the walking-cycle friendly option, but initially included a plan to sever the residential area of SW Cambridge in half with a 23,000 car per day 3rd bridge feeder road, and completely un-doing the cycle-friendly measures that the council has already spent considerable expense installing. I am fully aware that the bridge has been taken off the table (for now?) but while I am supportive of a cycle-friendly Cambridge, I don't know if supporting Option C will see that bridge re-appear at a later stage in the previously 'preferred' location.</li> <li>4. The revised plans (with no 3rd bridge) are not comprehensive, the transport plan must include consideration of the option for a 3rd bridge from the outset, not as a later 'tack-on'.</li> <li>5. The options presented are very narrow and, anecdotally, appear to have been based on flawed traffic data collected during a covid lock-down.</li> </ol> <p>In summary, I would like to see the Council withdraw and reset the process, with full and fair consultation with ratepayers and residents. I look forward to WDC drawing a line under this, chalking it up to a one-off lapse of its otherwise excellent track record, and working constructively with the good people of this very special heritage town.</p>

<b>Feedback Reference Number</b>	267
<b>Name</b>	Karla Manhood
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Public buses being increased, especially in the morning and afternoon when teenagers are needing to get to hamilton for high school. Bus fares should be free when in school uniform.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	None
<b>5. Any other feedback?</b>	Need a third bridge

<b>Feedback Reference Number</b>	268
<b>Name</b>	Kate O'Hara
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	<p>There is a focus on walking, cycling, and public transport in the future instead of prioritizing private vehicle use. The preferred option (thus far) aligns with the Ministry's values to focus on active transportation.</p> <p>There are a number of school's within the region that may be affected, including a new year 1-6 primary school which is set to open in 2025 (Cambridge West School). The Ministry of Education considers that any new active mode corridors should connect to all existing and future schools. The Ministry is supportive of Option C to enhance transport choices, in particular, the move towards more frequent public transport both locally and between Cambridge and Hamilton. We support the council's aim to increase public transport capacity and frequency, and consideration should be given to the transition of any students from Ministry-funded services onto public services where services support access to education. This transition would increase public transport uptake, support the viability and long-term sustainability by creating demand for long term service, and change behaviours over time. The Ministry recommends an open working relationship between the council and the Ministry as we support a modal shift to public transport.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	269
<b>Name</b>	Katharine Milson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I DON'T LIKE Option C. I like Option A's placement of the "All modes river crossing".
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	I don't like the placement of the "Potential area for all modes river crossing". This looks likely to affect MANY Cambridge character homes and businesses, would be very close to Cambridge Primary School, and in my view is a short-sighted and non-visionary outlook. It will be very expensive to "buy up" all this land, and a waste of many precious properties. I think it would lead to MORE traffic congestion in the downtown Cambridge area, not less.
<b>5. Any other feedback?</b>	<p>Although it may be labelled "out of town" in 2024, I feel the Option A "All modes river crossing" is a good place to put the "3rd bridge". Build the bridge on the mainly greenfield land, and then build the houses around it accordingly.</p> <p>I think many people will choose to commute to Cambridge using this "out of town" bridge, as it will link to the Expressway via the on ramp that is closer to Hamilton, rather than clogging up the on ramp from Victoria Road. Also it will divert traffic away from the existing already-busy Fergusson Bridge. I support the idea of making Victoria Bridge cycling and pedestrian only. This lighter use should ensure the longevity of this lovely old historic bridge. If you put a bridge "in town" I feel that will only encourage people to continue to use their cars. Better to put the bridge "out of town" to make them think twice about their journey, and hopefully they may choose public transport or cycling rather than taking the lazy option.</p> <p>Thank you for taking steps to set Cambridge up as good for cyclists and pedestrians.</p>

<b>Feedback Reference Number</b>	270
<b>Name</b>	Katherine Lawrence
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I would like to know how the Council plans to cope with the huge increase in traffic through Cambridge. Apart from the Bridge options, now off the table, has the Council considered access to the Expressway heading Northbound, in the land by the golf course, ie, near the Southbound access? Also, when will the Council stop spending money on coloured circles, cycle ways for an aging population and speed bumps, which only slow down traffic passing through Cambridge, and which emergency vehicles find slow their emergency response almost to a standstill, and focus on fixing the roads? When will the Council focus on improving traffic and infrastructure issues instead of allowing huge housing subdivisions without having infrastructure in place. I believe that the Bridleways development will include over 2000 houses, but how have the Council allowed for the huge increase in traffic in Cambridge? It is already very difficult to access Cambridge and Leamington. What does the Council propose to resolve these issues? It seems that time and again, problems are resolved with a knee jerk reaction rather than looking at all of the factors involved, and thinking of the future. When we arrived in Cambridge just over 5 years ago, it was a leafy well treed but functioning town. Now it seems like a traffic nightmare.</p>

<b>Feedback Reference Number</b>	271
<b>Name</b>	Kathleen Bell
<b>1a. Do you have a preferred option?</b>	B
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	The potential for a bus that is public and runs from Leamington to High School and maybe the Middle school. Big relief for the transport on Shakespeare and for parents. It makes good sense to make the high bridge for cycle and walking. If less people are using that bridge, it may be a great spot for vandalism and malicious behaviour to young children,. Is there CCTV cameras on the bridge?
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	What is to become of the pedestrian crossing on Popes Tce near Burns.? None of the options is dealing with the fact that it is a dangerous spot. Will the speed limit be reduced on Popes? Will the crossing be deleted, and people will need to use the proposed traffic system on Popes and Shakespeare?

<b>Feedback Reference Number</b>	272
<b>Name</b>	Keith Flavell
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	This work needs doing. Cycleways are not improving traffic
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	273
<b>Name</b>	Keith Irvine
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	I like the idea of a bridge on the northern side of Cambridge for access to Hamilton and other northern destinations This also has the potential to move the location of the bridge away from existing housing areas
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I am upset by not only the lack of consultation from the council but also the lack of long term planning that has resulted in shock news that there is consideration to building a bridge close to existing suburbs. As a land owner in the area of the proposed sites for the bridge, I don't want lack of planning to directly impact the serenity and privacy of my property.



<b>Feedback Reference Number</b>	274
<b>Name</b>	Keith Ross Maclennan
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Roads being closed that come off Cambridge and Hamilton Roads, Where the traffic could filter down into Cambridge centre, but instead the traffic is bottle necking at the corners of Hamilton and Victoria and Taylor and Victoria. The building of cycleways that are taking parking spaces away from customers that are supporting local businesses. Also, the number of cycleways available, why are they still using the main roads. It is becoming more dangerous driving along Racecourse Road and Cambridge Road. There is also going to be an accident on the corner of Taylor and Victoria where you are most vulnerable (elderly people on electric bikes) are not stopping at this intersection.
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	There should be a north bound entrance onto the expressway opposite the Cambridge Golf course, this will stop north bound traffic from Leamington having to drive through Cambridge centre when heading north. If a new bridge is ever going to be built it should be alongside the high bridge or from the industrial side of Leamington and come out on the Hamilton side of Te Awa village. I also believe that the Transport Management Team are not the right people to sort these problems out. The money wasted and chaos caused. Also, get rid of the speed bumps.

<b>Feedback Reference Number</b>	275
<b>Name</b>	Kellie Pearson
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Enhancing transport choices for walking cycling and public transport - however I don't believe this option goes far enough to serve the Cambridge community either.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Please consider connection for walking/cycling/public transport from the C4 growth cell area. C4 is currently isolated from town and public transport links. The new bus depo is nearby. Could this be connected and developed as a bus stop for public transport?</p> <p>C4 is about to grow rapidly and if alternatives are not anticipated it will make traffic congestion over the bridge worse especially in absence of a 3rd bridge. Could a simple gully bridge (similar to the one in Woodcock Rd Matangi) be a viable option to connect C4 walking/cycling from Kotare Park into Leamington via Cambridge Park? Could retrofitting the sewer pipe bridge with a cycleway (similar to Bikes on Pipes in Hamilton) be viable to connect C4 back into Cambridge town, schools and sports grounds via the Te Awa cycleway? There appears to be council land in the area that could help enable projects like this.</p> <p>None of the options proposed show C4 walking/cycling connections planned in future. As a major growth area for Cambridge it is vital to plan connections in this area too. A 3rd bridge would be ideal in the long term, however other walking/cycling connections will help to build Cambridge's cycling network and alleviate traffic congestion in the short term too.</p> <p>Keep up the great work Waipa DC. Thank you :)</p>

<b>Feedback Reference Number</b>	276
<b>Name</b>	Kellie Watson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>Not much to like. The new bridge should be in option c area where it won't interfere with housing.</p> <p>We need a third bridge so why would you close the high level bridge to cars!!! What!!!</p>
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>You say most traffic goes through town. That's because you keep blocking roads so you can not cut away and avoid town.</p> <p>You are making a enormous bottle neck. I don't understand.</p> <p>Also taking away parking for workers, young families, elderly and rainy day waikato weather not great.</p>
<b>5. Any other feedback?</b>	<p>Why didn't you make a on ramp heading north by the golf course so everyone on that side doesn't have to drive through town to get to the motorway. Only having a on ramp heading south was a waste. Maybe widening the low level bridge would have been helpful.</p>

<b>Feedback Reference Number</b>	277
<b>Name</b>	Kellie West
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	I like how there are extra safety measures being put in place on roads that are busy, such as traffic lights and round about down Carters Flat as this is a particularly busy area with businesses and general public use of road.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	I think Cambridge does need another bridge but I don't think option C is the correct place for it. I think the bridge needs to be built further out to link up with the motorway by St Peters. This would help people commuting from Leamington to Hamilton and there would be less congestion in town. It would be handy for people driving to Karāpiro with their boats etc and for the rowing. I don't think the bridge in town should be shut as once we stop parking and traffic going past people stop going to the small businesses we have seen this in Hamilton with the town centre. We don't want to lose our small Cambridge town feel by having another big bridge put through the centre area of town. What happens with all the houses that area already in the proposed development area? I think the Council really needs to start listening to its residents. Cambridge is such a beautiful town and we don't want to lose that. I think this bridge will take away the historical feel of the town and create a cheap motorway feel to the town.
<b>5. Any other feedback?</b>	I would like to know if you have taken into consideration peoples feedback or ideas who are in there 20's-30's as when this whole proposed plan is finished this is the demographic of people it will impact not people already in there 50-70 age range as they will either not be around or not using any transport in Cambridge. The council in Cambridge is terrible at talking to the younger generations in Cambridge and having there views on what's happening, as these big changes will impact them not over half of the council!

<b>Feedback Reference Number</b>	278
<b>Name</b>	Intentionally Blank
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	279
<b>Name</b>	Kelly Brennan
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I like the fictional ideas and the small minded thinking behind believing it's a good plan. The idea that a third bridge is not a third bridge. It is a new second bridge. The location stinks too. The preferred option is not even an option unless a seriously congested town is the aim. Someone needs to take their brain to work before doing things like this.

<b>Feedback Reference Number</b>	280
<b>Name</b>	Kelly Collins
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Frequent public transport options. Improved Main Street, lights crossing points. The two crossing points along Shakespeare street. Bike paths. Pedestrian and bike crossings at all the lights. Safer intersections. High level bridge becoming cycle and pedestrian only. New bridge.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Main Street could be more pedestrian and bike friendly and less about car parks. It would be good to encourage people to park by the square , in Halley's lane, by the new world car park and walk into town instead of in the Main Street. Maybe too many traffic lights?? I don't know, I guess if the lights all since up well it should give better flow through town. Would be good to have more safe crossing points along Shakespeare street for kids going to school.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	281
<b>Name</b>	Kelly Edwards
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	A third bridge and leave them all for motor vehicle use. No use in wasting money on a new bridge if you are making the old one pedestrian and cycle only. People wanted a third bridge to reduce motor vehicle congestion on the current two, a third bridge but only two for motor vehicles completely misses the point. This walking/cycling fairytale doesn't work in the real world when you have children, large loads to carry, need travel outside daylight hours, in bad weather etc.
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Nope



<b>Feedback Reference Number</b>	282
<b>Name</b>	Kelly Jones
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Preferred by whom?
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Use of greenbelt land for access to proposed bridge. Why? Because it's a greenbelt. 'Greenbelt' surely isn't designated 'greenbelt... until further notice'?
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	283
<b>Name</b>	Kelly Stokes
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Option A - The potential area for the third bridge All Modes crossing makes more sense BUT should link in to the new enormous roundabout installed at 1832 Cambridge road or at Hanlin Road (Velodrome). Put a clip on to the Pipe bridge connecting Leamington near Alpers Ridge and the Gas Light Theatre for pedestrian access. The traffic light installation is excessive. The walking and cycling only option for Victoria Bridge is terrible, making traffic worse on the other routes.
<b>2. What do you like about option A?</b>	The potential area for the third bridge All Modes crossing makes more sense BUT should link in to the new enormous roundabout installed at 1832 Cambridge road or at Hanlin Road (Velodrome). Put a clip on to the Pipe bridge connecting Leamington near Alpers Ridge and the Gas Light Theatre for pedestrian access. The traffic light installation is excessive. The walking and cycling only option for Victoria Bridge is terrible, making traffic worse on the other routes.
<b>3. What do you like about option B?</b>	Nothing, the traffic light installation is excessive. The walking and cycling only option for Victoria Bridge is terrible, making traffic worse on the other routes. The potential area for the third bridge All Modes crossing is in utterly the wrong area, depositing vehicles into quiet suburban streets that you have JUST made in to cycles routes and one-way streets. Put a clip on to the Pipe bridge connecting Leamington near Alpers Ridge and the Gas Light Theatre for pedestrian access.
<b>4. What do you like about option C?</b>	Nothing, the traffic light installation is excessive. The walking and cycling only option for Victoria Bridge is terrible, making traffic worse on the other routes. The potential area for the third bridge All Modes crossing is in utterly the wrong area, depositing vehicles into quiet suburban streets that you have JUST made in to cycles routes and one-way streets. Put a clip on to the Pipe bridge connecting Leamington near Alpers Ridge and the Gas Light Theatre for pedestrian access..
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	It's like logic hasn't been applied for these proposals. in the PM, The majority of traffic through Victoria Street and Cambridge CBD is from Hamilton and trying to get to the Leamington side - and vice versa in the AM. Move the bridge AWAY from the CBD, closer to Hamilton for better connection to Thermal Explorer Highway and SH1 onramp.

<b>Feedback Reference Number</b>	284
<b>Name</b>	Ken Methven
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	The premise that the option will have an effect or contribute to climate change is ridiculous. It is not the council's role to pursue solutions based on this premise. The solution is NOT in any way appropriate for the population of Cambridge who have always used their cars to get around. Cambridge people will not use the bus. Where is your evidence that they will? This ideological approach is completely inappropriate. The existing cycle lanes should have proven that their use does not warrant the expense n building more. The proposed bus will emit MORE emissions that the cars it is supposed to replace, driving around continuously.
<b>5. Any other feedback?</b>	The fact that the options are censored down to comment on only the one the council wishes to implement is Marxist polemic. When people understand the impact on them with parking restrictions and meters and reduction in parking proposed there will be an anger. Do councillors wish to be turfed out next election?

<b>Feedback Reference Number</b>	285
<b>Name</b>	Kerry Cramond
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Are you aware that Cambridge has many more residents who live out of town. When I first moved to Cambridge it was a town that valued its rural residents. With these current plans there are even less options for rural residents. We also would like to have access to Cambridge Town Centre but cycling or walking to town are not options we have. Instead we seem to be punished as part of the 'lazy' crowd who use cars instead of biking or walking. WE DONT ACTUALLY HAVE AN OPTION BUT TO DRIVE.... Please put in another bridge! Or parking options by the high level bridge so we can also access town.
<b>5. Any other feedback?</b>	Is it the preference of the Cambridge Retail Centre for rural residents to shop in Te Awamutu or Hamilton? As with the current traffic congestion it is quicker to drive to another town for Kaipaki residents.

<b>Feedback Reference Number</b>	286
<b>Name</b>	Kerry Watson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Waipā Networks is the locally owned electricity distribution business supplying customers in Cambridge, Te Awamutu and surrounding areas.</p> <p>Waipā Networks supports improving choices for walking, cycling and public transport. However, we also support improving private vehicle access as this is essential for providing our electricity fault response service to the 29,000+ customer connections we supply. Any changes to roading that potentially restrict, slow or discourage private vehicle access could result in delays in having power restored to customers. This is particularly important during severe weather events, where trees can both bring down power lines and block roads, so having multiple private vehicle access options and wider roads enables quicker restoration times. Improvements in walking, cycling and public transport therefore should not be at the expense of functional private vehicle access and routes. We are not suggesting that Options B or C would be at this expense, but stress that Council should be cognisant of any design that would potentially affect access for utility providers like Waipā Networks.</p>

<b>Feedback Reference Number</b>	287
<b>Name</b>	Kevin Mace
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Has all the traffic heavy and light not in town if it doesn't need to be there
<b>3. What do you like about option B?</b>	Nil
<b>4. What do you like about option C?</b>	Nil
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	We have just created cycle and walkways and having a bridge in the position of b or c would do nothing but render them unsafe to use To me the status quo with the addition of a northern on-ramp to the highway out by the golf course would fix a lot Keep as many trucks out of town as possible

<b>Feedback Reference Number</b>	288
<b>Name</b>	Kimberly Pickens
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>OPTION A                      I prefer optionA                      Quite often people work in rural locations that live in Cambridge or need to pass through Cambridge to get to their work it's important to have good and open roadways for this is the location in the timing may not suit public transport</p>
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>I do enjoy public transport however it does limit options and timings especially for those that are shift workers at the hospital for example where they finish after the last bus all they are in a vulnerable position late at night early hours of the morning walking those last few streets home if they're based in Cambridge if not then they are left to go to their car park and drive home from there which raises safety concerns with the way our society is today</p>
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	289
<b>Name</b>	Kylie Macdonald
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Nil
<b>3. What do you like about option B?</b>	Nil
<b>4. What do you like about option C?</b>	Nil
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>The bridge should not be built where there is existing residential homes. Why can there not be a direct link from Shakespeare street out onto the motorway?</p> <p>Of course current modelling shows low traffic movement towards St Peter's - people have chosen not to go that way with the roadworks and development happening- but a bridge by St Peter's would certainly work and I agree with comments that traffic will go to wear the bridge is built. Your modelling is an excuse. Many rural people cannot rely on public transport. There needs to be adequate and timely access to the Leamington side for emergency vehicles. Shutting the high level bridge to vehicles before a replacement bridge is in place would certainly cause lives to be lost.</p>



<b>Feedback Reference Number</b>	290
<b>Name</b>	Laura Dikmans
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Nothing really
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The whole concept, all three, including the proposed placement, more accurately the proposed access to a possible bridge, all those traffic lights.
<b>5. Any other feedback?</b>	I was astonished to see that a third bridge actually didn't mean a third bridge to ease traffic flow and congestion. Does the report on the Victoria St bridge refer to the strength of its construction or the decking only needing to be replaced in 2-3- years? Could the report be made public please. The whole idea needs a rethink and the report on the Victoria St bridge is critical. If you want only a walkway for cyclists, pedestrians and scooters, mobility scooters etc then why not build a fit for purpose construction by and large adjacent to the Victoria St bridge. Take the pedestrian lanes off the Victoria St bridge to widen it. That's why the report is critical at the end of the day a third bridge was supposed to ease traffic congestion, especially given the way Cambridge is expanding. I would have thought that traffic would be rerouted out through the back of town on the Leamington side in the country, and land ear-marked/set aside before it's all gobbled up for housing development. Why would existing housing be affected when there's a shortage?

<b>Feedback Reference Number</b>	291
<b>Name</b>	Leanne Wood
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>I do not see the logic in the Councils preferred option for the third bridge and their desire to see the closure of Victoria Bridge in all of their options. Closing Victoria Bridge for vehicles will not solve the traffic issues but create additional issues including the downturn in business for those at the bridge end of Cambridge. I recall when the pedestrian 'clip-ons' were installed on Victoria Bridge and the number of businesses that complained about the drop in revenue that they experienced over that short period of time. Saying that Victoria Bridge is coming to the end of its life is also hard to understand when steel bridges around the world have been upgraded and restored to extend their working life. Where is the engineering evidence to back up this claim? Surely this should be published and made available to the public, although my concern would be that the Council has its own '15 minute' agenda and have obtained reports for a particular purpose and result. Completely unbiased and independent reports on the integrity of the bridge's structure would be preferable. Council planners appear to be following some utopian ideology where cars need to be restricted and everyone needs to walk or cycle. In the real world, no one wants to give up their flexibility and independence by taking public transport, it will not stop people wanting to drive their cars. No one wants to walk in the rain or wait for a bus. This will just create additional bottlenecks and congestion because of the ideas of a few. Why was an off/on ramp to and from Hamilton not included on the Leamington side of the river (at the Cambridge Golf Course) when the expressway was being developed? This may have aided in the congestion now experienced on Victoria Road. What was the reason that a pedestrian /cycle bridge was not constructed when the sewer bridge was upgraded off the cycleway at the Gas Light Theatre? That would have been a fantastic location, with a rigid structure already in place, or was the reason Council incompetence? Have you any idea of how many people will give up their cars for your proposal? Have the businesses at the bridge end of Cambridge being consulted during your proposal development? Or will you just be implementing this and forcing your ideology on others. For many public transport, walking and/or cycling every day to work or school is impractical and to think that it is not is delusional. We already have escalating rates, and for what? Apart from Councillors being paid more, we have not seen any improvements to infrastructure, it appears that the ratepayer money that is currently being spent on cycleways within the township are all leading to the impending closure of Victoria Bridge, which appears to be the required result. To say that the Victoria bridge is 'too narrow' is insulting, we are not children to be preached at with your psychology bull dust. Yes, Cambridge needs a third bridge, but it needs all three bridges</p>

<b>Feedback Reference Number</b>	291
	to be accessible by cars, otherwise we are back where we started (2+1-1=2). As a ratepayer having the Council throwing my money at an ideology is maddening. If necessary, has the council possibly considered restricting Victoria Bridge to one way traffic coming into Cambridge? I do not agree with your preferred option, or any option that proposes the closure of Victoria Bridge for vehicles, I suggest your proposals are reviewed.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	292
<b>Name</b>	Lee Reichardt
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	There's a third bridge
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	You're closing the current bridge.
<b>5. Any other feedback?</b>	Why the hell does every option have closing the current bridges. You aren't even fixing any traffic issues.

<b>Feedback Reference Number</b>	293
<b>Name</b>	Leigh Jamieson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I don't like the proposed 3 sets of traffic lights on Carters Flat. I do like the ability to pedestrian- cross the roads safely. Crossing on foot at the corner of Queen and Albert is a nightmare. I have helped many people cross there and further along opp Pool Werx.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	I don't like the position of the third bridge. I prefer Opt A for location of the bridge. Take away vehicular traffic to the middle of town to still encourage foot, bike and bus options. I don't see the need for lights at the bottom of Duke St at all - maybe a roundabout to keep traffic moving. 3 sets of traffic lights along Carters Flat will create long queues of stopped traffic (worse than what it is now at the 3pm rush).
<b>5. Any other feedback?</b>	encourage foot and bike traffic by trying to create an environment where it is safe to use. Possibly with wider bike paths to go under main roads or around alternative paths so that they don't have to wait for a gap between traffic.

<b>Feedback Reference Number</b>	294
<b>Name</b>	Lesley Dredge
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>The description of option A does not correspond with the map detail. Is Victoria Bridge closed to traffic in this option or not?</p> <p>I do not support the closure of Victoria Bridge to light traffic. All of the traffic crossing the Waikato River would be funnelled into the low-level system creating even more congestion.</p>
<b>3. What do you like about option B?</b>	<p>There is very little difference between Option B and C. It appears the only differences are separated cycle ways, an additional 10 minute wait for the local bus and streetscape improvements to Victoria Street (which do not seem to be transport related?)</p> <p>It is also challenging to understand the difference between optimization and capacity improvements.</p> <p>There is very little detail to comment on, or to make informed feedback.</p>
<b>4. What do you like about option C?</b>	See option B above.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

Feedback Reference Number	294
<p><b>5. Any other feedback?</b></p>	<p>I have 4 other areas of feedback</p> <ol style="list-style-type: none"> <li>1. Street widening vs. public transport. I support enhancing transport options and improved safety; however, private car use is a necessity for many in our community. The options are not balanced or pragmatic for all road users. It is unclear why enabling private car use eliminates or restricts the improvement of public transport or safer cycle ways. No reasoning, explanation for this is provided.</li> <li>2. The proposal focuses solely on transport. The benefits (which are not stated) of a bridge close to town do not outweigh the cost on the immediate area and the wider community. Cambridge has a unique character and this makes for a vibrant and popular place to live. The proposal to place a bridge which effectively would be a motorway across the river, carrying all types of vehicles, in the heart of Cambridge, with multiple crossings of established cycle ways, heritage areas and tree lined streets is not safe, not logical, or socially and financially responsible. The Council needs to take a holistic approach to long term planning. The sole focus on transport has restricted this project's ambit. Social, economic and environmentally balanced solutions are not included.</li> <li>3. A third bridge is needed in Cambridge and feedback now being collected needs to be acted upon.  With more than 350 submissions received it would be appropriate and responsible to act on that feedback and take a business case forward with an out-of-town bridge location. This would alleviate the uncertainty for those invested in the blue in-town area (as the original proposal designated a 'preferred' option). It would also ensure Cambridge makes headway towards essential infrastructure for the future.</li> <li>4. The relevance of requesting feedback on a proposal which is significantly compromised (after the in-town-bridge has been removed) is questionable. Removing the in-town- bridge from the maps leaves little to comment on. Most of the additional features seem insignificant, given the enormity of the effects of siting a new bridge. It is apparent a lot more work needs to be done on where the proposed bridge should be. This needs to be expedited not just for future planning, but also to mitigate the detrimental consequences placed upon all the people living in the environs and within the blue highlighted area of the 'preferred' in-town bridge.</li> </ol>

<b>Feedback Reference Number</b>	295
<b>Name</b>	Lesley Roberts
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	They have all got attributes for the future
<b>2. What do you like about option A?</b>	Good options widening Cambridge, Victoria and Carter Flats.
<b>3. What do you like about option B?</b>	Make more use of Carters Flats
<b>4. What do you like about option C?</b>	If you adopt my suggestion of buying land and putting a future Bridge on the western side of Te Awa these streets will become less congested and all the trucks will not have to come into Cambridge and it will become more pedestrian friendly. Traffic lights will not be necessary.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Land should be bought ASAP for a future Bridge crossing the western side of Te Awa Retirement village where the river is very narrow and traffic can then be diverted around Cambridge central.



<b>Feedback Reference Number</b>	296
<b>Name</b>	Lesley and Neil Vanner
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Property Value Uncertainty - 1 Duke Street is right in the firing line of the new 3rd bridge proposal. If this uncertainty drags on for many years we are at highly disadvantaged if we decide to sell our home. It will put buyers off and the value of our property will be reduced.</p> <p>No Consultation - There has been a preferred option C mooted by council which would impact our home directly but not one person from council has come to see us, advise us, inform us or in fact provide any meaningful conversation when our home is profoundly affected by this proposal.</p> <p>Conflicting High Budget Projects - There is a Ten Million Dollar cycle way and boardwalk being built above our house. This conflicts with the high dollar bridge location project.</p> <p>Special Character Impacted - Our home is in a private setting on the greenbelt, facing the river and very close to town. We chose this location to build our forever home due to all of the above mentioned facts.</p>
<b>5. Any other feedback?</b>	<p>The bridge location should be further out of town for all of the reasons above.</p> <p>Going forward we would like to be consulted when council are in discussion and making plans that so greatly affect us, our homes and our neighbourhood.</p> <p>It is unfair and abhorrent to find out via the local paper that your family home is in the direct location of a proposed bridge.</p>

<b>Feedback Reference Number</b>	297
<b>Name</b>	Liam Williams
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Diverts traffic away from Central Cambridge on it's way to and from Leamington, but also offers Leamington residents quick access to central Cambridge when required.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	More cycleways please. They make the town safer and more fun for everyone.

<b>Feedback Reference Number</b>	298
<b>Name</b>	Libby Cochrane
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	<p>APDL is broadly supportive of improving safety and transport options in and around Cambridge and of Option C which is the preferred option for a replacement for the high level bridge.</p> <p>The replacement bridge location takes through traffic away from the centre of town but is still close enough to the town centre that traffic wishing to access it are not having to travel a great distance or go too far off track to access it.</p> <p>Option C doesn't drag large volumes of residential traffic through a busy industrial area with significant truck movements.</p> <p>The roundabout at the cnr of Browning and Shakespeare Sts will enable a better traffic flow – particularly when events are on at Karapiro.</p> <p>APDL believes it is important to bear in mind the practical impacts of some of the areas where spending is proposed as, while funding can be obtained more easily if alternative modes of transport are offered, if the alternative modes of transport are not going to be fully utilized the funding may be better used elsewhere.</p> <p>For example, there appears to be a significant amount of public money currently being spent on cycleways in Cambridge. This spending appears disproportionate to the amount of use these cycleways will be put to.</p> <p>While it is recognized that it would be nice if everyone used the cycle ways, given the spread out nature of Cambridge and the fact people work in different areas and are moving reasonable distances to access schools, work, recreation etc, it is likely that spending on cycleways will not have an impact to justify the money spent on them and the money may be better spent on roading capacity.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	

Feedback Reference Number	298
<p><b>5. Any other feedback?</b></p>	<p>What don't you like about Option C?</p> <p>Option C should include an on off ramp to the expressway/SH 1 at the top of the golf course hill – this will reduce heavy &amp; light traffic through town as it can join/leave the expressway here rather than at Hautapu. This would significantly reduce through town movements particularly of trucks and vehicles coming from or to the route towards Te Awamutu/ Taranaki or towards Maungatautari and make the route safer as a result.</p> <p>There appears to be a considerable sum to be spent on 'optimization' of different roads – how effective will this in encouraging people not to use vehicles given the spread out nature of the town?</p> <p>How accurate is the reporting on the uptake of other modes of transport. The implications for roading in the town are significant if the reporting/predictions are inaccurate and the volume of traffic increase exceeds them with the result that traffic volumes are not adequately provided for by roading upgrades/improvements.</p> <p>The proposed Cambridge to Hamilton bus service every 10 mins is a nice to have but what will the practical impact be relative to the cost of providing the service? Most commuters to Hamilton travel to Hamilton in the morning and back in the evening. Are most of the buses likely to be empty or near empty most of the time with only peaks being fully utilized? This will create needless emissions as a result of running an underutilized service.</p> <p>How many commuters can practically use the service? How many pick up/drop off points does it have? For example, once someone gets to Hamilton they will likely need another mode of transport to get to where they wish to be. Are there frequent Hamilton services to link to which make it practical to use this service?</p> <p>What happens if Council doesn't plan for increased traffic and the uptake in cycling etc isn't what is thought? The result becomes a terribly congested town with any solutions years away.</p> <p>Given the aged population in Cambridge – who are likely to drive themselves as they feel safer and more secure doing this than walking around the streets or taking public transport, is it wise to remove parking options for them close to the amenities they wish to visit and to make them walk distances to access these amenities?</p>

<b>Feedback Reference Number</b>	299
<b>Name</b>	Linda Tarbutt
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Concept is good and the work is long overdue. Good to have a concept to discuss and build on
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Hard to envisage citizens making significant change to walking/cycling/other modes without more detail on proposed bus service routes/frequency and detail of safer passages for cyclists
<b>5. Any other feedback?</b>	Has enough consideration been given to the potential traffic movements of those people who will live in the new west subdivisions between the town boundary and St Peter's? Hope that traffic control at intersections will be demand driven rather than a set time sequence (not sure of exact terminology!)

<b>Feedback Reference Number</b>	300
<b>Name</b>	Lisa Wyllie
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	It puts less traffic on pope terrace and connects the new subdivision which will be well established in 20-30years time, it gives space to build a new main road for heavy trucks and new supermarkets and stores. Leamington will be easily connected to Cambridge.
<b>3. What do you like about option B?</b>	Nothing
<b>4. What do you like about option C?</b>	Nothing, I however believe the council should be honest and let residents know the true reason why this is the preferred option. I was told by a council member the reason for this option is that council believes it is more likely to get funding if the bridge is closer to town rather than outside of Cambridge as in option A. People need to know this reason.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	I also want to point out that we need a third bridge, council is misleading residents with the third bridge phrase, effective council is only proposing a replacement bridge. I believe Victoria bridge is not worth saving and should be replaced, I think there should be a vote on that. We need a bridge for cars on Victoria street and a bridge out west. If the council can't afford to to the Cambridge connections properly we should not do it at all and wait until funding for a bridge out west and Victoria street are possible. Option a is only like putting a bandage on it will never fix the real traffic problem which is that we need 3 car bridges!

<b>Feedback Reference Number</b>	301
<b>Name</b>	Lisa Wyllie
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>Nothing, I dont think after spending all this money to build a cycle lane on Bryce street and making the roads safe for children to walk or cycle to school we need another bridge here.</p> <p>The town is growing outwards not in the centre. The bridge should be as proposed in option A.</p> <p>The library is also looking for a new space. I believe we need an option to be able to get from Leamington to Cambridge without going through town.</p> <p>Also there is a lot of traffic coming from Cambridge park towards Victoria bridge, building a new bridge 50m away is not going to help, but it would help to be able to drive around.</p>
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>As i said above I do not support option C. I think it is not future thinking. Cambridge is growing outwards not inwards.</p>
<b>5. Any other feedback?</b>	<p>I think a bridge for the new subdivisions makes more sense. And people should be encouraged to cycle/walk into town rather than driving right through it as in option C.</p>

<b>Feedback Reference Number</b>	302
<b>Name</b>	Loren Borrington
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Reduced congestion on other bridges
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	There is already major disruption- on going for cycle ways. The age dynamics in Cambridge is pensioners. Perhaps this is a waste of time for the working age and children of Cambridge.
<b>5. Any other feedback?</b>	I am well and truly over all the cycle way upgrades- changes/changing back for a minority group that has consistently disrupted traffic flow and local business in Cambridge for years.



<b>Feedback Reference Number</b>	303
<b>Name</b>	Lorenzo Pugi
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	<p>I think that the best option is public transport especially now that we are expanding as a town. I personally bike to work every day and seeing less car around would make me feel safer.</p> <p>I've also read some studies about modern urbanism and this option would be the best for the next future.</p> <p>I can see how some people can be against it, but they are the usual narrow minded that fight progress against any logic. You can gather data and explain all the benefits but they still won't get it.</p> <p>Keep it up! You guys are doing great</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I think the council is doing an amazing job. I've seen how you guys are gathering data by checking how many car cross the bridge and how many cars pass by Victoria street. I feel that the method used is excellent.</p> <p>A couple of days ago I got hit by a car on Victoria street, the driver decided to park without looking at the bike lane and hit me. I feel that this plan is going to prevent accidents like that, even though I think drivers should be reminded to check for bikes.</p>

<b>Feedback Reference Number</b>	304
<b>Name</b>	Lori Neels
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Bridge on west side and out of town allows north bound traffic, including trucks, to more easily access motorway without going through the centre of town. Fewer current homes are liable to be devalued or destroyed. Even better if the bridge is built further out of town, nearer to the Velodrome/St Peters area.
<b>3. What do you like about option B?</b>	Bridge is too close to centre of town.
<b>4. What do you like about option C?</b>	I do NOT like the third bridge so close to the town centre.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Surely the Victoria St. bridge can be widened without harm to the old structure by building single lane bridges on each side of the old bridge. This would be cheaper and easier and allow access to town centre, while a third bridge can accommodate north/south travellers closer to St Peters.

<b>Feedback Reference Number</b>	305
<b>Name</b>	Lorna Bartrum
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	The fact that the council is thinking of a third bridge
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Option B or C do not make any sense to me. I wonder who exactly does prefer this option. Do those people live in Cambridge? I would like to see a bridge out west like proposed in option A. I would enjoy being finally easily connected to the express way. Leamington is growing in the next 30 years we need to be connected to the express way and be able to get to town quicker. Cambridge west has potential in opening big supermarkets or even a town ship of its own. The bridge needs to be out west not another bridge through narrow road in the middle of town congestion more traffic.
<b>5. Any other feedback?</b>	The town belt should not be touched. We need green areas we are in a climate crises studies have shown that green areas are important for towns to keep temperatures down in droughts ect. Also has anyone checked the Kumar pits down at the river where the town belt is. They need to be protected too.

<b>Feedback Reference Number</b>	306
<b>Name</b>	Lorna Mitchell
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<ul style="list-style-type: none"> <li>• Ideally, the third river crossing should be used to form a ring road around the existing residential areas to push vehicular traffic to the edges of town creating a vibrant pedestrian and bike friendly heart to Cambridge where people live as well as shop.                             <ul style="list-style-type: none"> <li>o If councillors and council staff have not walked the residential areas to the west of Bryce Street on a Saturday morning during the Farmer’s market they should do so to understand what we already have: people are walking and biking to the market, stopping to chat with neighbours, and shopping locally. This is what we want to maintain and grow in our neighbourhoods, a road carrying 20,000 vehicles a day through the middle of it will destroy one of Cambridge’s most walkable neighbourhoods.</li> </ul> </li> <li>• The improved walking, cycling, and public transport focus in option C is excellent and should be added to all future third river crossing options.</li> <li>• Public transport options should be increased now to help alleviate congestion, in particular frequent bus services between Cambridge and Leamington neighbourhoods.</li> <li>• In the future third river crossing route selection process, prior to public announcement it is suggested the following activities are completed:                             <ul style="list-style-type: none"> <li>o Direct communication with affected residents.</li> <li>o Implementation of a change management plan for communicating with residents (i.e. bring residents along with the process, no sudden surprises).</li> <li>o Social impact assessment and in particular check to ensure the quiet residential nature and walkability of neighbourhoods close to the CBD are maintained.</li> <li>o Heavy transit analysis and in particular impact of noise pollution on residential areas.</li> <li>o Ideally, geotechnical analysis so that a definite route is quickly identified minimizing the time of stressful uncertainty on affected residents.</li> </ul> </li> <li>• In the future third river crossing route selection process, if Bryce Street (or other in-town route) is again chosen as the preferred location actions should be taken to preserve the quiet nature of the highly walkable residential area to the west of Bryce Street such as:                             <ul style="list-style-type: none"> <li>o Make Queen and Alpha Streets cul-de-sacs to avoid the neighbourhood streets being used as a rat run by commuters.</li> <li>o Include several pedestrian crossings over Bryce Street to preserve the walkable nature of the CBD-adjacent neighbourhoods i.e., the bridge access road should not become a barrier for walking and cycling access to the CBD from adjacent neighbourhoods.</li> <li>o Install sound blocking barriers and trees &amp; shrubs to dampen noise reaching residential areas.</li> <li>o Preserve the wide setbacks and treelined streets that make Cambridge special.</li> <li>o Provide an alternative route for heavy transit so large trucks are not generating noise pollution in residential neighbourhoods e.g. added motorway on/off ramps.</li> <li>o Allow higher density housing in the neighbourhoods adjacent to the CBD to increase the number of homes in easy walking distance to town.</li> </ul> </li> </ul>
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	

<b>Feedback Reference Number</b>	306
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	I would like to present in person to council should the opportunity be offered as part of this feedback process.

<b>Feedback Reference Number</b>	307
<b>Name</b>	Lorraine Marsh
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>I SUPPORT OPTION A - an 'out-of-town' solution with the inclusion of:</p> <ul style="list-style-type: none"> <li>a) Improved Urban Mobility/Modal Shift</li> <li>b) Improved access to Public Transport</li> </ul> <p>I note Modal Shift and access to public transport appear not to be included in evaluation of Option A, however:</p> <ul style="list-style-type: none"> <li>i) Bus contract and enhanced mobility (cycleways) for 2024 are being implemented and so are currently available for all Options - A, B &amp; C.</li> <li>ii) Victoria Bridge will remain open to pedestrians and cyclists so is available for Option A (as well as Options B &amp; C)</li> <li>iii) Major road widening &amp; vegetation removal to accommodate increased traffic volume, width of commercial vehicles and/or a less successful Modal Shift appears restricted to Option A but could impact Options B &amp; C, too.</li> </ul> <p>I trust the audit will address the above inconsistencies and that additional modelling will ensure all Options are evaluated equally. I also ask that the audit consider the impact of gathering traffic data during the Post-Covid (Red Alert) period when many people were working from home.</p>
<b>2. What do you like about option A?</b>	<p>It is an 'out-of-town' solution that:</p> <ul style="list-style-type: none"> <li>1) Prioritises the health and well-being of people in established residential communities over houses yet to be built.</li> <li>2) Utilises Council land and an existing Industrial site* (away from Leamington residential areas) rather than Cambridge Green Belt - a Recreational Reserve containing wetlands, historic sites, biodiversity corridors, more than 25 years of restoration planting (initially funded by the Waikato River Authority) and involving countless hours of community labour.</li> <li>3) Recognises the need to preserve Cambridge's Character Area.</li> <li>4) Directs traffic including heavy commercial vehicles away from (rather than through or adjacent to) an increasingly congested town.</li> <li>5) Limits exposure to noise, vibration and pollution in densely populated residential areas.</li> <li>6) Provides for future population growth, West of Leamington &amp; Cambridge</li> </ul> <p>* An Assessment of Environmental Effects (AEE) was recently produced for the new Wastewater Treatment Plant so some technical information (geotechnical, environmental etc) is already available for this industrial site.</p>
<b>3. What do you like about option B?</b>	<p>I SUPPORT improvements to urban mobility and public transport.</p> <p>I OPPOSE provision for future construction of an inner town bridge and arterial route through the centre of Cambridge or its Reserves.</p>
<b>4. What do you like about option C?</b>	<p>I SUPPORT improvements to urban mobility and public transport.</p> <p>I OPPOSE provision for future construction of an inner town bridge and arterial route through the centre of Cambridge or its Reserves.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	

<p><b>Feedback Reference Number</b></p>	<p>307</p>
<p><b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b></p>	
<p><b>5. Any other feedback?</b></p>	<p>General Transport</p> <ol style="list-style-type: none"> <li>1) Remove references to preferred bridge location - indicative route &amp; bridge location/river crossings (Traffic Flow Heat Maps &amp; F.A.Qs) from 'Cambridge Connections - Our Future Transport Plan'. This is causing unnecessary uncertainty in the community and takes away from Mayor Susan's letter.</li> <li>2) Reconsider existing recommendations to improve transport resilience and connectivity:             <ul style="list-style-type: none"> <li>- Cambridge Orbital Route that bypasses inner high density residential areas and provides an efficient freight transport route linking SH3/Te Awamutu &amp; SH 1/Hautapu</li> <li>- SH1 on/off ramps</li> <li>- Strengthening Victoria Bridge and/or limiting it to one-way traffic to extend its lifespan</li> <li>- Upgrades, widening and strengthening of Low-Level Bridges</li> </ul> </li> <li>3) Regeneration plan to enhance liveability and commercial activity of Cambridge CBD, once all but essential traffic has been given alternative route options.</li> <li>4) Provide more parking - at the edge of town and include bike stands &amp; e-bike recharge/locking stations.</li> </ol> <p>Proposed Audit</p> <p>Over the past 30 years, our community has been consistent in wanting to preserve Cambridge's unique character, reserves &amp; heritage areas. This is reflected in planning documents &amp; submissions most recently Plan Change 26.</p> <p>Feedback during development of the Ahu Ake Spatial Plan clearly shows how much the Greenbelt is valued. This feedback was meant to 'inform' the position of the bridge. Yet, Ahu Ake learnings, potential environmental impacts and statutory limitations of developing in a reserve (vs an industrial site) appear to have been excluded or not given sufficient weight. I hope the audit addresses this (as well as the modelling), particularly if Ahu Ake is intended as an anchor document. Focus being on project sign-offs rather than the Ahu Ake tool itself.</p> <p>Consultation</p> <p>Issues with consultation and transparency of purpose have been well-documented. I do, however, appreciate Cambridge Community Board for allowing affected residents to voice their concerns in a supportive environment and look forward to a reset in community relations.</p>

<b>Feedback Reference Number</b>	308
<b>Name</b>	Lorraine Tenzeldam-Ganswyk
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>The closure of the high level bridge for cars, allowing access to cyclists and walking only. The town centre should be a destination and not a drive through as at the present time.</p> <p>Excessive amounts of money has been spent in recent time of cycle ways that is not used. Apart from school children using some of the routes, the majority of adults cycle in suburban streets causing congestion and letting cycle ways laying unused.</p> <p>The obsession the council and some groups have with cycleways does not mean all ratepayers are cyclists. Public transport is of no use over weekends when the town centre is packed with people from as far as Auckland. We need more public parking and not having what we have removed.</p>
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I would like to thank the council for providing us with a beautiful looking and well kept town. Just please, please turn down the cycleways as cars are not going to disappear. With the thousands of new houses being built, congestion will just get worse.



<b>Feedback Reference Number</b>	309
<b>Name</b>	Lynette BOXELL
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	The older we get the more we need to use our cars.
<b>3. What do you like about option B?</b>	The possibility of more public transport: however, seeing as said transport is provided by Waikato regional Council, that would mean yet another rate rise to provide the service. The rest are a waste of ratepayer's money. So, basically - I like NOTHING in this plan.
<b>4. What do you like about option C?</b>	The possibility of more public transport: however, seeing as said transport is provided by Waikato regional Council, that would mean yet another rate rise to provide the service. The rest are a waste of ratepayer's money. So, basically - I like NOTHING in this plan.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>██████████ must repair the roads and increase parking.</p> <p>The money for this could be got by ██████████ the Transport and Roding staff and getting the local kindergarten to draw up the plans as you would get a more practical plan.</p>

<b>Feedback Reference Number</b>	310
<b>Name</b>	Marcus Wilson
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Improved roading, but it emphasizes car use over other modes. I see that as unethical given the pressing demands of climate change.
<b>3. What do you like about option B?</b>	Good for Leamington to Hamilton connectivity. But given a lot of traffic is Leamington-Cambridge, it doesn't do the job of replacing Victoria Bridge as a vehicle bridge.
<b>4. What do you like about option C?</b>	Offers enhanced public transport and cycling options - keeps Leamington-Hamilton traffic for the most part out of town, but still allows for Leamington-Cambridge vehicle traffic. To avoid Cambridge being suffocated by gridlock in the coming years, we need to reduce vehicle river crossings, and put those river crossings away from the Victoria bridge which simply puts traffic not bound for the town centre into the town centre. We need much safer cycle options on the Leamington side of the river (e.g. avoiding the need to cycle along Pope Terrace or use the footpath) and realistic bus options. The current infrequent bus service that serves only a very limited part of the town is utterly inadequate for the role of keeping people out of vehicles. But with a crossing in the 'C' location we need to ensure we don't just dump traffic into residential streets - further roading would be required to link with the Hamilton road.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

<p><b>Feedback Reference Number</b></p>	<p>310</p>
<p><b>5. Any other feedback?</b></p>	<p>Transport development has to be in step with other council policies - e.g. new building. We cannot continue to build new subdivisions where there is no public transport connection and no local services - in other words requiring residents to drive to access essential services. The facilities on the Leamington side of the river can be much improved - e.g. another supermarket (thus providing competition for Fresh Choice) and giving Leamington residents the option of not crossing the river to shop for essentials. Also (though clearly not the role of council to fund it) building of a new Middle and High School on the Leamington side of the river which will considerably reduce river crossings at peak times.</p> <p>Finally, I wonder if short-term gains can be made simply at low cost by installing traffic lights at key intersections that are only in use at peak times and are smartly phased to limit queues. E.g. at the roundabout at the southern end of the high-level bridge, where morning peak traffic backs up sometimes as far as Cambridge Park / River Garden, because left-turning traffic onto the bridge from Pope Terrace has to give way to a constant flow of traffic turning right onto the bridge from Cook Street.</p> <p>Also getting new off- and on-ramps at the Eastern bypass junction to allow Leamington to Hamilton traffic to use the low level bridge and bypass the town centre. Not having the ramps built with the bypass appears to have been a major oversight.</p>

<b>Feedback Reference Number</b>	311
<b>Name</b>	Margaret Aish
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Third bridge location.</p> <p>I would like to put forward the option of a ring road round Cambridge Centre which will alleviate a lot of through traffic congestion. Much of this traffic is only passing through on the way to their ultimate destination. Build the bridge over the narrow part of the river, down from the new roundabout currently being constructed by Te Awa Retirement Village, and the suggested ring road to connect Peake, Hautapu, Zigzag, Thornton, Albert, Carters Place, Pope Tce. This route will not affect the many homes within 2 or 3 blocks of the Cambridge Retail District.</p> <p>Thank you for the opportunity of putting forward my thoughts and trust you will seriously consider this option.</p>

<b>Feedback Reference Number</b>	312
<b>Name</b>	Margaret Brittin
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	The fact that we might lose our home . I purchased this house 34 years ago . I like the locality , it's close to town , drs , work . No body should have to move . Even if by chance our house remains it will be noisy ! I don't want it ..... I never wanted the cycle way past our house but no one listened and you Probably won't listen now !
<b>5. Any other feedback?</b>	Yes , I will NEVER vote for council again ..... pack of liars who put our rates up and don't take into account what resident concerns are ( I'm worried about how I will manage to pay the new increase )

<b>Feedback Reference Number</b>	313
<b>Name</b>	Margaret Fisher
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing - we strongly oppose option C. This is an established residential area that is an existing route for school children and older residents on mobility scooters and pedestrians, so why put a new road here when there are other undeveloped areas around?
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>The map does not show exactly where the proposed road will go - Bryce Street? Grey Street? Existing streets? Through our houses?</p> <p>We have just finished major reconfiguration of our roads to reduce traffic - why would you now reverse that?</p> <p>Hamilton Road is already chocka and bumper to bumper, especially at school time, so this will impact the road further if it comes through town when it could go out to St Peter's where there is no established dwellings yet.</p>
<b>5. Any other feedback?</b>	<p>Please hold a public meeting in the evening for all residents who live in the potential area.</p> <p>Why is the original proposal for the third bridge to be at St Peter's not the preferred option or to use undeveloped land like the green belt and divert traffic around the existing residential area and up Vogel Street?</p>

<b>Feedback Reference Number</b>	314
<b>Name</b>	Margaret January
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Nothing.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	It will affect a huge residential area - and thousands of people. Keep the new bridge (and route to bridge) out past St Peter's School to the west. It will affect far fewer residents. Get real, don't spoil our beautiful town.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	315
<b>Name</b>	Margaret Lelieveld-Grover
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Cambridge does need a third bridge but I have concerns with this latest option as who/ what it affects isn't clear. I am all for making it safer for children and the elderly .
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Question .. you say it will be a 3 Rd bridge but will it really if the High bridge just becomes a pedestrian/ cycling bridge ? Cambridge does need a third bridge but I have concerns with this latest option as who/ what it affects isn't clear. Will it affect the Resthaven retirement village ? Will the speed bumps continue to be added and while that can be great for slowing down traffic, how much thought has gone into how the emergency vehicles can quickly access these areas.
<b>5. Any other feedback?</b>	



<b>Feedback Reference Number</b>	316
<b>Name</b>	Margaret Thomas
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing. Terrible option
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	No consultation with home owners impacted by the route. Further congestion in and around the town centre which has already lost parking despite community opposition. Does not alleviate congestion or access between Cambridge and Leamington at all with the proposed limited availability of the “high bridge”. No public transport option for large parts of the wider Cambridge area.
<b>5. Any other feedback?</b>	Option A is my preferred option putting traffic further west of the township and creating a more direct pathway to the Expressway via Hamilton Road/Peake Road/Racecourse Road. Leave the high bridge with vehicular access unless the new bridge is two lanes both ways. Build a parking building somewhere and charge parking in the town as well even if it's nominal. Provide or outsource 25 seater buses on regular multiple routes so people have options (other than bikes) to leave cars at home!  Listen to the people you say you represent.

<b>Feedback Reference Number</b>	317
<b>Name</b>	Margaritas January
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Keep the traffic out of town. Out past St Peter's would affect far fewer residents than having the route through thousands of residents. Get real.
<b>3. What do you like about option B?</b>	Nothing
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	318
<b>Name</b>	Marie-Clare Jones
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	That there will be a 3rd bridge that will take traffic away from the main street of Cambridge, and that the Victoria bridge will be closed off to vehicles.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Nothing, I am very happy with its proposal.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	319
<b>Name</b>	Mario Jones
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nil
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	I would prefer seeing a bridge build outside of Cambridge as in option A. With the new subdivisions and new supermarkets ect being available there it makes more sense to build outside. The traffic will be just as busy coming down from Cambridge park as it is now with a bridge as in option c proposed.
<b>5. Any other feedback?</b>	Considering the money that went into the new cycle way on Bryce street and making roads safer for school kids I find it difficult for the Waipa council to propose option c as environmental friendly as it would mean all the money spent was wasted.Option c seems like a waste of resources. I think the council look into widening Victoria bridge or building a new bridge right next to it or going out of town as proposed in option A.

<b>Feedback Reference Number</b>	320
<b>Name</b>	Mark
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	It's the least bad of them all.
<b>3. What do you like about option B?</b>	Nothing.
<b>4. What do you like about option C?</b>	Nothing. Ripping up a beautiful neighbourhood is a terrible idea.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Why are you putting another bridge so close to town? Put it slightly further down Hamilton Rd by the Te Awa care centre--it's a greenfield site down there and there's already a massive crane and huge works going on--a bridge there would come out at Matos Segedin dr. And would bypass most of town without disrupting houses or contesting our streets.</p> <p>And why close off Victoria St bridge to cars? How does that make sense? We need THREE bridges...not two. We already have two and it's not enough--pretty simple stuff really.</p>

<b>Feedback Reference Number</b>	321
<b>Name</b>	Mark Jones
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Firstly, I think this process has gone horribly wrong, I am directly effected as I back onto the Green Belt from the Marlowe Drive side. Consultation and position selection for the bridge seems to have been poorly considered. I cannot understand why this position was selected, when your concern for congestion is one of your goals, it seems to me that the desired bridge position would not help this.I'm relieved that you have reconsidered this option, however The option has only been shelved at this point of time, not removed.I would like to suggest Two options to improve Cambridge connection for the future.Firstly, Build another Single Lane bridge next to the current High level Bridge. This would not effect the current bridge, while allowing for the future proofing of the city plan. Once this bridge has been built, Have the original bridge as a one way single lane bridge. This would increase the life of the current bridge, and allow the second bridge, once completed to travel in the opposite direction, giving you the options desired.Secondly, Allow the connection to the North traveling side of the Expressway via Tirau Road. This will allow traffic to cross the Waikato River via the Low Bridge, and head past the Golf Course, and link to the Express Way heading North. This will remove the Traffic from the Leamington side Heading to Hamilton, as well as heavy vehicles heading to the Diary Factories etc.</p>

<b>Feedback Reference Number</b>	322
<b>Name</b>	Mark Rushworth
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>It is appropriate to commence long term redundancy planning for the high level bridge, and to consider this as part of a wider transport strategy for Cambridge.</p> <p>The old high level bridge should be retained as a direct walking and cycling link to the town centre, providing modal choice. This creates opportunity for vehicular traffic to be routed further away from the older inner urban core, which will help to improve the quality of the environment and make it more attractive and pleasant - this would be a benefit to residents and businesses alike.</p>
<b>2. What do you like about option A?</b>	<p>The preferred option (C) appears to be replicating Problem Statement 2 from the Stakeholder presentation (30 Nov 2022): Over reliance on key connections to perform multiple functions results in conflicts, reduced amenity, and poor system resilience. The preferred location of the bridge (Option C), and the associated connecting corridor(s), would have a range of potential adverse effects on the Cambridge side of the river. These include:</p> <ul style="list-style-type: none"> <li>*Detrimental effect on residential amenity, social well-being and community cohesion</li> <li>*Negative impact on the heritage character of the area from the loss of buildings and trees, and the introduction of new infrastructure, volumes of traffic &amp; noise</li> <li>*Conflict with new pedestrian/cycle routes that have received wide community support and significant investment</li> <li>*Health and safety issues, particularly for elderly residents and young children, due to increased traffic volumes and emissions in proximity to retirement/rest homes and school routes</li> <li>*Severance effects, restricting ease of movement around established residential areas and to features such as Victoria Square, due to increased traffic volumes on residential streets</li> <li>*Significant property impacts, including restricting people's ability to peaceful enjoyment and use of the established urban environment.</li> </ul> <p>Optimisation of Victoria Road will improve access to employment areas and WEX. The number of signalised intersections on Victoria Rd appears excessive and will constrain flows on the principal route to/from the town centre. Taylor St would be preferred to Williams as it would improve connectivity to sporting facilities and the High School. Retaining a signalised crossing at Williams St may be appropriate. Frequent PT services for the town and to Hamilton will support modal shift and help reduce congestion and emissions. This should be a priority. Streetscape enhancements to Victoria Street will enhance the character and amenity of the town centre, making it more attractive for residents, visitors and businesses. This will be consistent with the One Network Framework place/function approach.</p>

<p><b>Feedback Reference Number</b></p>	<p>322</p>
<p><b>3. What do you like about option B?</b></p>	<p>It will be more efficient and effective to integrate a new bridge into an emerging growth area, rather than the established urban environment.</p> <p>Any new bridge should be designed to provide for long term growth and circulation around the wider urban environment of Cambridge and Leamington, including connecting future growth areas such as those to the west of Cambridge on Hamilton Road (3MS), and major destinations like the velodrome.</p> <p>Capacity improvements on Hamilton Rd need to respect the Character Street qualities, enhance the amenity of this area, and avoid conflict with cycle and pedestrian pathways to ensure consistency with the One Network Framework place/function approach.</p> <p>The number of signalised intersections on Victoria Rd appears excessive and will constrain flows on the principal route to/from the town centre. Taylor St would be preferred to Williams as it would improve connectivity to sporting facilities and the High School. Retaining a signalised crossing at Williams St may be appropriate.</p>
<p><b>4. What do you like about option C?</b></p>	<p>Optimisation of Victoria Road will improve access to employment areas and WEX.</p> <p>The number of signalised intersections on Victoria Rd appears excessive and will constrain flows on the principal route to/from the town centre. Taylor St would be preferred to Williams as it would improve connectivity to sporting facilities and the High School. Retaining a signalised crossing at Williams St may be appropriate.</p> <p>Frequent PT services for the town and to Hamilton will support modal shift and help reduce congestion and emissions. This should be a priority.</p>
<p><b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b></p>	
<p><b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b></p>	



Feedback Reference Number	322
<p><b>5. Any other feedback?</b></p>	<p>It is unclear whether all other appropriate options have been considered, including demand management and creating a wider mix of land use on the Leamington side to reduce the need to travel across the river. The NZTA intervention hierarchy should be used to guide decisions.</p> <p>If a new bridge is required it's primary function needs to be more clearly defined - is it to access the town centre, link with other locations in town, or to connect with WEX? Each could require a different response in terms of location and design.</p> <p>It is questionable whether a third bridge will be affordable.</p> <p>More consideration should be given to alternatives including network optimisation that can better utilise existing infrastructure.</p> <p>Consideration should be given to creating suitable networks for public transport to circulate around the town, linking with key facilities such as the velodrome. It will be more efficient and effective to integrate a new bridge into an emerging growth area, rather than the established urban environment.</p> <p>The One Network Framework should be utilised to ensure that there is an appropriate response to both place and function.</p>

<b>Feedback Reference Number</b>	323
<b>Name</b>	Mark Termorshuizen
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Great that the need for more river crossings is recognised
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Congestion of traffic, around alpha , hall, Bryce streets. Bridge needs to have a “m25” logic to circle CBD. The current one way roading plan increases congestion and quite frankly the lack of planning of traffic management not to mention the cost is staggeringly poor.
<b>5. Any other feedback?</b>	Why not focus on moving traffic out of CBD? Off/on ramps golf course end of motorway. On / off ramps on Thornton and Swayne. Personally I think traffic planning is shambolic and poorly thought out. How are cycle options going to be a real thing when you consider future funding ? All that is happening is road maintenance is suffering at the expense of providing so called safe cycle options which is a pipe dream at best. If you shut Victoria bridge to cars then we need two more bridges if you are serious about adding value to the fate paying residents of Cambridge. Remember it is a privilege to serve the community. Respect that.

<b>Feedback Reference Number</b>	324
<b>Name</b>	Marsha Allison
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>You want Cambridge to be a green clean city and you want people driving electric cars. Electric cars that weigh 5 tons or more....double the weight of a normal car. And the high level bridge...being 100+ years old...can't handle that weight. So you plan on closing it off and still only having two bridges. And you're going to destroy Alpha and Haworth streets and flood that area with cars to do it. Bravo.</p>

<b>Feedback Reference Number</b>	325
<b>Name</b>	Martin Conway
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Focus on walking and cycling. Third bridge closer to town (unless there are high volumes of traffic from west of the town through to Te Awamutu)
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	I don't think Duke Street should be optimised. The existing main route between Carters Flat past McDonalds etc is a better option for the main traffic route as it discourages through traffic past the town centre. There also seems to be an excessive number of signal controlled intersections. Would think you could get rid of the Gillies Road, 2 x Duke Street, Alpha Street and the Williams Street lights.
<b>5. Any other feedback?</b>	Make the existing road from Carters Flat past McDonalds the main road through Cambridge. Don't promote traffic through Duke St. Discourage traffic going down Thornton Road to the north of the lake as this is a high use route for school kids of all ages. I would suggest closing off one end of Thornton Road to the north of the lake (probably the west end). Optimising the Thermal Explorer highway east-west section and discouraging traffic through Duke and ThorntonRoad would mean the two sets of lights at the Hamilton Rd and Queen St intersections with Victoria St would become the two focal crossing for walkers/cyclists from the North to the South of Cambridge.

<b>Feedback Reference Number</b>	326
<b>Name</b>	Mary Jane Taylor
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Option A is realistic about reduction of traffic demand- in that it is unlikely. I assume that the push to increase walking, cycling and public transport is to lower carbon emissions overall - which would be laudable if the council's planning strategy aligned with that goal. Currently there are many more residential homes being built in rural areas where residents have no option but to drive into town (and increase traffic along narrow rural roads while their houses are being built). These rural ratepayers pay significant rates yet receive lower services than urban dwellers and now getting into and around town is becoming increasingly difficult. It has become impossible to get our children to after school activities in Cambridge before 4pm due to the lowering of speed limits and the congestion within town. Yet they can no longer cycle to school as the rural roads are too busy for cycling to be safe, with no shoulder to cycle on. The current roading plans prioritise only the able bodied and those that live close to the town centre of Cambridge, which is not inclusive.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Please DO NOT close the high level (Victoria Bridge) to traffic. At least consider traffic being allowed to travel in one direction across it. Consider more amenities in Leamington to reduce bridge traffic, such as an additional secondary and primary school. Please consider what makes Cambridge a desirable, liveable and unique place to live - turning our once beautiful town into a maze of dead end and one way streets, roads blocked by traffic at a standstill (including the buses) and a sea of traffic lights will turn us into the same as any highly urbanised population. Look after our character homes, previously leafy tree lined entrances to town and much loved green belt areas.

<b>Feedback Reference Number</b>	327
<b>Name</b>	Mathew Langlands
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	I would like to report the congestion on Victoria street roundabout by the St Andrews Anglican Church. It seems as though each day it is getting worse. Going down Victoria Road and into town to get a few supplies has ended up taking so much longer than it used to. I realise that the population of Cambridge is growing, however the infrastructure isn't keeping up. I suggest connecting Thornton Road directly to the roundabout as a single street, similar to the Deli on the corner roundabout in the town centre, to streamline traffic flow. What is being done to reduce this congestion?

<b>Feedback Reference Number</b>	328
<b>Name</b>	Matt Bull
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Improved walking and riding options with more public transport is sound thinking for the future.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Do not reduce the bridge count! One accident will cut the town in half. A new bridge is required before the high bridge is converted to walking and cycling only.
<b>5. Any other feedback?</b>	All options for Victoria Street shopping precinct being explored? I think traffic lights would kill the village vibe.

<b>Feedback Reference Number</b>	329
<b>Name</b>	Matt Moss
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Everything. - ESPECIALLY closing the current high level bridge to cars. Option A is the best choice to avoid congestion in the town centre, however the current high level bridge should remain open to cars to provide more choice and free flowing traffic.
<b>5. Any other feedback?</b>	Option A is the best choice to avoid congestion in the town centre, however the current high level bridge should remain open to cars to provide more choice and free flowing traffic.



<b>Feedback Reference Number</b>	330
<b>Name</b>	Melanie Gore
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>Agree more with option A. No argument that Cambridge has and will continue to grow, HOWEVER, this is to a great extent in the hands of Waipā council, DO NOT allow our beautiful town to become anything like a city.</p> <p>Whilst the need to travel within the Cambridge township and beyond with ease is ideal, it should not be at the expense of destroying the village/town that it's residents (and visitors) value so highly. A few extra minutes travel versus the destruction of green space and endless traffic lights, is a no brainer!</p>
<b>2. What do you like about option A?</b>	As above. Traffic lights at the current roundabout's intersecting Queen and Victoria Streets and Cambridge Road and Victoria Street, should increase safety in this area. All suggested traffic lights in this model would improve safe traffic flow for vehicles and bike users.
<b>3. What do you like about option B?</b>	<p>The introduction of a bus service for the Cambridge district/ township may reduce vehicular traffic slightly, however, the suggested frequency in both option B and C is unnecessary. An hourly service would be much better suited, with 'peak' service required to transport students to school and home.</p> <p>If the intention was to reduce 'during the day' traffic in the town, this is unlikely to occur</p> <p>a) no one is going to carry x number of bags of grocery shopping on a bus ( and then get from the bus stop to their home b) little use in the colder/wetter months.</p>
<b>4. What do you like about option C?</b>	<p>Traffic lights in the 'business district' ie. Duke and Alpha streets not required, the current roundabouts ensure that traffic does not build up in these areas, traffic lights could result in queues backing up in these streets.</p> <p>Parking is still very much required ' in the town', no objection to paid parking.</p> <p>NB. It is a shame the council did not acquire the old Bunnings site and establish this area as 'paid parking'.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

Feedback Reference Number	330
5. Any other feedback?	<p>Oh yes.! The third bridge ( off the table), will of course be a replacement bridge when the Victoria Street bridge can no longer be used. Closing the Victoria Street bridge to traffic will impact already struggling retail/hospitality businesses. Given that it is already a narrow access way, could this not be made ‘one way’, the logistics of which would need to be given considerable thought. Walking and cycling a given.</p> <p>With respect to the ‘third bridge’, given that I/we live in Marlowe Drive, it is going to come as no surprise that a vehicular bridge on the green belt between Marlowe Drive and Ihimaera Terrace is totally unacceptable....for so many reasons.</p> <p>The ‘houses’ that would be impacted, including Fletcher Place, Drayton Place and the houses on the other side of the river are actually HOMES, not houses, places people have chosen to live in, raise families, house generations of family, spend considerable sums of money on their homes/gardens, in some cases ‘future proofing’ in order not to require rest home care.</p> <p>I know of three families who have purchased homes in the area JUST BECAUSE of the green belt and paid a premium to do so.</p> <p>Of equal value is the incredible work, time and effort the Tree Trust have put into the Meadow Walk, turning a ‘paddock’ into a stunning recreational park/ area/ walkway used and enjoyed by locals and folk from out of town and beyond.</p> <p>During ‘lockdown’ at least 80-120 walkers made use of the ‘track’ each week, a good number of them stopping to chat over the fence and enthusing over and congratulating both the Tree Trust and the council on both the initiative and the beauty of the planting. Many people from the immediate vicinity remarking on how the bird life had been enhanced, also a large part of the decision to purchase our property with tui, kingfisher ( kotare), quail, pheasants, parakeets, morepork ( ruru), every night, we have also seen bellbird ( korimako), kererū, ( a family of 4 during lockdown) and most importantly the NZ Falcon ( karearea). When we purchased the property 8 years ago there were 2, there are now three and it is apparent they are nesting somewhere along the walkway between Marlowe and Alpers. Eric Todd, Tree Trust also confirms this.</p> <p>Finally, this submission is made ‘ from the heart’. I am not an engineer, transport expert, town planner ( best left to the ‘experts’), of which it has become apparent that Waipā residents have a wealth of knowledge.</p> <p>I am proud and privileged to live and work in Cambridge, a town I promote both in my personal and business life as ‘the best place in New Zealand to live’, where people care about each other, a beautiful, bustling town with so much to offer and so many features unique to Cambridge.</p> <p>Soon, the clock tower will be restored and the sound of the chimes will again ring out, (fabulous), the recent clean up of Lake Te Koo Utu ( a fabulous job, thank you to all who are involved), the painting/ upgrade of the Victoria bridge and the ongoing beautification of the gardens, parks and intersection plantings undertaken by the council and the Tree Trust, all noted and appreciated and these are what make residents and out of town visitors enthuse over Cambridge.....PLEASE.....don’t destroy this.</p>

<b>Feedback Reference Number</b>	331
<b>Name</b>	Meredith Osmond
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	Respondents notes a number of points in feedback under key headings including changing scope for the consultation has not been well done, WDC response to community concerns, what is the vision for Cambridge? protection of the green belt and taonga, transport improvements, the WSP Review, Waka Kotahi expectations and consultation. Refer to Appendix 2 for full feedback.

<b>Feedback Reference Number</b>	332
<b>Name</b>	Michael Atkins
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	None of them make sense to close the high level bridge.
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Let's analyse how you are systematically cooking off Cambridge roads:</p> <ol style="list-style-type: none"> <li>1) you make Hall st a partial one way and close it off.</li> <li>2) you close off both ends of Grey st.</li> <li>3) you make Duke St a one way at the corner but then backtrack because you realized what a cock-up that was</li> <li>4) but then you constrict Bryce st and make driving down it a zigzag mess</li> <li>5) you then finally butcher and constrict Duke st and close off lower Dick st.</li> </ol> <p>Now you claim to want a third bridge but are going to stick it somewhere along Alpha and Haworth st? Pray tell what will that do to that neighbourhood when ALL traffic gets redirected there because you closed the high level bridge??</p> <p>And how will traffic get there exactly? Down zigzag Bryce? Down Vogel then onto Hall then on to Alpha? They can't use Grey st. because you geniuses closed it off!!</p> <p>Honestly none of it makes sense. It seems you are clearly trying to choke out Cambridge instead of making it a growing liveable city.</p> <p>Is everyone supposed to walk to town? Is everyone supposed to walk to Leamington?? Is everyone supposed to carry their groceries home for several kilometres??</p>

<b>Feedback Reference Number</b>	333
<b>Name</b>	Michael Bland
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Firstly let me congratulate the Council on its massive focus on building without considering the long term need for greater infrastructure. Cambridge has lost many of its unique characteristics including developing and fragmenting our community. Never mind the now over-crowded schools and limited health systems. Its focus has been getting development fees without any consequence for what type of community we are developing. The focus on aged care facilities, when the town lacks the supply of a supporting workforce, is nothing other than naïve. You have lacked any critical judgement on this mistake.</p> <p>As for a new bridge, perhaps the first question is not the location of the bridge but how this will be costed and ultimately funded? What is the potential impact on me as a rate payer? Only then should you spend hundred of thousands on project managers to draw pretty plans on dreamy ambitions that they won't be paying for.</p>

<b>Feedback Reference Number</b>	334
<b>Name</b>	Michael Gore
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>Agree with Optimisation of roading network around Shakespeare Street, Carters Flat, Hamilton Road and Victoria street. Also agree with Road safety improvement suggestions.</p> <p>Disagree with Traffic lights - should maximise use of roundabouts , as Hamilton does at major junctions e.g. roundabout a southern end of Airport - road to Te Awamutu / Hamilton / Tamahere - linked to express way. Disagree with the over promotion of cycleways , there is sufficient space now for this form of transport. Disagree with using Victoria bridge for walking / cycling only. the bridge is the connector for transport into the business / shopping area. Disagree with no plan promoted to upgrade the lower bridge as well, if widened and strengthened this bridge could handle more volume .</p>
<b>2. What do you like about option A?</b>	Agree with the aspect of widening Carters Flat, some of Thornton road and Victoria Street to optimise the movement of car transport through the outer part of Cambridge. I see no benefit in changing the 'upper' Victoria bridge to a Walking / and Cycling track only for two main reasons a) would cause additional traffic onto the lower bridge which without an upgrade would not cope and be deprive the town centre of business traffic.
<b>3. What do you like about option B?</b>	Agree with the main access improvements for Victoria Road, Carters Flat and Shakespeare Street and the Road Safety Improvements.
<b>4. What do you like about option C?</b>	As with Option B, optimisation of outer road network, road safety improvements
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>There is a clear message from the community, which I support, to place a third bridge around the Matos Segedin drive area connecting with somewhere north of the gaslight theatre area with a optimised Alpha street sub connection back into Cambridge centre. To suggest that I bridge be built within the residual community as part forward as an option by Council, would A) destroy the "town" aspect of Cambridge by over encouraging out of town road traffic back into the town residual area. B) Destroy aspects of the environment belt. C) Destroy historical / heritage sites.</p> <p>The issue of traffic lights at every perceived intersection hot point also does not make sense both costs wise and in terms of traffic flows, why ? , Hamilton City , much larger than Cambridge encourages roundabouts .</p> <p>Another priority has to be around the intersection of Hamilton / Victoria roads and the 'white' church. To encourage the use of the Carters Flat option , why not reconfiguring the road to favour the Hamilton / Victoria route only with no through traffic going south from Victoria street into Cambridge.</p>

<b>Feedback Reference Number</b>	335
<b>Name</b>	Michael Gore
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Waipa Council published further preferred Bridge option details without consultation or communications to ratepayers</p> <p>Many residents neighbouring the 'green belt' purchased their homes at a premium solely base on the fact that this area provided a peaceful and quiet surrounding. The native bird life (tui's, falcon, morepork, and more) will cease to exist. The noise and 'other' pollution will be totally unacceptable. One question that still needs to be asked, why build on green belt when we have a perfectly clear route through an industrial area? – Matos Segedin.</p>

<b>Feedback Reference Number</b>	336
<b>Name</b>	Michael Henderson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	The roundabout on Thornton Road and Albert Street. This intersection has poor visibility and this will help resolve the issue.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>1. The location of third crossing. Option A is much better. Option C destroys character suburban streets and introduces traffic in residential areas which creates safety issues and creates difficult traffic flows.</p> <p>2. Closing of the existing Victoria Street crossing. This reduces the connectivity to Leamington. The existing bridge could be reconfigured and a cycle way cantilevered off or located next to.</p> <p>3. Traffic lights. Cambridge has none and this is part of the character of the town. If traffic needs to be managed then roundabouts make sense.</p>
<b>5. Any other feedback?</b>	<p>What is the Victoria Streetscape plans? Is this the removal of exotic trees?</p> <p>Any plan should show the intended traffic flows and the problems that are trying to be resolved. There needs to be a statement of the issue to be resolved for each proposed modification (e.g. a traffic light) and the options considered and why the option was selected.</p> <p>Cambridge has a unique character and that is why people live here. Any transport plan must preserve that character and not turn Cambridge into another cookie cutter town. My view is that this plan needs to be rethought.</p>



<b>Feedback Reference Number</b>	337
<b>Name</b>	Michael Johansen
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I like that it will get the motor vehicle traffic out of the main street (Victoria Street).
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Putting a bridge on a greenbelt/reserve area. Using greenbelt to build a busy road and the road will head into a well established built-up area. Green spaces are important to well being and should be retained. Impact to the existing Marae on the corner of Pope Terrace and Bracken Street.</p> <p>Placing a very busy vehicle transport road amongst existing residential area. The occupants of housing near to the proposed Option C have not chosen to be near a bridge, major road. It was not on the drawing board when those houses/subdivisions were built. The cost in purchasing many, many residential land allotments would be better used towards the actual cost of new roading and the bridge in a non-residential area. Pushing traffic back into the Hamilton/Cambridge Road area after it has recently been diverted to Victoria Street (which has had the effect of bottlenecking this road and roundabout in peak times). The noise level/pollution to existing residential area on both sides of the Waikato River.</p>
<b>5. Any other feedback?</b>	<p>A new bridge/road needs to be originally built in a non-residential area. Perhaps Matos Segedin area or Shakespeare Street increasing the capacity of the low level bridge (2 more lanes) and putting a northbound onramp onto the expressway and an off ramp from the expressway. This will give continued access to the CBD.</p> <p>Later on in time, if subdivisions are created near to the new capacity roads/bridge, then the purchases/occupiers of the homes are aware that there is a busy road and a bridge, they can choose to live there or not.</p> <p>I do like the idea of turning the Victoria Street bridge into a pedestrian/mobility scooter etc bridge. It is a green oasis area amongst a residential area, If there was additional parking created on Pope Terrace/Cook Street, I imagine workers in the CBD may park and walk into Cambridge town as well.</p>

<b>Feedback Reference Number</b>	338
<b>Name</b>	Michael McCormick
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Absolutely nothing. It is a plan designed by a one term Council in an attempt to correct the traffic chaos caused by themselves.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Almost everything. A third Bridge yes but closing the high bridge to traffic is insane. The current mess is caused by a woke Council fixated on walking and cycling.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	339
<b>Name</b>	Michael Neels
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	I'm very much in favour of sculpting Cambridge for modes of transport other than cars. I think it's great what's being done in Wilson, Duke, Bryce Sts and Hamilton Rd. Looking forward to seeing the cycleway completed out to St Peters. Contrary to the weight of public opinion I'd like it to be made harder for cars to come into the centre of town. From this standpoint I think the further from the town centre a third bridge is sited the better. Victoria bridge will be brilliant for transport modes other than cars.
<b>2. What do you like about option A?</b>	Location of a third bridge out of town - green space development (have to wonder why Council didn't reserve land there ages ago).
<b>3. What do you like about option B?</b>	Nothing much - it's a hybrid
<b>4. What do you like about option C?</b>	The higher frequency of bus services is a good thing but may take some time to catch on. Maybe some council people will be seen to be using them?
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Mobility scooters have a bad image. They might be de-stigmatised as a valid means of getting around a car-unfriendly town. Maybe some council people will be seen to be commuting or going about their business around town in them - or variants such as electric quad bikes or vehicles like the posties use in some towns (should be a swag of those coming on the market soon). Council could have a branded fleet of such options instead of its current pool of cars.

<b>Feedback Reference Number</b>	340
<b>Name</b>	Michael Ross
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	This option allows for the traffic management movement for the future with the introduction of a river crossing below Te Awa and Matos Segedin Drive to the new road in the C3 development. Traffic will double in number in the next 30 - 50 years and needs to be dispersed from pinch points around the town centre.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	The search for another river crossing site must proceed as soon as possible (each delay makes it harder). Install a bridge at the bottom of the road in C3 over the new water overflow. On the Leamington side the road crosses over the old poo ponds and joins into Matos Segedin Drive. This would then allow for the creation of a ring road going north from this crossing to Cambridge Rd to Peake Rd, Hautapu Rd, Zig Zag Rd, St Kilda Rd, Thornton Rd, Albert St, Shakespeare St, Lamb St, Cambridge Rd, Matos Segedin Drive. A residential road Alpha St would be extended past the gas light theatre to connect with the northern exit of the new bridge. To ease the current congestion at the Cambridge Rd - Victoria St intersection - remove current speed bumps on Cambridge Rd (to encourage entry in Cambridge from north). Reallow entry into Grey St from Cambridge Rd (rat runs) and remove no entry of Victoria St east at Williams St intersection - this allows traffic to slip down Victoria St east to Thornton and access to Albert St, to bypass the pinch points of Victoria St and Cambridge Rd and Queen St.

<b>Feedback Reference Number</b>	341
<b>Name</b>	Michael Stewart
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I don't like anything about the preferred option. Millions spent on cycle/footpath improvements. Too many old age and retirement homes in Bryce Street and area. Should be out by the velodrome.</p> <p>On/off ramp at golf course, end of expressway, to bypass Cambridge on the way to Leamington. When is this going to happen? Will have a detrimental effect on property values.</p> <p>This is giving me stress and anxiety.</p>

<b>Feedback Reference Number</b>	342
<b>Name</b>	Michele Willis
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Does not solve any existing traffic pinch points and also does not cater for an acceptable solution for a new bridge.
<b>2. What do you like about option A?</b>	Does not solve any existing traffic pinch points and also does not cater for an acceptable solution for a new bridge.
<b>3. What do you like about option B?</b>	Does not solve any existing traffic pinch points and also does not cater for an acceptable solution for a new bridge.
<b>4. What do you like about option C?</b>	Does not solve any existing traffic pinch points and also does not cater for an acceptable solution for a new bridge.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	The only acceptable option is to provide a roading design that diverts traffic around the center of Cambridge and also allocate space to the West of Cambridge for a new bridge and access roads that allow through traffic easy access around Cambridge and across the river while enabling local traffic to use a new bridge via an Alpha Street extension to cross the river via a new bridge. It is essential that the new bridge is located in a green-fields zone and that no existing residential or heritage areas are destroyed in the process. It is also essential that a suitable site be found and negotiations should start immediately with land owners to secure the land required for all access roads and bridge crossing.

<b>Feedback Reference Number</b>	343
<b>Name</b>	Mike Davis
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing, it's impact on local residents and streets is too high.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	The town needs to have 3 bridges, The 3rd bridge should be West to link in Peake road making it easier for trucks and traffic to link with the SH1 system. Option C has too much impact on local residents and changes quiet roads into busy thoroughfares.
<b>5. Any other feedback?</b>	There are too many traffic lights especially on roads that aren't always busy ie Cook street. The impact on business in Caters flat will be astronomical, with no compensation most will be forced to close.

<b>Feedback Reference Number</b>	344
<b>Name</b>	Mike Lord
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Option A is the most sensible and will impact fewer people. It will allow people who want to go south or to Leamington to avoid Central Cambridge. Only those that want to go into central Cambridge will do so. People coming from Hamilton can avoid Cambridge all together, which would be popular with people living in Leamington. It is mainly the margins of farmland (life style blocks) that will be impacted as the road appears to be coming down Peake road and across. This would be a faster and cheaper route to develop with less impact.
<b>3. What do you like about option B?</b>	I don't like this option for the same reasons as option C.
<b>4. What do you like about option C?</b>	I don't like this at all. This will increase congestion in central Cambridge by bringing all traffic through the center or close to it with associated noise and pollution. Church of England corner will be a nightmare. Council has just spent a fortune rebuilding the foot paths and road on Bryce street. It will also involve knocking down multiple houses (+ Church Masonic lodge etc.) It appears to also put the road through the green belt on the Leamington side. To buy all of the properties will be very expensive and time consuming. The disruption to central Cambridge while this option was being built will be extensive.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Utilizing option A will have the least impact on the center of town, in particular the houses along Bryce street or environs. Who wants to crawl along through multiple traffic lights to get to Leamington when a more western bridge will avoid all of this. Option C will be expensive disruptive and add congestion to central Cambridge - which isn't needed.



<b>Feedback Reference Number</b>	345
<b>Name</b>	Murray Osmond
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>A number of points raised through feedback (Refer to Appendix 2 for full feedback). In addition feedback points, respondent proposes the following:</p> <p>A. Waipa as part of the consideration of this transport plan develop a vision for Cambridge CBD including:</p> <p>a. Where the future commercial (shops and offices) to service the growing population needs will go – noting a need for larger spaces to accommodate certain types of stores and more height to develop buildings for an hotel, commercial offices and residential units in the CBD area.</p> <p>b. What is the sensible height for future high-rise developments adjacent to the CBD area (and set back maybe from Victoria Street) including ability for hotel and residential units above commercial space as occurs in both Hamilton and Tauranga now.</p> <p>c. Consideration of alternatives for the third bridge:</p> <p>i. Could the new bridge be beside the current Victoria bridge utilising (as already flagged) the current bridge for cyclists and walkers etc. Noting the Leamington side has space either side and Cambridge side has space as well but mainly on East side (joining up with Williamson Street which in turn provides several accesses to CBD and is a wide street already OR</p> <p>ii. Could the new bridge (as a second vehicular bridge) be part of a ring road type system so the crossing is not close to CBD allowing for park and rides and other access to CBD options.</p> <p>d. That this vision must involve, and engage with, the Cambridge community in a transparent way and it needs to be done before the district plan review and the finalisation of the spatial plan so as to complement these pieces of work. Having a transport plan in isolation is not effective planning.</p>

<b>Feedback Reference Number</b>	346
<b>Name</b>	Murray Reid
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	no opinion
<b>3. What do you like about option B?</b>	In general terms I believe Council has gone too far with dedicated cycle way, at too big an expense to other road users and businesses. I do encourage more public transport
<b>4. What do you like about option C?</b>	As 3 above
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	My first concern is in regard to the planning for a future river crossing between Cambridge and Leamington. I urgently request Council to decide on the best location for a new bridge and secure road access to it. My preferred crossing place would be in "Greenfields" thus no existing homes would be involved. The ideal site would be between Awa Village and The Velodrome, and over the now defunct sewerage ponds to a site near the juncture of Cambridge and Kaipaki Roads. Our existing three bridges date from 1907, c1950 and 1964. Rumour suggests the latter two may have structural issues. The loss of any of these bridges would be a calamity. All our emergency services are located in Cambridge leaving Leamington very vulnerable, particularly if either of the two newest bridges was out of action. There are a number of large rest homes in Leamington! My 2nd concern is the volume of heavy traffic passing through Leamington between SH1 and SH3. Fergusson Bridge and our suburban roads are not built for such loads. No remedy seems to be in place to remove this traffic, which has end points as far away as Taranaki and Tauranga, other than the "Hamilton Southern Link" that does not appear to have a projected timing.

<b>Feedback Reference Number</b>	347
<b>Name</b>	Nadine Fittall
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I am in agreement with taking cars off the roads and helping with congestion and the much needed local bus connection for local Cambridge.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	When planning the route for the bus around local Cambridge can it please include St Kilda subdivision we have a number of elderly who would benefit from a bus into town and also when my children attended Cambridge high they did bike but we had no wet weather option which was sometimes quite challenging. It would also help all the young families in the area as we a community of 300 homes. Thankyou.

<b>Feedback Reference Number</b>	348
<b>Name</b>	Nancy Jepma
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Having a cycle path constructed outside my property has caused huge difficulty and disruption to my tenants lifestyle. I also believe it has significantly devalued my property. The green belt, and the magnificent maple tree has been replaced with a concrete jungle. My elderly tenant has no off street parking available for visitors or district nurse, or healthcare visitors . I don't think consideration for the elderly was considered, as they will often need healthcare workers, and there is simply nowhere for them to park or for visitors to come.</p> <p>I also strongly object to a bridge being placed on Bryce Street. I have lived on Bryce Street since 1994, it is always been horrifically busy with traffic. We need a third bridge located well before Bryce Street so people going to Leamington, do not have to go through the centre of town. I feel this will ease traffic pressure and yes make roads safer for everyone. Still waiting for call back ?? Two weeks now .</p>

<b>Feedback Reference Number</b>	349
<b>Name</b>	Neil Gibb
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Cambridge needs enhanced transport for 2 key reasons. High growth of the population - 10,000 20 years ago to 50,000 by 2050 together with high numbers of visitors means the road network/capacity for private cars cannot possibly keep up. Secondly the relatively small size of the town and flat topography makes walking and cycling a practical alternative - as long as the network is safe. In addition the health benefits of cycling/walking benefit individuals but also result in less green gases etc for the environment.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	350
<b>Name</b>	Neville Wilkinson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Safety concerns of proposed traffic lights e.g. at the corner of Thornton Road/Albert Street (next to Cambridge Racquets Club) and at the bottom corner of Queen St/Albert St. - don't add traffic lights there, don't put speed humps on main roads e.g. Hamilton Road, Queen/Bryce Streets, the new Roundabout "Island" is NOT in the middle of the intersection and the raising hump is too high - make it similar to Alpha St & Empire St corner or at Taylor & Bowen St (next to Cambridge High School). Leave Shakespeare/Cook/Duke/Queen/Albert/Robinson/Williams/TaylorVictoria/Duke Streets etc etc and Hamilton Road or any of our streets/roads as it was. Nothing changes at all.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	About the 3rd bridge and I totally agree with everyone, for you all to re-think the new location for the 3rd bridge (as long as you all are putting outside the “existing residence area and existing streets/roads”) and it was so disgusting in the 1st place. Hopefully you will not put Alpha Street into a busy road. (ie/ Townclock roundabout are too small and don't even think about changing to a Traffic light (won't work...))  One local lady was saying “not our backyard” which is absolutely correct.
<b>5. Any other feedback?</b>	Forget about the Cambridge Connections plan for the next 30 or 50 years (please don't add anymore for the cyclists toward Cambridge High School if you are thinking about it !!!) - just focus on a new 3rd bridge to nearby Peake Road. Don't touch the existing residence area and existing main roads/streets - don't support speed humps and traffic signals. Like, WDC putting a new underground water pipe works - that's great. Well worth it. Refer to Appendix 2 for full feedback.

<b>Feedback Reference Number</b>	351
<b>Name</b>	nicholas blincoe
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	The high bridge turned into a no cars, bike pedestrian only.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The 3rd bridge should be put closer to St Peter's or the new development occurring by the Velodrome. Further out so that the 3rd crossing doesn't provide more congestion around Kelly Road. That area will become a bottle neck as it already is with the speed humps already in place.
<b>5. Any other feedback?</b>	There is plenty of land to cross there onto Cambridge road to head south to Te Awamutu. Makes easy access to Motorway to Hamilton. Or traffic coming South to cross easily to Leamington or Te Awamutu.  Leaves less congestion on low bridge.

<b>Feedback Reference Number</b>	352
<b>Name</b>	Nick Barton
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	There is a definite need for a third bridge to ease congestion.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>The location:</p> <ol style="list-style-type: none"> <li>1. The construction of the new bridge through this established community will reduce my house value.</li> <li>2. Traffic noise pollution will be unacceptable</li> <li>3. Special character of the established area will be impacted by the congestion, noise etc. Land acquisition will remove properties, some historical and trees.</li> <li>4. Communication has been appalling: No meaningful engagement has occurred as yet.</li> <li>5. Lack of planning on Councils part: This decision to put the bridge in our residential neighbourhood conflicts with the long term plans for Cambridge growth and the recent cycle upgrades in our area. It does not utilise greenfields areas, or established traffic corridors which are both pragmatic alternatives.</li> </ol>
<b>5. Any other feedback?</b>	A third bridge is needed but it should be moved westward to a Greenfield / undeveloped area. A location westward better aligns with projected growth and long term planning for the Cambridge community.



<b>Feedback Reference Number</b>	353
<b>Name</b>	Nick Eggleston
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing, big step backwards for Cambridge. I prefer option A we needed the 3rd bridge a long time ago and ALL need to be open to cars.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Do not close the high bridge to cars.
<b>5. Any other feedback?</b>	You are doing a great job congesting roads which is frustrating to all drivers. We are wasting money making the wrong decision. I bet you have already decided to closed the hight bridge and this feedback is a waste of my time. You are destroying the main street of town by contesting it by creating the one way street by the warehouse giving no option but to drive through town. I see your council cars taking short cuts through the waitomo fuel station to you council building. What does that say???

<b>Feedback Reference Number</b>	354
<b>Name</b>	Nicky Bowden
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I like the the high level bridge becomes for walking and cycling and that town has less cars driving through.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	I don't like where the proposed bridge crossing is planned for. Where would all that traffic go to? Bryce Street and surrounding streets are small suburban streets, not designed for high traffic. It feels like it would produce large bottle necks in town. It would also be expensive needing to purchase perfectly good houses for them to be knocked down. This is a waste, no good for your plan of low carbon emissions either! Maybe the bridge crossing should follow the power lines as no one wants to live in that corridor anyway. You have just spent and are spending so much money on the amazing bike track which kids can use to bike to school - we can't wait - what will happen when Bryce Street becomes a main road and all biking to school safety measures have gone out the window? Again, what a waste.
<b>5. Any other feedback?</b>	Great to give people options to get to town via walking, bike or scooter etc. but we need to make it easy for people to cross the bridge and head to hamilton or out of town without driving through. The bridge crossing could meet up with the new round about going in by the St Peters subdivision. Take it away from being in the centre of town and let that be open to pedestrians etc.

<b>Feedback Reference Number</b>	355
<b>Name</b>	Nigel Kewish
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>No options presented are suitable solution:                      The councils approach to traffic (light &amp; heavy), future requirements and personnel or cyclist movements lacks understanding.                      No bridge option should be considered without the view to resolving the need for an access improvement to the Waikato Expressway above the Cambridge golf course. For those that reside on the Southern side of the river we have 1 exit or entry to the expressway via Hautapu on-ramp as the most recent works to Hamilton road have removed this option as a detour around increasing congestion at the Church &amp; and KFC roundabouts and Victoria road. Adding a new entry and exit point to the Express way above the Cambridge golf course will ease congestion at the above points, removing traffic from the Northern end of the Main Street and improve the experience for those wanting to get to town. Adding more pedestrian and cycle access helps in no way and the current provisions are adequate. Adding more feel good access for pedestrians and cyclist does not provide any benefit to those that have no alternative than to travel via vehicle, and only add to the pain.</p> <p>In the days when the expressway first opened and access routes around town were freely accessible, traffic flow worked extremely well. Not until the council chose to restrict various access to tributary roads have we seen this increase to congestion, without benefit to the majority.</p> <p>Stop trying to please the minority to travelers and start focusing on the majority. No consideration of a third cross should be made without wider consideration of the real need for a 3rd connection to the expressway.</p> <p>* any third river crossing should be taken away from the centre of town towards St Peter's and the 3M's development as it will help access to the Northwestern Expressway connection. And the high level bridge must remain open to vehicle traffic, otherwise you are transferring demand to the low level and third bridge option.</p>

<b>Feedback Reference Number</b>	356
<b>Name</b>	Nola Exelby
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>All options (other than the bridge siting) seem to have merit. However, I am concerned that future planning does not seem to take in account of the growth of Leamington. At present there are no cycleways available, and cyclists, pedestrians and mobility scooters all use the limited amount of footpaths. I have commented before that for me to walk around the block and stay on a footpath, it involves crossing the road six times. I understand there are funds to build a cycleway in one part of Pope Terrace. Students cycling the 4 km to Cambridge High School are at risk of harm from motor vehicles, as there is a large number of vehicles during the time they are going to school. There is a substantial increase in the number of pensioner housing, as well as apartments and multi units being built. Also the only route for trucks travelling to Te Awamutu, especially from the expressway exit past the golf course, is up Shakespeare St, then along Pope Terrace. Right past the bridge which is proposed to be for cycling and pedestrian traffic only. If NZ Transport have plans for a bypass for trucks coming off the expressway, it would be good to know. (This could involve another bridge, but could cut across from the top of the golf course, to link up with Lamb St or a designated road in the green belt??) I certainly won't be around in 30 years, but hope the Council will take an interest in Leamington and how the community works, both now and in the future.</p>

<b>Feedback Reference Number</b>	357
<b>Name</b>	Norma Mackie
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

Feedback Reference Number	357
<p><b>5. Any other feedback?</b></p>	<p>I don't think any of the options apply at the present time. Until such times we have park and ride areas for out of town people to access public transport, either around town or to Hamilton roads will still need to be maintained to a high standard.</p> <p>Until at least one other bridge is built, Victoria Bridge can't be only for Cycles and walkers. There has been mentioned town should be more people friendly without in town traffic. How can that happen when you have streets needing Victoria St access on both sides?</p> <p>My suggestion is to make Victoria Bridge one way only, where only traffic coming into town from Leamington and beyond would use the bridge. This would leave plenty of room on the bridge for cycling and walking. That a new bridge be built somewhere near the Velodrome and all traffic heading to Leamington and beyond would leave town via the new bridge. A road, possibly Peake Rd upgraded for trucks and heavy traffic coming from Hautapu could use the new bridge and take all of the traffic using Carters Flat and the Fergusson Bridge away from the middle of Leamington. All of the cycle ways, road narrowing, taking parking away etc has been done well before it's time, with no way made to limit vehicle usage. Many of us are not able to ride bikes!!!! This has angered and stressed so many Cambridge (and now Kihikihi) people.</p> <p>Working builders, plumbers, electricians and others often need street parking to be able to do their work. Has this been considered? Has any reality been given to what has actually been done in Bryce St especially? The elderly have been disadvantaged as well with no street parking available to visit friends and the cafe in the Moxon Centre. I personally have to use a walking stick and need my car and parking to be able to enjoy our town. It is so annoying that there was plenty of width in Bryce St to allow the parking. I went to a presentation about what was happening in Bryce St and went home, downloaded and printed all of the maps etc for the length of Bryce St, which clearly shows the cycle Lane and parking the whole length of Bryce St, so the presentation was actually misinformation.</p> <p>I hope, like Hamilton, the Council will now stop and think before any more of this madness continues</p> <p>The Corner of Bryce and Queen Sts is absolute visual overload and it certainly doesn't look very safe to me. In fact it is just about as bad as all the spots that were placed on the corners with streets for people.</p>

<b>Feedback Reference Number</b>	358
<b>Name</b>	Olivia Bredenbeck
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	I think that it is very disappointing that the beloved green belt of Cambridge is going to be turned into the "third"/second bridge. Considering all of the homeowners that are going to be greatly affected if this goes ahead is very very heartbreaking considering the significant drop of house pricing that will and probably already has occurred from this. Bringing in a bridge that can hold big transport vehicles such as trucks is going to take away the reason and that is the selling point of the area in particular Marlowe dr is the peaceful and beautiful backdrop of being surrounded by green belt and to get away from all of that Cambridge traffic when this bridge is only going to bring it into and already tight area. This is going to affect so many house buyers life plans and the drop on house price isn't just going to be small it's going to mean if people wanted to sell in the future barely anyone will want to buy as they will be next to a insanely busy and loud road.
<b>5. Any other feedback?</b>	Consider the people affected by this as I can't imagine someone planning this bridge is going to be living in the affected areas

<b>Feedback Reference Number</b>	359
<b>Name</b>	Onne Hiemstra
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>Not much to like. Yes, Cambridge definitely needs a second bridge to replace the "high" Victoria bridge. It's been too long already. Only 'destination' traffic should get into town. All car/trucks that not need to be in town, for example leading to Leamington or Te Awamutu, should have a bridge option of the west side of town, coming from the Cambridge-West off ramp on SH1. Don't build a new bridge in town - it will ruin the character of this beautiful town, and secondly it would cause more heavy traffic in town that is not required to be there.</p> <p>Secondly - at all cost, avoid getting traffic lights in Victoria Road. Those are a 24/7 eye soars to begin with, destroying the nice character of town. Yes, we have some peak traffic, but the roundabouts do cope. That peak is only for a short time of the day. Less so if school traffic would go on bikes from here on.</p>
<b>3. What do you like about option B?</b>	Yes, have schools run campaigns to make cycling more attractive to students and their parents. Lots of effort has been thrown into creating cycle paths, against high costs to rate payers and local residents. Cars should not be allowed in close proximity of schools, create drop-off points at say 300m distance from the school.
<b>4. What do you like about option C?</b>	It is crazy how we still do not have public transport between Cambridge and Te Awamutu. Lots of folks commute between these two places. Traffic would decrease a lot over the Waikato river, once a regular and affordable bus service is set up from 7-9am and 4-6pm.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	



<p><b>Feedback Reference Number</b></p>	<p>359</p>
<p><b>5. Any other feedback?</b></p>	<p>Please, never again present a plan for a bridge that would destroy the most beautiful part of town.</p> <p>Secondly, Cambridge traffic woes are limited to a few peak moments in the week. Those can resolved by:</p> <ul style="list-style-type: none"> <li>- a new bridge west of town (Velodrome area), close connection with SH1</li> <li>- leading fare through traffic out of town (by pass on the new bridge and towards an easterly on-ramp to SH1),</li> <li>- school area out of bounce for cars,</li> <li>- promotion of cycle and walking for shoppers, workers and school students</li> <li>- improved public transport to Hamilton and Te Awamutu</li> <li>- close off Victoria Bridge for cars, once new bridge opens on west side of town</li> <li>- no to traffic lights on Victoria Road (imagine the spoiled view towards St Andrews church)</li> <li>- no to traffic lights in shopping centre (eye soar, pollution by waiting cars, frustrating waiting time 23.5/7 hours of the day).</li> </ul>

<b>Feedback Reference Number</b>	360
<b>Name</b>	Orianne Thionnet
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Widening the roads is barely going to help...Having more cycleways is nice for leisure but biking is never going to replace the need for cars when it rains or when you need to go shopping and carry bulky/heavy things.</p> <p>Cambridge desperately needs northern motorway access from Leamington. Upgrading the off ramp by the golf course makes a lot of sense.</p> <p>A new bridge with access around the velodrome area (e.g. bypass town to go to Te Awamutu) is also required long term, only then can the Victoria Bridge be turned into pedestrian/cyclist only.</p>

<b>Feedback Reference Number</b>	361
<b>Name</b>	Pam Berry
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>What do I like - Not much.</p> <p>I live and love living in my little slice of paradise. CHOSEN because it IS within walking distance to the CBD. I enjoy having the CHOICE to take MY car to town if needed. A CHOICE that evidently will be strangled by this council.</p> <p>I whole heartily embrace support local. I CHOOSE to shop in Cambridge.</p>
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>While I can now CHOOSE to walk to town, I don't see why the option of using my car should be taken from me because the council deem it their right to take carpark away and limit parking to 1 hour (and now revenue collecting by issuing parking fines)</p> <p>Clearly, you would think, council members realize that having a hairdresser's appointment, meeting friends', family, work colleges, for a meal, business meetings, shopping etc. should not be limited by a 1-hour parking space. Perhaps council members will realize when they themselves receive a nasty surprise in the form of a parking ticket.</p> <p>It is very sad to think that instead of encouraging business in our CBD our council is putting a noose around our CBD's neck, tightening it one option' at a time and driving away business.</p> <p>Cambridge shoppers will simply go out of town to places such as The Base, where you can park your car and get everything in one place. Oh, and if you wish, jump on a bus and head into Hamilton CBD.</p>

<p><b>Feedback Reference Number</b></p>	<p>361</p>
<p><b>5. Any other feedback?</b></p>	<p>QUESTIONS:                  What is going to happen to the value of MY property?                  What is the congestion on the immediate streets surrounding option C bridge?                  What is the timeline?                  When did council communicate with property owners? I have never had any contact from council.                  Why are property owners not stakeholders?                  Why is council touting a 'third bridge'. Technically, you are taking away the High-Level bridge by closing it to vehicles. It then becomes a glorified footpath. There will still only be TWO vehicle bridges, just as there is already. How is this going to reduce traffic congestion in and around town when you take into consideration the growth Cambridge is seeing on both sides of the river?                  I'm sure many council members already choose to shop out of town in places that offer convenience, free parking, variety and the enjoyment of a social gathering/meal without a 1-hour time constraint. Cambridge will suffer :(                  If council don't want to sabotage Cambridge's unique boutique personality, please, think carefully when considering option C.                  NO parking = NO visitors.                  It's not a third bridge... it's two bridges and a footpath.</p>

<b>Feedback Reference Number</b>	362
<b>Name</b>	Patricia McNicholas
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Takes cars off the Victoria Street bridge, which is too narrow for two lanes of cars.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Will only reduce traffic in a small part of Victoria Street. Still forcing ALL traffic to go through the two roundabouts on Victoria Street at Queen Street and Hamilton Road intersections to get to and from the Expressway. Constant congestion on this part of Victoria Street, Hamilton Road and Queen Street.
<b>5. Any other feedback?</b>	An ON/OFF ramp on Tirau Road to the Expressway to and from the North is the ONLY way to reduce the traffic flow through the Cambridge township. Traffic congestion is now worse than before the Expressway was put in place.

<b>Feedback Reference Number</b>	363
<b>Name</b>	Patricia Murdoch
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>It is imperative that land is designated for a third bridge at this stage, so that it is available for when the bridge will be built. If this is not done, land will no doubt not be available, as it will be built on in the urban sprawl that is consuming Cambridge. The most obvious place for a third bridge to be built is from an area close to St Peters, and across to Matos Segedin Drive. So land in these areas should be designated as soon as possible for this purpose. I also don't agree with the very expensive look into Cambridge Connections. This is money that we don't have and can't afford.</p>

<b>Feedback Reference Number</b>	364
<b>Name</b>	Patricia Murdoch
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	I have absolutely no hope that you will actually take notice of what the citizens of Cambridge say. [REDACTED] This is just a paper exercise to say that you consulted with Cambridge people, especially as the majority of the Council don't come from Cambridge. [REDACTED]
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	Yes. [REDACTED] This was not what people envisaged when this council was voted in, [REDACTED]

<b>Feedback Reference Number</b>	365
<b>Name</b>	Patricia Murdoch
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>The performance of the council over the changes to Cambridge, and the consultation with the community, is absolutely appalling. You have forced a whole lot of unnecessary changes onto the community, with no consultation about the way the community wants the town to develop. [REDACTED]</p> <p>[REDACTED] Even your 'walk in' session for the community was an example of [REDACTED] - you had absolutely no understanding of how the community felt, had a whole lot of staff on hand who had absolutely no knowledge of what was muted, or of how the community felt about it, and were then surprised at the way the community reacted. [REDACTED]</p> <p>[REDACTED]</p>



<b>Feedback Reference Number</b>	366
<b>Name</b>	Patricia Murdoch
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>I think that the way the Council has approached this is appalling. Firstly, it is insulting to the community to say that the Council started with options A B and C, and by some sleight of hand they have whittled it down to option C, with absolutely no consultation with the community. You apparently consulted with 'stakeholders', but I am at a loss to see how you don't consider the citizens of Cambridge to be 'stakeholders'. And we have not been asked what our wishes are. The fact that you ask for thoughts on 'emerging preferred option C', when the only place it has emerged from is the council and the few (who were they) people they chose to ask what their thoughts on it were. [REDACTED]</p>
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>I don't like Option C, because I was never asked what I thought about Options A and B. I am a stakeholder because I live here and I pay exorbitant rates to have a council who is supposed to be working on my (and other people who live here) behalf. So I am insulted that the Council does not consider I am a stakeholder and has not included me in their 'stakeholders'.</p>
<b>5. Any other feedback?</b>	<p>I think the Council should [REDACTED] so that we can elect a council that really interacts and seeks what the community wants for their town. [REDACTED]</p>

<b>Feedback Reference Number</b>	367
<b>Name</b>	Patricia Murdoch
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing. There should be no emerging option until the citizens of Cambridge have voted for one. You are trying to pretend that a majority of the community want what you call the emerging option when it is really the option you prefer.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The fact that we haven't had a chance to have a say on the options. Be honest waipa and have a proper discussion on the future of our town. [REDACTED]
<b>5. Any other feedback?</b>	As 2 above. Be honest waipa. Listen to the citizens.

<b>Feedback Reference Number</b>	368
<b>Name</b>	Patricia Towers
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	New bridge is good connection Leamington/Hamilton Rd. More frequent bus service would be great and local buses including St Kilda and other new areas would be superb.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Closing Victoria St bridge to cars is wrong for both Cambridge shops and shoppers (PS: I am a non driver and walk to Cambridge, but I can still see this is a stupid idea).
<b>5. Any other feedback?</b>	There should be an on/off ramp at Tirau Rd near the golf course. Ignoring this is bad planning and a waste of money as it is needed and will have to paid for in the future if not now.

<b>Feedback Reference Number</b>	369
<b>Name</b>	Paul Casey
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Absolutely nothing a - it brings even more traffic to an already heavily congested area where there are high numbers of the elderly, school children and cyclists circulating.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	As above. It seems obvious that the best option for managing the town's traffic problems (which incidentally will increase massively on completion of the Bridleways construction area) must be Option A - keeping traffic from any circulation close to town.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	370
<b>Name</b>	Paul Chapman
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	There is a need for a 3rd bridge but not so close to residential areas.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>Effect on future rate increases.</p> <p>The fact that access on &amp; off proposed new bridge is in the heart of residential areas.</p> <p>There is no indication what the proposed bridge will look like. Will it be "high" of "low" level?</p> <p>How close is it proposed to be to residential areas/housing?</p> <p>Is there any consideration to reduce noise from bridge to residential areas?</p> <p>It is encompassing an area that was listed/indicated to be "Green Belt".</p> <p>The lack of prior consultation with affected residential owners.</p> <p>Noise during construction. (And subsequently).</p>
<b>5. Any other feedback?</b>	<p>Where exactly will it cross the river in detail? (Egress &amp; Exit).</p> <p>It appears that the proposal places the bridge in the heart of residential areas (both North &amp; South) surely more thought should/could be given to that?</p>

<b>Feedback Reference Number</b>	371
<b>Name</b>	Paul Conaglen
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	I agree we need a third bridge. Any all modes crossing should be out of town as much as possible (in a ring road like most larger towns and cities worldwide). A progressive solution will encourage alternatives to private cars into the cbd, and so putting car access as far out of town will help achieve this. Cambridge inside the town belt is too built up to have a practical river crossing to deal with 20000+ extra vehicles. The public transport option of a ring bus is a good one (ideally with some out of town park and ride option).
<b>2. What do you like about option A?</b>	Better place for all modes river crossing (although could probably be even further over where the power lines come through)
<b>3. What do you like about option B?</b>	Nothing
<b>4. What do you like about option C?</b>	Closing Victoria Bridge to cars
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	There needs to be northbound on ramp from Leamington (ideally from Tirau Rd but also via separate river crossing closer to St Peter's School. There needs to be easier ways to cycle/walk and take public transport between Leamington and Cambridge CBD (which is why closing Victoria Bridge to cars is a good idea). Need to encourage cars and other heavier transport to be completely out of town. Building a crossing in town for all modes is counter-productive and will spoil the character of Cambridge residential areas (on both sides of river), as well as an expensive and poor engineering choice to cross the river (at a higher point with no gradual on-ramps to bridge on either side. Build major roading connections well outside town belt with optimised "spokes" to let traffic into town (if required), but encouraging public transport and/or cycling/walking. If you design transport options to improve non-car options more people will use these other options and there will be less reliance on private vehicles and therefore less congestion.

<b>Feedback Reference Number</b>	372
<b>Name</b>	Paul Rosendale
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The close proximity to residential housing of a 4 lane ultra expensive highway. There is commercial land the other side of Alpers Ridge that could be considered. For residents of alpers and Marlowe, there will be new traffic noise to contend with. Blocking off Victoria bridge and making the high street a dead end cul de sac, I think, in my opinion, will be the end of our beautiful prestigious high street. It needs through traffic to bring in life to the shopping area.
<b>5. Any other feedback?</b>	Very poorly thought out plan

<b>Feedback Reference Number</b>	373
<b>Name</b>	Paul Webb
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Bridge to the west of the town not in town
<b>3. What do you like about option B?</b>	Nothing
<b>4. What do you like about option C?</b>	Nothing
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Improving walking/cycling and public transport is great.</p> <p>But the idea of moving cars etc from current position (ie main street) into the housing area close to the town centre with a new bridge is not at all a good one.</p> <p>Current bridge allows people entering town to do so directly, a new bridge west would allow the bypassing of town to get to west and north as with the current eastern access. the is no need to close current bridge if you reduced the amount of vehicles using it with a bypassing bridge to west.</p>



<b>Feedback Reference Number</b>	374
<b>Name</b>	Paul & Suzanne Chapman
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>When the information regarding the possible location of the third bridge was announced both my wife and I were shocked to learn that it would be in very close proximity to our newly purchased property in Leamington.</p> <p>As time went by and following our attendance at both numerous Community Board and Public meetings we have become more informed, however we have not changed our opinion in that the bridge and/or access to the bridge should not be located through an already established residential area.</p> <p>However we are of the firm opinion that a third bridge is needed in Cambridge.</p> <p>We have previously lived in towns overseas and also in New Zealand where a "Ring Road" has been established and found this type of infrastructure to easily navigate provided there are "off" and "on" access areas into the central hub of the CBD.</p> <p>Looking back as to how and when those were established we questioned the logic of why would any authority plan to put a major ("Ring Road") there? As time has gone on it is now very clear that this has in every case been the best decision as the towns/cities have developed.</p> <p>So with that in mind we suggest that Council look seriously at purchasing land suitable for a "Ring Road" and a subsequent bridge on land that has yet to be developed - not residential land.</p> <p>Thank you for the opportunity to provide additional feedback.</p>

<b>Feedback Reference Number</b>	375
<b>Name</b>	penny thompson
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	There has been so much great infrastructure implemented already - why stop now!?!?! So many people are out there using it
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	376
<b>Name</b>	Peter Lawlor
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Nothing
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Increase of traffic should be kept out of town.
<b>5. Any other feedback?</b>	Should be out by St Peter's.

<b>Feedback Reference Number</b>	377
<b>Name</b>	Peter Loyd
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	NIL. Option A is the only sensible option.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Option C will gridlock the Leamington/Cambridge connection.
<b>5. Any other feedback?</b>	Consultation with the actual teens, 20 30 and 40 year olds who this will impact most. A transparent timeframe on current bridge end of life and new bridge built.

<b>Feedback Reference Number</b>	378
<b>Name</b>	Peter Martin
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Better access onto Cambridge Rd and an easy direct access out to the Waikato expressway (SH1) without driving through town or housing areas for trucks and vehicles etc, especially those coming from the Te Awamutu Rd and the Leamington areas.
<b>3. What do you like about option B?</b>	Nothing except for the enhanced urban mobility and public transport system.
<b>4. What do you like about option C?</b>	Nothing except for the enhanced mobility and public transport system.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Option A will also make the travel into and through town a lot safer for school access, plus walkers, cyclists and buses etc. Option A will also not be removing people's houses etc. And making the areas in town that will have a busy main road and bridge nearby very noisy all day and night. And dropping the value and forcing people to move to another area. Looking at the way transport is changing, trucks etc will probably increase in size etc. Option A would be better if public transport was improved to the same as Option B. A bridge in the areas of B and C will destroy the areas in town that the new road accesses are in.

<b>Feedback Reference Number</b>	379
<b>Name</b>	Peter Nation
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Refer below
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Refer below
<b>5. Any other feedback?</b>	<p>I am the CEO of the NZ National Fieldays Society that own and operate the Mystery Creek Events Centre. We are a relatively large rate payer and have an interest in long term planning and traffic modes that will ultimately impact our event centre, stakeholders and employees. We attended the public meeting at the Council Chambers in Cambridge on the 1st of March. Thank you for the opportunity to attend and give feedback.</p> <p>We now wish to affirm our verbal feedback to the meeting, formally in this submission. Firstly, it is fully supported that you are thinking forward for what a township like Cambridge needs in design and flow. It is a special small rural town that needs to be carefully managed for growth and flow.</p> <p>It seems it is a syndrome of effectively being a suburb of Hamilton, and when we asked this question at the meeting it seemed to be a difficult answer. The fact is, that in the next 30 years Cambridge and other surrounds will be part of the mega region of Hamilton, primarily driven by more development around Hamilton City (North and South).</p> <p>We do not accept the comments that the majority of vehicles are from Cambridge into Cambridge, you simply need to sit and watch the commuter traffic movements to SH1, Cambridge Road and Leamington to see that there is a mass commute to and from Hamilton and even Auckland daily, morning and night.</p> <p>This in our opinion will only amplify driven from the with the cost of living and housing, higher paid work away from Cambridge and people seeking a lifestyle like Cambridge. It would also appear in your planning; you may be failing to mention the likes of APL expansion and other businesses moving to Hautapu where the population of workers commuting will only further impact traffic flows as they move into Cambridge to the northwest industrial zone.</p> <p>We do not support option C as in our opinion this will not achieve anything.</p> <p>If we look at our 32 FTE employees, 20 of those live in Cambridge and travel to Mystery Creek, they do not care where the crossing is relative to the commute. Many of the business around us also commute from Cambridge daily. So, as a few examples, we</p>

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	<p>would challenge your thinking about commuting.</p> <p>We would support the bridge crossing (4 lanes) being built at the St Peters roundabout crossing that would land on or near the Aotea Business Park region connecting Leamington. It is already clear that Cambridge and Leamington are growing Northwest. We would also make the observation that it is not unconceivable that an additional 500,000 -1 million people could be located in the Waikato basin in the next 30-50 years. Many of those will locate in the Waipa district and many in Cambridge for obvious reasons, least being facilities and amenities like Lake Karapiro.</p> <p>In summary we do not think the planning is bold enough and needs a review, it would not be wise to jump to option C, bearing in mind changes and feedback already.</p> <p>With a recent change of Government, it is already clear the emphasis on the strategy for walking and cycling tracks has been reduced and roading infrastructure along with water and energy are a key focus.</p> <p>It is naïve to think the use of motor vehicles will diminish and despite more regular public transport in inner Cambridge and commuting from Hamilton City will drastically reduce motor vehicle and heavy truck movements, as the population increases these movements will only increase. They have too.</p> <p>If you really want to think big then insert planning for light commuter rail? Everyone is excited by the announcement of the 14 roads of national significance, 2 of which are right on the Cambridge doorstep. Surely your thinking has to be reviewed to compensate for the growth both these projects will bring to Cambridge and surrounds? Alternative energy motor vehicles (Trucks and Cars) will come very soon in mass. This will be a combination of short commute (EV) and long commute (Hydrogen), all of which need roads, not cycleways or walkways.</p> <p>It is idealistic to build mass modes of transport for alternatives to vehicles to reduce green house emissions. Technology will take of the emissions for Council in our opinion, drive by legislation and public concern for the environment, not the other way around.</p> <p>Yes, we fully support public transport for commuting but that requires much more thinking than simply stating we will look at it.</p> <p>Lastly, as a major event centre only 19.5km from central Cambridge, we remain very focused on contributing to the thinking around both private and public commute and how this network fits around both our event centre and amenities like the Waikato Regional Airport.</p> <p>You will be aware we have submitted previously to the Waipa Transport Strategy, Ahu Ake, Future Proof etc to ensure we are heard of this matter.</p> <p>Our event centre brings major economic contribution to the region annually, with no Councils financial support. For Cambridge this results in accommodation, hospitality and services being spent in the Cambridge area. With nearly 100 events a year this is significant and supports our views of connectivity needing to be done well.</p> <p>This also supports our point at the meeting about a more aerial and braver plan which sees the integration of other impacts of the surrounds where traffic flows are being planned longer term.</p> <p>Lastly, and as stated, it is important to preserve Cambridge, protecting its retail activities and its ability to breath for the benefit of its customers. Merely moving any main arterial routes and then enabling major retail chains to build away from Cambridge centre would also be financial suicide. Hamilton is a prime example, where The Base was built, and this ultimately ripped the heart out of Hamilton City.</p> <p>We are happy to discuss our submission further if it thought appropriate.</p> <p>CEO, NZ National Fieldays Society Inc.</p>

<b>Feedback Reference Number</b>	380
<b>Name</b>	Peter Pickett
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>For well over 20 years our Councils have been grappling with the reality that we will need a replacement bridge inside 40 years. Numerous consultants have been employed over that time and finally arrived at a grand scheme that suited exactly no one. Their use of badly flawed and outdated data has not red-flagged how urgent the need will soon become, nor the far from unlikely scenario that any of our 3 bridges could fail at any time. A previous Council Engineer stated at the recent Town Hall Meeting that he had allocated half a million dollars to initiating a new bridge as we were so vulnerable, but has no idea where those funds went. There are some very concerning aspects of the Beca report on Victoria Bridge, including the instability and possible undermining of the Leamington Bank, which may explain why the bridge jumps up and down so much when a truck drives along Pope Terrace 100+ metres away. Further, it will only take one large truck to effectively destroy it and despite all the signs, quite a few have tried.</p> <p>Even if much of the safety aspect above is dismissed because experts are largely unconcerned, the banks of the other two bridges are sand-based and have required recent urgent remedial work. Will we stay lucky? What if there is a major truck accident on either of the two lower bridges and emergency vehicles can't get through to a rest-home fire?</p> <p>Every recent measure and observation shows that Cambridge population and traffic growth is massively ahead of projections. Yet Victoria Bridge has been set aside as a cycle bridge and walkway with significant recent infrastructure dedicated to that outcome. This also confirms the practical end of the bridge is near, as predicted long ago. Despite the refusal of a number of Te Awamutu-based Councillors to accept we must cater for that inevitability, it took a stance from our Mayor to overrule them, firmly stating that we do need a new bridge. [REDACTED] from some infuriated at the potential destruction of their homes and property values by the Blue Blob bridge corridor seems to have caused our Mayor to step back a little from the bridge issue, putting funding research ahead of securing a corridor. Absent any disaster, we may not need to fund a</p>



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	<p>bridge for 15 years or more, who knows what funding opportunities will arise in that time? But adding the cost and rage-inducing need to demolish new houses built in the path of the new bridge during funding investigation, is a potential nightmare. It adds many millions on top of the bridge cost itself. Will the Council refuse building consents throughout all potential bridge corridors in the interim, so further infuriated residents will not initiate a class action?</p> <p>Having looked at many options for a bridge corridor it is apparent no perfect solution exists, the latest Consultants didn't even get close. However, some very astute local people have come up with what is, in my opinion, as close to perfect as it gets. They propose the corridor runs from the new Te Awa roundabout, straight across the river to Matos-Segedin and onto Pope Terrace. That allows a safe cycle track from the Velodrome up to Lamb Street and straight to Karapiro. It allows a further entrance/exit for the CBD along an extension to Alpha Street. It removes much heavy traffic, including milk tankers, from the Queen Street hill and the C of E Church roundabout pinch point. They have also proposed a ring road from there, interconnecting much of Cambridge and further reductions of future traffic congestion. Virtually all this bridge corridor is or will be Council-owned already. There are other benefits, not least of which is that no houses need to be sacrificed.</p> <p>Consultants and in-house experts did not prevent the sale of the corridor from Kelly Road to Matos Segedin which may have been even better, but this proposal allows direct access to the proposed growth cells and the Motorway. Perhaps undertakings made to St Peters, 3M or Te Awa are why it has not yet found favour? Is unwinding any such undertakings, buying any sections adversely affected and later on-selling them, perhaps at a profit, a worse option than leaving it for a future Council to try and sort out an even bigger mess than the current dilemma?</p> <p>If there is any other aspect of Cambridge's future with more potential to enhance or destroy our next 100 years than immediately securing, or failing to secure, our bridge corridor would someone tell me what that is?</p> <p>I encourage our Mayor to further demonstrate her leadership by grasping the nettle her predecessors have been too timid to attempt, inform the Consultants that we have decided where the bridge will go, please advise if there are any problems.</p>

<b>Feedback Reference Number</b>	381
<b>Name</b>	Peter Russell
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Fully support all walking/cycling options and rework of central pedestrianised area. Bus enhancements too - how to get lazy people to use them.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Explain what 'way signage' means.
<b>5. Any other feedback?</b>	Concerns with new cycleway, speed humps and blocked streets.

<b>Feedback Reference Number</b>	382
<b>Name</b>	Phil Dean
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I don't think any of the plans make sense. To me the obvious solution to the traffic/bridge issues is:</p> <ul style="list-style-type: none"> <li>a) add a northbound entrance to the freeway by the golf club on Leamington side. This will reduce through-town traffic enormously.</li> <li>b) build a new bridge right next to the old one, and switch over once complete - minimal disruption to residents, unlike the absurd suggestion of using Hall St.</li> <li>c) if a 3rd bridge is required, surely Velodrome area across to Matos Segedin is the least disruptive to residents?</li> </ul>

<b>Feedback Reference Number</b>	383
<b>Name</b>	Philip (Pip) and Sharon Kempthorne
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	It is an attempt to create some form of long-term plan for the Cambridge community and look at the impact of traffic flows in and around the township on both sides of the Waikato River.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>Lack of detail regarding the pros and cos of other alternatives considered - always been believed to be the most likely outcome.</p> <p>Proposal as shown through the press release is so limited, that it is very hard to comment in any detail other than the impact of the qualities and general character of our affected neighbourhood.</p> <p>Transparency and lack of consultation as ratepayers.</p> <p>Heavy and light vehicle considerations.</p> <p>Arterial traffic on local roads.</p> <p>Walking, cycling and mobility scooter access in central Cambridge.</p> <p>Existing nature and character in and around proposed corridor.</p> <p>Impact on property values.</p>
<b>5. Any other feedback?</b>	<p>Key feedback points:</p> <p>Consultation, timeframe for consultation, protection character and heritage, conflicts between traffic management and overall plan for Cambridge.</p>

<b>Feedback Reference Number</b>	384
<b>Name</b>	Pieta Ward
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	The 3rd bridge
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Closing the high level bridge to cars
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	385
<b>Name</b>	Rachael Colgan
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Roundabout improvements at both Lamb and Browning St intersections on Shakespeare St. A Roundabout at the bottom on Duke St encompassing Williamson St. Widening of Albert St to allow turning lane into Gillies Ave.
<b>3. What do you like about option B?</b>	As in option A but I agree with the town location for the new bridge. The reason we have a bridge is for access to the town centre, shops and businesses. Improved bus services within the district are also necessary
<b>4. What do you like about option C?</b>	I agreed a bridge close to town is the only logical option. My thoughts would be to link at Duke St/ Bryce St intersection. Duke St from Wilson Street to Bryce Street could be one way from Wilson Street. Alpha street would be the main route into the town centre and Halleys Lane carpark. Alpha St is wide enough to be 3 lanes wide, 2 into town and 1 out. Bryce St is also wide enough for this traffic. Alpha/ Bryce St intersection controlled by lights.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I realise my suggestions would mean removing the cyclepath on Bryce St but as we are looking at a 20 year lifespan for Victoria Bridge, this new bridge would probably 15 years away giving plenty of time to move the cyclepath to Grey St. Also widening work on other streets and buyout of necessary properties. I live in south Leamington and almost always travel to town via Ferguson Bridge and Queen Street unless traveling from Lauriston Park or to the library. I go to Hamilton via Kaipaki to SH3 or join the expressway from Airport Road. I wouldn't use a bridge out near Matos Segedin Drive. I would join the expressway at an onramp near Cambridge golf course if this was built.

<b>Feedback Reference Number</b>	386
<b>Name</b>	Rachael Maxwell
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	The extra around town bus
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Closing of high level bridge and making town LESS assessable to the disabled and aging communities. Lack of parking plan. Lack of understanding how badly this will affect local businesses. Our town is growing but the aged community is not taken into consideration at all with this plan!!
<b>5. Any other feedback?</b>	I think all these plans show a total lack of understanding of how local Cambridge business works. Parking for cars needs to be addressed. We are an aging town and the current parking limits is already killing spending in town. Weekly I have a lot of customers complaining and cutting short shopping. The young families are potentially the only ones that benefit but that's it.

<b>Feedback Reference Number</b>	387
<b>Name</b>	Rachel Lockwood
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I think it's great. I'd love to be able to get a bus into Hamilton regularly and with this plan it may be feasible in the future. Living in Leamington I am most pleased with the changes that are planned for Shakespeare Street. My children cycle to school everyday and crossing Shakespeare near Cook street is dangerous. I think the plan looks great and im excited to be part of the community that will see it change our way of life. Thank you
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I think the Shakespeare Street crossing at Cook Street needs to be improved now. There have been so many near misses car Vs bike it's a very unsafe place to cross.



<b>Feedback Reference Number</b>	388
<b>Name</b>	Rachel Mennie
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Roundabouts at Browning/Shakespeare, Duke/Albert/Williamson, Albert/Queen Signalised crossings for pedestrians
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Suggestion for bridge locations:</p> <ul style="list-style-type: none"> <li>- Traffic/road bridge to CBD is important - a replacement traffic bridge could be located near the current High Level bridge (agree with making the High bridge pedestrianised/cycleway), connecting the top of Dominion Ave to Cook St, keeping Victoria St as a logical main street with connection to Leamington. Maximum one or two houses would need to be removed at the top of Dominion Ave/Williamson St, significantly less than the ill-fated blue-zone through Bryce St and surrounds.</li> <li>- Pedestrian/cycle link from the High Level bridge to the walking track which runs through to Stanaway Reserve, or at least through to Lola Silcock Park below the library (IDEALLY extend and rebuild the library in its current location pushing out towards the river, with good quality landscaping connecting the library to the river walk (along the lines of Hamilton's Victoria Park which ties the main street to the River). We have beautiful views of the river and mountains - can our civic spaces/facilities not celebrate our river rather than turning our backs to it?)</li> <li>- Future third bridge crossing from Matos Segedin to Vogel Place - identify and commit to location now to provide surety to homeowners and urban/traffic planners</li> <li>- Full interchange at Tirau Rd/Expressway near the golf course, to re-direct through traffic away from the bottleneck through Victoria Street.</li> <li>- Query the need for signalised intersections at Cook/Shakespeare (doesn't the existing roundabout function well there already?); and 4x signalised intersections along Victoria Street? Can't see how this would improve traffic flows, it seems that it would be counterproductive here?</li> </ul>

<b>Feedback Reference Number</b>	389
<b>Name</b>	Raeleen Sheehan
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	The High Level Bridge should not be closed to traffic until the third bridge is built. It is a nightmare now when the high level bridge is closed and traffic is forced to the low level bridge this causes major back logs of traffic consistently during the day. Living in Leamington i would say it would cause me to consider going to Te Awamutu as opposed to going to Cambridge for any shopping purposes and using the Kaipaki Road to get to Hamilton.
<b>2. What do you like about option A?</b>	I like Option A the best except for the fact that the high level bridge would be closed before another bridge is built.
<b>3. What do you like about option B?</b>	Option B is not bad but would need to widen the road past the KFC Roundabout as congestion is great through this area.
<b>4. What do you like about option C?</b>	Option C is the worst option as not all of the population is able to walk or bike to work as we require cars to do our jobs. This proposal i think would kill the town centre as a lot of people would not be able to shop here and would choose to go out of town for their needs. I would certainly be one of them as I am a busy person that requires her car to do her job and with limited time i do not have the inclination or the time to walk for mile to get access to shops in town. It is bad enough now and there are time i do not bother going into Cambridge as parking is an absolute nightmare.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I am all for making the high level bridge for walking and biking only but NOT until another bridge is built that is just not realistic you are cutting the Leamington population off from Cambridge town and we spend enough time sitting in queues around town as it is. I feel very sorry for the businesses in Cambridge as if other people are doing what i am businesses will not be able to sustain themselves and we will be a town of cafes and no shops.

<b>Feedback Reference Number</b>	390
<b>Name</b>	Ralph Paterson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Nothing
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Don't want the bridge in a historic residential area.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	391
<b>Name</b>	Ray Talbot
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<ol style="list-style-type: none"> <li>1. No Engineering Details are provided for the Potential area for all modes river crossing.</li> <li>2. Hamilton Road/Victoria Street roundabout is at saturation, with substantial queuing. Traffic from the new subdivisions combined with Te Awamutu traffic will not be resolved with signalisation.</li> <li>3. Can the required traffic stacking queue lengths be accommodated at Hamilton Road. and Victoria Street? Has Traffic Modelling been completed to comply with NZTA Transport Model Development Guidelines 2019, category Purpose Type E?</li> <li>4. Increased traffic in a school zone.</li> <li>5. Bridge approach would require multiple property purchase and diversion of utilities in Grey Street or Bryce Street.</li> <li>6. High Level River Bridge retained with 3t weight limit to prevent traffic congestion on Low Level Bridge and Thermal Explorer Highway west bound into Cambridge</li> <li>7. Request verification that engineering assessment and traffic modelling has been carried out for the Preferred Option.</li> <li>8. Request that the Alternative 3rd river crossing and traffic route provided in this feedback is reviewed and adequately considered by Waipa Council.</li> </ol>

<b>Feedback Reference Number</b>	392
<b>Name</b>	Raywin Pierce
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>I am writing to express my vehement opposition to the proposed construction of a bridge in our residential area. As a concerned resident, I strongly believe that such a development would have detrimental effects on our community, including heightened traffic levels, property devaluation, noise pollution, and increased congestion in an already densely populated area.</p> <p>First and foremost, the decision to build a bridge in an already built-up residential area is perplexing and shortsighted. It defies logical urban planning principles and fails to consider the long-term well-being of the residents. There are alternative locations, such as land further along the river, that could serve as more suitable sites for the construction of a bridge. By diverting traffic away from the town centre, we could alleviate congestion and mitigate the negative impacts on our community.</p> <p>Furthermore, the proposal to repurpose the existing bridge for foot traffic is equally nonsensical. The need for a third bridge arises from the anticipated growth in our area, and simply reallocating pedestrian access does not address the underlying issue. Instead, it perpetuates the same problems we are currently facing without providing any meaningful solutions.</p> <p>I am deeply concerned about the potential consequences of this project on property values. Already, there has been a noticeable decrease in property values, accompanied by confusion and uncertainty among residents. This not only undermines our financial investments but also erodes the sense of stability and security in our neighbourhood.</p> <p>In light of these concerns, I urge the council to reconsider the proposed bridge construction and explore alternative solutions that prioritize the well-being and interests of the community. I implore you to engage in transparent dialogue with residents and seek their input before making any irreversible decisions.</p> <p>Thank you for considering my perspective on this matter. I trust that you will act in the best interests of our community and ensure that any future developments align with our collective vision for a sustainable and thriving neighbourhood.</p>
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	393
<b>Name</b>	Rebecca Danswan
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Grey st has only just being closed down off Hamilton Road and become a lovely quiet street, this would now become a busy road again and lower the value of our houses
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	394
<b>Name</b>	Rebecca Donne
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	The proposed bridge corridor connects new residential growth areas.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	It makes Cambridge easier to get around without a car.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I think it is important to allow emergency service vehicles to use Victoria Bridge even if it is closed to all other vehicles.

<b>Feedback Reference Number</b>	395
<b>Name</b>	Rebecca Loyd
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I like how there are extra safety measures being put in place on roads that are busy, such as traffic lights and round about down carters flat as this is a particularly busy area with businesses and general public use of road.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Shutting the high level bridge to cars is ridiculous until another bridge has been built as this is not viable to only have one access to Leamington, not only for traffic but for emergency services (have you discussed with emergency services this would be happening and how it would impact them, especially at the busy time periods). The pay to park is absolutely ridiculous! How do you expect businesses to continue to have revenue if people are having to pay to park, no one will go into town. There is no way that public transport will improve as New Zealand is not equip for public transport and this will be an absolute flop
<b>5. Any other feedback?</b>	I would like to know if you have taken into consideration peoples feedback or ideas who are in there 20's-30's as when this whole proposed plan is finished this is the demographic of people it will impact not people already in there 50-70 age range as they will either not be around or not using any transport in Cambridge. The council in Cambridge is terrible at talking to the younger generations in Cambridge and having there views on what's happening, as these big changes will impact them not over half of the council!



<b>Feedback Reference Number</b>	396
<b>Name</b>	Rebecca Mobey
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Possibly the least disruptive of the three options, but will still affect many households.
<b>3. What do you like about option B?</b>	Nothing. Impossibly disruptive, affecting dozens of homes, causing noise and environmental damage right in town. This option seems completely unacceptable.
<b>4. What do you like about option C?</b>	Even more obviously another bridge next to the present lower one would be viable.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Another bridge next to the low bridge would cause less damage to housing and less environmental and noise pollution. To say that the bridge is probably a 20 year plan is of no comfort to people with property within the options. They will have their houses blighted for a long time. It would help if the maps were larger scale with all the roads named, another example of poor communication.

<b>Feedback Reference Number</b>	397
<b>Name</b>	Renee Johansen
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Turning the high level bridge into a foot, cycle and mobility scooter bridge to encourage residents to walk or cycle to town.
<b>3. What do you like about option B?</b>	Turning the high level bridge into a foot, cycle and mobility scooter bridge to encourage residents to walk or cycle to town.
<b>4. What do you like about option C?</b>	Turning the high level bridge into a foot, cycle and mobility scooter bridge to encourage residents to walk or cycle to town.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>The bridge either needs to be from Kaipaki, connecting to the new roading by the velodrome, onto the expressway and into Hamilton, offering easy access for those on the Cambridge Park side - straight out Cambridge Road. Those on the Addison Street side can go up Shakespeare to Lamb and onto Kaipaki.</p> <p>Or on the Karapiro side, across the river at the golf course and onto the expressway to Hamilton or to Tauranga.</p> <p>Leamington residents needing to access Cambridge centre can use the Shakespeare St Bridge or walk, cycle or mobility scooter across the high level bridge.</p>

<b>Feedback Reference Number</b>	398
<b>Name</b>	Reuben Maston
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Not much, it seems like wasteful spending
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	I don't think any of the given options are a good idea. Victoria bridge should be either removed (even if historic) or customised to be able to take bigger loads. I believe we need 3 bridges in Cambridge, one around the new subdivision south of Kelly road or as in option A. Option C is not going to work for a Cambridge in 50 years. The town is growing in all directions, the town centre is not. We should have a road that goes around the town centre, a road connecting the new subdivisions out west and Cambridge Park.
<b>5. Any other feedback?</b>	The council should look at towns in Europe how they working around high volume traffic. They usually have roads to go around towns which Cambridge at the moment doesn't have. New subdivisions need to be connected. And Leamington should be able to easily use the express way. I see you Said most traffic is within Cambridge that's because it's becoming difficult to get around town these days. And how can you explain the new cycle ways when you are wanting to build a new bridge possibly there. Is anyone looking at this under the age of 40? Our towns should be build greener and not around cars.

<b>Feedback Reference Number</b>	399
<b>Name</b>	Rhonda Jones
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Love that it has made it safer for families and cyclist to ride. I do wish that it will connect it's way through Leamington at one stage.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I would love to see a set of lights on the corner of Campbell Street and Shakespeare st as its always difficult turning on to Shakespeare st from Campbell St.

<b>Feedback Reference Number</b>	400
<b>Name</b>	Rhonda Plews
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	This is taking traffic away from the town and the residential area. Reducing noise and air pollution in an already populated area.
<b>3. What do you like about option B?</b>	Only it being good for walking cycling and public transport if it doesn't effect homes
<b>4. What do you like about option C?</b>	Nothing due it's location in an already residential area with many homes, several traditional homes decades old. Taking people's homes and the established Pope reserve, native bush and wild life. To be replaced with noise and air pollution.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	My feedback is to ask you to consider and care for you local people. Think about residents physical and mental health this will effect a lot of individuals if choice B and especially C will be effected.

<b>Feedback Reference Number</b>	401
<b>Name</b>	Rhonda Plews
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Good to relieve congestion in the high level bridge
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Nightmare option for residents that live in the proposed area. Unnecessary option in a residential area considering the increased air pollution and risk to residents health when there are less intrusive solutions. (further pressure on already busy medical centres), increased noise and safety, property desirability and value for local residents.
<b>5. Any other feedback?</b>	Residents in the immediate area will not support this proposal and will urge a different proposal. A bridge out of the residential area with a proposed ring road to relief the traffic in town and residential areas.

<b>Feedback Reference Number</b>	402
<b>Name</b>	Rich Wylie
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	It allows the continued use of private vehicles.. we are a family with young kids, so private car use is most advantageous for us and so improvement/widening of the road network would be welcomed
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Understand the 3rd bridge crossing is off the table for now. Why is the option of a north bound on ramp onto the Waikato expressway off Tirau Road (past the Cambridge golf course) not a serious consideration? This would divert a significant volume of traffic away from transiting through Cambridge/carters flat to get to the Expressway. I suspect this option would be very popular

<b>Feedback Reference Number</b>	403
<b>Name</b>	Richard Jones
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Do not put the 3rd bridge through residential areas! Surely it can be located on the outskirts of Cambridge, e.g just past the Ta Awa Lifecare area, where it won't affect residents' property values etc.
<b>2. What do you like about option A?</b>	Nothing.
<b>3. What do you like about option B?</b>	Nothing.
<b>4. What do you like about option C?</b>	Nothing.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	There should have been an option for no bridge in or near the cbd or established residential areas. Should be an option to locate the new bridge on the outskirts of Cambridge, per my comments above.



<b>Feedback Reference Number</b>	404
<b>Name</b>	Richard Motet
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	The third bridge should commence with a sense of urgency and in the vicinity of the Velodrome and St. Peter's School greenfields. Traffic needs to be diverted away from Cambridge town centre, residential and business areas. Going forward, we look to the Mayor, elected officials and those responsible for this project to stop wasting time, money and resources and put the clearly expressed views of rate-payers ahead of any other undisclosed priorities, expediencies, loyalties and property developer inducements.
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	We look to the Mayor, elected officials, CEO, Transport Manager and those agencies responsible for this project to stop wasting time, money and resources and put the clearly expressed views of rate-payers ahead of any other undisclosed priorities, expediencies, loyalties and property developer inducements.

<b>Feedback Reference Number</b>	405
<b>Name</b>	Richard and Charlotte Stevens
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Putting a round about at Vogel Street is a very good idea. Spending money on traffic light crossings is a waste of money as the traffic is so backed up and the drivers are mostly very courteous and stop for pedestrians on the crossings anyway.
<b>3. What do you like about option B?</b>	The reality is that people will use their cars no matter how much you increase frequency of public transport.
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	If a northbound exit was put at Tirau Road on to the Expressway it would solve a lot of traffic problems in Cambridge. Why not start there? We walk a lot around Cambridge and the worst thing is the big trucks coming around the small roundabout at Queen/Victoria and then at the roundabout at Cambridge Road. The slow down humps on Cambridge Road are far too steep and cause a lot of congestion. Some drivers feel the need to stop and let pedestrians cross at them and slow down traffic again unnecessarily.

<b>Feedback Reference Number</b>	406
<b>Name</b>	Richard Henry Swarbrick
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I like the (belated) acceptance that road traffic has become a problem and that WDC must plan long-term to control it and to give us options (walking/cycling/public transport.). I particularly like the plan to reduce CBD traffic, and to think creatively about the high level bridge. Any traffic-calming measures are to be welcomed, even if there is pushback from vested interests.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	I share my neighbours' concerns about the extent of the 'bridge corridor' designated as a blue lozenge. This covers a huge area, and is likely to deter future buyers, who would otherwise purchase in the neighbourhood, having been attracted by the streetscape and the general mix of traditional housing. There is a risk of 'planning blight', which will affect this neighbourhood for the stated length of the bridge project - 15-20 years(?). Please amend the plan so the corridor becomes far more specific. Better still, move the bridge north-west perhaps to a point north of St Peter's School which gives better Expressway access, and access to Fielddays, and to Te Awamutu from the Expressway.
<b>5. Any other feedback?</b>	It is widely thought that the extensive horizontal growth of Cambridge was planned/consented, before the traffic impact on Cambridge was adequately assessed. You seem to have got everything the wrong way round, so the ratepayers end up funding the improvements that should be funded by the developers (who can recover that cost from sales). Traffic flows are increasing ahead of all predictions, and so to preserve the feel of Cambridge you will have to be pretty pro-active even if this brings you into conflict with the current Coalition, who are believed to espouse growth at whatever cost. Happy to host a Community Board visit to this area to discuss further.

<b>Feedback Reference Number</b>	407
<b>Name</b>	Rick Bosacker
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Love it. A safe, attractive, useful walking/biking/mobility scooting network is the best way forward to make Cambridge even more liveable and attractive. Best for business. Best for property values. Best for well being.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Nothing I don't like. My only concern is the pressure to build roads will persist. Currently the stroad through Carter's Flat is a debacle. It prioritizes auto throughput and this is why I feel like I take my life in my hands every time I visit one of the businesses there on foot or bike. I'm afraid a new crossing will have pressure to make it fast, wide, and unfriendly to other users.
<b>5. Any other feedback?</b>	I'm very excited about transit options. I've been on a sabbatical in Europe for the last three months and I'm continually amazed at how advanced the transit and human-oriented design makes it so much more vibrant, effective, and pleasant.

<b>Feedback Reference Number</b>	408
<b>Name</b>	Rob Goldring
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>Agree with Option C but this feedback relates to the Lamb Street/Maungatautari Road intersection Safety improvements.</p> <p>This intersection and the stretch of road from this intersection to the Roto o rangi road intersection are very dangerous for the following reasons</p> <p>Travelling from Maungatautari Road vehicles generally do not alter their 80 km/hr + speed given the design of the intersection. This is extremely dangerous given the;</p> <ol style="list-style-type: none"> <li>1. Vehicles generally do not alter their 80 km/hr + speed given the design of the intersection. Google maps directs traffic from Cambridge to Sunline Drive tells traffic to turn right onto Sunline which is extremely dangerous.</li> <li>2. Formation width and centre point of Lamb Street to the newly consented Pukekura properties, and egress from these properties, is extremely dangerous given distance between property boundary &amp; road edge.</li> <li>3. There is minimal room for the frequent school children, walkers and bicycles using lamb Street adjacent to the new consented properties to be safe from traffic in both directions.</li> <li>4. Sunline Drive which has a fit for purpose road formation width has a speed limit of 60 kms/hr then goes onto the much narrower Lamb Street which is 80km/hr. This intersection is waiting for a serious crash as cars need to give way to traffic in both directions when turning left as there is an insufficient turning arc. I have observed that most users only look right when turning left onto Lamb Street from Sunline drive.</li> </ol> <p>My submission is that :</p> <ul style="list-style-type: none"> <li>• the road speed is reduced to 50 km/hr on Lamb Street due to the above and future high density housing Zone C5 &amp; C6 of the Waipa district plan.</li> <li>• That the Lamb Street/Maungatautari Road Intersection either becomes a ‘T’ intersection or preferably is closed and restricted to bicycles and foot traffic only eg top end of Lamb St becomes a no exit or cul-de-sac, or alternatively</li> <li>• the centre line of lamb Street is shifted to the middle of the road corridor with the formation width changed to allow two way traffic eg with centre line road markings and a walkway/cycleway is constructed. Road bitumen needs to be the same as Sunline Drive as it incredibly noisy for residents along Lamb Street given the Road is currently too close to these properties.</li> <li>• Shifting the traffic to Lamb Street traffic will also enable access points for the C5 high density residential development on lamb Street vs Maungatautari Road.</li> <li>• Maungatautari Road would then take the heavy traffic and increased traffic to Shakespere Road by passing Leamington School.</li> </ul> <p>Summary</p> <p>The Waipa District Council should have undertaken a road safety study for Lamb Street prior to approving the Pukekura subdivision. Rate payers within the this subdivision and road users require these safety improvements with immediate effect as they should have been completed prior to the subdivision being developed. I do questions on all options the use of traffic signals at roundabouts unless they favour the main thoroughfare.</p>
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	

<b>Feedback Reference Number</b>	408
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	409
<b>Name</b>	Rob Lichtwark
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	

<p><b>Feedback Reference Number</b></p>	<p>409</p>
<p><b>5. Any other feedback?</b></p>	<p>I read the proposal for the third Bridge with interest. There is no doubt that Cambridge needs a bridge, but for two reasons the plan mooted is not the answer. Firstly, it will not solve the congestion problem at present. The traffic flow from the two existing bridges must cross each other at the two roundabouts on Cook Street adding another bridge axis just compounds the problem. Secondly it makes no sense to put an arterial route through lower Duke Street, Dick Street or Bryce Street which have some of the highest density housing town.</p> <p>Let's now consider the problem that we must solve. Cambridge is growing rapidly on either side of the river so we must look at why people are crossing this obstacle and how we can facilitate this crossing with the least disruption to the quality of life of the people living and doing business town Firstly, we have traffic from the north and northeast. The heavy vehicles must use the lower-level bridge via Victoria Street ,Queen Street, Albert Street ,Shakespeare Street and Cook Street. This can divert simply by converting the southern motorway exit to a cloverleaf, reducing congestion Victoria Street and Queen Street. The third bridge would join Tirau Road on the Cambridge side the Cloverleaf and cross to Maungatautari Road via a limited access expressway, having perhaps a connection to Wordsworth Street this would remove the commuter traffic and heavy vehicle traffic from town.</p> <p>Next, we will consider internal traffic flow in town. The major cause of this is the fact that both secondary schools and the middle school are on the north side of town. Cambridge because of its green belt is ideally set up for a ring Road system. The ring Road would be Lamb Street, Carlyle Street, Wordsworth Street, Albert Street, Robinson Street and Taylor Street when the third Bridge completed the high-level bridge would become one lane for cars a.m. from Leamington to Cambridge pm from Cambridge to Leamington the other lane would be for cycles both ways. Cook street would be blocked off east of Burns Street making it safer for pedestrians and cyclist using the bridge, a cycle lane from here via Wilson Street, Duke Street and Bryce Street to Clare Street linking with the old railway track would allow safe cycle access to the middle school and the high schools. The first priority would be to change the southern access and to designate an access corridor through to Maungatautari Road, this would future proof Cambridge for many years to come.</p>



<b>Feedback Reference Number</b>	410
<b>Name</b>	Robert Cook
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Thank you for the opportunity to provide feedback and the extended deadline. I do not prefer any of the options presented in the Cambridge Connections questionnaire. The questionnaire is biased by coercing the public to accept one of the three proposed options A, B, or C. The only answer options for A, B, and C are what one likes about them. Even the “No” answer in Question 1 forces the participant to agree that they “prefer a few things about each option”. I have therefore elected not to respond to the questions and instead elected to use the ‘Other Feedback’ box to make my submission that the process has been flawed and requires a complete withdrawal and reset.</p> <p>1. The maps provided for feedback are incomplete. They omit growth cells C1, C2, and C3. According to Appendix S19 of the Cambridge C1, C2/C3 Structure Plan, 328.1 hectares of green fields will be subdivided to accommodate 12 to 15 dwellings per hectare. According to the Plan the C1 growth cell will have 275 – 375 dwellings on 22 hectares, C2 1250 - 1700 dwellings on 100.3 hectares, and C3 500 – 675 dwellings on 39.4 hectares. That’s 2025 - 2750 dwellings which will undoubtedly generate an enormous amount of traffic from the thousands of cars that will be owned there. How can Options A, B or C accommodate the large amount of traffic generated from these subdivisions? Where will this traffic go? What study or modelling has been undertaken to determine this? The amount of detail provided on the maps is inadequate and unclear. For example, on Option A the map shows “road widening” on the map, and “capacity improvements” in the legend for Cambridge Road, Victoria Road, and Carters Flat. There is no detail as to what “widening” will entail or what “capacity improvements” means. Widening by how much? Does it mean that the decades old maple trees along Cambridge Road will be cut down? Does it mean the grassy verge will be paved for on-street parking as has recently happened on Bryce Street? Does this mean increased contaminated storm water runoff into Lake Te Koo-utu? Map A also refers to “Shakespeare Street optimisation” on the map, and streetscape improvements in the legend. For Options B and C maps the term capacity improvements has been replaced</p>

Feedback Reference Number	410
	<p>with “Corridor optimisation”. There is no interpretation of these generic terms, so I’m unable to make informed comments on the options.</p> <p>2. For Option A, four traffic lights are positioned along Victoria Road at Taylor, Williams, Bryce, and Queen streets, and one at Cook Street. The number of traffic lights increases to nine for Option B and 10 for Option C. In Option C there are traffic lights at each intersection between the St Andrews roundabout to Duke Street. How do the number of traffic lights proposed for each Option improve traffic flow, especially through the CBD. How much air pollution, greenhouse gas emissions, and excess noise will be produced from the stop-start traffic movement that will surely result from the excessive number of traffic lights?</p> <p>3. Why hasn’t a third bridge/road option to the west of Te Awa retirement village been considered? There are currently no residential dwellings in growth cell C3 and a large roundabout is already being constructed in that location on Cambridge Road. A ring road could be extended from that roundabout beyond Cambridge Road that could divert traffic away from the CBD thus easing congestion there and reducing traffic through the established residential areas of Cambridge.</p> <p>4. What are the terms of reference for the Independent Review of the Cambridge Connections Project recently announced by mayor Susan O’Regan? Where have they been published?</p> <p>5. The Cambridge Connections Project proposal in its current form should be withdrawn and started over. The process should begin with robust traffic data (not collected during a lockdown), survey data from a Social Scientist that assesses the effects that such a project would have on those ratepayers most affected by the project, and expected environmental impacts (noise, pollution, tree removal, grass verge removal). I would like to request that council provide more and clearer information to the rate payers in plain language, and that you seek to prioritise road options that don’t send a projected additional 23,000 cars per day through existing residential neighbourhoods.</p>

<b>Feedback Reference Number</b>	411
<b>Name</b>	Robert Jones
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	The installation of a signalised pedestrian crossing on Carters Flat at Gillies Street.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Unsuitability of roads on the north side of the river. All the roads except Hamilton Road are too narrow and will not cope with the increase traffic funnelled to the area. Multiple dedicated bike lanes will also need to be crossed from Hamilton Road to the river. The greenbelt should not be used for major roads. The council must not be allowed to reduce these green spaces of the town. The greenbelt must be retained as a green space and buffer for the town and residents. The recreational value of the greenbelt to the residents will only increase as the town grows. This would also lead to an increase in temperatures (even if minor) that the town would experience going forward should the greenbelt be lost.</p> <p>Heavy trucks will be diverted and focused through more streets of the town than they are currently.</p> <p>In spite of the “traffic expert’s” statement, the majority of drivers would prefer not to travel through close the centre of town where their travel time will be longer. For example, everyone travelling to/from Leamington and Hamilton, and those travelling to/from Cambridge (north of the river) and Te Awamutu will prefer to avoid driving through residential areas close to the CBD. The drivers who do want to go through town will always have the option of the low bridge.</p> <p>The impact of a new bridge in the established residential neighbourhood will inevitably destroy the character and appearance of the area. Especially as land acquisition will remove homes, trees and open spaces, whilst increasing pollution (both noise and exhaust fumes) from the increased traffic.</p> <p>The other option that is not presented is of course to do nothing. The independent report commissioned by council only four or five years ago clearly concluded that there was no justification to construct a new bridge. Should the council disregard these findings and continue to press for a new bridge then the only option to be pursued, from those currently proposed, should be Option A. This will have a much lower impact to the traffic flows during construction and affect significantly less residents along the new route corridor. After the bridge’s completion, this crossing would also reduce traffic flows in the CBD. Anyone who does wish to cross over the river to the business and shopping precincts on the other side will always have the option of the low bridge as pointed out above.</p> <p>Lastly, the introduction of five new signalised intersections on Victoria Road north of Duke Street and two of the three on Carters Flat will further obstruct traffic flows dramatically. There is no evidence provided that there is any justification for them to be</p>

<b>Feedback Reference Number</b>	411
	installed.
<b>5. Any other feedback?</b>	The inevitable, significantly higher, council rates that will be imposed should a new bridge be constructed to all Waipa rate payers will only exacerbate the high cost of living burden that we all face.

<b>Feedback Reference Number</b>	412
<b>Name</b>	Robert & Doreen Hughes
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>All of the options, A,B.C.D.E.....Residents were not asked to give an opinion, or consulted before any of the work, as mentioned above, commenced.</p> <p>We have lived in Cambridge for 22 years, 11 years in Bryce Street, 11 years in Haworth Ave.</p> <p>This totalitarian approach of the Council is totally unacceptable.Trying to understand how these decisions made are to 'Serve the People' is incomprehensible.</p> <p>Reading recent Council news, regarding Budget overspend &amp; a Rates increase, is only adding 'salt to the wound'.</p> <p>R.J. /D.E. Hughes</p>
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	<p>All the road options mentioned, to manage congestion &amp; the work that has been ongoing for the last few months in Bryce St/Duke St/Wilson St/ has created frustration for residents in this area.</p> <p>The work is slow &amp; disruptive. Reducing Bryce Street into a one way street for cars to accommodate new cycle lanes, for the benefit of a few cyclists, is criminal short sighted &amp; unnecessary.</p> <p>We believe that Alpha Street is your next Street to receive the unnecessary new cycle lanes. There are already lanes on both sides of Alpha Street for cyclists. Adding new lanes or reducing the road for Traffic, as in Bryce Street, unnecessary &amp; disruptive.</p> <p>All your so called improvements are creating aggravation for the residents WHO LIVE IN THIS AREA.</p> <p>Traffic has increased in Alpha Street for motorists leaving or trying to access the Hamilton Road, blocked by the ongoing so called improvements.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	413
<b>Name</b>	Robert & Doreen Hughes
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>The proposed option C aims to shape Cambridge's transport infrastructure for the next 30 years to accommodate growth, cycleways, transport &amp; Safety improvements is not considering the disruption it will create to the blue area, the residential area, of West Cambridge.</p> <p>Roads on the Hamilton Road, the so called access roads for the 3rd bridge have already been closed for several weeks.</p> <p>Bryce St, Duke St, Dick St closed &amp; the road down to the Warehouse undergoing many changes installing cycle lanes.</p> <p>Alpha Street's is experiencing increased traffic, as motorists are blocked trying to enter the CBD.</p> <p>All this construction work at the same time, in a busy area with schools &amp; homes is extremely disruptive.</p> <p>Plans to extend cycle lanes down Alpha St. for the Recreational cyclists will be the next big disruption &amp; a waste of money, as lanes already exist on both sides of the road.</p> <p>This long term vision of the council seems to have completely ignored the bare land further west of proposed preferred option C.</p> <p>Having lived in Cambridge for over 22 years we have seen the bare land, west of Cambridge being developed. Rest homes, St. Peter's private school extended, now more homes being built by G.J Gardner.</p> <p>The shortsightedness of council to not consider such areas for such a major project would have outweighed the present preferred options.</p> <p>Fewer homes would be affected if other land had been considered.</p> <p>Access off the Hamilton Rd far easier than option C proposes.</p> <p>Land around St. Peter's college another consideration. Land further west, past Te Awa, another consideration.</p> <p>(Highlighted by the Blue area), established residential homes in west Cambridge would experience major disruption. The bridge spanning over to Leamington shows a Bare Non residential area. Consequently, less disruption to homes on that side to accommodate a bridge. Not so on the Cambridge side.</p> <p>This option C is nonsensical. Disruptive &amp; an unacceptable option for a new bridge.</p> <p>What do you like about the emerging preferred option? Option C– Enhance transport option</p> <p>Option C cannot enhance the transport option.</p> <p>Nothing I like about it. This will exacerbate, increase congestion on roads that are already</p>

<b>Feedback Reference Number</b>	413
	being revamped to accommodate more cycle lanes for 'recreational purposes.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	414
<b>Name</b>	Rochelle Deane
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	It will be great to have another bridge crossing, love the increased cycling walking areas.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	This will see a further increase traffic of along Pope Terrace/Cambridge Road. This area has an increasing residential growth and already has congestion at roundabout at Pengover Avenue. The road is already used largely by heavy vehicles who continue to use engine braking in residential areas (especially at night) which is not enforced, further roundabouts on to a bridge will not help this. If this option is to progress, noise mitigation (traffic noise barriers) must occur for residential areas. Heavy vehicle access needs to be considered coming off the Expressway to Te Awamutu - to avoid them using Pope Terrace/Cambridge Road.
<b>5. Any other feedback?</b>	



<b>Feedback Reference Number</b>	415
<b>Name</b>	Rod Wise
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Agree with this but would upgrade Burns Street by changing give way signs on Burns Street to give town traffic a clear run. It could still be a 40km limit adjacent to the village shops on Burns Street
<b>3. What do you like about option B?</b>	This also directs more traffic through the main street of Cambridge
<b>4. What do you like about option C?</b>	Still directing more traffic through the main street
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	It is very important that the site of the new bridge which will be required within the remaining life of the high bridge be designated as soon as possible so residents understand the access to the new bridge site so as to develop sensibly along side it.

<b>Feedback Reference Number</b>	416
<b>Name</b>	Roddy Kerr
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Overall I am in favour of all of the proposed changes and the location of the proposed 3rd bridge and as a resident on the Leamington side I can see the advantages.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	I have concerns about closing the high level bridge to motor traffic given the location of the Police station, Ambulance and Fire Brigade.
<b>5. Any other feedback?</b>	<p>Thank you for giving me a chance to share my thoughts on the proposed upgrades for traffic flow in and around Cambridge &amp; Leamington. I have two concerns, particularly regarding the potential closure of the high-level bridge to motor traffic. My concerns about the impact on emergency services access and the potential for increased congestion on Pope Terrace are valid points to consider. Regarding emergency services access, it's crucial to ensure that any changes to the traffic flow take into account the needs of emergency responders. I cannot find there could be alternative routes or protocols put in place to mitigate any delays caused by the closure of the high-level bridge. As for the potential congestion on Pope Terrace, it's important to address this issue as well. While closing the high-level bridge may alleviate traffic in certain areas, it's essential to ensure that it doesn't simply shift the problem to another bottleneck. Exploring strategies to improve traffic flow on Pope Terrace, such as optimizing signal timings or considering alternative routes, could help mitigate this concern.</p> <p>Overall, it's encouraging to hear the support the proposed upgrades and recognise their importance. It's essential to balance the benefits of these improvements with potential challenges and ensure that they address the needs of all residents, including considerations for emergency services access and traffic flow. I trust my feedback contributes valuable insights to the discussion surrounding these upgrades.</p>

<b>Feedback Reference Number</b>	417
<b>Name</b>	Rolf Boswell
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	I prefer this option as it has the greatest push to get people out of cars for short trips. So the idea of regular bus every 10minutes is appealing.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Before the 3rd bridge option was removed... I liked that the Victoria (High) bridge will eventually be closed to vehicle traffic but remain a pedestrian/cycle option. This will greatly improve the town centre. (no longer the main thoroughfare to Leamington).

<b>Feedback Reference Number</b>	418
<b>Name</b>	Ron Geck
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	Respondent has a proposal for managing existing congestion through 3 options for road improvements to Victoria Street and key intersections. For future development respondent proposes a new bridge with 2 lanes alongside Fergusson Bridge giving a total of 4 lanes. Refer to Appendix 2 for full feedback.

<b>Feedback Reference Number</b>	419
<b>Name</b>	Rosanne Lion-Cachet
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Widening of the arterial roads. No traffic on the high level Bridge.
<b>3. What do you like about option B?</b>	Having local public transport to get to town.
<b>4. What do you like about option C?</b>	Streetscape of Victoria Street to stop all the traffic through town. Bridge closer to the town centre. Local transport around town. Love the idea of the Victoria Bridge being for pedestrians and cyclists only....great idea.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	If the bridge is too far north too much pressure may be placed on Shakespeare street? Maybe too many traffic lights will make the flow of traffic slower?

<b>Feedback Reference Number</b>	420
<b>Name</b>	Ross Brewer
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	The Victoria, Rd optimisation This needs to be split on the either side of the trees with 2 lanes north and south bound
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The bridge need to place further to the west to cover for future growth  I'm not to sure if we need that many traffic lights  The high level bridge should be made single lane on traffic lights not closed to traffic.  Where are the off and on ramps at the southern end of the Cambridge bypass. These are a must for Cambridge future growth
<b>5. Any other feedback?</b>	No speed bumps please  Section between the bypass and Norfolk drive needs to be 4 lanes  What is the budget and timeline of this project

<b>Feedback Reference Number</b>	421
<b>Name</b>	Roy & Colleen and Alastair & Candy Emerson and Gray
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>We are all strongly opposed to the third bridge proposal as presented by WDC and would like to submit the following points for your consideration.</p> <ol style="list-style-type: none"> <li>1. Communication We were very disappointed by the extremely poor level of communication displayed by WDC and its staff. We hope that going forward the WDC can improve in this area and that those staff responsible for the current fiasco are held to account!</li> <li>2. Consultation As ratepayers we assume a certain level of competence within the WDC and that staff adhere to well known processes when developing plans/proposals for major infrastructure changes. It appears on the surface that this has not been the case with the third bridge proposal – lack of consultation with local iwi would be just one example of this. Again we hope that going forward, the WDC can improve in this area and that those staff responsible for the current fiasco are held to account!</li> <li>3. Vision &amp; Planning The WDC has had many years to think about the inevitable requirement for a third bridge crossing and how it will fit in with rapid suburban, industrial and infrastructure expansion. We would like to see the WDC develop a proposal that reflects a long term vision of reducing traffic noise, pollution, and congestion in central Cambridge rather than an ad hoc proposal that simply diverts existing traffic a street or two over and encourages use by trucks etc.</li> </ol>

<b>Feedback Reference Number</b>	422
<b>Name</b>	Rupert Kaye
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	



Feedback Reference Number	422
<p><b>5. Any other feedback?</b></p>	<p>I would like to add some feedback for the new bridge plan.</p> <p>Whilst I am sure that a lot of people have put a lot of time and effort into this plan, there are some fundamental problems with it as I see from the eyes, not of a small town planner but of an engineer.</p> <p>To begin with, the idea that adding a new bridge and shutting one down to everything but pedestrian and cycling traffic does not actually add a third bridge to the mix. It is simply updating aging infrastructure and seems a slightly weak plan to see this town into the future. It's all well and good thinking that the world can cycle and walk everywhere but that is just not the case as has been proven over many years in many countries to date. Cambridge is not different and access to the town is a big part of what it means to live in this town (and keep it alive). The public transport required to allow this sort of thinking is never going to be achievable due to population size and density. This is not a city despite the forced efforts to make it as big as one.</p> <p>Adding traffic lights to a system like a small town is going to cause traffic congestion and accidents. They are not the solution. Many towns and cities around the world are starting to think differently about them now and design changes and ideas coming in are removing the need for traffic lights as they are deemed as dangerous as they are useful at times. If you look at the statistics around accidents and traffic lights, they go hand in hand with each other which was not an intended consequence but lazy city designers have fallen back on the traffic light solution for so long that it has become the norm unfortunately. There are better solutions for this size town but they need designers to think a little.</p> <p>As for the location of the bridge, at present, the traffic flow through Cambridge is just that....through the town. The opportunity to change this is a once in a lifetime one and having all unnecessary traffic not flowing through the town is in most people's eyes, beneficial. So why would the location for the added bridge be through town? Putting a main road through the centre of a town is fraught with problems. I suppose someone has decided that this location will completely grind the traffic in the town to a halt and therefore everyone will dust their bicycles off? It doesn't work like this. Sorry. The world is a simple place and simple solutions are often the best for people and town alike. If all traffic using the bridge system had to choose to enter town or leave the area then those that did not need to enter the town would make the town very much more relaxed and enjoyable to be in and near. Maybe the problem is land ownership and the long term thinking error of not needing a new bridge up until very recently. If this is the case then some hard decisions will need to be made but building a bridge in the centre of town is in no way going to help this town this year and next. It's actually plain dumb in this day and age to do something like this with public money and think that it's a solution. Why more people are not saying this is a worry. I think the whole concept needs to be rethought and maybe some benchmarking done with other towns in other countries to find more best practice solutions which would benefit more than just the council. This is a big expensive step and ratepayers are going to foot some of the bill so it needs an outcome that benefits many instead of a few.</p>

<b>Feedback Reference Number</b>	423
<b>Name</b>	Russell Malone
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Shakespeare Road needs attention and does Victoria. Alternative transport options are important.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	I don't understand why the preferred crossing is in the middle of town when there is plenty of space further to the west. The new bridge needs to take load away from Shakespeare including heavy transport crossings - why would this be directed through the middle of a growing town?
<b>5. Any other feedback?</b>	Please give some consideration to trucks using Tirau Road towards Shakespeare Bridge using engine brakes. The sound echoes across the valley into Leamington through all hours of the night.

<b>Feedback Reference Number</b>	424
<b>Name</b>	Sally Jones
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I'm really glad that you clowns came to your senses and realized that the new bridge was a disaster.</p> <p>What is less encouraging is the rampant destruction you have done to Bryce and duke streets. NO ONE uses those ridiculous bike lanes. Those streets were never busy enough to warrant roundabouts.</p> <p>The cutting down of the trees on Duke Street (town of trees and champions my backside) was a disgrace.</p> <p>you need to get this idea of "15 minute cities" where everyone strolls around carrying their groceries out of your thick heads. reality will never be that. WE NEED CARS. And we need a town that allows cars.</p> <p>And we need politicians who realize this. Not fools who are still pining for the days of lockdowns and Jacinda.</p>

<b>Feedback Reference Number</b>	425
<b>Name</b>	Sam Loveridge
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Nothing
<b>5. Any other feedback?</b>	<p>I feel a third bridge could be introduced out of town nearer to SH1 on Cambridge Road towards St Peter's which would to reduce congestion! NOT in town to cause more!!</p> <p>██████████ is the suggestion to pedestrianise a town that is full of old age pensioners, some without transport, to cycle or walk into town... it will destroy businesses and the essence of the town!!!</p> <p>Soo angry by the supposed agreed options</p>

<b>Feedback Reference Number</b>	426
<b>Name</b>	Samantha Brown
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>Agree change needs to be made. Don't support the closing of current bridge to cyclists and pedestrians only.</p> <p>Proposed site of bridge too far out of town. Closure of current bridge to vehicles will put a huge strain on all current road networks and make these busier, especially at peak times. Like the idea of more transport between Hamilton and Cambridge and TA and Cambridge.</p> <p>Lots of focus has been on cyclists including all the new bike ways and paths. Let's now focus on options for other rate payers and enhance the roading enabling people to easily access our town, without having to travel a lot further to use new proposed bridge or sit in huge amounts of traffic to get anywhere by closing a bridge that you have just spent considerable money to upgrade for long term use by the community.</p>
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	427
<b>Name</b>	Samantha Tweedie
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	A third bridge yay! Some lights to improve turning options in carters flat and the Victoria road/Hamilton road roundabout.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Too many traffic lights down Victoria Street. Will reduce flow significantly. (might be your aim?) Closing the high level bridge to vehicles is giving us the same issue as currently. You add in a bridge option but also remove one leaving us at square one.
<b>5. Any other feedback?</b>	I'm not completely against closing the main street of town to cars but you've also removed most close and accessible parking spaces for both those working in town and those visiting. We have a large population of retirees and young families both of whom need easy and short walking routes to town if that is the case.

<b>Feedback Reference Number</b>	428
<b>Name</b>	Samantha Willison
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Nothing.
<b>3. What do you like about option B?</b>	Nothing.
<b>4. What do you like about option C?</b>	Nothing. This option is idiotic to put a new bridge through a busy neighbourhood.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Why on earth would you make plans to have a third bridge if all the plans entail closing off the high level bridge? Then we still only have TWO bridges! Can you count!?</p> <p>Why close off the high level? For pedestrians and cyclists to use it? Hey newsflash: people can already walk and cycle across it!!</p> <p>We need a third bridge to ease congestion especially now since you've constricted Bryce St, blocked off Duke St and forced all traffic down the main street.</p>

<b>Feedback Reference Number</b>	429
<b>Name</b>	Sandra Dawson
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	More public transport
<b>4. What do you like about option C?</b>	More public transport
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>#The time to decide where the bridge is to go is now, I do not agree it is time to take it off the table.</p> <p>#The bridge should not go through existing residential area as preferred by option C.</p> <p>#Before more development takes place, land should be acquired and zoned accordingly, using existing green space.</p> <p>#Recognise ratepayers as stakeholders and keep them informed at every step.</p>



<b>Feedback Reference Number</b>	430
<b>Name</b>	sandra greaves
<b>1a. Do you have a preferred option?</b>	B
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	keep the town as it self
<b>3. What do you like about option B?</b>	more transport eg buses, walking , etc have third bridge away from the town centre eg Vogel street or further towards the green belt or the other side of Leamington going towards Tirau road.
<b>4. What do you like about option C?</b>	none
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	431
<b>Name</b>	sandra greaves
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	more buses on the road alternative routes for heavy trucks rail as well. not keen on option c what about option a. what about option b what about them
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Removal of houses sell ability of your own home as it is in the pathway of the new bridge or where we go to if the or our properties have been used for a bridge, pollution and noise of heavy trucks etc. are the council going to pay for the land it wants to build the new bridge put the bridge towards a green belt area where there no houses or limit houses eg near the end of Vogel street and or coming of or near tirau road going towards the freeway near the back of leamington no houses of course chose to be close to a green belt and the motorway
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	432
<b>Name</b>	Sandra Hannon
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Less traffic light, more roundabouts better flow, people feel better if they are moving not stopped at lights
<b>3. What do you like about option B?</b>	3rd bridge
<b>4. What do you like about option C?</b>	3rd bridge, nothing else dont need all those traffic lights roundabouts are more effective
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	433
<b>Name</b>	Sandra Hiestand
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Option B, however add in the road widening from Option A Where there is a signalled pedestrian, have NO SPEED HUMPS. Have reasonable, driveable speed humps if there is a speed hump.
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Keeping in mind the growth of Cambridge, please consider Leamington residents. A third bridge is a necessity for Leamington residents to navigate an across town/bypass option. OPINION: Matos Segedin Drive, crossing the river into the area of Riding for Disabled (relocate riding for disabled). In this area create either lights, roundabout system which is directing traffic left (north) out to the new development (between St Peters and Te Awa). Right traffic up Alpha street OR up Vogel Street and right up Queen Street, to central Cambridge and the roundabouts/lights.

<b>Feedback Reference Number</b>	434
<b>Name</b>	Sandra McFarlane
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	That we might finally get a third bridge.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<ol style="list-style-type: none"> <li>1. That the Victoria street bridge will be closed to vehicles. This defeats the point of a third bridge as Cambridge has needed a third bridge for vehicles for years. For those of us with disabilities to use the town pool we'll be forced to drive further, which will increase emissions.</li> <li>2. The suggested location of the third bridge will cause added traffic on Pope Terrace, making it extremely difficult to get out of my cul-de-sac and will increase noise in my location and I have an autistic daughter who is sensitive to certain sounds.</li> <li>3. We do not need traffic lights at every other intersection. There is not constant congestion along these streets. It's only at certain times of the day. There's no need to waste money on these things.</li> </ol>
<b>5. Any other feedback?</b>	<ol style="list-style-type: none"> <li>1. The idea of a third bridge was to reduce a repeat of massive traffic jams if one is closed, and to provide another way for those of us coming from Leamington and heading to Hamilton to bypass the town centre which would reduce traffic through the CBD.</li> <li>2. The proposed location of the third bridge in Option C is very different to what was being discussed years ago, where the preferred location was in the area of Matos Segedin Drive and connecting to Vogel Street.</li> </ol>

<b>Feedback Reference Number</b>	435
<b>Name</b>	Sandra Webb
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	I am shocked that the council has blindsided rate payers in Cambridge with proposing Option C as a suitable site for a third bridge. Most I have discussed this with, understood a new bridge would be sited in the west Vogel Street area. The council has allowed extensive development there and seemingly, options are more limited. It is preposterous to bulldoze the quiet heart of Cambridge and funnel traffic centrally. We know that a huge proportion of that traffic is not stopping in town and a by-pass makes more sense. I absolutely oppose Option C and I note Option A and B also include the 'blue' area which is a bit frightening.

<b>Feedback Reference Number</b>	436
<b>Name</b>	Sara Daniel
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>It would make sense to erect a new bridge further over by the industrial area as in option A rather than destroying and disrupting the peace of the many residents in Marlowe drive and Ihimaera tce.</p> <p>We have a beautiful green belt which would be no longer. I fully agree with the importance of third bridge for our growing town however , it is a big call where to place it, but if this is to happen without consultation to those directly affected , the area highlighted must be fairly halfway between Marlowe drive and Ihimeara tce for the proposed new site , not scraping the boundary of our lovely quiet cul de sac in Marlowe drive. We all feel the same down here.</p>

<b>Feedback Reference Number</b>	437
<b>Name</b>	Sarah Cooper
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	All the plans feature an ambiguous blue blob which tells ya us nothing other than you want to ruin a neighbourhood.
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>All these plans are garbage. You ask us for a preference yet all three show the closure of the high level bridge and a general blue blob of destruction through most of Alpha Bryce and Haworth streets.</p> <p>Put the bridge further out of town closer to Peake rd. There are no houses there and town would be spared the majority of cars.</p> <p>the high level could stay open as only local traffic would use it.</p> <p>cars coming off the motorway could skip town at Peake rd if the bridge was in that area and go straight to Te Awamutu.</p> <p>this isn't that hard. God only knows why you would want to slam a bridge through a residential neighbourhood.</p>



<b>Feedback Reference Number</b>	438
<b>Name</b>	Sarah Dudfield
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I like the fact that the town centre will be safer for children biking to school, I'm particularly interested in those attending St Peter's Catholic. I like the idea of a very regular bus service.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Worried that it will be difficult to use my car in town if I need to
<b>5. Any other feedback?</b>	My favourite is option c also

<b>Feedback Reference Number</b>	439
<b>Name</b>	Sarah Eggleston
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Please keep the current two bridges but add a third bridge. Closing the main bridge to vehicles surprised everyone, please keep this open.
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	440
<b>Name</b>	Sarah Mathieson
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	This is definitely a more appropriate option as it moves congestion away from the already congregated areas.
<b>3. What do you like about option B?</b>	Again, this does not address the issues Cambridge currently has. I would also like to question why a main route with heavy vehicle traffic is being routed towards a primary school. There has also been a lot spent on the cycle way and walking path on Bryce and down into Duke Street, what will happen with these should the bridge go forward? Is this a complete waste of tax payer money? Also, all this disruption for residents, just to remove it? This makes no sense at all.
<b>4. What do you like about option C?</b>	This is not a solution to the traffic issues in Cambridge, nor does it take into consideration the directions of future growth in Cambridge. Bryce Street is an already busy street servicing many residential homes, lanes and a large rest home. This will negatively impact residents access into and out of their homes, while not address the current congestion points or issues. This is definitely not the preferred option for Cambridge residents
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Please go to the community for feedback and ideas, as these suggestions strongly suggest they are not being designed by locals. A bridge needs to be out towards St Peters. Turning town into a dead end road will also have a very negative impact on businesses. I am also curious about things that have been given special character status in Cambridge? A home and its trees on Bryce street are considered special character, so how does this work?

<b>Feedback Reference Number</b>	441
<b>Name</b>	Sarah Ulmer
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	<p>I strongly support Option C and a transport strategy that offers enhanced transport choices for Cambridge.</p> <p>Cambridge is a growing town. We are at a point in time where we can influence the way our future generations live and preserve the liveability that currently exists, but is at risk of being eroded by the impact of that growth.</p> <p>A future Cambridge has to be one where our kids and grandkids can safely and independently move around on bikes, scooters or foot to where they need to get to. Where we have vibrant, urban hubs that are accessible to everyone, in and out of cars, where our community is encouraged to be active and enjoy the outdoors as part of their daily life and all the benefits that brings to a community.</p> <p>Cambridge has been given some amazing world class assets like the Te Awa River Ride, the Home of Cycling Velodrome, community-led enhanced greenbelt trails and quality urban cycling infrastructure with significant investment from central government. Option C allows these assets to be built upon with an approach that enables more use of these assets as ways of moving and recreating in and around town.</p> <p>Through further investment into alternative ways for people to move around Cambridge, provides an opportunity to maintain and enhance the liveability of our awesome town for future generations.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	442
<b>Name</b>	Sarah Ulmer
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	<p>The Bicycle Revolution Cambridge Committee (BRC) supports a long-term strategy for transport in and around Cambridge. Specific points:</p> <p><u>Urban mobility</u></p> <ul style="list-style-type: none"> <li>-We support an enhanced urban mobility network (option C), however noting that consideration be given not just to separated cycleways, but to also using the availability of lower cost options, such as quiet streets, green belt and existing off-road trails.</li> <li>-We support main road access improvements, with consideration given to cyclist and pedestrian accessibility and safety.</li> <li>-We support streetscape improvements to the town centre to maximise its vibrancy, whilst improving the safety and accessibility for people on bikes and foot.</li> <li>-We recognise the need for a specific bike plan for Cambridge, to identify key connections to/from and around both Cambridge East and Leamington, along with other measures to encourage and support people to bike.</li> <li>-We believe Leamington needs to be better considered in the outlook, not only due to the significant future residential development (of C4 and C5).</li> <li>- Such consideration should include (but not limited to) streetscape improvements to Leamington’s town centre, and safe walking and cycling connections to/from and around Leamington and its future growth areas.</li> </ul> <p>Public transport:</p> <ul style="list-style-type: none"> <li>-We believe more research needs to be done to support the frequency of a bus service into Hamilton, using up to date, accurate data of the proportion of population that would use such a service.</li> <li>-We support a local Cambridge bus service, with regular connections from and to where people need to get to – including schools.</li> </ul> <p>Refer to Appendix 2 for full feedback.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	

<p><b>Feedback Reference Number</b></p>	<p>442</p>
<p><b>5. Any other feedback?</b></p>	<p>Option C builds also builds upon the existing community-driven, world-class infrastructure projects already in Cambridge; The Te Awa River Ride, the Home of Cycling Velodrome and the Cambridge Pathway.</p> <ul style="list-style-type: none"> <li>• Continuing to invest in infrastructure to support cycling will capitalise on the reputation these assets have built for Cambridge as the Home of Cycling and helping unlock the health, economic and environmental benefits such a reputation provides to a town.</li> <li>• BRC supports prioritizing the development and implementation of a transportation strategy that enhances transport options and places a strong emphasis on walking, cycling, and public transport.</li> <li>• By making these investments now, we can create a more liveable, resilient, and inclusive soon-to-be small city for both current and future generations.</li> </ul> <p>Refer to Appendix 2 for full feedback.</p>

<b>Feedback Reference Number</b>	443
<b>Name</b>	Sean Bilbe
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The loss of our home.
<b>5. Any other feedback?</b>	No communication from council regarding this. This impacts us hugely.

<b>Feedback Reference Number</b>	444
<b>Name</b>	Serah Meek
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<ul style="list-style-type: none"> <li>- that it's been classified as the emerging preferred option by using a made up set of criteria and not by the people who will be the users of it.</li> <li>- the fact that mana whenua haven't been consulted with is appalling and shows a great lack of respect</li> <li>- it is difficult to make a decision when you don't know where the bridge will be located. It would change the way people would vote if you locate the actual bridge.</li> </ul>
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	I don't understand clearly the difference between option B and C.
<b>5. Any other feedback?</b>	<p>I don't believe a bridge fixes any of the issues. It just moves traffic from one part of town to another and provides consultants and civil construction companies with lengthy contracts. I regularly walk into town and it's fine I feel safe. I don't need new roads and bridges to do that for me.</p> <p>Very few people actually walk and cycle, so you are spending public money catering to a tiny proportion of the population. If the aim is to enable more people to walk and cycle we need to incentivise this behaviour and de incentivise taking your car-i.e. charge cars for using the bridge and make it free for people to walk.</p> <p>To make an informed decision people need clarity, which means providing a map of where the bridge will go. The RMA is being looked at by the government so this may not be a barrier anymore.</p>



<b>Feedback Reference Number</b>	445
<b>Name</b>	Sharlene Wehipeihana
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>Cambridge needs a third bridge for cars without shutting the High Level bridge to walker/cycling only, as then essentially you still only have two car bridges.</p> <p>There needs to be a corridor for cars to get from the expressway directly to Leamington without having to go through town, from both the north and the south.</p> <p>By shutting down side roads off Hamilton Road has created the need for all cars to be funnelled through the roundabout by the church, which gets terribly congested at any time of the day but especially around peak times.</p>
<b>2. What do you like about option A?</b>	Improving more than one road option into town and around Carters Flat.
<b>3. What do you like about option B?</b>	Nothing.
<b>4. What do you like about option C?</b>	Public transport services improved to Hamilton and around Cambridge every 10 minutes. Car parking in Cambridge has become very difficult and with public transport being introduced will ease the parking issues.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Where is the discussion for the third bridge and its location? Cambridge needs a third bridge, or at least another route to Leamington that does not require driving through the middle of town.</p> <p>Your FAQ "What about on and off ramps? Why can't some be built around the golf course, taking people straight to Hamilton instead of going through Cambridge?" :          "This option was considered, but modelling showed only a small number of motorists would use it, because it would be a significantly longer route. Modelling showed most drivers would prefer to take the existing route through town to the expressway."          When was this modelling done? I believe that the response would be different now as motorists have to sit in traffic that at times can back all the way through town to the expressway, more motorists I believe would take a marginally longer route to avoid the traffic congestion.</p> <p>Cambridge does not need traffic lights. Motorists already have had to navigate speed humps and cycle ways, traffic lights are unnecessary. By fixing the other issues of all Leamington traffic needing to go through town and side road closures, and introducing a Cambridge public transport service, the main road through town will not be so bad.</p> <p>I had a visitor from Auckland comment that the traffic in Cambridge is worse than in Auckland when comparing the distance needing to be travelled. Is this really how you want our town to be viewed?</p>

<b>Feedback Reference Number</b>	446
<b>Name</b>	Sharon Cresswell
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>The options should be additive, for example as currently presented you don't have public transport improvement without an intown bridge. I believe we need to see</p> <ul style="list-style-type: none"> <li>- increase in public transport - frequency, intown routes and zero/ very low fares to change behaviour under all options</li> <li>- supplemented by active or personal electric modes of transport - enabled with safe passageway, but not to the extent of the recent work which appears OTT</li> <li>- include the expressway on/off ramp in the business case as this will change traffic flows</li> <li>- then modelling traffic flows to determine where a new bridge should be positioned</li> </ul>
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>It has been very hard to gain confidence in the options being presented as there is:</p> <ul style="list-style-type: none"> <li>- information lacking as it is at such a high level - especially the evaluation of options</li> <li>- inconsistent presentation of information - for example traffic modelling based on percentages or finite numbers</li> <li>- poor communication - we lived in Tamahere when the expressway was being developed and they had excellent drop in sessions.</li> </ul> <p>At the end of the day I would like to see the right outcome for Cambridge.</p>

<b>Feedback Reference Number</b>	448
<b>Name</b>	Sharon Grant
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Option A, with the suggestion that public transport options (from Options B & C) are also included into this option. I am particularly supportive of widening Carter’s Flat to improve traffic flows from SH1 and the lower level bridge into and around the township.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don’t you like about the emerging preferred option? Option C – Enhance transport options</b>	

Feedback Reference Number	448
<p><b>5. Any other feedback?</b></p>	<p>What isn't there, in any of the options, the opportunity for people to take a northbound on ramp to the expressway at the Cambridge Golf course end. If you are putting traffic lights through Victoria Street north – yes it will control, yet also slow down traffic. People will take a longer route (i.e. ramp onto expressway by golf course) to avoid this.</p> <p>The communication on the WDC website for this enhanced traffic plan is ambiguous between the overall description/introductory summary and the content of the FAQs and beliefs about a location of a bridge. The Council seems fixated on there being an 'in-town' bridge and an 'out of town' bridge. A bridge further to the west of the town centre in a current unbuilt area between Te Awa and St Peters, is not 'out of town' – it is currently considered still 'in town' by many residents.</p> <p>Currently, many millions of dollars are being spent on building cycleways through our neighbourhood. Concerns regarding current cycling investment and behaviour change and a possible future designation (option B &amp; C).</p> <p>Both traffic plans and potential bridge locations seem to be driving, and not being a part of, an overall vision for Cambridge retaining its unique charm and being a desirable destination. Historical value is part of this as well as the more contemporary reasons to visit (home of certain high performance sports, horse industry, Karapiro events).</p> <p>A bridge further westward (between Te Awa and St Peters) would also even out traffic flows for those coming both in and out of town by utilising the currently under-utilised Cambridge West exit and entrance of the expressway. Victoria Road is already congested. Another thing [REDACTED] mentioned was that an intown bridge would be at full capacity by the time it was built. Can we not build for the future and do this properly please?</p> <p>I urge the council to urgently secure currently unbuilt on land (not current public reserves and green spaces or quiet, long established residential areas) as a location for the next bridge. Options of bridge locations B &amp; C on the former consultation are unacceptable for the above reasons.</p> <p>Refer to Appendix 2 for full feedback.</p>

<b>Feedback Reference Number</b>	449
<b>Name</b>	Sharon Haslam
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Too close to town centre. Should have a ring road further away for increased traffic in years to come.
<b>5. Any other feedback?</b>	<p>I don't see many cyclists and pedestrians using the cycle way at present.</p> <p>People have shopping, school children have sports gear, musical instruments, etc which can't fit on a bike.</p> <p>A ring road is needed to keep the traffic congestion away from the town centre.</p> <p>A option is the best of the three the Council has to offer.</p>

<b>Feedback Reference Number</b>	450
<b>Name</b>	Shaun Robinson
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Response to Any other Feedback?</p> <p>Unfortunately, just as Chomsky sagely noted, the WDC seems to be endeavouring to corral citizens within a very tight spectrum of opinion, in this case Option C. Please, we're not easily distracted children. The communications department will need to do better than feeble Edward Bernays tactics if the WDC hopes to make any headway, on any matter from now on. People are watching, and many are not at all impressed. As such, if you persist upon defying public opinion, please be very mindful that rate paying acquiescence is not a given. (That's not a threat, it's a temperature reading on the social mood you've been historically incapable of taking yourself.)</p> <p>Third bridge</p> <p>Any discussion of a third bridge, whilst an old one, is largely the result of unrestrained growth of a small country town. And naturally, once a "small country town" becomes part of greater Hamilton suburbia, it's no longer a discussion pertaining to a "small country town." People are not always the "slow boiling frogs" they get taken for -they do see, and according to the recent Cambridge News, WDC is coming to realize that. In reality, this discussion pertains to a problem of WDC's creation, not how we let them get away with it. Furthermore, the issue of unrestrained growth leads to the wholly interdependent issue of unrestrained debt servitude. Debt is not something the WDC simply signs off on. Debt is the financial representation of the real graft required by real people to pay back something that in many cases, they neither agreed to, nor needed. All this upon a citizenry already fending off cost of living issues including mortgage/rent pressures, amidst a national economy that is far from reaching its C19 collateral damage, rock bottom. Is WDC really that tone deaf?</p> <p>In short, WDC must stop spending (incurring debt). Cambridge may appear rich by comparison to other towns, but it's not isolated from the rest of the Waipa district, nor Waikato region, nor national economy, or for that matter, any of the Western economies pegged to the dying hegemony of the USD. I urge you to once again remember Chomsky inference, and look at the big picture -WDC must stop spending. Our situation is part of a far greater global issue, and yet the WDC is seeking feedback on why to move, or not to move, Titanic deckchair C. Really!</p> <p>WDC obligations</p>

<p><b>Feedback Reference Number</b></p>	<p>450</p>
	<p>WDC obligations to more recently established parts of Cambridge -whilst obviously encapsulating households, and people with real needs- are nonetheless not the responsibility of Cambridge, or WDC citizens at large. WDC made those foolish, greedy, and hubris growth decisions -it must stop spending! The free market will find solutions to the bridge problem, people and businesses will either put up with the congestion WDC caused, or they won't. They will either stay, suck it up, and we have no third bridge. Or they will leave -falling house prices, and lost rates revenue included- and we have no third bridge.</p> <p>Carless “nudging” Over and above the growth and debt issues WDC is ignoring, there seems to be a concerted “nudge” to get people out of their cars. Less car parks, parking time limits, more cycle paths, little enforcement by police of cycle/footpath laws, no parking zones, and narrowing roads. By now WDC should be only too aware that a sizeable portion of Cambridge residents don't agree with this subtle form of “nudge” tyranny. (I walk everywhere, so I have no dog in that particular fight, save the fact I'm speaking for others.) It doesn't matter if citizens are ignorant of the Paris Accords or any other agreement they got unwillingly signed up to -they don't want it, period! And who can blame them? Rightly or wrongly, as China and Indian are effectively going in the opposite CO2 emissions direction to the West, nothing an indebted Cambridge citizen on his bicycle does, will make the slightest bit of difference. At best Cambridge citizens can feel naively self-satisfied and poorer, but in reality, most just feel annoyed, and ever poorer. Remember the big picture. The planet once flourished with CO2 levels at 1500 parts per million. At 200ppm, much of life as we know it, is extinguished. Despite this particular piece of inconvenient science, the planet is currently at 400ppm with horticultural growers actively pumping extra CO2 into their greenhouses for better growth. We actually need more CO2, not less.</p> <p>I'm sorrow if my input appears to tip many of the WDC foundational beliefs upside down, but whilst we can ignore reality, we cannot ignore the effects of reality. (And obviously none of us can necessarily trust anything the mainstream media says on these subjects, that's why they're bleeding viewers, therefore advertising revenue, and are being slowly extinguished by the free market.)</p> <p>Advice Please stop spending on things which cannot be justified, WDC priorities should be self evident:</p> <ul style="list-style-type: none"> <li>• drinking water (although it's not doing well there)</li> <li>• rubbish collection (works, but needs improvement)</li> <li>• sanitation (it's reasonably good with sh%, I'll grant that)</li> <li>• local roading (best not go there)</li> <li>• footpaths (arguably worse than roads I'm afraid)</li> </ul> <p>I may have missed something, but for the most part, the above is critical to communal living. Every other responsibility WDC undertakes, from clocks to bridges to footpaths to libraries to museums to earthquake proofing historic buildings to flower beds, needs to be done with respect to the fact that the greater Westernised USD dependent economy is in a dire state -please stop spending (incurring debt). Caveat - I speak for a property on Bryce Street, but as I have absolute mobility to move anywhere in the world, this is not personal issue. Bureaucracy is incompetent by definition, I'm merely taking exception to this particular confluence of incompetence and debt accumulation, because I happen to be here at the moment.</p> <p>Conclusion - Please stop spending (incurring debt) -period!</p>
<p><b>5. Any other feedback?</b></p>	

<b>Feedback Reference Number</b>	451
<b>Name</b>	Shelley Kennerley
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	A new bridge in town.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Almost everything else</p> <p>Total cost</p> <p>Parking - all of this is bad. A central parking building would be preferred and use space better.</p> <p>Buses too frequent - running half empty buses so often will be bad for the environment, and there's nowhere to park your car while you catch a bus.</p>
<b>5. Any other feedback?</b>	<p>As a Waipa rate payer that regularly comes to Cambridge, option C is my least preferred option as it will make the town centre the hardest to access, and is the least user friendly. Option B would be best, option A second, business as usual third and option C The worst option by far. I'm against any of my rates being used to make Cambridge less accessible to those from the rest of the district outside the town.</p>



<b>Feedback Reference Number</b>	452
<b>Name</b>	Sherry Leigh Herkes
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	I personally don't like anything about Option C I believe strongly that the third bridge (which is not a third bridge as traffic would be stopped at the current High Level Bridge ???) is required in the future but needs further away from the middle of our lovely town !!!! Between Vogel St and St Peters would seem to make more sense to me and would not rid the town of a block of very stunning Character and Heritage "walk to town" properties.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	The properties in the shaded area IMMEDIATELY have had their values decline. RE agents HAVE to declare to all buyers that there is a "proposal" and of course, this will deter buyers who now will only buy in that area "for the right price" or not at all. The amount of people that have been affected is huge and my heart goes out to them. Something needs to be done immediately to ensure they can move forward with their lives, many are elderly as this location attached retirees. We have recently sold a section in this area and the then "very excited purchasers" have plans prepared for their Dream Forever Home - now they are in limo and have no idea what to do - they certainly won't be able to on sell the section - this is just one example of many.....We also own a home in this area which is a rental - bought because of its PRIME LOCATION and so it would be easy to on sell for our retirement - I retired in Dec last year - now I doubt we could sell - the uncertainty is very real for buyers - you slammed the saleability door the minute it was published. We have sold several homes in this shaded area over the last 12 months and searched the council file, as we do, to ensure we know what is happening in the area and NOTHING was showing - It is not only Alpha, Grey, Bryce etc but across the other side such as Marlowe, River Gardens etc that are all have their hearts in their mouths as they wait the outcome. I urge that some certainty be given to those that are affected, which is the entire town.

<b>Feedback Reference Number</b>	453
<b>Name</b>	Sheryl Mace
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	I like this as it has the least impact on our beautiful residential streets with some lovely old homes. Putting it closer to town would not only create more congestion but would have a huge impact on values on homes which in turn would almost certainly change the look, feel and vibe of our town instead of old character houses being restored they would be taken off and new cheaper houses put in place being less desirable living on a busy street!! Even if this is not going to happen in the next ten years it will still have an impact on house values going forward! We are only talking about the west side of Leamington traffic, as the east traffic where there is a lot of development will use the low level bridge. Also putting a bridge for all traffic, trucks, tankers so close to town seems unbelievable stupid going through the heart of our residential area after spending huge amounts of money on cycle and footpaths to make it safer to then encourage those vehicles through this area defeating the whole purpose of this spend. I think it would be ignorant to think they would not use it eg tankers going through to Hautapu!! I think for cars from a small part of town to have to as someone from the council put it “go out of town to come back in” is still better than having all traffic ( Heavy vehicles) coming through our streets.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Nothing!
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	Unfortunately I hold very little hope that even though we are told our opinions matter, that figures etc will be manipulated so council can get their preferred option, which after seeing what has been done lately narrowing down roads taking away parking in places like in front of schools and retirement villages frightens me! Parking being replaced by grass that then costs to be kept nice when we all mow our own berms as if left to council to mow would not be kept tidy.

<b>Feedback Reference Number</b>	454
<b>Name</b>	Sheryl Powell
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	It will be taking out too many houses. I live in Duke Street which is far to close to Dick Street. Have you thought this option out properly, and how our house values will go down as we pay sizeable rates to Waipā Council.
<b>5. Any other feedback?</b>	I prefer option A as this bridge will not effect the town by the noise and traffic as much as option C

<b>Feedback Reference Number</b>	455
<b>Name</b>	Shioban Rodgers
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I Wonder if the people proposing this are actually living in Cambridge?
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	I think Victoria bridge should be having added on lanes. And a third bridge as in option A should be build outside of town.
<b>5. Any other feedback?</b>	Who are the steak holders that were consulted? New developments need their own transport links. New townships might develop as Cambridge grows.

<b>Feedback Reference Number</b>	456
<b>Name</b>	Sierra Risetto
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>I have concerns regarding the new "in town" bridge. (blue highlighted area on the map). I oppose the bridge location.</p> <p>Major concerns with congestion, this will not mitigate town centre traffic for those who live in Leamington, it will continue to cause issues if not add to traffic congestion. It will increase heightened traffic levels, noise pollution and congestion in our neighbourhood. The special character of the neighbourhood will be destroyed. Establishing a bridge within an established neighbourhood conflicts with all long-term plans for Cambridge growth, and the recent upgrades in our area. It does not utilise greenfield areas, or establish traffic corridors, which are both pragmatic alternatives. There is no communication or engagement with the neighbourhood.</p> <p>I would advocate for a third bridge to be westward in a greenfield/undeveloped area, which would align with the projected growth and long term planning for the broader Cambridge Community.</p>
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	457
<b>Name</b>	Sonya Davis
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Not much
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	The placement of the third or new second bridge. The amount of traffic lights in all options. The fact you haven't shown how the streets on either side of the bridge are going to connect and surrounding streets handle the flow of traffic.
<b>5. Any other feedback?</b>	The fact you haven't asked questions about any other options. The third bridge needs to go out of town even further west than option A and get traffic flow right out of town to connect Hamilton to leamington giving good flow to velodrome, lake etc. this will ease the traffic flow immensely from the high level That needs to stay open to traffic as well.

<b>Feedback Reference Number</b>	458
<b>Name</b>	Sonya Pierce
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I don't like anything about this option.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	It will cause more congestion of traffic closer in to town and near a primary school.
<b>5. Any other feedback?</b>	Option A is by far the best plan. It is handy enough for local people to use, and will mean the unique character of Cambridge town centre and its immediate surrounds is not spoilt by a busy road and unnecessary traffic congestion . Public transport has its place but is not always practical for a number of reasons ie ferrying kids to sports and grocery shopping etc. Also the cycleways are great but children are not likely to be cycling to school on the very wet days of which we have plenty in the Waikato.

<b>Feedback Reference Number</b>	459
<b>Name</b>	Sonya Roberts
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Waipa Council under the Cambridge Connections title has taken the new bridge proposal off the table and has also stated a new bridge could be decades away. I think the Council should put it back on the table and start some serious planning for where a new bridge should go. The longer this is put off, and more housing development that is proceeding the harder it will be to find a suitable place to build a new bridge.
<b>3. What do you like about option B?</b>	Cambridge needs a better connection for traffic ( cars and trucks) travelling from SH3 south to join up to the expressway on State Highway one. Currently trucks are using Cambridge Road and then onto Pope Terrace, then travelling on Shakespeare Road. They start early in the morning, they are very noisy and heavy. The vibration from the trucks actually shakes the ground.
<b>4. What do you like about option C?</b>	I understand that you have taken the bridge crossing off the agenda but as I have said above I think you need to put it back on and really start making some plans for the near future. I'm sure the Council has already had plenty of reports, studies and investigations into a new bridge previously. Now with the township growing planning for a new bridge is more urgent than either.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	



<b>Feedback Reference Number</b>	460
<b>Name</b>	Sonya Walker
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Don't like the closure of the high level bridge to cars and really don't like the location of the third bridge (which is actually only a second bridge when the high level closes to cars).</p> <p>The location of a new bridge in option C not only takes away green belt space which the Council has for so long said is a significant feature of our town and provides connection to the river, in fact in your last feedback be bold campaign you referred to the green belt as a high value historic asset, so I can't believe it will be taken for a road and bridge, especially when to the west (option A location) is a road and area that could be used.</p> <p>The homes that have been built on Ihimaera and Marlow I imagine were not expecting green belt to ever be destroyed and have the main road go right behind them after the council makes such a claim about the green belt as high value.</p> <p>The location of the bridge in option A also allows for the town to be bypassed, which is what I thought we are trying to achieve, take traffic out of the area that are just going through. The traffic such as big trucks especially could avoid the area.</p> <p>The traffic over the high level would then decrease to such a level that it would be easier for cyclists and walkers to use it together. I bike to and from work over the high level bridge and never had problems with sharing the bridge as it is now, because everyone is going slow over it anyway.</p> <p>Think this plan to close the high level and build it where option C is will just create further issues because you aren't properly diverting the unnecessary cars.</p> <p>When the big highway bypass went in it was amazing how much the town opened up, that's what this plan needs to do, give more options for cars to travel through not take away the options.</p>
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	461
<b>Name</b>	Stefan Macfie
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I like that the history of the high level bridge would be assured for many years to come. Just the other day I followed a truck across that was overweight and over width - this happens all the time and the toll on the bridge is cumulative. As a daily cyclist and frequent runner over the high level bridge I would love to see it changed to a cycling and walking highlight of the town. Taking Te Awamutu and urban west Cambridge traffic further up Pope Tce is a great idea
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Would be good to remove through traffic from the urban environment completely - turning west-bound traffic off before Cambridge would be the ideal (north of St Peters in other words)
<b>5. Any other feedback?</b>	Pushing for an on and off ramp at the southern end of the expressway would also be an option for removing through and Leamington traffic from Cambridge. Victoria Rd is really at capacity now, Hamilton Rd is no longer an option and western traffic is now starting to use Norfolk Drive and Watkins/Robinson to avoid the central town. Again - I have followed heavy trucks down the Norfolk route to avoid the central township cluster. Thankyou

<b>Feedback Reference Number</b>	462
<b>Name</b>	Stephen Deverell
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<ul style="list-style-type: none"> <li>• The tern ‘expensive’ was discussed in the briefing. I understand this is a project that will require substantial capital investment, however found this description unhelpful. Is there an estimate of the cost of option c?</li> <li>• Given that all options for a Cambridge solution are mainly involving vehicle movements (car,truck,bus) would it be logical to have the design focus on a smooth and consistent vehicle flow coupled with the ability to move into the town area easily (as close to the final destination as possible). The option proposed appears to have traffic flow restricted by a number of stop/start barriers (lights, roundabouts, giveaways etc)</li> <li>• To support my above assumption what impact will walking and cycling have on our towns commuter requirement? Hence how much will walking and cycling replace our need to use the other vehicle types</li> <li>• There is an assumption made that Carters Flat is the go forward location for various big box style retailing businesses. This we Do Not agree with! There is a long list of reasons why, possibly a discussion for another day?</li> </ul> <p>In summary, we suggest an option that keeps traffic flowing around the town centre would make a better long term strategy.</p>

<b>Feedback Reference Number</b>	463
<b>Name</b>	Steve Home
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>1. Why not have one way traffic, cars/ light vehicles only, on the high bridge rather than close it off to all vehicles. This would still allow pedestrian/ cyclists to use it safely</p> <p>2. Best potential area for a new river crossing is down towards the new housing developments between Te Awa Lifecare and St Peters - keep as much traffic looking to pass directly through Cambridge out of the centre of Cambridge</p> <p>3. Traffic from Hautapu should be encouraged to use Taylor St/ Racecourse Road rather than go through Cambridge</p>
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	464
<b>Name</b>	Stuart Barnett
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>As recommended Option C, so full of No's</p> <p>Closing Victoria Bridge off to all but Pedestrian Traffic, Implication's,</p> <p>Traffic: - Goes where, into an already over flowing system currently with tailbacks.</p> <p>Effects on Business: - The Warehouse, would close in 18 months, The Cut price Fuel depot close, the Stile Shop, then Wilsons Carpets. And the New Police Station Would be rendered useless to Leamington residents, police response time would be increased from the Station.</p> <p>If the Bridge was closed it should only be to Retrofit to support its structure or replace it, all is possible.</p> <p>A new bridge Malow Drive to Cambridge West</p> <p>Implications</p> <p>Just transferring traffic problems from one area to another.</p> <p>Having just spent thousands of dollars on the Safe Streets Project, closing off Streets and forcing business to close, WDC would not be popular, to say nothing of the feeling from the residents of that nice quiet residential area, having endure up to 5000 vehicles a day, to that area possibly more, Leamington residents commuting to Hamilton.</p> <p>Your preferred Option would only be a stop Gap Measure and not do anything to alleviate traffic problems, trying to increase flow in Queen Street/Victoria Street would only be folly.</p> <p>Tailbacks are not only expensive for drivers and businesses, it also damages the GDP of the country.</p> <p>WDC will have to make a big investment on ratepayers' behalf, to make sure it is worth the pain.</p> <p>Consider a new road/ High level bridge linking Lamb Street Leamington and Peake Road Cambridge. (Cheaper now than later)</p> <p>Benefits:-</p> <p>Commuters to/ from Leamington To Hamilton/Hautapu, would not go through Cambridge.</p> <p>Heavy Vehicles to/from Te Awamutu, would not need to go through Cambridge as to main industrial area is Cambridge North/Hautapu.</p> <p>Reducing Bridge crossings by at least 20,000. (Guess).</p> <p>Leamington is expanding with a number of new builds.</p> <p>Having resided in Cambridge in a Street where 80% of the income earners were commuters, including my household, if a survey was carried out of households excluding</p>

<b>Feedback Reference Number</b>	464
	<p>retirees Cambridge would fall in to the definition as a dormitory town, we should be honoured that people want to live in Cambridge/Leamington and raise their families and not ignore the fact and cater for it.</p> <p>Having spent \$18M on the Pedestrian cycleway (which from observation does not have the users to justify expenditure, to exclude traffic from Victoria Bridge would make it the most expensive pedestrian river crossing in NZ the maintenance of which only be provided by ratepayers.</p>
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	465
<b>Name</b>	Stuart Oliver
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>Option C has good traffic flow from Shakespeare Street, and reducing traffic through the centre of town with Streetscape improvements.</p> <p>Agree with Victoria bridge closure to cars once replacement bridge is open.</p>
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>The quantity of traffic lights that are planned to be introduced will constrict the flow along throughfares, namely Gillies Ave intersection, Cook Street, Williams Street. Roundabouts would be preferred.</p> <p>No traffic lights in centre of town</p> <p>Bridge location will only create issues at Grey street or wherever it lands on Cambridge side of the river. Also prevents roading on the green belt. Option A bridge location preferred.</p> <p>No paid parking, this killed Hamilton central.</p>
<b>5. Any other feedback?</b>	<p>Road optimisation up Albert st to Robinson Street and onto Taylor street looping around to the new roundabout on Hamilton Road. this would create a loop Road around the outside of town.</p> <p>Option A bridge location preferred.</p> <p>Retain road widening of Victoria Road between Hamilton Road and Queen St (Option B).</p> <p>Traffic calming along WhitakerSt onto Lake Street, to prevent drivers bypassing lights at Victoria St and Queen St (KFC Corner).</p> <p>More bicycle parking in town, (needed now!) as well as continued cycle path improvements.</p> <p>Improvements to Hallys Ln carpark and access to discourage parking on Victoria St.</p> <p>Improvements to WDC carpark and access behind Masonic to discourage parking on Victoria St.</p> <p>Improve carparking on Alpha st, between Empire St and Anzac St, to discourage parking on Victoria St.</p> <p>Encourage CBD further down Victoria St to Victoria bridge as traffic issues will be reduced and foot access improved.</p> <p>Improved carparking on Leamington side of Victoria bridge to reduce vehicle traffic into town.</p> <p>Remove footpaths from Victoria Bridge when closed to vehicles. Return it to its original design.</p>

<b>Feedback Reference Number</b>	466
<b>Name</b>	Sue Alexander
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Nothing
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Traffic congestion, my home valuation , will it be demolished?
<b>5. Any other feedback?</b>	I hope that the meetings are worthwhile and we are not taken for a ride. The meeting should be all together so we can hear everyone's view points, negative or positive.



<b>Feedback Reference Number</b>	467
<b>Name</b>	Sue Hazlewood
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	I am [REDACTED] at the way this council conducts itself. A bridge through supposedly untouchable green belt to land in town. Have you lost your minds? Way to destroy Cambridge even further and destroy more green belt. This will lower house values on Marlowe and Alpers ridge . Ruin a nice quiet area with families and older peoples homes nr Bryce. Put a bridge our near St Peters.
<b>2. What do you like about option A?</b>	Not much
<b>3. What do you like about option B?</b>	Not much
<b>4. What do you like about option C?</b>	C is ok.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Yes revisit this stupid idea. Consult the ratepayers. [REDACTED]

<b>Feedback Reference Number</b>	468
<b>Name</b>	Sue Hazlewood
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Finally includes improved public transport and also supports the fact that cars will still be needed.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Obsession with bike lanes everywhere. People still need cars. Stop closing all the roads to improve traffic flow.
<b>5. Any other feedback?</b>	Pedestrianise Empire. Bring trash and treasure back into town..make it unique again. Increase revenue for cafes etc.

<b>Feedback Reference Number</b>	469
<b>Name</b>	Susan Gifford
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Agree we need a 3rd bridge but it should be 3 car bridges. Not gaining anything by closing high level bridge to cars.
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	The 3rd bridge shouldn't be in middle of residential area. It should be further west by the refuse station. It should link to SH1 somewhere between st peters private and te awa rest home. Therefore heavy trucks can go to TA without going through town.

<b>Feedback Reference Number</b>	470
<b>Name</b>	Susan Hill
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	I support the introduction of a Local Cambridge Transport Service. But without any detail available (that I can find under either options B and C, except a proposed frequency) it is impossible to say, or enthuse more, than that in general, I support this .
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	<ul style="list-style-type: none"> <li>- A roundabout at the intersection of Albert St. and Duke St.</li> <li>- Signalised intersection at the intersection of Albert St. and Queen St.</li> <li>- Signalised intersection at the intersection of Albert St. and Gillies St. &amp; Lower Alpha St.</li> <li>- Frequent public transport service to Hamilton every 20-30 minutes</li> <li>- Local Cambridge service every 20 minutes</li> <li>- Signalised crossing on Shakespeare St. between Raleigh St. and Campbell St.</li> </ul>
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	471
<b>Name</b>	Susan McLeod-Jones
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	<p>1. The plan for frequent public transport locally in Cambridge. I live in east Cambridge and would definitely use a bus or some form of public transport to get into town rather than take my car. It would be great if this could start as soon as possible.</p> <p>2. Making the 'high bridge' for pedestrians and cycles only. Once again I believe this should be done before a new bridge is in place. The slight detour would not add much time to a journey.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	The amount of proposed traffic lights for Victoria Road. It would make for a very stop-start trip down that road.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	472
<b>Name</b>	Susan Reid
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>I agree with making the overhead bridge for pedestrians and cyclists only.</p> <p>I wish for a third bridge from Leamington to the CBD.</p> <p>I wish you would insist on all cyclists stopping prior to crossing pedestrian crossings , get off their bikes and walk across. Otherwise someone will be killed.</p> <p>The traffic re cyclists is an absolute nightmare in our town.</p> <p>Plus making biking on sidewalks banned and unlawful. We have so many older folk in our town who are terrified to walk the sidewalk by foot. It is so sad and grossly unfair.</p> <p>Please rectify this situation.</p>

<b>Feedback Reference Number</b>	473
<b>Name</b>	Suzanne Chapman
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	While this option is not preferred either, it does have less impact on residential environment and values.
<b>3. What do you like about option B?</b>	Nothing:- Please comments for Option "C"
<b>4. What do you like about option C?</b>	Nothing at all because:- It transfers traffic through residential properties on both sides of the river (Cambridge-Leamington) which will bring about traffic noise and pollution 24/7 due to all modes of traffic. It cuts through areas where children are biking and walking to school. After the Council encouraged current Stakeholders in the effected areas to establish and nourish native trees and plants which has in turn enhanced and provided a haven for native birds and wildlife, this plan could decimate a sought after Council promoted environment.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	As Stakeholders (Ratepayers) we would expect to receive better communication, information and involvement in any future discussions and decisions.

<b>Feedback Reference Number</b>	474
<b>Name</b>	Suzanne Field
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Why bring the bridge into a developed area when it could be further out near St Peter's nearer open space or close to the Ferguson bridge where you still have land.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Will it enhance transport if you intend to make Victoria bridge a cycling walking bridge only.
<b>5. Any other feedback?</b>	I just cannot see the logic in this plan at all.



<b>Feedback Reference Number</b>	475
<b>Name</b>	Tania Bullick
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>Upon reading the newspaper and subsequently looking at the council website, I am deeply concerned about the future of my property - 36 Queen St. The green shaded area indicating the route of the roading to the new bridge covers our property.</p> <p>There are a number of concerns with that, not least, what does this mean for the value of our property as the council continues to plan for the new bridge - who would want to buy a property, at market value, that is in the green shaded area.</p> <p>Other concerns are about the implications for our property - will it be used for roading or will it be on a main arterial route to the bridge - along with many other properties in this neighbourhood. Does the council and/or its consultants have an idea of a more specific route if the bridge is to be built in town?</p> <p>I will be submitting my concerns toward the end of the month however I would really like these questions answered before doing so. Also will there be public meetings that I can attend before the end of the month.</p>

<b>Feedback Reference Number</b>	476
<b>Name</b>	Tania Cochrane
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>This is an extension to my last submission.</p> <p>You have not given us a choice of business as usual plan/map.</p> <p>Adding traffic lights in Cambridge is not aligned with the aesthetics of our town.</p> <p>We are a small town of humans, not Lego figures, we move, we drive to our destinations, both in and out of town, and we are also social creatures.</p> <p>Building small models, and putting them on display in the town hall, so the community can physically see what your Lego skills are and give you feedback on how this is not a good idea would be more appropriate.</p> <p>I oppose the closure of Victoria Street and the Victoria Street Bridge for vehicles.</p> <p>I support the idea Councillor Phillip Coles has suggested, putting a bridge out by St Peter's, this has been dismissed, yet seems a far better idea, he also suggested light vehicles over Victoria Street Bridge. There would need to be far bigger signs nearing the bridge to alert drivers to this.</p>

<b>Feedback Reference Number</b>	477
<b>Name</b>	Tania Cochrane
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing. We are not in the 1940s in Berlin!
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>You are going to undo the cycleway you have wasted money on, which no one uses, you will be destroying homes, making people homeless, not helpful at all.</p> <p>Not to mention the amount of "emissions" you appear to be upset about is higher due to people having to go round in circles wasting more money for fuel.</p> <p>Have you tested the soil to make sure it can hold a large amount of weight?</p> <p>You can't be serious that this is the better option, they are all the same with very slight differences. Cambridge people are not stupid, we can see and read and take note of how silly all options are. All ending with closure of Victoria Street Bridge to vehicles.</p> <p>No human thought has been put into this at all, you have had how many years to think of an alternative? A council brought land for a bridge then a new council came in and thought let's sell it we don't need another bridge right now..... this is stupid</p>

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<p><b>5. Any other feedback?</b></p>	<p>Put the streets back the way they were, not everyone can bike, health, personal and age reasons. This seems to be rather similar to WWII.                      If it isn't broken, don't fix it, and don't break it!                      We are a vibrant community that is fast becoming divided and hateful, this is not what tourists come for.                      Closing of the isite is ridiculous and not very smart, the isite is across the road from the bus stops, and when tourists come they like to go to places like the isite for visitor information. Isite also has tokens for the public showers. isite is a wonderful place for souvenir items, information, booking tours for Hobbiton and other places, also bookings for Intercity for those who do not have internet. Always greeted by a lovely happy Ruth. People who pass through town like to stop in to seek information.</p> <p>Growing a town is one thing, ruining it all together is a disastrous thing.                      Only one councillor lives here and kind of knows how the town is, so why are the other council members who do not live and participate is destroying us?</p> <p>This town was modelled after an English town and nothing much is left of that, why would tourists want to visit? We are more for lab rats running around a maze, as that is what our streets are.</p> <p>Cyclists do not go out in the rain or bad weather, people drive from Cambridge to other towns for work, they drop their kids off to school on the way to work, it is how life has always been, why make it harder?</p>

<b>Feedback Reference Number</b>	478
<b>Name</b>	Tania Witheford
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>That there is a 3rd bridge crossing up for consideration.</p> <p>That there are some safety enhancements for the current roadways, as they are not fit for purpose even if the aim is for the "reduced" use of private transport.</p>
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>With the emphasis and main difference between b &amp; c being the regularity of bus service what is the difference?</p> <p>Heavily skewed from the outset.</p> <p>Cambridge stills services a range of rural community and outlying areas that are not serviced by public transport or cycleways, there is still a need to access town by private vehicle. What solutions around having to access other services are planned?</p> <p>What happened to the community cycle plan that was worked on for at least 5yrs - How far is the away are we from existing pathways to reach desirable levels of connectivity?</p>
<b>5. Any other feedback?</b>	<p>It would be appreciated if there was more definition about terms used, ie corridor optimisation or Safety improvements.</p> <p>It would be good to see thinking about connection to other key roadways, ie. access to the expressway and the linkages</p> <p>What is the purpose of those accessing Cambridge ie. to get kids to schools, work or get to Hautapu or shopping and general business - is this known?</p> <p>Signalled intersection at Cook Street/Shakespeare. If traffic is being potentially diverted across town, via the new crossing, what is the purpose repurposing an otherwise well positioned, well sized roundabout?</p> <p>Irrespective of the any plans, what is planned regarding the low level and archilles bridges? Whilst specific crossing details are available, both look particularly challenging with existing homes/infrastructure and no doubt as it stands will have caused and will cause considerable distress.</p>

<b>Feedback Reference Number</b>	479
<b>Name</b>	Tania and Rob Bullick
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	<p>An 'out of town' option for a river crossing is the right solution with all the other enhancements of option C as stated below.</p> <ul style="list-style-type: none"> <li>• Enhanced urban mobility network (with separated cycleways)</li> <li>• Improved frequency of public transport to Hamilton (20- 30 mins)</li> <li>• Local Cambridge public transport service (10 mins)</li> <li>• Road safety improvements</li> <li>• Main road access improvements – Victoria Road, Victoria Street, Carters Flat &amp; Shakespeare Street</li> <li>• Town centre streetscape improvements.</li> </ul>
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	<p>As regular users of public transport, cyclists and a 1 car family we are in favour of most of the improvements proposed in Option C of Cambridge Connections – our future transport plan. Noting the recent development that any proposed river crossing has been 'taken off the table' by council, we think a new river crossing needs to remain on the table as lost opportunities have already been experienced in that some options for a river crossing have potentially vanished due the development to the west of the greenbelt. Any proposed river crossing should be 'out of town' and not within any existing greenbelt or already 'built up' residential area.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Key feedback points:</p> <ol style="list-style-type: none"> <li>1. Location of Proposed Bridge within the exiting historic area and Reverse sensitivity ('in-town')</li> <li>2. Third Bridge – still only 2 traffic routes over the river - if the Victoria Bridge is retired from vehicular traffic.</li> <li>3. Traffic Modelling - robustness of bluetooth data collection traffic modelling when it is collected during a period of a COVID lockdown.</li> <li>4. Consultation with the community has not been well planned.</li> <li>5. Closing a part of the CBD to traffic - short sighted as population is aging.</li> <li>6. Certainties that any proposed location will not be 'in town' and that any decision is not delayed again.</li> </ol>

Feedback Reference Number	479
<p><b>5. Any other feedback?</b></p>	<p>In addition to our preferred option, enhancing the utilisation of the old State Highway 1 corridor through Cambridge needs to be a priority. This corridor was developed for the purpose of moving traffic through the town with the least disruption. Planning and constructing the north facing ramps at the southern end of the Cambridge Expressway needs to be part of the solution and a priority now that the Cambridge to Piarere section of the Waikato Expressway is a 'Major Transport Project' in the Draft Government Policy Statement on Land Transport 2024-34.</p> <p>In addition, planning and constructing the north facing ramps at the southern end of the Cambridge Expressway needs to be part of the solution. Utilising and enhancing the old State Highway 1 corridor through Cambridge also needs to be a priority.</p> <p>With the proposal to close the Victoria Bridge to vehicular traffic only allowing active modes to use it does not negate the fact the bridge still needs to be maintained. Maintenance is required whether the bridge is carrying vehicles or active mode vehicles only. Therefore why not continue to use it in some capacity to carry vehicles even if it was only one way or tidal flow.</p> <p>Good to see that development may be being more constrained on the western side of the river (Leamington) as development in this area has and will be the main driver of cross river traffic and what has ultimately caused the problem that is in front of us right now; the need for another bridge. Any future development on the Leamington side of the river should be considered very carefully as poor planning in the past has got us into the situation we are in now. This planning should include providing the necessary amenities such as shopping centres, schools etc to reduce the number of cross river trips.</p>

<b>Feedback Reference Number</b>	480
<b>Name</b>	Te Awa River Ride Charitable Trust
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	<p>Option C builds upon the existing and significant investment of infrastructure like the Te Awa River Ride, greenbelt trails, the world-class velodrome, cycling events in Cambridge and provides an opportunity to maximize that investment.</p> <p>The Te Awa River Ride has hundreds of thousands of users each year - with the majority of these walking or cycling through Cambridge. Enhancing cycling infrastructure (on both sides of Cambridge) that supports world-class assets like Te Awa, will help cement Cambridge as the Home of Cycling in NZ, which can bring multiple benefits to our community and its residents;</p> <p>Economic benefits to local businesses of cycling-tourism, health benefits to residents of having safe, accessible ways for them to move around actively, reduced congestion and pollution and the enhanced liveability of a more vibrant, active, healthier population.</p>
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	



<b>Feedback Reference Number</b>	481
<b>Name</b>	Teresa Brown
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Which lane is used for the bridle trail? St Peters and pony club etc are used extensively by NZers , a bridle trial is a valuable asset

<b>Feedback Reference Number</b>	482
<b>Name</b>	Terrence Kennedy
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>The roundabouts at Browning and Shakespeare Streets and Tirau Road and Shakespeare Street.</p> <p>We do need a third bridge.</p>
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>The all modes river crossing suggested area.</p> <p>All the signalised intersections on Victoria Street and Shakespeare Street as well as Carters Flat.</p> <p>Access closure to cars on the high level bridge.</p>
<b>5. Any other feedback?</b>	<p>The all modes river crossing should be further west, out past Te Awa lifecare village in keeping with the idea of having less vehicles travelling through urban areas.</p> <p>Having the river crossing further west would further reduce heavy vehicles and cars through the township and also provide a safer environment for cyclists and pedestrians alike.</p> <p>Considering we now have two retirement villages opposite each other on Cambridge road, why would we want more traffic passing there to be able to cross the river.</p> <p>I am deeply concerned that no public consultation to affected people has taken place for the proposed river crossing.</p> <p>Has this proposed river crossing site affected my property value and the ability to sell it if I chose to. Yes it has.</p> <p>How many traffic lights do we need in Cambridge ? Do you realise how much traffic would build up at these intersections and cause more congestion and less safety?</p> <p>With a proper third bridge, do we really need to close the high level bridge to cars. It would be used a lot less and therefore last longer.</p>

<b>Feedback Reference Number</b>	483
<b>Name</b>	Terry McDonnell
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Takes all Leamington traffic to and from Hamilton, plus all north bound trucks, away from central Cambridge.
<b>3. What do you like about option B?</b>	Same as Option C
<b>4. What do you like about option C?</b>	Nothing. We don't need to be bulldozing people's homes to bring trucks and other traffic into central Cambridge.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Please make the high bridge one-way with south bound traffic. Many cars coming from Hamilton to Leamington will use the new bridge under Option A, so there will be minimal town traffic going across the high bridge, and it is a nice release for traffic in town instead of having to go down to the lower bridge.

<b>Feedback Reference Number</b>	484
<b>Name</b>	Terry McDonnell
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Trucks coming to Cambridge from Te Awamutu will go over the river and if you can get them to Hautapu they can then get onto the Waikato Expressway if they are carrying on to Rotorua etc. Leamington traffic to and from Hamilton will be taken out of Cambridge. If this is only 25% per your survey, that's still a lot of traffic taken away from Cambridge central plus the lower bridge.
<b>3. What do you like about option B?</b>	Nothing, It's the same as Option C in respect of the bridge location.
<b>4. What do you like about option C?</b>	Nothing. It brings trucks and Leamington traffic into the heart of Cambridge, and many homes will have to be eliminated.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Cambridge is small enough to have an effective ring road where trucks and other traffic can bypass central Cambridge.

<b>Feedback Reference Number</b>	485
<b>Name</b>	Terry McDonnell
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	BEST OF A BAD BUNCH - WHY HAVE YOU NOT GIVEN US OPTION E IN THE CHECK LIST FOR NONE OF THESE?? AND/OR OTHER IDEAS FURTHER OUT OF TOWN?? AGAIN, YOU ARE MANIPULATING RESPONSES AND PEOPLE WILL HATE THIS...
<b>3. What do you like about option B?</b>	DON'T LIKE THIS PLAN
<b>4. What do you like about option C?</b>	DON'T LIKE THIS PLAN
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>Response to Any Other Feedback?                  To: Cambridge Connections Date: 21 March 2024                  Wow, after just attending the “Drop In” session at Bridges Church and having it closed down after not coping with the questions, it seems apparent that [REDACTED] [REDACTED] They are relying on the “right” expert answers according to their own collected data and maps but have no ability or willingness to engage with people. Council came across as defensive, arrogant and closed minded.                  Fantastic points and questions were coming from the floor. E.g.                  A request to not use Hamilton as an example as it is comparing “apples with pineapples”. Why not be visionary and consider what we might be able to afford and adopt from other inspiring models (not Hamilton, although even Hamilton has created ring roads and is trying to get traffic out of town). But, for example European cities have created vibrant, modern, green cities that use park and rides and reduces traffic the central areas? Why were local Iwi (including our local Marae) not contacted? (We were saddened and shocked to hear this!).                  Why are the native birds (and greenbelt areas) not considered and protected?                  New developments in and around Cambridge is going to result in more traffic heading out of Cambridge (including trucks... which we assume will want to use the new bridge and will end up creating more traffic in central Cambridge).                  There were probably more great points but I struggled to hear... there were a lot of people and no mics and I was at the back.                  Instead of the PR disaster that unfolded tonight (telling people to leave, their voices are not welcome, even though we still had 50 minutes to go), imagine if Council had prepared themselves:                  Set up a microphone so people could actually hear the speaker                  Set up roving mics for attendees to speak                  Thanked people for attending                  Invited questions and thanked people for voicing their concerns and said things like: “Thank you for raising this” “We want to listen” “Thank you for coming along” “We want to work together to find a solution that’s best for Cambridge, that may be different to what</p>

<p><b>Feedback Reference Number</b></p>	<p>485</p>
	<p>the “experts” say because the experts haven’t included the community and the community’s values” “That’s a good point”                      And, If they didn’t have an answer, or if it’s complex and there may be many different perspectives to say, “I don’t know, but this feels really important, and I am committed to exploring this, and finding a solution - and communicating publicly and transparent”.</p> <p>Communities are meant to be about the people who live in them and the things that are important to us. Councils have an important role to play in creating environments that are positive and healthy so that we may live, play and work well together. But, to do this, we need to be able to listen to each other and that means being able to show up to a public meeting (that you’ve called) and take the heat, respectfully and openly. Is there no-one at Council who can do this? Why aren’t you listening?</p> <p>Cambridge people want the congestion directed away from central Cambridge, using ring roads and so forth. We don’t want central residential and special/treasured areas bulldozed, bringing only more congestion into the central areas. This is a disastrous plan.</p>
<p><b>5. Any other feedback?</b></p>	

<b>Feedback Reference Number</b>	486
<b>Name</b>	Terry McDonnell
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing. It simply replaces the High Bridge. Cambridge needs a third traffic bridge to get cars out of town.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Option C simply deviates cars from the High Bridge but they will still be going into town through quiet neighbourhoods.
<b>5. Any other feedback?</b>	I vote for Option A. The first priority should be diverting Leamington traffic away from central Cambridge. Also add a northern access to the expressway past the golf club, and this will set the town up to handle future growth.

<b>Feedback Reference Number</b>	487
<b>Name</b>	Terry McDonnell
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	It's putting a heap of northbound traffic from Leamington into the quiet streets east of the CBD and Council will have to buy so many properties to accommodate this.
<b>5. Any other feedback?</b>	As your suggested new bridge is only a replacement of the high bridge, why not build it right next to the high bridge? You won't then have to buy a whole lot of properties east of the CBD. This will not remove all this traffic from the main street, but that traffic will still get into town under Option C, unless you build massive parking buildings, which you don't appear to have considered in Option C.



<b>Feedback Reference Number</b>	488
<b>Name</b>	Terry McDonnell
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	<p>I spoke on the phone with a lady from the Council about Option C, and asked exactly where the traffic will flow in the new bridge corridor, and she said that it's only a concept and the exact details haven't been worked out yet.</p> <p>I can't understand nor believe that the transport experts who worked on this Option C haven't worked out the detailed traffic routes and associated build costs (including land and house purchases).</p> <p>How can you be at the penultimate stage of this project and make recommendations with no detailed costings?</p> <p>Also, as you have only suggested a replacement to the high bridge, cars from Leamington will still cross the river and flood into downtown Cambridge? What actual traffic eradication plans have you recommended?</p> <p>In the Project's original objectives document, there was a survey of the public that asked what they wanted from this job, and the most popular by far (25%?) wanted a third bridge. Not the replacement of the high bridge, but a third traffic bridge. Your recommendations have not addressed the most asked for transport need - getting northbound traffic away from central Cambridge. You talk a lot about traffic modes - walking, running, biking, etc etc, but you treat the most significant need as a minor priority, in fact no priority as you haven't provided for it!</p>
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	<p>It's neither detailed nor costed, and it doesn't take northbound traffic out of the CBD and the Victoria Street corridor.</p>
<b>5. Any other feedback?</b>	<p>Why aren't there public consultations? What about the residents affected by your new bridge corridor?</p>

<b>Feedback Reference Number</b>	489
<b>Name</b>	Tim Gudsell
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	I'm a big supporter of the enhanced transport options. With the current speed of growth, and proposed growth, Cambridge will require a transport system that offers choice and incentivises active modes. Safety for active modes is a big concern, but this can be easily managed in multiple ways and doesn't always require a full fledged separated cycle lanes. Along with frequent and reliable public, user frequency will increase quickly. Cambridge has an opportunity to be a national leader in active transport
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	490
<b>Name</b>	Tom Featonby
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	New bridge
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Closing high level bridge to cars. What's the point in opening a new bridge to reduce congestion while closing another to cars which will then cause congestion? You need to look at where people who live in Leamington work. What percentage of adults living in Leamington work in Hamilton? Give us a new bridge but don't close a current one. Absolutely baffling unless your plan includes creating enough jobs in Cambridge (specifically Leamington side) to keep us from needing to work in Hamilton.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	491
<b>Name</b>	Tony Enderby
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Increased bus services. More cycle lanes.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Making central Cambridge non motor traffic. There are not enough bus services or people already walking or cycling to make this viable. The same goes for turning Victoria Bridge into cycle and pedestrian only. As a cyclist who enjoys riding around 300kms a month I was drawn to Cambridge by this. What I found was very few cyclists (often less than 30 per hour) on most cycleways. Current problems caused by school traffic could be solved by increased cycle journeys to school.
<b>5. Any other feedback?</b>	A lack of planning by NZTA at the south end of the expressway causes all traffic free m Leamington to travel through Cambridge. The speed bumps and various kinds of pedestrian crossings, also ideas from NZTA are not working. The placement of these also cuts traffic flows and causes congestion. Access north onto the expressway from Leamington would alleviate a lot of traffic issues. Improving the existing road system rather than rebuilding it would save money as well as improving flows. Until people actually use cycleways there is not point in adding to them.

<b>Feedback Reference Number</b>	492
<b>Name</b>	Tony Quickfall
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Third bridge location makes sense. General concept looks ok.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	<p>A. Retain the Victoria high bridge as one way car option (northbound or single lane contra flow e.g northbound in the morning, southbound in the afternoon). This will better distribute traffic across all three bridges and their approaches , optimise it's use and still retain one of the existing lanes for dedicated cycle traffic.</p> <p>B. Upgrade the existing wastewater bridge near gaslight theatre to shared cycle and walking. This will increase river crossing resilience, provide network distribution and is an obvious western cycle network link.</p>
<b>5. Any other feedback?</b>	Signals on Shakespeare/Wordsworth may be needed with the C5 development coming on line. Look at options to better configure cbd area e.g one way with enhanced pedestrian/central green space.

<b>Feedback Reference Number</b>	493
<b>Name</b>	Tracey Bennett
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	The Waipa council need to significantly improved how they communicate with their constituents proposals as proposals could have a significant impact on our household.

<b>Feedback Reference Number</b>	494
<b>Name</b>	Vanessa Markwell
<b>1a. Do you have a preferred option?</b>	A
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	Priority has to be removing congestion on Victoria St coming into town from Hautapu. It is only going to get worse with the changes proposed around middle school. Main route for many to two/three schools, two sports grounds - risk of accidents too high.
<b>3. What do you like about option B?</b>	Priority has to be removing congestion on Victoria St coming into town from Hautapu. It is only going to get worse with the changes proposed around middle school. Main route for many to two/three schools, two sports grounds - risk of accidents too high.
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Sort out Victoria St - recent improvements to roads around it and popn growth are pushing more and more traffic onto Victoria and improvements are now long overdue. It's an embarrassment not to have this sorted already.

<b>Feedback Reference Number</b>	495
<b>Name</b>	Vanessa Semmens
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	The new bridge is necessary
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	I can't understand the option of no cars on bridge. We will be no better off with this option. If the new bridge goes ahead, cars will only have 2 bridges as have now.
<b>5. Any other feedback?</b>	



<b>Feedback Reference Number</b>	496
<b>Name</b>	Veronica Cronin
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	Everything. As a "Senior", and living 8km out of town, being able to take my car into town is important to me. Although I am reasonably fit and healthy, I am never going to get on a bike and bike everywhere.
<b>5. Any other feedback?</b>	With the number of Retirement Villages in Cambridge increasing, the population is becoming increasingly elderly. If you restrict Victoria St to foot traffic only, many of these people are going to shop elsewhere where they can park close to where they want to go.

<b>Feedback Reference Number</b>	497
<b>Name</b>	Veronica Huxtable
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	<p>I don't agree with Option B or C location of bridge.</p> <p>I agree that Victoria Bridge should be pedestrian and biking only however, I don't think an additional crossing (bridge) is going to help with the traffic flow if it is to be built as a two lane bridge no matter where it goes. Presumably the new crossing will allow for trucks and motorhomes so nothing is gained from managing the traffic if there are no extra features (lanes), this is really moving the issue of the traffic volume a few hundred meters down the road without addressing the issue of traffic flow.</p> <p>Option C - reduce public parking, there is not enough parking in Cambridge now for people to park and stroll, if surrounding streets are removed for a bridge there will definitely be reduced parking - where is it that people will park? How will there be low traffic neighbourhoods when there will be a bridge in the middle of a residential area, surely there will be an increase in traffic and noise for those neighbourhoods.</p> <p>I also do not agree with option B or C in regards to a bridge being built through the oldest part of the town, we should be retaining this area.</p>
<b>2. What do you like about option A?</b>	I think that the traffic should be directed out of town, people who are coming to town will do just that, perhaps it is time that the retail shopping area expanded up to the Lakewood shopping area, as it was intended to do when Lakewood was first proposed? Somehow this area has ended up with very little to no retail, perhaps we should be looking at ways to connect this area to the town and encourage further growth for retail in the Carters Flat area and Hautapu development areas.
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	I understand the funding proposed for the options, however land acquisition will be an enormous cost to the ratepayers should option B or C be approved. Where does this leave current owners on the value of their properties going forward. There need to be a clear and precise plan for each ratepayer who may be affected. Will the rates from the District cover this work - or will it be the Cambridge and surrounding wards only?

<b>Feedback Reference Number</b>	498
<b>Name</b>	Vicki Paver
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Cannot see it working so not really anything at the moment.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Traffic flow - how on earth will this work? Please explain all the traffic movements flowing on and over the bridge.
<b>5. Any other feedback?</b>	Please stop developing Cambridge until you have worked out the disastrous consequences of increasing the population without the proper infrastructure to support your new developments.

<b>Feedback Reference Number</b>	499
<b>Name</b>	Vicky Kosovich
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	Can a off ramp come off expressway on the Karapiro side of town for people to come off and head over low level bridge which avoids the town centre. Can the high level bridge not be upgraded and add a clip on section similar to Auckland Harbour and have 2 lanes one way in the morning and change in afternoon
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	500
<b>Name</b>	Vicky Kosovich
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	My suggestion is to utilise the service road on Victoria St and turn traffic heading to Carters Flat or Low level bridge along the inside road then down Thorton Rd. Put lights at the tennis courts corner and send vehicles down Albert St. Traffic coming up from Carter's Flat can still come on existing Rds

<b>Feedback Reference Number</b>	501
<b>Name</b>	Victoria Dodds
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Like the fact they'll be another bridge
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Don't like that the high level bridge will only be for walking or cycling - this will create huge traffic jams and make it difficult for those who can't walk ie elderly- with children- disabled- want to shop - need to work in town - visiting from out of town. Ratepayers are not being consulted and it feels like council are wasting a lot of money
<b>5. Any other feedback?</b>	We want to encourage visitors to our lovely town not make access difficult- cycling and walking is great but not everyone can and it's not practical if you don't live close by. Buses won't solve anything as you can't carry your groceries- shopping. We need a 3rd bridge but we also need vehicle access to 3 bridges

<b>Feedback Reference Number</b>	502
<b>Name</b>	Vivian O'Kane
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	The options as described on this page differ from the explanation on the main Cambridge Connections webpage. Options a and B appear to have been swapped around. This lack of consistency gives little confidence in the steering committee's ability to manage the project and make choices in line with the wishes of the community. It actually suggests to me the steering committee wants to get confused feedback it can discount.
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	503
<b>Name</b>	Vivian O'Kane
<b>1a. Do you have a preferred option?</b>	B
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	<p>This is more realistic to the needs of Cambridge. Congestion is getting worse every week. This has been made worse by roads being blocked off on Cambridge Road and outside The Warehouse.</p> <p>While the cycle lane on Cambridge Road is used by a small number, The work done to block access on the side streets has not encouraged cyclists and is unlikely to. All this has done is increase congestion coming into town.</p> <p>In summer people will walk and cycle but winter in the Waikato discourages this type of activity. Options need to improve traffic flow and accept cars will only increase as the town grows.</p> <p>A new bridge also needs to be convenient for cars travelling to and from Leamington. The volume of traffic on Shakespear Street and the high level bridge is always high and will only increase. A new bridge must allow more traffic to cross than the high level bridge which is coming to the end of its useful life. Once restricted to walking and cycling the bridge will no longer make a significant contribution to Cambridge transport.</p>
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	<p>The cycle lanes outside The Warehouse and other streets are too big. The reduction in road width will probably result in an increase in car accidents.</p> <p>The work has been very poorly planned and carried out. Some sections of Cambridge Road have been dug up and modified multiple times in the past few years with different stages of the project. Again the protracted roadworks are increasing congestion. The cost is escalating for ratepayers as work drags on.</p>



<b>Feedback Reference Number</b>	504
<b>Name</b>	Warwick Roberts
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	The future traffic flows will to a large degree, hinge on the co-ordinated changes that are suggested in all of your plans. although the reduction in vehicle movements in the next twenty years wont be rapid with the requirement for private transport rather than city public transport as we are a rural service town It is important to divert "heavy and transit" traffic, as far from the centre of Cambridge as possible. This will result in a more pedestrian friendly heart to Cambridge which we all want to achieve. An alternative entrance off the Motorway would ease the pressure on Victoria Rd access, which is already getting to capacity. The sporting events that are scheduled for Cambridge add another dimension to an already crowded main st, and this should be taken into consideration when diverting traffic away from the heart of OUR TOWN.
<b>2. What do you like about option A?</b>	We cannot afford to antagonise those that chose to use private vehicles, as shopping in nearby towns is an easy solution. A lot of the current and future congestion can be avoided by another bridge in the western side of Te Awa, which would be could involve the use of council as well as land that has no domestic or industrial buildings at present.
<b>3. What do you like about option B?</b>	if we continue diverting traffic via Hautapu and Victoria rds as the only viable entrance to Cambridge, then traffic lights will become a necessity
<b>4. What do you like about option C?</b>	Caters flat is a useful bypass for those trying to transit Cambridge without going through the main st, A larger roundabout at the foot of Shakespeare st would ease the flow of traffic and adding a second bridge beside the Ferguson bridge would assist the flow of heavy trucks heading of Tauranga.
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Some form of secondary roads around Cambridge CBD would assist our future traffic flow. The idea of a third bridge so close to the current high-level bridge is insanity in its simplest form. Bryce st is no longer a viable alternative. No city in the world adds a traffic bridge which would congest the main throughfare. Please find an acceptable site for the third bridge before we loose all alternatives.

<b>Feedback Reference Number</b>	506
<b>Name</b>	Wendy Paul
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	More frequent public transport and more coverage of public transport.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	There will still only be 2 bridges for cars. The population will grow and cars will increase.
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	507
<b>Name</b>	Wendy Portegys
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	I don't like it as it's just shifting the traffic congestion a short distance up the road. Option A is the preferred option so can get over the river and avoid town.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	As above, it is just shifting traffic congestion a short distance up the road and close to town centre still.
<b>5. Any other feedback?</b>	Option A is better connection to cycle at Karapiro.

<b>Feedback Reference Number</b>	508
<b>Name</b>	Wendy Richdale
<b>1a. Do you have a preferred option?</b>	C
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	Good transport around Cambridge and to Hamilton is essential. We need to keep biking and walking a safe and viable option in Cambridge for school children and people that work in town
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	

<b>Feedback Reference Number</b>	509
<b>Name</b>	Yvonne Lomey
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Nothing. Can only see lots of traffic lights which would increase blocked central Cambridge.
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	Traffic lights every block which would cause more congestion at high user times. Would prefer a crossing out near St Peters to link up with the motorway. I would use that to get to Leamington and avoid all central town traffic. Do not like closure of high level bridge to cars. The children from the proposed new school from Leamington would ease their ability to attend another school as Leamington is probably at capacity leaving little ground areas if more buildings were added. Many people commute from Leamington to Hamilton for work and also to Te Awamutu for shopping especially to Park n Save. Tankers could also have an access to the factory via Race Course road.
<b>5. Any other feedback?</b>	Why wasn't this option considered as it certainly was when State Highway ran through central Cambridge?

<b>Feedback Reference Number</b>	510
<b>Name</b>	Yvonne Petri
<b>1a. Do you have a preferred option?</b>	D
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C - Enhance transport options</b>	
<b>5. Any other feedback?</b>	Third bridge close to town. But then the second bridge needs to still allow cars otherwise the third bridge is just a second bridge. You could have the old one go one way maybe and the other half could be cycle and walk

<b>Feedback Reference Number</b>	511
<b>Name</b>	Zane and Lisa Holton
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	Increased walkway safety around the blue designated area.
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	We do NOT support the building of a third bridge in this proposed location (blue designated area). It will increase traffic including heavy traffic servicing the Matos Segedin Drive industrial area and will impact the special character and value of the established residential area. The creation of a bridge connecting traffic west to Hamilton road access points and into the town centre will increase traffic and danger around both Cambridge Middle School and Cambridge Primary school contributing residents. This is in contradiction to current initiatives to increase the safety for walkers and cyclists in this area.
<b>5. Any other feedback?</b>	The public notification of this “preferred option” has been poor, leaving affected residents little time to submit feedback before the March deadline. It seems like the “stakeholders” do not include the local ratepayers most affected by this development case.

<b>Feedback Reference Number</b>	512
<b>Name</b>	Zion Harrison
<b>1a. Do you have a preferred option?</b>	
<b>1b. Please Specify (further information on choice of preferred option)</b>	
<b>2. What do you like about option A?</b>	
<b>3. What do you like about option B?</b>	
<b>4. What do you like about option C?</b>	
<b>1.1 What do you like about the emerging preferred option C - Enhance transport options.</b>	
<b>2.2 What don't you like about the emerging preferred option? Option C – Enhance transport options</b>	
<b>5. Any other feedback?</b>	Hi there, just a quick email in regards to your form I've read through all your options and none of your options. Seems logical for the Cambridge and Leamington Township making the bridge for walking and driving only considering a lot of people in town either work in Hamilton or we get a lot of influx of traffic throughout the main bridge. There needs to be an option for a bridge from Leamington to Hamilton Road. It's just the most logical option Reducing traffic on the main street but then sending it to the lower bridge is no logical answer trying to make people walk and bike more isn't gonna work and forcing Harsh time limits in town is pathetic. Yes public transport needs to be sorted in this town. They also needs to be a bus from Cambridge to Te Awamutu.



## **APPENDIX 2**

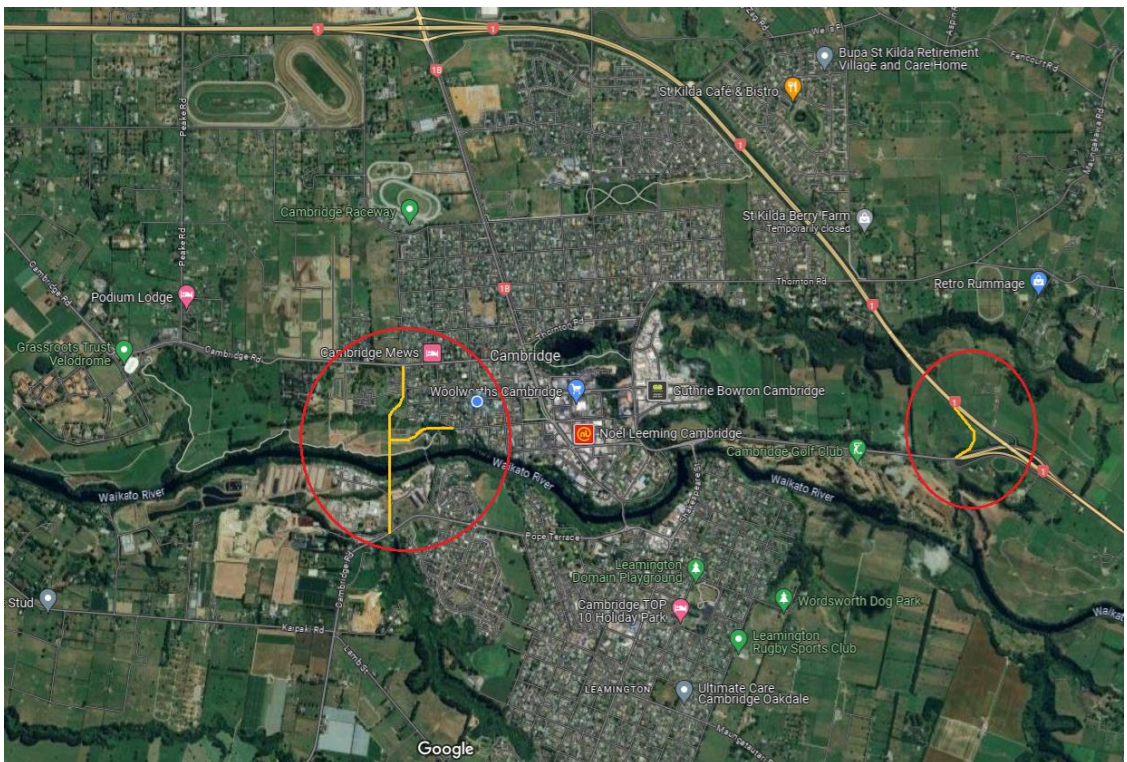
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Cambridge Connections – Extended Feedback Responses (*document number 11235691*)

Feedback 28

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# Cambridge River Crossing Vogel Street Proposal



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# Cambridge River Crossing Proposal (AW)

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## Background to this Proposal

The Waipa District Council released a proposed transport development video several weeks ago with the main purpose of presenting three main ideas regarding a proposed new vehicle river crossing for Cambridge and the ultimate closure of the existing High Level bridge to road traffic.

Unfortunately, the video proposed Option C was heavily weighted as the 'emerging preferred option' leaving the impression that there was really no further discussion regarding this issue and the site of a new bridge was just a formality and the new bridge would be somewhere in the Bryce Street to Hall Street area.

The way in which the video was worded and presented has created a substantial outcry from the community over the seemingly forgone conclusion that the new bridge would be in the area detailed in Option C.

The purpose of this submission is not to further criticise the Option C proposal but to present an alternative solution that will require minimal disruption to the existing residential and heritage areas of Cambridge and yet cater for the future needs of Cambridge from a transport perspective.

## Thankyou for the Work That Has Been Done

I would like to thank the Council for all of the effort that has gone into researching the transport issues that affect Cambridge and the future planning that needs to go into meeting the needs of Cambridge for the next generation of residents.

Thank you also for the opportunity for the opportunity to present alternative solutions to the 'preferred' Council option and open this subject up for public consultation and suggestion.

## Acknowledging Existing Research and Studies

- It is understood that the current High Level bridge must at some point close within the next 20-25 years as a main vehicle trafficking route across the Waikato river and change to a pedestrian and cycleway only.
- From the studies presented it seemed that 70% or more of the traffic that uses the High Level and Low Level bridges is not through-traffic but local vehicles moving from one side of the river to the other and back again.
  - Having a new bridge close to the town centre does make sense in this instance as most traffic movements do seem to be local residents going about their business.
  - The fact that the traffic survey determining the main traffic movements through Cambridge/Leamington was conducted in a 'red traffic light' period during the Covid lockdown means that any data collected during this survey is complete and utter garbage and should never have been used as a realistic traffic survey for making the sort of decision that the council did regarding a decision of the magnitude for a new bridge in Cambridge/Leamington.
- The new Expressway has made a significant difference to Cambridge and significantly reduced traffic passing through Cambridge. Our home is one block away from Cambridge/Hamilton Rd.
  - Before the Expressway was opened we would hear heavy vehicles rumbling up and down Cambridge Rd all night long. After the Expressway opened the heavy traffic noise stopped instantly.
- The new Expressway also generally reduced trafficking passing through Carter's Flat.
  - Before the Expressway was opened it was virtually impossible to turn right out of Gillies St into Albert St as there was a constant stream of traffic in Albert St 12-14 hours a day. Since the Expressway was opened I have regularly been able to turn right out of Gillies St into Albert St, although over the last few months it has become more difficult to easily make this turn.

## The Sustainable Energy Revolution & CO<sup>2</sup> Emissions

While one of the key features of any new roading project is the aim to reduction in CO<sup>2</sup> emissions, the popularisation of EV's (Electric Vehicles) in many ways nullifies the need to prioritising CO<sup>2</sup> emissions as a major consideration.

Within the next 10 years it is likely that 30%-50% of all vehicles in NZ will be pure electric or hybrid-electric including heavy vehicles. I am personally involved in a heavy vehicle electrification project working with New Zealand's second largest company. The aim of this project is to convert all of their heavy road transport vehicles to pure electric or Hybrid power trains within the next 5-7 years.

**Cambridge River Crossing Vogel Street Proposal 2024**

It is most likely that a workshop will be setup in Cambridge to undertake the conversion of these heavy vehicles to a hybrid-electric drive train.

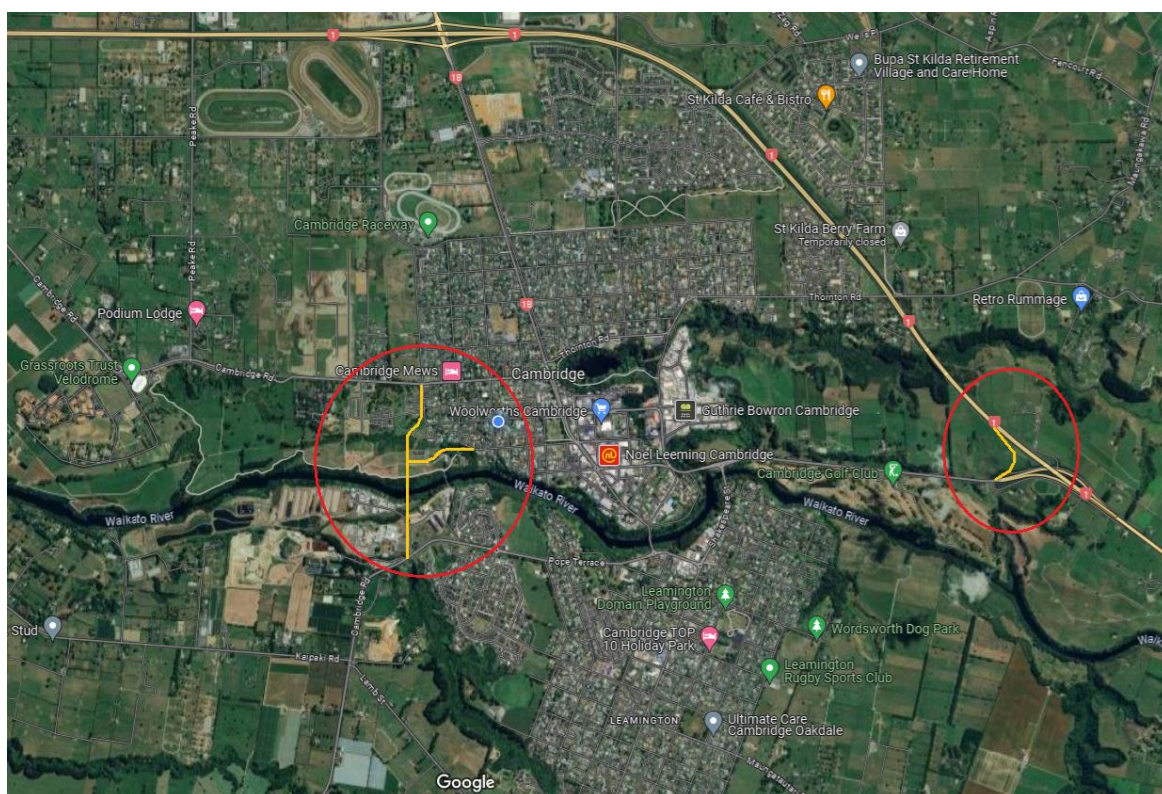
There are more than 100,000 pure EV's or Hybrid-Electric vechiles on NZ roads today. While there is a slowdown in growth of this market from from 27.7% of all new vehicles sold in 2023 to around 7.3% for 2024 to date, the fact remains that as the charging infrastructure grows and prices for new EV's fall, the number of EV's and Hybrid vehicles sold will increase, especially when they become cheaper than conventional ICE (Internal Combustion Engine) cars.

Arguing that CO<sup>2</sup> emmissions reduction is a major contributor to the new bridge location is somewhat obsolete in today's environment given that CO<sup>2</sup> emissions reductions are happening without the Council having to make any special effort to make radical road transport decisions to take this into account.

## The Proposal

This submission proposes that there are two main areas of new road transport development.

1. New road and river crossing in the general area of Vogel Street/Resthaven Retirement Village.
  - a. I will use the term 'Vogel St' to define this proposed route, however I am actually proposing that the road is built somewhat to the West of Vogel St following an acceptable route through what is now Restahven.
2. New on-ramp/off-ramp on the Thermal Explorer Highway for traffic from Cambridge/Te Awamutu to enter/exit the Expressway for traffic to head North from the Cambridge direction or West past the golf course and over the low level bridge to Te Awamutu or any direction South of the river.



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## Reduce Through-Traffic and Simplify Local Traffic Movements

This proposal is two-fold.

1. Reduce through-traffic in Cambridge
2. Simplify local traffic movements without destroying existing residential areas

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## Reduce Cambridge Through Traffic

This proposal focuses on diverting through-traffic around Cambridge.

Traffic approaches Cambridge from three major directions.

### From the South

- Traffic from the **South** heading **North** is now diverted around Cambridge with the construction of the new Expressway. (no issue to resolve)
- Traffic from the **South** heading to **Te Awamutu** can exit the Expressway at the Cambridge off-ramp, follow the existing road over the Low Level bridge, head along Cook St, then Pope Tce and on the Te Awamutu.
  - This is the current route and does seem to work acceptably well, although some improvements could be made for better vehicle passage at the roundabout at the end of the High Level bridge.
  - When the High Level bridge is decommissioned for vehicles the roundabout will not be required and this will fix the bottleneck at this point.

By-and-large traffic from the South would remain as it currently is with no need for dramatic improvement.

### From the North

- Traffic from the **North** heading **South** is now diverted around Cambridge with the completion of the new Expressway. (no issue to resolve)
- Traffic from the **North** heading to **Te Awamutu** would enter Cambridge from the Western Cambridge Expressway off-ramp and head down the old SH1, turn at the new 'Vogel St' intersection and head over the new bridge directly onto the Cambridge/Te Awamutu road.
  - This route bypasses most of the existing residential areas, however as Cambridge expands to the West there will be some heavy traffic passing through the outskirts of the residential areas.
  - Industrial land on the South side of the river would gain access points to the North which would be of great benefit to all businesses in this zone.



## Cambridge River Crossing Vogel Street Proposal 2024

### From Te Awamutu

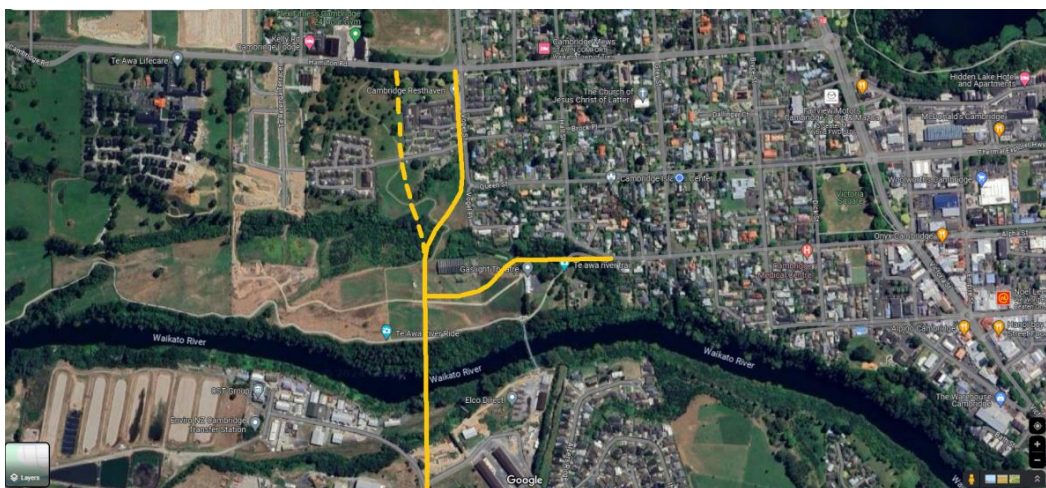
- Traffic from **Te Awamutu** heading **South** would follow the current route along Pope St, Cook St, Shakespere St, over the Low Level bridge then onto the Thermal Explorer Highway and on-ramp to SH1 South.
  - Incremental improvements could be made to this route to better cater for heavy traffic, however the route would remain largely unchanged from it's current path.
- Traffic from **Te Awamutu** heading **North** would turn onto the new 'Vogel St' bridge, head up the Western Cambridge access route and directly onto the Expressway via the Northern on-ramp.
  - This route bypasses most of the existing residential areas and removes the need for additional roading improvements to cater for heavy traffic to pass through ANY existing residential areas of Cambridge.

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## Simplify local traffic movements without destroying existing residential areas

Catering for local traffic movements can be accomplished in several ways.

Optimise schools so that there are sufficient schools on either side of the river so as to cater for all school ages on both sides of the river. This should minimise traffic and maybe cut school drop-off and pick-up traffic movements by 50%. I have no data to determine actual numbers of traffic movements for this purpose but if there are schools to cater for all ages on both sides of the river then there will certainly be a reduction in cross-river traffic movements.



Proposed route in solid line down Vogel Street with alternative route shown with dashed line through part of the greenbelt area.

## Vogel Street Bridge

There are several reasons why placing a new river crossing in the Vogel St area is a good idea.

1. Vogel Street (or near to Vogel St through the Resthaven complex) is still close to the town centre for easy access for local residents.
2. Vogel Street is sufficiently out-of-town to enable all traffic types to cross the river and gain access to existing Cambridge Rd routes both North and South with minimal impact on local residential areas.
3. Any roading development around Vogel Street will primarily be in a greenfields area to the North and South of Resthaven.
4. Resthaven is a Council-owned aged care facility. It is much easier to disrupt a council led service than deal with irate permanent residents.
5. The population of Resthaven is transitory with many residents living there for 5 years or less. Some may live there for 10 years or more, however all residents that have bought into Resthaven have a license to occupy and are not actual owners of the property they reside in.
6. A significant amount of development has taken place at Resthaven over the last few years and a new multi story building recently built. It would be unfortunate to have to reconfigure Resthaven after such investment, however in the interests of Cambridge's future a very creative solution could be designed to minimise the impact on Resthaven and not lose too much ground.
7. If the new access road was close to Vogel St or in-fact down Vogel St there will be certain resistance to such a location, however there would be minimal affect on Resthaven with only a few meters of existing (old) buildings being lost in the process. Access to Resthaven may need to be from Cambridge Rd and not Vogel St.
8. The Resthaven owned buildings on the East side of Vogel St could be sold to private buyers.
9. Land to the North and South of Resthaven is part of the greenbelt or as of today, undeveloped land so there will be few private owners to negotiate with.
10. Resthaven could potentially be moved to a completely new site and a new road built right through the middle of the current facility. Existing valuable infrastructure could be sold to private buyers and the new road designed to be located where much of the older buildings are on the site.
11. Keeping the new road and bridge away from existing residential areas is ideal to retain the integrity of Cambridge and green 'feel' of the place.
12. through that area. The zone directly above the road would no doubt need to be some sort of green or community space.
13. The bridge should be more than a functional structure but be an award worthy design that is innovative and a structure to be proud of.
14. Access from the main town centre to the new bridge can be easily achieved by extending Alpha Street to link up with the new road along the lines of the current

**Cambridge River Crossing Vogel Street Proposal 2024**

‘paper road’ that exists today. There is already a designated path for this road to follow.

**Keeping Noise to a Minimum**

If the Vogel Street access was to pass through the middle of Resthaven (Green Belt area) a portion of the road could be set below ground level which means an over-bridge or 100-200m tunnel could be constructed to enable above ground access between the Eastern and Western areas of Resthaven.

Providing a below-ground section would retain much of the open space that currently exists in the Resthaven area and also maintain much of the green belt zone land.

A below-ground section in the vicinity of Resthaven would minimise noise and also enable a more gentle gradient between Cambridge Road and the lower area nearer to the river bank and bridge access.

**CO<sup>2</sup> Emissions Reductions**

A consistent gradient between the new bridge exit and Cambridge Road means that heavy vehicles can maintain a consistent speed and therefore minimise the amount of CO<sup>2</sup> emitted into the atmosphere.

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**Summary****Three Most Important Aspects**

There are three important aspects of a new bridge in Cambridge/Leamington.

1. That no existing housing in existing residential areas should be destroyed in the development of a new bridge and access roads.
2. That a suitable green-fields zone be selected for the new bridge development and access roads.
3. That a suitable site meeting the criteria of point 1. and 2. above be sought IMMEDIATELY to ensure that an acceptable site is allocated even if the bridge and access road construction is 5, 10, 15 or 20 years away.

**Feedback From Public Meeting on 1<sup>st</sup> May 2024**

The public meeting held on the 1<sup>st</sup> May 2024 clearly notified to Council the overwhelming support in the community of Cambridge/Leamington for the three most important aspects of the bridge decision moving forward.

That is points 1., 2. and 3. above.

**Cambridge River Crossing Vogel Street Proposal 2024**



Overwhelming 'YES' support for a new bridge, and that the bridge and access roads should be located in a green-fields area that does not destroy any existing residential zone.

## Feedback 47

To the Cambridge Connections Project team,

RE: Feedback for the Cambridge Connections proposal.

**Please accept our feedback regarding the bridge location in Appendix 1.** A third bridge is needed in Cambridge, and we hope our feedback will inform the next phase of business case development.

**Please accept our feedback regarding the implementation of the Cambridge Connections project in Appendix 2.** Our intention is to capture this feedback formally, so that our experience will not be repeated for any other member of the community. We also hope that our feedback informs the independent review currently underway.

There are multiple policies and laws to safeguard individuals and communities when large infrastructure projects are needed. It appears the consultation and engagement approach for this project breaches areas of the Local Government Act, internal WDC policy for Significance and Engagement, and Code of Conduct. The information about the bridge location is irrevocably in the public domain. This has placed a significant, and totally avoidable, financial, and emotional burden on our family.

The decision to remove the bridge location from the discourse, leaves the remaining elements in the proposal incoherent and disjointed. The revised information is also unclear. For example, the pedestrianised Victoria Street Bridge is included in option A, but not shown in the new map. This makes it challenging to provide informed feedback on the remaining elements. This should be acknowledged when reflecting on the robustness of the consultation results.

Regards,



## Appendix 1: Bridge Location Feedback

We support an out-of-town bridge location. This location will:

- Eliminate the impact to the established, central residential neighbourhood character and value.
- Reduce cost and time with new infrastructure in a green field and undeveloped area.
- Better connect areas designated for future growth, with industry and residential growth cells to the north and west of the town centre.
- Better reflect the needs of future traffic flow across the river - long distance commuters and freight.
- Allow for a new corridor and collector roads to be built to best practice design without the constraints of an existing urban area.
- Align with a pedestrianised town centre strategy, diverting traffic away from an extremely congested single corridor.
- Be safer for existing pedestrian and cycle school routes, with less crossings of existing and recently upgraded cycleways.
- Align with the recent cycleway improvements and traffic calming measures on Alpha and Bryce streets.
- Adequately space the bridges for the future long-term growth of the town.

We oppose the in-town bridge location due to the:

### 1. Significant and unjustified adverse effects to established neighbourhoods and the Town Green Belt.

- a. The in-town bridge will require significant network upgrades through a well-established residential community and town belt, significantly altering Cambridge's neighbourhood and town belt's appearance and ambiance.
- b. Traffic (private and freight) and noise pollution will increase, the natural beauty will diminish. This will take away from the village environ that is cherished in Cambridge.
- c. Maintaining and enhancing the existing elements of the Residential Zone that give each town its own character, is an objective of the WDP, Part D, section 2.3.1.
- d. The in-town bridge will require the removal of the wide grassed road verges to accommodate increased traffic, in conflict with WDP section 2.3.1.1(b)).

- e. Grey and Hall Street's wide berms and tree lined streets are depicted in the WDP as examples the existing residential character of Cambridge. The WDP seeks to protect this character and replicate it in newly developed areas. These are the streets that are proposed for the in-town bridge, and its main connector corridors.
- f. The in-town bridge may require removal of villa, cottage or bungalow type housing, in conflict with WDP section 2.3.1.1 (f)).
- g. The in-town bridge area spans multiple heritage items, protected trees, and sites of archaeological significance (WDP Appendix N1).
- h. The in-town bridge area passes directly through the Cambridge Queen Street Character Cluster (WDP Appendix DG1).
- i. The town belt is a defining feature of Cambridge and Leamington, as described by the Cambridge Town Belt Reserve Management Plan 2012 and is a valued open space environment. This open space would be significantly reduced by the in-town bridge.
- j. The Cambridge Town Belt Reserve Management Plan 2012 (Policy 14.6) discourages the location of new buildings and infrastructure within development sensitive areas, where the protection of open space character is especially desirable. The in-town bridge passes through two development sensitive areas.
- k. The town belt allows for the line of sight (view shaft) and access from the Marae to the Waikato River, which will be broken by southern bridge access.

## **2. Unwarranted cost and inefficiency.**

- a. WDC must prioritize fiscally responsible decisions using taxpayers and ratepayers' money. In contradiction, the location for the in-town bridge includes the most expensive central land in Cambridge.
- b. Acquisition of established land in an existing neighbourhood, from multiple small landowners, in central suburbs, is not a financially responsible or efficient decision.
- c. The \$10 million Cambridge Pathways project on Bryce Street (one of the two through streets identified) is close to completion. Significant re-work will be required to allow for a new arterial route from the bridge.

### **3. Over-emphasis on status quo and central town.**

- a. Too much weight has been placed on the current Cambridge town centre and central business district for the in-town bridge option.
- b. Over the next 30, 50, or 100 years, Cambridge will expand into areas zoned for future development, and our Cambridge town centre will evolve into one of several community hubs/shopping nodes/satellite CBDs, as outlined in the recent Ahu Ake Spatial Plan.
- c. Future decentralised services will significantly reduce the present traffic users from Leamington into town. The likely future increase in commuter
- d. and freight traffic should be accommodated by an out-of-town bridge.,
- e. The WDC long-term plan reports that despite intensification of central land use, most of the expansion will occur in the northern part of town (C7, C2, C3, C1 and Cambridge North). There will also be significant residential development in the west for Leamington (C11 and C4). An in-town bridge does not appear to take this expansion into account.

### **4. Misrepresentation of current and future community need by the Bluetooth traffic data.**

- a. The Bluetooth data collection heavily favours status quo Leamington commuters who travel for school and shopping in the existing town centre. These facilities are currently unavailable or limited in Leamington.
- b. Decentralised essential services, and a decreased need for car use in the future will reduce the flow of traffic from Leamington to Cambridge central, which contradicts the current, and only provided justification for the in-town bridge option.
- c. Commuters and freight will require easy access to the main north/south routes and servicing the new Hautapu industrial areas. The in-town bridge option does not provide ease of access, with potential bottlenecks, already experienced along Hamilton and Victoria Street arterial routes.
- d. Bluetooth data was collected over the COVID Red Light traffic setting in 2022, and there was a significant shift in behaviour at this time. For example, all meetings at council were held on Zoom and Waka Kotahi has reported that 31% of employees were working from home.



## **5. Ineffective single corridor approach for Cambridge traffic.**

- a. Pedestrianising the Victoria Street bridge with the in-town bridge will move the current congestion problems of Victoria Street into established residential neighbourhoods, with the addition of heavy/freight vehicles.
- b. Long-term planning for growth cells and supporting connections, as outlined in all long-term plans for Cambridge, indicate that multiple corridors and arterial networks around Cambridge are needed.
- c. The new bridge location should direct cars away from the town centre, and provide easier traffic flow and accessibility to northern/southern destinations and to Hautapu industrial growth cells.
- d. Directing freight through established residential neighbourhoods, with multiple cycleway crossing, into a single corridor to meet SH1, is not safe for residents, cyclists, pedestrians, and does not meet the needs of industries freighting goods.

## **Appendix 2: Project Implementation Feedback**

### **1. The community was not adequately represented during the business case development.**

- a. It appears stakeholders responsible for representing the community were instructed not to share project information, conflicting with the PIP and draft business case directive for the stakeholder roles.
- b. There appears to be no project information shared with the community over the course of the project, prior to February 28.

### **2. The consultation approach has introduced uncertainty to the property market and placed undue risk to property value.**

- a. The Cambridge Connections FAQs highlight the "huge impact of the third bridge location on the community" and "the importance of thorough investigation" (<https://www.waipadc.govt.nz/your-waipā/majorprojects/cambridge-connections-our-future-transport-plan/cambridge-connections-faq>), yet this proposal highlighted a very specific area for the new in-town bridge with clear messaging that this is the 'preferred' location.
- b. Dawn Inglis recognised in 2020 that "designating a route too early can impact property values and force Council to purchase land." (<https://www.cambridgechamber.co.nz/blog/post/79929/third-bridge-presentation-by-waipā-district-council/>).
- c. The highlighted area is essentially a designation in the public eye, which has instant, and ongoing financial impact to property value within and around the highlighted area.
- d. WDC made no short- or medium-term provisions to protect property values within the in-town area for this long-term proposal.
- e. The release of the specific location of the in-town bridge preferred option has not adequately considered the immediate economic, environmental, cultural, or social wellbeing of our community. This appears to breach the Local Government Act 2002, Section 14 (1)(c)(iii).

**3. The proposal lacks the information required to make an informed submission.**

- a. Concerns about the timing of blue tooth data collection, evidence to justify retiring traffic from Victoria Bridge and the interim/incomplete MCA assessment prior to consultation have been highlighted by members of the community, across many formal and informal avenues.
- b. Conflicting information has been provided from WDC staff, an inordinate amount of effort is required to find and access information on the Waipa Website, or it is not available at all.
- c. On the 21 March 23, the public information session did not cater for the numbers attending, was completely disorganised, and WDC staff were hard to identify. Questions could not be posed to any project members due to the number of people, and there were no consistent answers from staff. We could not hear the speakers for the impromptu presentation as no provision for microphones or speakers made. There was no consideration for other community needs in respect of language or accessibility, and the session was closed early.
- d. There has been no transparency of WDC's decision making, with very little information or detail provided in the options put forward. This appears to breach the Local Government Act 2002, Section 14 (1)(a)(i).

**4. Inadequate engagement has occurred for this project of significance.**

- a. There has been no successful targeted engagement for this project, which appears to breach the Local Government Act 2002 Section 78(1) and the Waipa Significance and Engagement Policy, July 2021.
- b. The importance of early engagement and socialising information was highlighted by councillors to the project team at the Service Delivery Committee 21st March 2022. This does not appear to be actioned by the project team.
- c. There was no targeted communication, advertising, neighbourhood campaigns, or engagement for ratepayers in the blue highlighted area. Our awareness of the consultation arose solely from an article in the Cambridge News, published on February 28th. This featured an image of the proposed Option C new bridge area—directly spanning our property, with the heading "Build it There!"

- d. A letter, dated 15 March, from Mr Bryan Hudson, WDC Transport Manager notified residents of the proposal 2.5 weeks into the initial 4-week consultation. This was a letterbox drop addressed to residents, not ratepayers.
- e. The Chamber of Business was privy to targeted engagement, with key stakeholder meetings held in February and March 2024. This shows WDC has the capability and capacity to engage with key stakeholders, they just chose not to include ratepayers within the blue area. This erodes the robustness of the consultation feedback.

## **5. Lack of optioneering**

- a. Keeping Victoria Bridge open to light traffic would significantly influence the position of a new bridge, yet no options have this provision.
- b. No reports or detailed investigation of the lifespan of Victoria Bridge is available. It appears this is tacit knowledge, not evidential.
- c. Maintenance costs for a pedestrian and cyclist only high-level bridge option will be similar to retaining light vehicles.
- d. The proposal assumes that improved or enhanced transport choices (Option B and C) can only occur with an in-town bridge. Improved or enhanced transport choices with an out-of-town bridge appears to be an equally viable option, but not considered by this proposal.
- e. The significance of the location (in town vs. out of town) warrants its own multi-criteria assessment, or have greater weight within the interim MCA results.

## **6. Feedback bias.**

- a. Early feedback was requested for Option C only.
- b. An incorrect questionnaire was distributed at the information session, which was not retracted by WDC.
- c. There have been multiple changes to the dates, feedback questions, proposal elements and terminology. The feedback has been collected at the same time as the enhanced annual plan. This introduces a level of feedback fatigue and uncertainty in the robustness of feedback results.

**7. Lack of comprehensive planning or risk assessment.**

- a. There has been no transparency or accessible information justify the in-town bridge location, or the closure of the Victoria Bridge to traffic.
- b. There appears to be no detailed risk assessment or impact assessment completed prior to consultation.
- c. This project has solely focused on traffic management options, without considering the wider economic, cultural, or social implications.
- d. This has eroded community trust and reliability of in investment in Cambridge, even in historically significant neighbourhoods.

**Feedback 61**



***Our Vision: A Vibrant Cambridge***

***Our Mission: Leading & Supporting A Strong, Connected Business Community.***

<b>Date</b>	<b>May 2024</b>
<b>Submission From</b>	[Redacted]
<b>On</b>	<b>Cambridge Connections feedback</b>

- ✓ We believe that strong businesses build strong communities.
- ✓ CBC is a strong, recognised, and trusted independent voice of business within our community. We are independently funded by membership and strategic partner relationships.
- ✓ Waipa is a great place to live, work and invest in, well managed growth is key to attracting new business and talent to our towns.
- ✓ The Cambridge Business Chamber represents a robust membership of almost 400 members, and it is imperative that our input is acknowledged as a vital voice for the business community.
- ✓ This document has been developed after considerable thought, consideration and feedback obtained by members and residents over recent weeks.

## Cambridge Connections

The initiatives under discussion, namely the parking management strategy and the designation of a third bridge, have been eagerly anticipated by the Chamber.

Over the course of several years, we have actively advocated for these developments, recognizing their significance for our community.

The level of detail provided to the community, and noted absence of crucial economic data, and geological information, casts doubt on the validity of the preferred option or in fact any option.

There needs to be accountability from Council and indeed your consultants, who were paid significant taxpayer money but in my mind failed to deliver appropriately to council and caused significant stress in our community.

Stakeholder engagement must be redefined by the Council.

It is surprising and concerning that key developers, business leaders, industrial precincts had no awareness of this project beyond the communication efforts of the Chamber.

We specifically requested that Chamber members be informed about the drop-in sessions, as without our intervention, they would not have been engaged in the process.

And those directly affected by the blue blob, well that was the icing on the cake!

This highlights a significant gap in the outreach and communication strategies employed by the Council.

Process and communication failed everyone and not cognisant of a high-performing organisation.

I have attached the Chamber transport strategy document I wrote in 2022 as background.

This document stated;

*The forum provided some great insights for those looking to submit, perhaps also for Council around messaging, transparency and information provided, when a strategy of such significance goes out for public consultation.*

History repeating, as it did, on the consultation around Wilson Street cycleways, and urban mobility dots and planters debacle that we all remember so well.

On the 30<sup>th</sup> April, an independent review was announced. At what cost, on and above the \$300,000 + that has already been spent to date.

Here we sit now in May 2024, with yet more investment, further delays in addressing the future need and now no timeframe to progress.

## Summary

With bridge locations off the table in response to concerns raised by residents', feedback is still being sought on other aspects of the project.

This seems a futile exercise.

The long-term transport strategy must include all modes of transportation, infrastructure, technology and demand, and all needs to be considered for the overall process.

We consider Cambridge Connections to have serious shortfall in future proofing of our town on many levels.

The council's reputation is at risk and the need to future proof our town with this strategy is critical. We need to plan and manage the growth of Cambridge now.

If a site isn't secured soon, the rate at which development is occurring will mean fewer options available and it is clear, designation in a well-established residential area is not going to land well with ratepayers.

## Item specific feedback

### **Bridge options**

1 – 7 should all be reviewed as the business case is developed.

There are also ideas floating in the community that should also be explored, including the ring road concept.

**Fergusson Bridge** In your documentation, it states that Leamington users would continue to use the low level bridge rather than travel further or avoid congestion. There seems to have been little consideration on the impact on this entry point.

### **Ramps - Tirau Rd**

With Cambridge to Pairere stated as a road of significance, there is an opportunity for Waipa District Council to support advocacy during the design process to enable ramps and future proof traffic diversion if access was available.

I have the support of Louise Upston, and I do not understand Waipa District Council's reluctance to shoulder in on this issue.

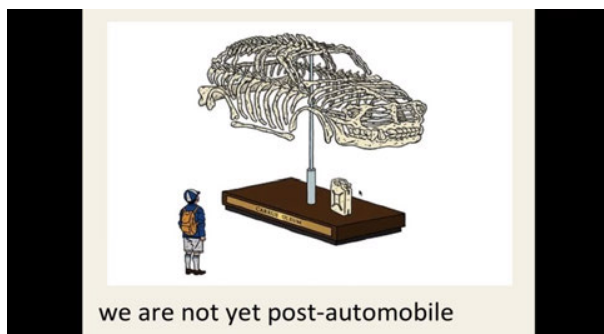


## Southern Links

As a road of National Significance and economic value to our district, surely this must also have influence on our transport strategy and should be more closely considered in conjunction with the towns connections.

The importance of Southern Links to the growth and development of the Airport, industrial node, MCEC and surrounding environs should not be underestimated.

## We are not post-automobile



While we support the goal of encouraging a **mode shift** away from private car transport toward active forms of transport, we must continue to cater to the needs of our rural population who will rely on vehicular transport.

## Rail

We note the possible future that **rail** could play in transport. We believe Council should think more long-term in relation to rail opportunities through the planning and protection of corridors.

Investment in rail within the region will further unlock our district socially and economically, further enhancing Waipa's appeal for the future.

We 100% support Public transport given its direct contribution to economic growth and productivity by providing easy, fast access between peoples' homes and where they work, play, study and access to community services

Public Transport is also needing to be considered **inbound** into Cambridge, Hautapu, Carters Flat and Titanium Park to support and enable our districts growing workforce.

With housing at a premium, many businesses are recruiting from out of district and therefore connectivity into these areas are highly relevant for commuting employees.

## Aging demographic

Feedback over recent weeks has raised questions about catering for both an ageing demographic and for those with disability needs.

We hope that due consideration will be given to this.

**Parking**

There was assurance from certain elected members that Cambridge Connections would house a Parking Management strategy.

This was of course not the case.

The Chamber has an interest both in retail rotation and the newer narrative of parking solutions to accommodate our workforce to ensure retention and acquisition capability.

We feel that any dialogue on this issue will be lost amongst the feedback so will take our advocacy in a different direction rather than seat it here.

<b>Date</b>	20 March 2022
<b>Submission From</b>	[Redacted]
<b>On</b>	Draft Transport Strategy 2021 - 2051

Thank you for your time.




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***Our Vision: A Vibrant Cambridge***

***Our Mission: Leading & Supporting A Strong, Connected Business Community.***

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- ✓ We believe that strong businesses build strong communities.
- ✓ We value integrity, inclusiveness, progressiveness, sustainability, and transparency.
- ✓ CBC represents over 300 local businesses with more than 2000 FTE and is part of a network of over 30 Chambers of Commerce throughout New Zealand.
- ✓ CBC is a strong, recognised and trusted independent voice of business within our community. We are independently funded by membership and strategic partner relationships.
- ✓ Waipa is a great place to live, work and invest in, well managed growth is key to attracting new business and talent to our towns.

The Cambridge Business Chamber wishes to acknowledge the extension period granted for submissions around the Draft Transport Strategy 2021 – 2051 in the current climate, to ensure the business community had the opportunity and time to engage.

The Cambridge Business Chamber, in principle, support the strategy, its key objectives and the supporting actions, subject to consideration and amendments highlighted in the following areas.

During evaluation of the draft strategy, the Chamber consulted with a number of Chamber Members to whom we considered to have a vested interest and sought feedback for inclusion in our submission.

This included the detailed research of Councillor Roger Gordon, whose findings around the inaccuracies of the NIDEA data, growth projections and capacity issues, which naturally raised concerns.

It was great to see an Elected Member, invest considerable time and care for the future of our town and advocate accordingly.

The Land transport strategy workshop hosted on 2<sup>nd</sup> March 2022 proved very useful conversation.

The forum provided some great insights for those looking to submit, perhaps also for Council around messaging, transparency and information provided, when a strategy of such significance goes out for public consultation.

Robert Brodnax's independent review of the process was incredibly useful to those not closely connected with the process.

The Chamber of Commerce, with member voice, are also concerned about the integrity of the data, however this conversation went some way to reduce concerns,

given the acknowledgement of the WRTM shortfalls, imperfect data and the business case process that follows.

As Brodnax, admitted, “the statistics are not 100% accurate and don’t represent the truth as it is today” albeit we acknowledge that as policy makers you have to work with something.

The level of service recognized on both bridges, Victoria Street, Victoria Rd and Hamilton Rd at peak hours, remain relevant.

We support validating data with a local perspective via Developers and current traffic counts, to ensure they are given priority consideration **here and now.**

As such, we bring forward Roger Gordons flags to keep them top of mind and ensure the current “pinch points” are assessed with a sense of urgency.

1. The 2055 predicted population of Cambridge (as stated in the Draft Transportation Review on page 11) of 34,550 differs considerably with the Cambridge & Environs 2055 NIDEA projection of 45,037. The Council was criticised at the Chamber of Commerce LTP workshop last year for using a population figure in the LTP consultation document that was so obviously incorrect.

2. Using an incorrect population projection runs the risk of the Transportation Strategy being outdated in a number of years. The 2010 Waipa Integrated Transportation Strategy was outdated by 2018.

3. The 2021 NIDEA High Growth Scenario Population Projection for the year 2035 is 36,958. Given the difference between the NIDEA 2035 projections for SA2 areas of Cambridge North, Hautapu, and Cambridge North River Gardens and the WDC District Plan Growth Cell population projections for C1, C2, C3, C4, and Cambridge North of 8,945, the Cambridge & Environs population could be 45,903 in 2035. This is well ahead of the Transport Strategy prediction of Cambridge population growing to approximately 34,550 people by 2055.

4. If, as the evidence suggests, the NIDEA 2021 High Growth Scenario Population Projection does not reflect the District Plan Growth Cell information, then the lack of accuracy of those population predictions questions the validity of the WTRM in its vehicle movement predictions.

5. The Snapshot of Where people Live and Work in which 41.1% did not declare a work destination and are hence unknown casts doubt on the relevance of that data.

6. The relevant number of people who use a private vehicle to travel for Work or Education is 15,156, this accounts for 55.3% of the population of Cambridge and Environs.

7. Re WTRM. The evidence suggests that the WTRM report does not include the traffic growth generated by the residential units included in the Cambridge North and C1 development cells

8. Re WTRM. The evidence further suggests that the WTRM report does not include any traffic growth generated by the Neighbourhood Centre, the Health Centre or the Summerset Retirement Village in the Cambridge North / C1 growth cells.

9. Re WTRM. Regarding the C2 Growth Cell, the 2051 WTRM prediction of additional traffic growth in Peak Hour (from 2021 levels) moving in to the area of could be 1,778.

10. Re WTRM. Regarding C3 Growth Cell, the evidence suggests that the WTRM report does not include the traffic growth generated by the residential units included in the C3 Growth Cell

11. Re WTRM. Regarding C4, the evidence suggests that the WTRM report does not include the traffic growth generated by the residential units included in the C4 Growth Cell

12. Re WTRM, regarding Cambridge West SC2 area Hall Street. It is improbable that the level of traffic on Hall Street of 907 vehicle movements during the PM peak period, would be a desired outcome by the residents, nor a preferred option by vehicle users. The high level of traffic at the Hall Street / Hamilton Road intersection crossing the Hamilton Road Cycleway would be contrary to the goals of the Urban Mobility Strategy.

13. Re WTRM, the alternative route for Hall Street traffic would likely be Vogel Street. This would cause considerable traffic in a local street that passes through two sides of the Resthaven retirement

15. Re WTRM, the predicted alternative route methodology as a result of congestion as applied by the WTRM is contrary to the philosophy of the hierarchy of roads and may impact the required level of pedestrian and other user safety from traffic volumes and speed.

16. Re LEVELS OF SERVICE. The Level of Service model used to represent the impact of various levels of traffic movement is inappropriate for a rural town network where the network of roads under the control of WDC consists of arterial roads, collector roads and local roads mostly which are single lane in either direction.

17. Re LEVELS OF SERVICE. The growth in the volume of traffic movements between 2021 and 2051 on the stretch of Victoria Street between St Andrews and Queen Street roundabouts exceeds the capacity of that section of road. The WTRM Level of Service indicator would be equivalent to Level F – Very Congested Traffic with traffic jams especially in areas where vehicles have to merge causing considerable delays.

18. Re Conflict between Commuting Traffic and People Places. The lack of an alternative to Victoria Street in the main shopping centre being used as a main arterial

leading to one of the only two river crossings conflicts with the Cambridge Town Centre Refresh to establish the town centre as a People Space.

19.Re High Car Dependence and Lack of Transport Options. The Draft Transport Strategy refers to WDC Public Transport Improvement Business Case. This Business Case does not provide an alternative mode to private vehicle for residents looking for a non-active mode of accessibility to Central Business District facilities, resources and services. The Draft Strategy needs to consider an on-demand Uber type service or an orbiter style bus service.

20.Re High Car Dependence and Lack of Transport Options. The Draft Transport Strategy needs to specifically identify cycles parking/storage facilities in the CBD to encourage mode shift to cycling.

21.The Need for a Third Bridge in Cambridge. It is a concern that officers of Council, in preparing the Draft Transport Strategy, have already made a judgement on the need for a third bridge.

22.The Need for a Third Bridge in Cambridge. The WTRN report does not recognise the hourly capacity of the Victoria Bridge as stated by the 2018 BECA Cambridge Town Centre Road Bridges Capacity and Demand Study:. The capacity is exceeded by 416 vehicle (by 27.7%) in the PM peak period in the 2051 WTRM prediction.

23.The Need for a Third Bridge in Cambridge. The WTRM 2021 Base figure for the PM peak time traffic for the Ferguson Bridge is grossly understated by 40% northbound and 63% southbound. This would have a substantial impact on the projected 2051 traffic projections.

24.The Need for a Third Bridge in Cambridge. The WTRN report does not recognise that the PM peak over-capacity traffic for the Victoria Bridge re-routed to the Ferguson Bridge would push the 2051 predicted PM peak time traffic to 31% above the capacity of that bridge.

Specifically noting points 21 – 24, we stand strong and united, around the designation of a third bridge in Cambridge.

For reference and ease of access – please find below the Cambridge Chamber LTP submission.

Here we sit in 2021, with mounting pressure from our members to **allocate resources to identify and protect a route for the third bridge.**

The Waipa business community is rightly concerned that the Council is abdicating its responsibility in not planning for the growth of Cambridge, which is already outstripping previous forecasts. By ignoring the concerns that have been repeatedly voiced and not exploring a third river crossing, the Council will back itself into a corner and severely restrict the future liveability of the town.

The general mood of the room is well represented by the following comment from one of our members

***"As a Waipa ratepayer who looks to the Council (its elected members and support staff) to provide leadership and sensible planning for the future, I cannot fathom why it does not have the foresight to plan for another river crossing before either demand or circumstances force it to build another bridge, and it doesn't have the options that are available today."***

#1

We acknowledge the 2021 transport review strategy **does** include consideration of a 3<sup>rd</sup> bridge however we ask that;

Council commit a dedicated workstream within the 2022/3 Annual Plan to assessing alternative crossing sites and developing a business case to collaborate successfully with Waka Kotahi to designate placement.

We received the following response to the Cambridge Chamber LTP submission from Garry Dyet.

*Decisions on other key matters raised during submissions Cambridge Third bridge Council will complete development of a Transportation Strategy this year. If this indicates the need to move at pace and identify a third bridge crossing, the work to identify and designate a route will proceed. This will be funded with initial feasibility work funded from the Transport operating reserve, and any further designation requirements to be funded from loans and or external funding.*

We were advised by Council staff and Councillors alike, that surplus funds had been allocated for a business case study and now we note in the draft Transport strategy, that this will be subject to funding approval through the Annual Plan and Waka Kotahi.

We also note the opening comments under the title - Need for a third bridge in Cambridge

*There are **some community concerns** regarding the rapid growth in Cambridge and the **perceived** need to designate land for another bridge crossing over the Waikato River in the future.*

With respect, the wider community is calling for a commitment toward the designation of land.

The document goes on to say, It is anticipated that a new bridge would be needed in the longer term. The exact timing is not known and is subject to any new growth, significant land changes in Cambridge ( or regionally eg Southern Links now under review) or if Victoria Street was closed to traffic.

When will the voice of our community be heard?

With peak capacity restraints acknowledged, we reiterate Chamber members voice for a 3<sup>rd</sup> bridge designation ask that the business case be activated at pace.

Council reputation is at risk and the need to future proof our town with this strategy is critical.

Chamber also supports and endorses Louise Upston's comments published recently "If the site isn't secured soon, the rate at which development is occurring will mean fewer options available."

Whilst we have never advocated for specific a site, we do highlight the commentary raised in the WRAL/TPL & MCEC's submission around an additional river crossing.

*With the Strategy signalling that a third bridge for Cambridge will be investigated and the location for that being more than likely to be north of the existing two bridges, we strongly encourage Council also include in that investigation the form and function of Kaipaki Road/Mystery Creek Road and their connections to SH3 and SH21. Without thinking about the network to which that bridge connections and how the users of that bridge will travel to and from Hamilton/Te Awamutu would be short-sighted. Furthermore, Kaipaki Road/Mystery Creek Road already serve as an alternative route for Cambridge residents travelling to and from Hamilton. With the growth scheduled for the southern side of Cambridge (in the form of the C4, C11, C5 and C6 growth cells) the reliance on that route for travel choice will increase.*

#2

Should WDC not consider alternative ways to manage traffic congestion from Leamington and re-route to the low level bridge?

We are aware of a report previously generated that assessed revised traffic flows to the current high bridge.

Around 2012 a traffic engineering consultancy report studied, inter alia, the morning rat run traffic from Shakespeare Street using the Victoria Bridge as a short cut to access Bryce Street thus to reach the main road to Hamilton. Altogether not only putting strain on the bridge and causing traffic queues heading in from Te Awamutu but also turning residential Bryce Street into a nightmare for residents. Likewise in reverse in the late afternoon.

Perhaps this is more pertinent now than when it was originally presented?

#3

While we support the goal of encouraging a **mode shift** away from private car transport toward active forms of transport, we must continue to cater to the needs of our rural population who generally do not have any alternative to private cars.

#4

We note the possible future that **rail** could play in transport networks referred to on page 26 of the document. We believe Council should think more long-term in relation to rail opportunities through the planning and protection of corridors.

Investment in rail within the region will further unlock our district socially and economically, further enhancing Waipa's appeal for the future.



Additionally we endorse WRAL/TPL and MCEC's commentary around rail to their location.

#5

We 100% support Public transport given its direct contribution to economic growth and productivity by providing easy, fast access between peoples' homes and where they work, play, study and access to community services

Public Transport is also needing to be considered **inbound** into Cambridge, Hautapu, Carters Flat and Titanium Park to support and enable our districts growing workforce.

We received significant feedback from our SMEs in regard to the draft Transport Strategy around this issue.

With housing at a premium, many businesses are recruiting from out of district and therefore connectivity into these areas are highly relevant for commuting employees.

#6

Another significant issue needing consideration and address, is the imminent resource consent application from Fulton Hogan for a mine off Newcombe Rd.

**The proposed sand mine would drive enormous congestion from trucks on the main roads of Cambridge**

This is proposed for alongside the expressway — on opposite side to the Golf Course - a couple of kilometres from Cambridge CBD

This is a huge mine with an anticipated annual volume of 500,000m<sup>3</sup> per year.

This will generate an anticipated truck movements of 30 per day heading through Cambridge with 100,000 truck movements per day (Note 1 truck & trailer is equivalent to 10 car movements)

One of the implications would be on the Transport Strategy because of 300 - 400 truck and trailer trips daily through the centre of Cambridge because NZTA has declined access direct onto the expressway, instead all truck movements ( to and from the North) will travel through Cambridge pushing traffic through to Hautapu

### **Traffic / Rooding Risks**

Has this mine been denied access/connection to SH1 by Waka Kotahi (NZTA)? **Yes** / No

Does that mean the majority of trucks have to go via Cambridge town to head North, i.e. Carters Flat and Victoria St? **Yes** / No

Is Cambridge already back to the same traffic numbers as it was when SH1 went through it? **Yes** / No  
Is Cambridge already congested with traffic? **Yes** / No

How many trucks do they intend to send through Cambridge town per day? 0-100 / 100-300 / 300-400

Was the SH1 diverted, including trucks out of Cambridge to avoid this problem? Yes / No

How many passenger vehicles does this proposed mine equate to per day? (Note 1 truck & trailer is equivalent to 10 car movements) 0-1,000 / 2,000 / 3,000-4,000

How many passenger vehicles does this proposed mine approximately equate to per year through Cambridge basis working their proposed 6 days per week? 50,000 / 500,000 / 1 mill

Will this massive number of trucks have a major impact on the Cambridge roads and the local community? Yes / No

Is this mine included as part of the latest draft transport strategy? and “Safe roads for all users – including pedestrians & cyclists Yes / No

Is the intersection safe where the trucks would come out? Yes / No

Would this many trucks be in line with Waipa’s draft transport strategy of “Safe roads for all users – including pedestrians & cyclists”? Yes/No

#### THE MINE TRUCK ROUTE THROUGH CAMBRIDGE (in Blue)

- to and from the Mine to the Hautapu slipway onto Expressway (in Yellow)
- for potentially 400 truck and trailer movements through Cambridge (in and out) every weekday
- 1 MILLION EQUIVALENT CAR MOVEMENTS PER YEAR (BASED ON OFFICIAL NZTA EQUATION)



#6

The Cambridge Chamber endorses the combined draft submission by WRAL, TPL and NZNFS where they

1. Seek several amendments to the Strategy to strengthen the role of the Airport, Titanium Park and the Mystery Creek Events Centre in economic growth and transport within the Waikato Region and Waipa District.
2. Seek several amendments that will require Council to think more long-term in relation to local roading networks and rail opportunities through the planning and protection of corridors, to think multi-modal and to encourage/provide for

public transport opportunities between the Airport and Hamilton and the regional towns.

3. Seek several amendments to ensure that the importance of Southern Links to the growth and development of the Airport and surrounding environs is safeguarded and that transport connections (and choice) are provided for.

The Airport is defined as Regional Significant Infrastructure under the Regional Policy Statement (RPS) and correspondingly it is afforded a high degree of recognition in the RPS. The business land around the Airport is also of regional significance and is recognised in the RPS as a 'Strategic Industrial Node'. These two elements interact to create a key regional transport hub and economic growth driver. This synergy aligns with the fact that airports are no longer considered as dormant entities but are becoming more strategic regional resources and gateway sites. Land uses around airports typically reflect the fact that an airport is a major transport hub that acts as a magnet for people and activity. Surrounding land uses can also enhance the use and functions of airports, particularly for freight and logistics.

The long-term vision for the growth of the Airport as an employment node and strategic industrial area is embedded into various strategic city/district, regional and national policy documents including the Waipa District Plan, Waipa 2050 (2009), the Metro Spatial Plan (September 2020), and the Hamilton-Auckland Corridor Plan and Implementation Programme (November 2020) and the draft Future Proof Strategy (2021).

Similarly, the MCEC is an important event, exhibition site and tourism feature for the region<sup>1</sup>. The continued operation and further development of these facilities is important for the local, regional and national economy, particularly in times when other event venues are struggling to meet increasing regulatory challenges. The Mystery Creek Events Centre is unique in terms of location, accessibility, scale and its enabling zoning framework. These factors cannot be underestimated, particularly as demand in the events industry matures with population growth in the golden triangle.

Despite this, the Strategy provides limited recognition to the importance of the Airport, its surrounding industrial node or the MCEC. The airport environs' will continue to develop and add value to the regional economy and its function should be recognised within the Strategy accordingly.

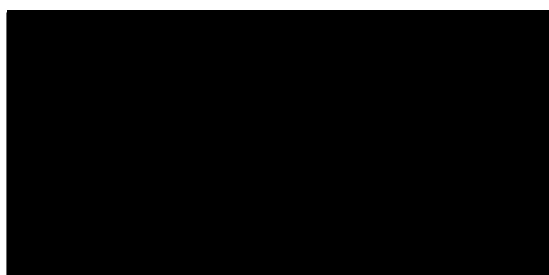
Their submission seeks several amendments to the Strategy to ensure that it recognises the importance of the Airport, its strategic industrial area and MCEC to the Waipa District and the Waikato Region.

## **WRAL/TPL & MCEC detailed feedback**

Relevant Section	Our feedback	Reasons for the feedback
Transport Strategy priorities and key projects (pg 7)	<ul style="list-style-type: none"> <li>Amend bullet point 2 to include planned routes too i.e. Southern Links, not just the existing infrastructure.</li> <li>Amend bullet point 6 to remove reference to “our towns”. The bullet point should be district wide and not just the towns.</li> <li>Amend bullet point 11 to include future proofing Cambridge/Airport/Hamilton connection on the southern side of the Waikato River.</li> </ul>	Refer to Theme B and C.
Section 4 – Key trends for the transport system	<ul style="list-style-type: none"> <li>As present the Hamilton airport is only recognised as providing a port for freight and domestic travel. This could be strengthened by recognise the Airport as Regional Significant Infrastructure, is the only Airport within the Waikato region and its surrounding industrial development is a strategic industrial node.</li> <li>Similarly, the MCEC is identified as being a venue for the Fieldays. This commentary should be expanded to acknowledge that its an event venue, or which Fieldays is one of.</li> </ul>	Refer to Theme A
Section 6 – Key Transport Issues	<ul style="list-style-type: none"> <li>Under the sub-heading “Population and Economic Growth” there is no recognition of business/industrial growth. This paragraphs solely focuses on population growth and residential development. The reference to the NPS-UD could be expanded to include business land to cover this aspect, as its not solely a housing focused policy statement.</li> </ul>	Refer to Theme A
	<ul style="list-style-type: none"> <li>Under the sub-heading “State Highway and Regional Growth Impacts” there should be a recognition of the growth of the Airport and the impact that such will also have on efficiency of SH21, SH3 and its local road connections.</li> </ul>	Refer to Theme A and B
	<ul style="list-style-type: none"> <li>Under the sub-heading “High car dependence and lack of transport options” should ensure that any public transport also provides for connections to and from the Airport/MCEC and should also be looking for opportunities improve local roading networks to provide for bike commuters (i.e. Mystery Creek Road, Kaipaki Road).</li> </ul>	Refer to Theme B.
	<ul style="list-style-type: none"> <li>The sub-heading “Need for a third bridge in Cambridge” is supported and should be expanded to cover the wider network that connects to that bridge.</li> </ul>	Refer to Theme B.
Section 7 – Strategic Approach	<ul style="list-style-type: none"> <li>Include a reference to the Airport in the examples of interventions as follows:  Strategy Focus                             <ul style="list-style-type: none"> <li>New industrial and housing growth focussed in and around main towns and settlements (<u>including the Airport</u>) consistent with...</li> </ul> </li> </ul>	Refer to Theme A.
Section 8 – Taking Action –	<ul style="list-style-type: none"> <li>Objective 1. Amend action 3(c) so that safe and connected walking, wheeling and cycling urban mobility networks also</li> </ul>	Refer to Theme A.

Relevant Section	Our feedback	Reasons for the feedback
Objectives, Outcomes and Actions	relates to key transport connections/commuter routes, not just towns.	
	<ul style="list-style-type: none"> <li>Objective 2, support the references to the Airport and the recognition of rail in supporting freight hubs, such as the improved connections to the Airport/Titanium Park.</li> </ul>	Refer to Theme A and B.
	<ul style="list-style-type: none"> <li>Objective 2. Amend action 9 to include future proofing Cambridge/Airport/Hamilton connection on the southern side of the Waikato River.</li> </ul>	Refer Theme B.
	<ul style="list-style-type: none"> <li>Objective 2. Amend action 10 to include rail connections to and from the Airport and a potential looped network that connects Hamilton, Hautapu, Cambridge, the Airport and Hamilton.</li> </ul>	Refer to Theme C.
	<ul style="list-style-type: none"> <li>Objective 2. Add an action that is around encouraging and supporting the implementation of Southern Links and opportunities for it to become a multi-modal network.</li> </ul>	Refer to Theme B.
	<ul style="list-style-type: none"> <li>Objective 3. Amend action 7 to include key collector roads/future commuter routes.</li> </ul>	Refer to Theme B.
	<ul style="list-style-type: none"> <li>Objective 4. Amend action 1 to also prioritise the construction of mobility networks on collector roads/future commuter routes.</li> </ul>	Refer to Theme B.

Thank you for your time.





## Feedback 63

To: Waipa District Council  
From: [REDACTED]  
Re: Feedback on Cambridge Connections  
Date: 21st May 2024

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#### 1 Legal Status & Feedback

Thank you for the opportunity to provide feedback on the Cambridge Connections project and for extending the date to enable the community to gather information.

I note that 'feedback' has a different legal status to 'consultation'.

With 'consultation' the council officers generally read the consultation input and record their responses in writing, with this information being provided to Councillors to consider. This information is then also available to the public when it is incorporated in the agenda for the relevant Council or Committee meeting.

Further, for consultation, people are able to speak to their points in the relevant Council or Committee meeting, whereas with feedback, this opportunity is not available.

I am concerned that this 'feedback' will not be robustly considered and analysed, because of the issues around this project to date. I would encourage the Council and Council Officers to robustly consider this 'feedback' so that the information can inform the project in its next iteration.

#### 2 Traffic Modelling Issues

While the Council has 'taken the bridge location off the table', it will have to be dealt with again (hopefully not in the far distant future). I believe that there are four issues with the traffic modelling that has been carried out in Cambridge Connections to date and I encourage the Council, Councillors and Council Officers to review the methodology next time the modelling is undertaken.

These are summarised below and explained further:

- a. Northern On & Off Ramps to the Expressway
- b. Victoria Bridge permanent closure to vehicular traffic (instead of considering retaining the bridge open to one way tidal flow traffic)
- c. Consistent modelling across all options (instead of picking and choosing which one gets 'bells and whistles')
- d. Bluetooth modelling done when the country was in Red Traffic Light Omicron Covid Setting, which had more people working from home.



### **A. Northern On & Off Ramps to the Expressway**

The traffic modelling was undertaken between 2022 and late 2023 when it was clear that the proposed Cambridge to Piarere (C2P) Expressway was not going to be funded under the Government at the time (although the Business Case has been approved by Waka Kotahi).

In late 2023 New Zealand had a change of Government, who rapidly confirmed that the C2P Expressway extension is a Road of National Significance (RONS) and will go ahead and be built.

The current Southern On and Off Ramps that come off the Expressway into Tirau Road are on a 2 lane road. My understanding is that an Expressway by definition will be a four lane road. Therefore the current road and intersection off Tirau Road will need to be changed to accommodate the four lane (minimum) expressway.

This is a perfect opportunity for the Waipa District Council and Community to explain to Waka Kotahi why Northern On and Off Ramps should be added into the design and build project. In addition, there is now a proposed Quarry that (if it gets the go-ahead) would I assume get value from these Northern On and Off Ramps as well.

Traffic Modelling that shows the benefit of this would assist in the argument. We have been told that the reason that Northern On & Off Ramps have been discarded is because:

We understand from NZTA that north-facing ramps at Tirau Road were not designed as part of the Waikato Expressway so that the expressway would not be used for short trips between Cambridge.

North-facing ramps were raised through stakeholder feedback and tested using the traffic model as part of the long list options. The traffic model showed some benefits for a small number of people in north Leamington going to Hautapu and Hamilton – around 3,400 vehicles per day but were not taken forward to the short-list options as it was considered that they did not have enough overall benefits for Cambridge.

[I recommend that this be revisited within the traffic team, with consultants and with Waka Kotahi. I also recommend that community input and feedback be sought on these northern on and off ramps, before being discarded as 'too hard'.](#)

### **B. Victoria Bridge permanent closure to vehicular traffic (instead of considering retaining the bridge open to one way tidal flow traffic)**

Please refer to the 'feedback' from G A Hughes, Structural Engineer for more detailed information.

#### **Why does the Victoria Bridge have to close?**

We have been told that the Victoria Bridge only has 20-35 years of life left in it, unless we want to 'throw lots more money at it'.

I have been advised by a senior structural engineer (G A Hughes), with decades of experience working with steel structures and bridges, who is quite familiar with the Victoria Bridge that this is unlikely to be true.

He advises that if the bridge is currently rated to carry vehicular traffic (as confirmed in the 2021 Structural Engineering report by Beca), then as long as it is maintained, it will continue to be able to carry that traffic indefinitely.

We have been told that it would cost 'lots of money' to maintain the bridge.

Maintenance involves cleaning, painting, rust protection and replacing pins, plates and steel when required and it is likely that the biggest cost for maintenance is the access to the structure and the scaffolding rather than the actual work.

#### Historic Place

As a Category A Historic Place, there is a legal requirement to maintain the bridge. It is an offence to 'alter or destroy' a Historic Place. Not doing maintenance on the bridge is likely to be equivalent to 'destroying' the bridge.

#### Pedestrians and Cyclists

Secondly, the bridge will have to be maintained if pedestrian and cyclists are to use it without danger.

#### One Way Tidal Flow

In the 2018 Beca report about the Bridge, one of the ideas floated was to make the bridge a 'tidal flow' for traffic. This is making the traffic one way, maybe from midnight to midday one way going North and swapping around for the second half of the day. Or some other variation of flows.

I am surprised and concerned that all of the modelling was done based on the assumption that the Victoria Bridge has to be closed totally to vehicles.

My understanding is that using the one way option would potentially change the traffic flows, mean that there would still be a full lane to accommodate cyclists and may lead to a different location for the new bridge.

I recommend that when the modelling is re-done, that the Council and Transport Team and Consultants, include modelling where Victoria Bridge is kept open to one-way tidal flow traffic for **all** scenarios (and compare it to Victoria Bridge being closed).

### **C. Consistent modelling across all options (instead of picking and choosing which one gets 'bells and whistles')**

Robust modelling requires one set of base line assumptions, with various alterations to the base line to see the impact of those changes on the outcomes. The base line used in the Cambridge Connections modelling was 'business as usual'.

But the modelling of the various Options proposed had different assumptions for each option. To get proper results each Option needs to have the same assumptions – eg

1. All options with the same public transport
2. All options with the same pedestrian and cyclists shifts
3. All options compared with Victoria Bridge Closed vs Open
4. All options compared with Northern On and Off Ramps and without.
5. All options compared with road building and widening (as was outlined in Option A).

Yes, this will cost more money, but having consistent scenarios will provide robust output where like can be compared with like.

As an example, in the modelling done to date, Option A has the 'out of town' bridge, but limited to no 'bells and whistles' of modal shift to public transport and pedestrian and cycling. It was only modelled with road widening. This means that Option A will never stand a chance compared to Option C for the Waka Kotahi business case, as it doesn't have modal shift to walking, cycling and public transport. I understand that these are all critical elements to getting funding historically.

The rationale for the Option A modelling has been explained by the Transport Manager as follows:

'We could of course do this. It was felt that one of the options should attempt to show the outcomes of catering for commuting traffic and targeting road building.

If we did not test such an option we would be ignoring what the public believed to be a legitimate option'.

I can't understand why the team has assumed that the public would not want to see a out of town bridge WITH all the bells and whistles. This doesn't seem like it was ever on the table.

As the Council Officers and Councillors are now aware, many people in the Community believe that an out of town bridge option is the only option. It would be good to have modelling that shows like with like.

I recommend that when this project is revisited that the Council, Transport team and Consultants ensure that **all** options considered have all the bells and whistles, so that each option is being compared like with like.

**D. Bluetooth modelling done when the country was in Red Traffic Light Omicron Covid Setting, which had more people working from home.**

What were you doing between 24 February and 30 March 2022?

When I looked at my diary, I discovered that I changed all my arrangements so that I wasn't in a close contact situation with other people. This was because on January 23<sup>rd</sup> that year, the Government announced that we were in a Red Traffic Light Setting for Omicron Covid.

This was different to the Level 4 and Level 3 lockdowns that we had in 2020 and 2021, but people were urged to work from home and the size of public gatherings was capped.

New Zealanders were scared of getting Omicron. People changed their behaviour.

Along with other people 'hunkering down', all the Council meetings were done by Video Conference during this period.

However, between 24 February and 30 March 2022, the Cambridge Connections project was collecting the Blue-tooth origin and destination data to provide evidence for Cambridge's future transport plan and the location of the third bridge.

The project steering group "identified a preferred option which includes an in-town bridge crossing, because data showed most people from Leamington want to access central Cambridge, not travel to Hamilton" as described by Mayor Susan O'Regan.

Waka Kotahi has reported that 31% of us were working from home during the Red Traffic Light setting during these dates. This was the largest percentage of people working from home, since the very first lock down in 2020.

Now, the data that was collected might be right. It may be that people who live in Leamington didn't work from home during the Red Traffic Light period.

But we don't know.

This adds uncertainty about the reliability and safety of the blue-tooth data. Data which appears to be fundamental to the options presented in the project.

I advised the CEO, Transport Manager and others at the Council of this discovery on April 9<sup>th</sup> 2024. The Transport Manager has confirmed that they were not aware of this issue.

I have had further feedback that the Bluetooth modelling 'Is not core to the Cambridge connections work options development done to date'. In that case, if it was not core, I would question four things:

- a. Why was money spent getting 'origin and destination data' to show where people come from and go to (which has been carried out to understand traffic flows for generations) if it was then 'not core'?
- b. Why were the 'origin and destination data' outcomes such a surprise to Council, (where it was understood that more people travelled to Hamilton than this flawed data showed) if it was not relevant?
- c. How can a whole system of changes to the Cambridge Transport System (including a proposed location for a third bridge through the historic centre of Cambridge) be proposed if it is not based on where and how people travel?
- d. Why is the Bluetooth data a core bit of information in the Cambridge Connections Draft Programme Business Case (March 2023) – which appears to have not been updated (based on a LGOIMA request which provided the original March 2023 information in response to a request for updated information)?

I recommend that the Council, Transport Team and Consultants start the modelling again, starting with getting new Blue-tooth data that will give us confidence that the information is accurate and representative of how our community travels.

### 3 Communication and Engagement Process

Having requested a copy of the Communication and Engagement Plan through a LGOIMA, I was provided with a recently updated version, produced after the deficiencies of the Communication and Engagement process became clear. I am still waiting for previous versions of the requests to understand what the plan and intentions were.

However, it is clear that there were major issues with the Communication and Engagement associated with this project.

For some reason, this project was not considered to be a 'significant' project, therefore the requirements of the Council's 'Significance Policy' could be sidestepped.

The documentation received from various LGOIMA requests indicate that Stakeholders involvement appears to have been limited to participating in a workshop to come up with 129 'ideas' that might be relevant to the project, and then being 'informed' about what was happening.

Having spoken to several of the participants of the Cambridge Connections project group, I have the distinct impression that the meetings were 'briefings' where information was imparted, and that engagement and questions were not encouraged.

The Project Implementation Plan (PIP) dated July 2022 clearly outlines that the purpose of the 2-3 Councillors representing the Cambridge Community interests as well as the Cambridge Community Board members was to 'share project information with the community.

**6.2.1 Key Stakeholders**

Stakeholder engagement is essential for the development of this business case process to ensure problems and benefits are confirmed early in the process and options are developed. As such we are proposing a Project Stakeholder Group (PSG) for the business case development.

The Project Stakeholder Group representatives are proposed below:

Project Stakeholder Group (PSG) Representatives (to be confirmed)	Purpose	Type of engagement
Iwi and Mana whenua representatives	Iwi partners.	Project Stakeholder Group Representative
Waka Kotahi NZ Transport Agency	Funding partner.	Project Stakeholder Group Representative
Councillors (2-3 representing Cambridge community interests)	It is important that councillors are able to share project information with the community.	Project Stakeholder Group Representative
Road transport association/trucking industry	Key stakeholder representing trucking/heavy freight industry.	Project Stakeholder Group Representative
Waikato Regional Council (Regional Transport Planning and rail and public transport)	Key stakeholder representing regional transport coordination through the RLTP, rail and public transport.	Project Stakeholder Group Representative
Waipā District Urban Mobility Project (WDC Programme Engineer - Transportation)	Key internal stakeholder representing Council's Urban Mobility Programme for Cambridge.	Project Stakeholder Group Representative
Ahu Ake (Waipā Community Spatial Plan)	Key internal stakeholder representing long-term spatial planning for the Waipā District.	Project Stakeholder Group Representative
Waipā District Planning Team	Internal stakeholder representing land use planning and the district plan.	Project Stakeholder Group Representative
Other Key Stakeholders	Purpose	Type of engagement
Cambridge Chamber of Commerce/or commercial interest groups	It is important for the Cambridge Chamber of Commerce to be kept informed to share information with its members.	Meetings to be set-up to be kept informed and test ideas and options from the PSG.
Cambridge Community Board	It is important Community Board members are able to share project information with the community.	Attendance at monthly meeting to keep Community Board informed and test ideas and options from the PSG. Opportunity to discuss at public forum.

Yet, in the March 2024 Community Board Meeting, the Project representative Andrew Myers stated that he was told that the information was secret and couldn't be shared. Further in the March 2023 Council meeting considering the Cambridge Connections Draft Business Programme Case, Councillors Stolwyk, Gordon, Coles and Montgomerie repeatedly asked when this information was going to be available to the public and was going to be able to be shared.

But, as we now know, the information was revealed to the public in the local media, with no discussion or input from the community, and a hastily developed feedback form was put up on the Waipa Council website asking for feedback 'only on the emerging preferred option C'.

No 'drop in meetings'. No electronic or hard copy consultation.

No wonder this went so badly.

At the April Community Board Meeting, I called on the Waipa Council to work with a representative group of residents.

I am aware that this is supposed to be the Community Board's role. But how does that work when the Chair of the Community Board requested both an extension of the time for

feedback, and to be able to run an online Q&A with the community, and neither of those requests were even acknowledged, nevertheless answered or dealt with by the Council?

I believe that this appalling communication and engagement is symptomatic of a 'zone of comfort' of consultation around transport changes in the Waipa Community. Further investigation has highlighted the following, which I believe leads to reinforcement of what the Council wants to do, but does not reflect what the wider community feel:

1. The key stakeholders in transport related consultation appear to be the Urban Mobility Group and Bicycle Revolution.
2. Further stakeholders are the school children of relevant schools (which is admirable, but they are not ratepayers).
3. Consultation is very oriented around online feedback, using surveys, which gets the 'count' of feedback up.
4. Communication (announcing projects and consultations) is focused around the Waipa District Council Facebook page. This means that people who choose not to engage with Facebook (and there are many), don't know about consultation.
5. Every now and then a topic is covered in the local newspapers in an article and some of the consultations are advertised in the local newspapers.
6. This appears to have created a self-reinforcing loop, where the people who give feedback are the small number of people that know that this is how consultation in Waipa works, and who seem to have a vested interest.

Have the council considered having a standing advertisement in the two local newspapers advising what projects are being worked on, what consultations are open. Like the 'what is happening in Cambridge this week' post on the Waipa Facebook page. While this is still not going to reach people who don't read the newspaper, it would be a wider distribution of information than at present.

Based on this experience, I also recommend that changes are made to the Community Board/Council interaction and structures. It is clear that the message isn't getting through from the Community Board (although I am aware that various Councillors and Council Officers watch the livestream or recording of the meeting).

I understand that work may be being done to change this relationship and effectiveness of the Community Board, but I feel that the Cambridge Connections debacle highlights how badly this is working.

I hope that the independent project review highlights the missteps that were made, but that is not going to make any difference if the Council and Council Officers aren't genuinely interested in the community viewpoints (which at this point it time it appears they are not).

## Feedback 85

### CAMBRIDGE CONNECTIONS

[REDACTED]

[REDACTED]

[REDACTED]

#### Issues for submission

#### Enhance objectives

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The project has five objectives, not one of which explicitly support improved access to the CBD.

**Request** an explicit objective that supports the CBD as a preferred destination for commerce, both services and retail, thereby supporting the wider district's growth and development.

#### Provide for Parking in CBD

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Cambridge serves a sizable rural catchment and needs to anticipate and provide for increased vehicular traffic, as well as cater for townsfolk's desire to walk and cycle or drive.

The amenity value of Cambridge needs to be monitored vigilantly, however amenity alone will not ensure Cambridge businesses thrive and, like it or not, vehicle traffic accessing businesses and being able to park to do so provide the life blood for the town. Retailers have a unique clustered offering of homeware, fashion, and specialty shops and these are not served well with 60 minute parking.

**Request** development of options for improved parking, including a review of current parking restrictions.

**Request** no further net loss of parking in CBD and that Council's property group be tasked to prospect for and potentially landbank new parking precinct sites.

#### Retention of Vehicle Access to Victoria Bridge

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- The CBD needs the current Victoria St bridge to continue to service vehicle traffic and Council does need to be courageous and be prepared to maintain this historic bridge, with its current constraints for CBD traffic.
- The police station is about 100m away from the Victoria Bridge, and it would be sensible to retain vehicle access to Leamington via the bridge, even though ambulances have to go further.
- I support Council taking Option C off the table as a preferred option. Closing one bridge and moving the current peak time congestion 600m to the west did seem abit like shifting the deck chairs, likely resulting in glacially moving snarl-ups, multiple traffic light impositions, and creative rat runs through disrupted neighbourhoods. Heavy through traffic would not be well served by C.
- With a third bridge, the Victoria St bridge's vehicle restrictions should continue, traffic flows would ease, and be capable of servicing CBD access traffic well into the future. Traffic management tools should be able to be deployed to encourage through traffic to take 3<sup>rd</sup> bridge alternatives.
- Traffic seeking a way across the river to destinations west including St Peters, the western Expressway access, or alternatively to Roto-orangi, Karapiro, Mystery creek, Te Awamutu, should find a third bridge further West an attractive option given flow tools deployed to create efficient pathways.

- Maintenance of the Victoria bridge will always be required, given its location and heritage status and Council should anticipate and provide for appropriate maintenance in its planning.

**Request** retention of the Victoria Bridge for vehicle traffic in any future option development for placement of a third bridge.

## Demographics, Growth, and Realities of Rural Towns

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- Cycling and walking should continue to be encouraged, and provided for acknowledging the cycling interests Cambridge enjoys.
- Traffic and parking to support the CBD and its servicing of urban growth, the wider rural community, and destination visitors need to be anticipated and unashamedly provided for.
- Traffic light imposition needs careful consideration with technical evaluation however the backup of cars when lights are not carefully calibrated to align with flows can be hugely frustrating.
- What is more frustrating is the imposition of “calming” humps along routes... ironically these do not calm. They are highly ineffective for emergency vehicles in particular and are an overengineered response to safety issues in a busy flow area. If speed is a problem, consider cameras which serve to moderate driver habits and have the added revenue gathering advantage.
- Buses are an attractive addition to the mix of transport options BUT some skepticism is needed when approving an infrastructure plan that relies on a discretionary funding tool supporting a small user base. As Council is aware, public transport is heavily reliant on large passenger volume, constant over 15 minute intervals, and large subsidies, ie public funds which are a discretionary spend for both local and central govt and therefore can never be relied upon or considered a certainty across changing political landscapes and escalating funding pressures.

**Request** speed humps are removed from current locations and speed cameras are installed where necessary.

## Summary: Future Option development and Evidence Base

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- Despite the fallout from release of CC, Council must resolve to work with the community as well as technical advisors to assess the need and location for a third bridge servicing all modes.
- Data gathered across a month during a COVID wave cannot be considered fit of purpose, given the level of investment and social and political implications of any decision and designation process.
- The discarding of Victoria Bridge as a vehicular crossing compromised the optioneering process leading to the unpalatable options presented.
- The viability of a route from the Leamington industrial area, Matos Segedin, and optioneered through alternative pathways least disruptive to East neighbourhoods was not fully explored in the information provided, but seems an obvious Option to consider for further development.

**Request** Council develops a business case to fund an appropriate longitudinal study to gather an evidence base regarding trans river traffic flows and destination data **as well as** fund an inclusive consultation process to support councillors’ consideration of community values, preferences and needs; and further that these two separate information threads are gathered concurrently with information sharing designed into the process rather than launch a community process following in response to the other.

**Thank you for the opportunity to comment.**



**Feedback 133**

**Cambridge Connections – Future Transport Plan**

Submitter details :   
[REDACTED]   
[REDACTED]   
[REDACTED]

**1. Do you have a preferred option?**

A.	This map consists of road building to manage congestion with a focus on enabling private vehicle usage.
B.	This option is about improving transport choices for walking, cycling and public transport.
C.	This option is about enhancing transport choices for walking, cycling and public transport.
✓ D.	No, I prefer a few things from each option. Please let us know what you prefer or what you don't agree with from each plan.

**2. What do you like about option A?**

- Capacity improvements on Shakespeare Street, the Shakespeare (low level) Bridge, Carters Flat and up Queen Street to the roundabout should encourage more traffic coming from Leamington to use that route rather than coming over the Victoria St bridge and clogging up the main street.
- However, this would put even more pressure on the Queen St / Victoria St roundabout and the stretch of Victoria St between the Town Hall and St Andrew’s Church – an upgrade of this stretch is fundamental.
- I support adding traffic lights to the Queen St / Victoria St roundabout. As a resident of Queen Street west, it is often difficult and dangerous getting onto that roundabout, with two lanes of traffic on your right coming up Victoria St, plus oncoming traffic coming up Queen Street. At peak times, I often drive all around the town square and some up Victoria Street to avoid approaching this roundabout from Queen Street.
- While encouraging other modes (eg walking and cycling) is commendable, it is important to remember that Cambridge is a rural service town and many people come into town from the country, making cars still crucially important.
- Also, as Cambridge grows and the population ages, it is not practical to expect a great many more people to use bicycles, scooters etc for grocery shopping, appointments in town, etc. I live within walking/biking distance and rarely drive into town; however, for most residents, that isn’t an option.
- While encouraging biking, including the new cycleway down Bryce Street, the Council needs to provide more bike racks for cyclists to safely leave a bike in town. The Council should also be encouraging retailers and businesses to do the same, perhaps helping with the funding.

**3. What do you like about option B?**

- I support improved frequency of public transport to Hamilton. I commute at least one day a week to work in Hamilton and enjoy not having to drive. Since I’ve been using the bus, I’ve

noticed a distinct upturn in numbers. The recent changes to the service to provide more frequent trips are very welcome.

- I also support the idea of a local Cambridge public transport service. I expect it would be very useful for Leamington residents to get into Cambridge without having to drive and find parking, for older people and for even for students getting to and from school.

#### 4. What do you like about option C?

- It is not clear what the 'streetscape improvements' to the main street would be, but if it means less traffic congestion, creating a pleasant place to shop and providing safe places to leave a bike, I would support it.
- While Carters Flat is 'optimised' in this option, the stretch from the Queen St/Albert St intersection to the Queen St / Victoria St roundabout is not, which doesn't make sense.
- I do not support 'optimising' the Duke St corridor, which would encourage more traffic up the main street and cause even more congestion.

#### 5. Any other feedback

- A very simple improvement on traffic flows around the roundabouts would be to add clearly marked 'No stopping' signage (as per the roundabout at the Duke St / Victoria St intersection) to let traffic pass through the roundabout.
- While traffic congestion in Cambridge is an issue at times, people do need to drive their cars into town. The current parking restrictions are not tenable – most people coming into town have several things to do, and the limit of 60 mins parking is too short – it should be extended to 120 mins.
- The Transport Strategy 2022-52 states that:

*'The WRTM traffic modelling for this Strategy concluded that projected future growth does not trigger the need for future bridge capacity before 2051.'*

and

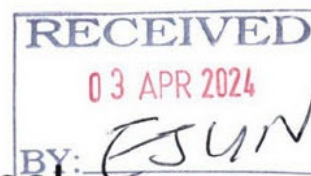
*'The WRTM traffic model provided a future traffic scenario for 2051. It showed that taking into account projected growth and land use the level of service for Victoria Street and Fergusson Street bridges in the evening peak (4-6 PM – when traffic is at its heaviest on a typical weekday) shows 'minimal delays over the full two-hour period'.*

- These statements are almost impossible to believe. The traffic modelling needs to be redone with up-to-date Census data and NIDEA High Household Projections.
- Regarding 'minimal delays' in 2051 – that is just ludicrous. Anyone who lives in Cambridge knows that there is major congestion in the middle of Cambridge around those times right now.
- Keeping heavy traffic out of the middle of town is crucial. Sitting outside Instone café on the stretch between the Queen Street / Victoria Street roundabout and the St Andrew's Church roundabout, you can hardly hold a conversation sometimes. I haven't counted the number of heavy trucks (often with trailers), milk tankers, etc that grind past; someone should do this if it hasn't already been done. Often, the trucks are transporting gravel, presumably from one of the many quarries on the Leamington side of Cambridge. There should have been provision made for them to get on the Expressway out past the golf course, and bypass the town – more short-term thinking.

- Comments on the Third Bridge – or ‘replacement for the high level bridge’ (as it should be more accurately known):
  - While I welcome the ‘blue blob’ being removed and acknowledge that the bridge is ‘off the table’ for now, I believe we need certainty about where a new bridge will go sooner rather than later. Cambridge is only going to keep growing.
  - What I do know is that there MUST be a better option than to have a new bridge going through –
    - precious green space on the Leamington side, particularly when there is Council land available elsewhere;
    - long-established residential areas (as per the infamous ‘blue blob’) on the Cambridge side.
  - As a homeowner in the ‘Queen St character cluster’, I note that it was only very recently that the Council was proposing to extend this character cluster, to help preserve what character Cambridge has left with all the intensification happening. Then the same Council selects these old, residential streets as the ‘preferred location’ for a new bridge and feeder roads??
  - It is important to talk to ALL stakeholders – that includes all residents – including those from the many surrounding rural areas who may come into Cambridge daily or just once a week to shop; truck and tanker drivers; drivers wanting to get on the Expressway quickly; parents dropping their children to childcare on their way to work – everyone needs the opportunity to have their input. As a homeowner under the ‘blue blob’, I found it incomprehensible that the first I heard of the Council’s preferred location for the replacement bridge was from a neighbour who had seen it on the front page of the local paper in a café. (This PR disaster will one day be in the marketing text books).
  - I also comment here that while the data (which appears to be inaccurate, having been collected during a COVID time when we were being told to stay at home) may indicate where traffic goes now, it does not predict where that traffic would go *if drivers had a choice*. Tanker drivers and heavy vehicles would, I suspect, avoid having to go through Cambridge if they didn’t have to. Most people I know who live in Leamington avoid Cambridge if they can, using Kaipaki Road to get to Hamilton. A bridge further out of town, away from residential areas, must be a more viable option for getting traffic out of the centre of town and to where they actually want to go.

Feedback 145

# Submission



## Cambridge Third Bridge Proposal

This submission relates to the preferred option for a third bridge and its roading links as announced recently by the Waipa District Council. I apologise in advance for including material which may appear to have little relevance to the subject but I believe using specific examples from personal experience will give my points a clearer context than simply stating an opinion.

### Long-Term Planning

Regardless of where the third bridge is to be built I believe it is essential that decisions be made on a site as soon as possible even if construction is not likely for a decade or more. The greater the delay in making that decision the greater the impact on both the financial cost and the societal cost of the project. I would like to use two examples from my own experience to illustrate this point. In the late 1990s I was involved in the planning of two major infrastructure projects. Both were shelved. The issues they were designed to solve have still not been addressed and both are again back in the news.

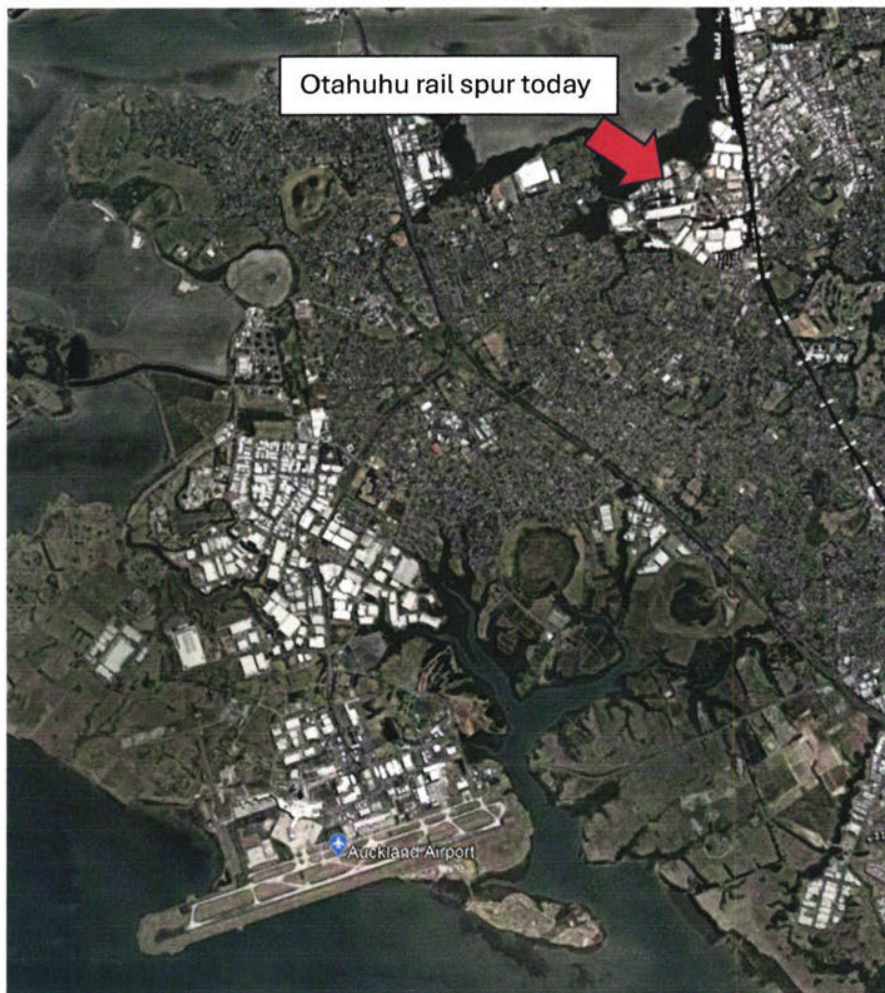
#### Auckland Airport Rail Connection

A spur line linking Auckland Airport to the suburban rail network was first proposed in 1966 when air services moved from the Air Force base at Whenuapai to the new purpose-built facility south of the city. Over the more than fifty years since then numerous proposals have come and gone and the matter is still a hotly-debated but unresolved problem.

The closest it has come to implementation was in the late 1990s when extended negotiations took place between the government, various Auckland local authorities (this was before the super-city amalgamation) and Tranz Rail. The rail network was then run by a consortium of Wisconsin Central Rail (27.3%), Berkshire Partners (27.3%) with the balance held by several New Zealand commercial interests. Funding and operating arrangements were agreed for the construction of a line from a spur just south of the Otahuhu shunting yards.

A signing ceremony was arranged but two days before signatures were to be put to the agreement one Auckland council reversed its position for local political reasons and the project collapsed. Had it gone ahead Auckland would have had an airport rail link for the past twenty years.

At the time more than half of the proposed route for the rail corridor was greenfield and land purchase would have been relatively cheap. Today most of the route is industrial. Two aerial views demonstrate the change. The old aerial view is rather blurred but the change in land use is still clear.



## Interisland Ferry Terminals

The government has recently halted plans to redevelop the interisland ferry terminals in Wellington and Picton to accommodate larger vessels. This issue was first addressed in the mid 1990s when a proposal was made to relocate the South Island terminal to Grassmere on the Marlborough Coast. Extensive preliminary engineering and other evaluation was done and land was bought at the proposed terminal site. The principal resource consent was obtained and the resource consent process for associated work was well advanced.

I had left the project by the time it was scrapped but my understanding is that a change of government and funding constraints were responsible.

The case for relocation to Grassmere was overwhelming. The proposal was supported by ferry operators, roading authorities and the road transport industry. The only significant objection at the resource consent hearings came from Marlborough tourism interests.

The principal advantages of the relocation were:

**Shorter crossing times.** Existing ferries have a three-hour journey between Wellington and Picton with one-hour turnarounds at each end. This translates to three return crossings a day. A Wellington to Grassmere crossing would take two hours with one-hour turnarounds at each end. This translates to four return crossings a day. Together with larger ferries this would mean fewer ferries would be needed to handle the same or greater capacity. There would be a significant saving on fuel per crossing.

**Reduced running.** Most truck traffic using the ferries operates between Wellington and Christchurch and all rail freight is travelling between Wellington and Christchurch. The distance between Grassmere and Christchurch is sixty kilometres shorter than the distance between Picton and Christchurch by both road and rail. For the trucking industry that means reducing a return run between Wellington and Christchurch by one-hundred and twenty kilometres with consequent savings in turnaround time, driver hours, fuel and wear-and-tear on the vehicles. The same benefits apply to rail freight. There would be additional savings in time and fuel because vehicles would no longer be making the steep climbs of The Elevation out of Picton or Weld Pass between Blenheim and Seddon. Without the same density of heavy traffic over the sixty kilometres between Picton and Grassmere road maintenance would be reduced significantly.

**Ecology.** I no longer have the exact calculations but the benefits in terms of carbon emissions ran into many hundreds of thousands of tonnes each year. Erosion from ferry wakes has been an issue in the Marlborough Sounds ever since ferries began using the Tory Channel/Queen Charlotte Sound route. That will become an increasing concern with larger ferries being proposed. It could mean additional speed restrictions which would add to journey times.

**Safety.** The Marlborough Sounds are used by large numbers of small-craft, some controlled by people with limited experience. Safety incidents are not uncommon. Larger ferries are less maneuverable which decreases the ability to change course or reduce speed quickly. All forms of transport suffer occasional breakdowns and ferries are no exception. The risk of a catastrophic event is far greater if a breakdown occurs in a confined waterway rather than in the open sea. We have seen that with the recent Baltimore bridge incident.



## Social Impact

Council should not underestimate the social impact of the way it decides to present and manage this project. Again I will use an example from personal experience to explain my concern.

About twenty-five years ago a long-term plan proposal was made to extend Wellington's northern expressway to a point north of Levin. Twelve years ago the initial steps were taken and after public consultation a preferred corridor was announced for the section from Otaki to Levin. This corridor was three-hundred metres wide and affected hundreds of properties. The transport authorities would not buy any of the properties or offer compensation as the precise route had not been decided.

At the small rural township of Manakau about a dozen homes fell inside the announced corridor. From the moment the corridor was announced those properties lost much of their value. I am aware of an elderly lady resident who, when her health deteriorated, was unable to afford residential care as her only significant asset was unsaleable and deteriorating. Now a final route has been announced and it does not affect her home or many of the others but there has been twelve years of uncertainty.

Unfortunately I believe the Waipa District Council has unintentionally set up a parallel situation with the publication of what I believe is now commonly referred to as the 'blue blob'. The blob covers an area far greater than anything that will eventually be used for feeder roads to the bridge. It is too early to say what effect publication of the preferred option document will have on property prices in the area but I know there is concern from property owners in the zone. The amount of anxiety can be reduced only by reducing the potentially affected area as quickly as possible.

Much of the residential area under the blob is occupied by older people who have chosen to buy there to be within walking distance of shops and health services. They will feel particularly vulnerable.

## Consultation

The Council has conceded that its public meeting which degenerated into near chaos and its communications generally on this issue have been poorly managed. However I feel the response was entirely predictable. Mention has been made of disruptive and aggressive elements. I certainly do not approve of the behaviour that has been reported by the mayor but I was at the meeting and from my observation those people were a very small part of the gathering. Most of those attending were expressing genuine and reasonable concerns and I believe would have attended without the encouragement of a public campaign.

The Council has called for submissions but has presented no information on which reasoned submissions can be made. In the absence of that the natural instinct of people is to be defensive and express themselves emotionally rather than analytically. That is what happened at the meeting. Without concrete information people will assume the worst to them personally and respond to that.

As an example, we have no idea what practical statistical information has been used to move to the preferred option or over what period that information was gathered. I have been told Bluetooth tracking has been used to gather information on traffic flows to determine how many vehicles using the high bridge have Cambridge as their destination and how many are leaving the area. Unfortunately surveys using Bluetooth have been shown to be misleading and are largely discredited. The main issue is that it does not relate people to vehicles. For instance, a car travelling from Leamington to Victoria Street with four people on board might show four Bluetooth contacts while a car travelling to Hamilton with just one person will show just one contact. This can throw the statistics



out and make for misleading assumptions. Unless recent improvements have been made to the technology, of which I am unaware, I believe it would be unwise to make assumptions using this technology. My wife and I travel to Te Awamutu by way of the high bridge but have our Bluetooth switched on only when we wish to use it. We would never show up in the statistics.

It would also be useful to know if there is any empirical evidence about the destination of trucks currently passing through the town. How many can be expected to use the new bridge? Why take them through an established residential area when a more westerly bridge site would be preferred?

## Bridge options

In the absence of solid information on which to base an opinion I believe a more westerly bridge would be preferable.

With reference to my earlier point about the Auckland airport rail link I would point out that greenfield options are disappearing fast with the rapid westerly spread of the town. An obvious route for the north-of-the-river feeder road would have been what is now Te Rerenga Terrace and its associated side roads but this option has now gone unless the Council decides to halt all construction in the area and buy the new houses that have been built in the past year.

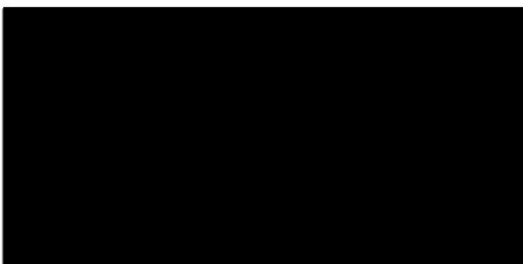
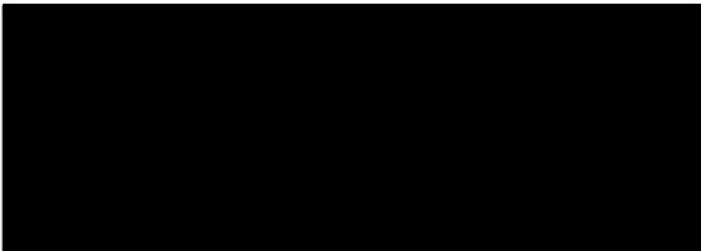
It will not be long before other options disappear unless the Council buys or covenants land soon.



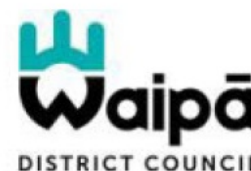
## Submission

I believe the Council should take the following actions:

- Determine the site for the bridge and its feeder roads as soon as possible and buy or covenant the land
- If the current preferred option is retained, reduce the blue blob footprint as soon as possible
- Make public the data used to decide on the currently preferred option
- Make public the assumption it has made in deciding on the current option
- Once a firm decision is made provide affected residents with immediate options for purchase and compensation
- Ensure a more professional approach to its communication processes



## Feedback 217



## Have your say?

Full Name: [REDACTED]

Organisation (if applicable):

Postal address: [REDACTED]

Email: [REDACTED]

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

We have received more than 300 pieces of feedback about the project, and we acknowledge the overwhelming interest in the proposed bridge's location.

We have extended the feedback period to **5pm on Friday, May 24.**

### 1. Do you have a preferred option? Please view the maps included.

- A - This map consists of road building to manage congestion with a focus on enabling private vehicle usage.
- B - This option is about improving transport choices for walking, cycling and public transport.
- C - This option is about enhancing transport choices for walking, cycling and public transport.
- D - No, I prefer a few things from each option. Please let us know what you prefer or what you don't agree with from each plan.

### 2. What do you like about option A?

please see attached document

**3. What do you like about option B?**

please see attached document

**4. What do you like about option C?**

please see attached document

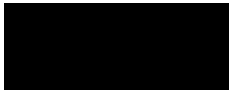
**5. Any other feedback?**

please see attached document

**Privacy statement:** All submissions (including names and contact details) may be provided in full to elected members. Submissions (including names but not contact details) may be made available to the public. Your personal information may also be used for the administration of the consultation process. All information collected will be held by Waipa District Council, 101 Bank Street, Te Awamutu with submitters having the right to request access to and correction of their personal information.



# Cambridge Connections — Feedback



## Introduction

1. I am [REDACTED], a homeowner and resident of [REDACTED] in an area that had been designated (initial Option B/C “blue blob”) as a possible location for an in-town river crossing
2. Thank you for the opportunity to provide feedback on the important and ambitious Cambridge Connections project that aims to secure a workable and positive future for all modes of traffic as the town undergoes significant growth in the next decades

## Feedback relating to a River Crossing

3. While the disposition of a potential river crossing has been removed from the table, it will at some point be raised again, and thus it remains useful to relay feedback that can be used in the future

## Consider Cambridge/Leamington severance for the NZTA Business Case

4. Previous reports (LTP 2008, Beca 2018) point to projected traffic volumes as not requiring a new bridge for some decades (under the assumption that traffic should be raised to Tauranga-like traffic jams before implementing any changes); however, if either of two bridges (Fergusson, Achillies) is out of action, emergency services will not be able to access Leamington without significant delay
5. Additionally, if any of the current bridges are out of action, community access will be significantly harder
6. Consider a 1-day closure of the Achillies and Fergusson Bridges with appropriate information gathering as an exercise in understanding the potential impact to support an NZTA Business Case and developing emergency preparedness plans

## For the consideration of an in-town bridge

7. The information released by the Cambridge Connections team included some compelling reasons for proceeding with investigation of an in-town bridge; however, such a bridge would come with significant negative impacts on the neighbourhood connector roads that the bridge would go through, and they were largely not addressed in the released information
8. If analysis shows there is such an overwhelming advantage to an in-town bridge location such that there is no real chance of it being located elsewhere, or even in the presentation of an in-town bridge as an emerging preferred option, it would be of benefit to show the negative impacts had been investigated and that mitigating changes are being considered; the following sections outline some of the impacts it would be useful to see additional information about if an in-town bridge option is raised in the future

### Investigate heavy traffic early

9. One of the concerns raised about the current bridges is the dual function of the bridges, being the use by both commuters and shoppers; however, an in-town high bridge would carry both those functions in a residential area, and also add the function of heavy transport, which at the moment must use the Fergusson Bridge
10. A high bridge will be attractive to heavy transport as there would be significant fuel savings relative to the Fergusson Bridge; for example, see the article below in the Cambridge News

<https://www.cambridgenews.nz/2023/08/quarry-details-unveiled/>

“We want to dispel the stories people are saying about the number of trucks (going through town), it’s just misinformation,” said Fulton.

“The reality is 200 truckloads is our absolute maximum,” said Young of the numbers likely to leave the site daily from the Newcombe Road quarry.

“Our consent will say ‘you will have to shut the gates if you get to 200 loads’,” she said.

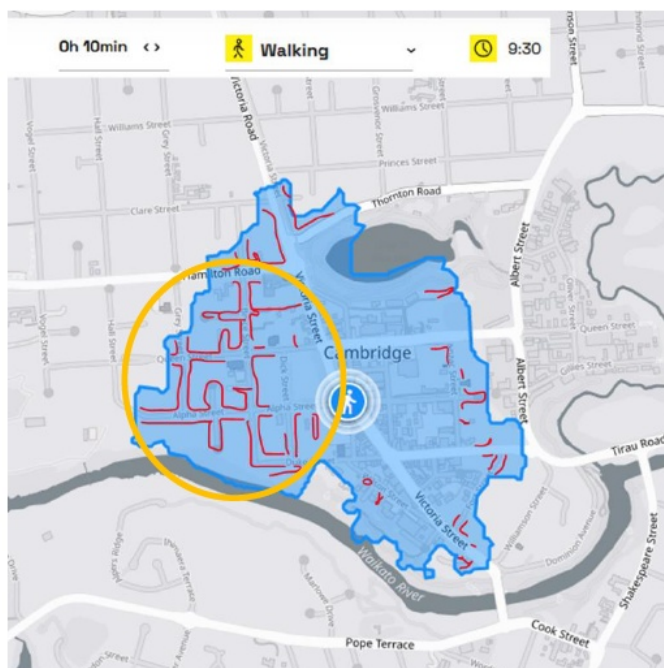
Of those, only five percent would go through Cambridge. Few truck companies would want their truck and trailer units regularly navigating the Carter’s Flat hill – it would be cheaper to go the extra eight kilometres to and from Hydro Road and then head north, avoiding Cambridge.

11. Heavy traffic would add a significant impact to the residential neighbourhood in terms of noise, and conflict between trucks and other modes of transport including cars, bicycles and pedestrians, where accidents are likely to be less survivable
12. The WRTM includes a basic heavy traffic model and it would be good to have minimally included that information, plus information from heavy transport groups that were included in the key stakeholders

### Plan early for active mode access from the south west of Cambridge

13. A bridge connecting to Bryce St would have a high risk of severing the south west of Cambridge for active modes; a plan for walking, cycling, and mobility scooter access from this area to town would be key

14. The south west of Cambridge appears to have a significant proportion of the residential population in the 10-minute walking shed of Cambridge town centre (see map below from TravelTime <https://app.traveltime.com> maps, and with residential areas in the walking shed noted in red), and is thus an important area for the walking strategy



15. Walking is very sensitive to difficulties on the route — e.g. even removing pedestrian crossing capability from one side of a four-way intersection can add significant time to a walking journey — so retaining access and ensuring it is not reduced by traffic is important
16. There will be high pressure to have an efficient traffic route from a bridge, and that will probably include a desire to remove some of the pedestrian crossing areas or not develop sufficient ones to enable short walking routes across busy roads
17. An example of a busy road with poor active mode crossing points that severs a community is Queen St from Victoria St towards Albert St.; this section of road has only one pedestrian crossing and two refuge areas and lacks a crossing point at the McDonalds/Woolworths area (see map); overall, this leads to the new Lakewood development having reduced walking access to amenities in town





18. Include a plan for continued Te Awa cycleway access into town

**Have a clear plan for middle school students**

19. The preferred path for Students crosses Bryce St and a safe path for them will be key; in fact, any in-town bridge location will present a crossing point needed to access the middle school

**Consider other in-town bridge locations**

20. The list of bridges was from public feedback and stakeholders, and appears not to have investigated other possibilities
21. There could be concerns from business owners in town that a Bryce St route would remove traffic too far from town, and that a closer route that still removed traffic from Victoria St may be more desirable
22. Locations closer to town were discounted by Inviser at the drop-in session based on being harder to route traffic, however, it would seem worth investigating all the trade-offs of such routes
23. For example, connections at Bath St, or through the current council offices and library (there have been suggestions to move the library anyway so this could provide opportunities), or through Cambridge Primary School (it has been noted the drop-off and pick up of students here adds substantial traffic and safety challenges, so there may be advantages to locating it elsewhere) with a near-town bypass up Wilson St and either through Halleys Ln/CAB area or Dick St

**Include mitigation plans to prevent traffic filtering through the neighbourhood streets**

- 24. Even small percentages of the main traffic flow choosing to drive through residential streets can cause significant environmental impacts — for example during periods when Bryce St has been closed between Hamilton Rd and Queen St for the pathway development, the volume of traffic has been significant multiples higher than usual with noise effects that have had some residents consider moving away if it continues
- 25. Vogel St, Queen St, Hall St and Alpha St are especially prone to noise effects from vehicles because of the grades in the area (much more than most of Cambridge); i.e., cars need to accelerate to go up the hills and they’re extra noisy
- 26. The third round of modelling showed traffic bypassing Bryce St and Hamilton Rd and instead filtering through Alpha St, Hall St, Queen St and Vogel St. While the full effect may be unlikely, it might be anticipated that unmitigated effects of traffic filtering could still be substantial



- 27. Mitigating changes might include making cul-de-sacs on Queen St and Alpha St (though that would impact ability to drive efficiently from the neighbourhood), or speed reduction measures
- 28. If any level of traffic increase is anticipated, the risk of interactions between active mode transport and cars will raise, and speed reduction or other safety measures may be needed

**Include plans for mitigation of noise effects**

- 29. In the likely timeframe of a bridge being progressed (more than 20 to 30 years), the impact of emissions and noise may potentially be quite different due to a switch from internal combustion to electric vehicles; however, there could still be substantial noise during poor weather, from trailers and large vehicles, and noise may still be noticeable at night

30. Unless there are substantial changes in the housing stock in the intervening period, this area will still primarily consist of single-glazed houses with poor or no sound insulation, and environmental effects will be more pronounced here than in a new subdivision with modern construction and options to build roads with mitigations
31. Plans could include the addition of swales, plantings at street corners, or sound-deflecting street furniture; there would be challenges with retaining appropriate character and visual connection that maintains a sense of safety, but sound-deflecting or absorbing features are common where noisy roads are newly constructed (e.g., houses are very close to the bypass/expressway)

#### Consider zoning changes that could mitigate or offset potential changes in property values on or near affected routes

32. While the Cambridge Connections team articulated that the prices of houses on main roads in Cambridge does not differ greatly from houses on quieter residential streets, it's also true that more busy roads are more likely to be targeted for development, which provides some offset to price differentials deriving from environmental effects
33. The south west of Cambridge is likely to be attractive to developers as it is a key walking shed for downtown and amenities; however, developers are also sensitive to the returns they will receive on their work and zoning would need to allow a level of intensification that would provide a sufficient return
34. Zoning changes prior to designation could allow for development that anticipates the change, potentially improving the noise resilience of buildings in the area
35. Another change that could be considered is to extend the commercial zone to any connector road; businesses tend to find busy roads attractive locations and the generally higher price that can be commanded by commercial properties could provide a similar offset
36. Zoning changes are likely to be controversial as opinions in the neighbourhood vary widely as to how value can best be retained and the trade-offs with neighbourhood makeup and character; it would nonetheless be a useful question to ask

#### For the consideration of an out-of-town bridge

##### Consider the impact on secondary roads and make the information available

37. For example, the initial proposed Option A passed through the C3 development. A plan to link the C3 development through to Queen St has been published (see below). This could give rise to substantial traffic from an Option A-like bridge filtering through residential neighbourhoods

<https://www.cambridgenews.nz/2019/07/roading-project-puts-rda-in-a-tight-spot/>



- 38. Even without a new linking road, more substantial filtering of traffic through neighbourhood roads from Hamilton Rd through to town could be anticipated
- 39. The publication of the potential effects of an out-of-town bridge on residential neighbourhood traffic flows could help provide a more balanced understanding of overall effects

Newly developed connecting roads and houses could be built with better noise reduction

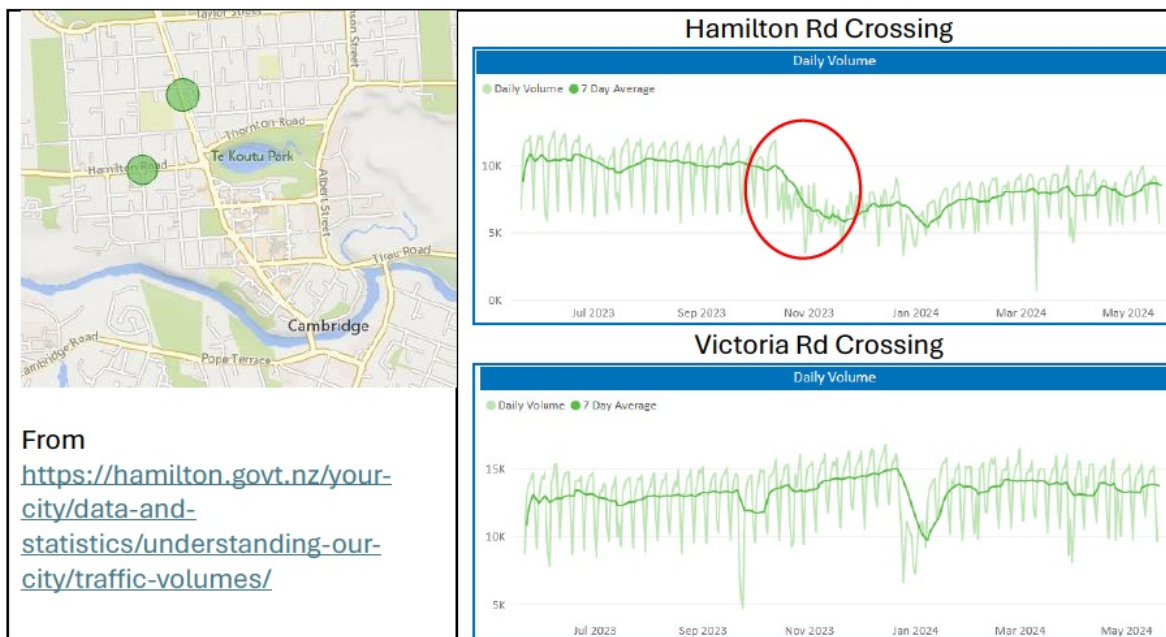
- 40. New homes can be built with better sound-reducing features, such as double-glazing, better insulation, and orientation to reduce direct effects (for example, the noise mitigation area in Te Awamutu); and roads can be created with better setbacks or space for sound-blocking landscaping or structures, and this could be done much more easily than it could be retrofitted into an existing neighbourhood

## Feedback relating to changes other than the river crossing

### Retain Hamilton Rd as a key route to the expressway

- 41. The options presented appear to favour Victoria Rd as the access to the expressway; however, as the comment that was made on retaining trees indicated, spreading traffic across more roads can reduce the changes needed on any given road
- 42. In an example of current changes, the balance between Cambridge/Hamilton Rd and Victoria Rd has been skewed by placing speed controls on Cambridge Rd

43. Traffic appears sensitive to such changes, for example, the construction on Cambridge Rd appears to have led to an initial 40% drop of traffic volumes on Hamilton Rd, and a persistent 20% drop. See charts below where there the drop starts in October, corresponding to the start of the C2/C3 roundabout construction



Note showing the October 2023 date for construction at the new roundabout <https://www.facebook.com/WaipāDistrictCouncil/posts/pfbid0c9SRpN3tmAQ9GvHVkAegdZgfYKnpezdhsimhXfAHNYt5coR8sDbG65BtRYbc6Ut9l>



## Connection between Carter's Flat and the CBD

44. Plan Change 19 introduced the change of Carter's flat to become retail and residential apartments; this has the potential to increase the demand for traffic flow between Carter's Flat and the CBD, and it would be useful to check that change is included in the WRTM and the plans
45. It would be useful to consider active mode transport between Carter's Flat and the CBD; for example, stairs or something like a glass lift at the end of Alpha St

## Public transport and active modes

### Include public transport and active mode route plans in released maps

46. The released maps focused on car changes, which makes it hard to gather support and input from stakeholders that desire and would use public transport
47. It may be better to have separate maps for planned public transport and cycle and walking routes as they will be clearer and can be targeted at the most relevant stakeholders
48. One example is that cycle access from the north east of Cambridge towards the west can be challenging, with the best options being detours to the signaled crossing on Victoria Rd or the pedestrian crossing on Victoria Rd just north of Hamilton Rd

### Invest in infrastructure changes to support Public Transport

49. Busses are easy to reverse with funding changes and therefore provide uncertainty about the location and longevity of the service; this can result in reduced business investment to support the service and lesser impact than might be hoped
50. Less easily reversed infrastructure changes reduce uncertainty and send messages about the longevity, which can enable intensification and business development on the modified routes
51. For example, the development of cycleways in Cambridge had initial planters and small speed bumps that were easily reversed, but these provided key pointers to benefits and were later replaced with much less reversible infrastructure

### Start public transport sooner

52. The flip side of the previous section is that busses can readily be started with smaller investments; small experiments sooner would yield dividends in terms of understanding usage and challenges with creating appropriate routes

### Any evaluation of public transport should include analysis of effects on walking

53. For within-town routes, public transport enables walking, thus the number of public transport users may underrepresent the impacts of public transport

54. Specifically, when public transport is reasonably frequent and the weather is fair, having public transport as a backup makes it easier to walk: if the weather changes, is worse for the return journey, or if an emergency arises a pedestrian can easily become a public transport user

#### Consider bus loop routes on secondary roads

55. It may be more possible to add infrastructure on secondary roads to allow faster public transport mobility than in the main Victoria/Shakespeare St areas
56. For example, routes circulating around locations like Grosvenor/King (or Taylor)/Grey/Alpha, and Scott/Noel (or Lamb)/Burns would mean a larger proportion of the population would be in walking distance of a bus stop
57. Look at including stops at or near local dairies and shops and include owners of these businesses in consultation
58. This also highlights that newer subdivisions are less well connected as there are not alternative routes that could be used to separate car traffic from public transport, and that could be used to inform subdivision development

#### Consider very small buses

59. What is the largest vehicle that can be driven over the Victoria St Bridge — if it's possible to drive a van that would hold 10 people, would it be possible to start with a very small bus service

#### Consider the effects of traffic filtering through side streets

60. One comment from Inviser at the drop-in session was that traffic lights on Victoria Rd enable more traffic filtering through the side streets to help raise overall capacity — this will have environmental impacts (noise) and give rise to more pedestrian/vehicle and cyclist/vehicle interactions, such that there will be increasing pressure for pedestrian and cycle safety and traffic calming in residential areas

## Process

#### Reduce the time and scope of uncertainty

61. The Cambridge Connections team said that the prices of houses on main roads in Cambridge do not differ greatly from those of houses on quieter residential streets, and used this information in part to plan engagement
62. However, in talking to a real estate agent and valuer in town the most significant effect on the market is uncertainty — it's not whether the road is busy or not, but the uncertainty of knowing which it will be and when
63. Additionally, homeowners have different preferences as to whether they would purchase on a busy road or not, for example relating to whether they intend to live in the property

64. Even with the current announcement, one home was removed from sale at least in part due to the publicity related to the bridge, and another homeowner has delayed listing their home. This has forced changes in life plans on homeowners, and these have the potential to become more significant as the period of uncertainty becomes longer
65. Uncertainty was also extended to more homes by the presentation of a broad possible area for the bridge
66. The next sections consider some possible ways to reduce the time and breadth of uncertainty

#### Conduct a Social Impact Analysis early with as independent a company as possible

67. Discussion with an RMA Commissioner and with a council Traffic Manager for another region indicated the Social Impact Analysis enables decision makers to move forward by providing a whole-of-community picture of potential impacts that is not skewed by peoples' propensity to provide feedback, and this can allow processes to move forward with more certainty and reduce the length of uncertainty
68. A Social Impact Analysis has the potential to uncover important potential effects both positive and negative, that would be missed by just public consultation and discussion with key stakeholders
69. The RMA Commissioner noted that while the large consultancies are keen to extract the additional funding to conduct such studies, smaller local consultancies can both appear to be and actually be more independent and may be more able to put in a larger number of hours for a certain price, which is key in being able to reach more of the potentially-impacted individuals, organizations, and businesses in the community

#### In the Long Term Plan include funding for purchase of land

70. Presenting a narrower area would reduce the area of uncertainty; however, this has a high potential to give rise to calls for designation and property purchase
71. Thus, preparing for property purchase could be a key way to reduce both the timeframe and area of uncertainty
72. Including funding for purchase of property for any of the possible routes in the Long Term Plan would enable uncertainty to be resolved more quickly

#### Be more clear that decisions are being made

73. The Cambridge Connections team has said that "no decision is being made" in taking forward an "emerging preferred option" into the NZTA Business Case; however, the Invis consultant noted that NZTA evaluates sites serially, and that selection was important since it would be most likely that site would be the eventual location; and this was confirmed by additional contact with the NZTA



### Work closely with planning changes

74. A number of planning and development changes are likely to impact the viability and cost of implementing river crossings and their connector roads through some of the possible locations; in addition, plan changes will affect the overall needs of the overall strategy; it would seem there is some benefit to both understanding changes (e.g. whether their effects are included in the WRTM) and ensuring that changes don't happen that could jeopardize key possibilities
75. The C3 growth area, corresponding to original Option A has the potential to rapidly move through master planning and development, which would change the ability to acquire property and to ensure mitigations in construction and roading would be enacted
76. Draft Plan Change 26 (if and when implemented) currently removes the character street designation from Bryce St, and the larger setbacks are one of the characteristics that make Bryce St attractive for a bridge location and provide opportunities to help mitigate noise effects
77. Plan Change 19 for the conversion of Carter's Flat to retail and apartments will change community needs and raise concern about the traffic on Albert and Queen St and the ability to move between the two retail areas in town

### Final Note

78. I wish to be heard
79. The footnote to the hardcopy feedback document notes that this is a consultation process
 

“Privacy statement: All submissions (including names and contact details) may be provided in full to elected members. Submissions (including names but not contact details) may be made available to the public. Your personal information may also be used for the **administration of the consultation process**. All information collected will be held by Waipa District Council, 101 Bank Street, Te Awamutu with submitters having the right to request access to and correction of their personal information.”
80. The opportunity to be heard is provided for by the Local Government Act 2002, Section 82 (1) (d), which says that
 

“persons who wish to have their views on the decision or matter considered by the local authority should be provided by the local authority with a reasonable opportunity to **present those views to the local authority in a manner and format that is appropriate to the preferences and needs of those persons.**”

## Feedback 251



## Have your say?

**Full Name:** [REDACTED]

**Organisation (if applicable):** n/a

**Postal address:** [REDACTED]

**Email:** [REDACTED]

*The proposed bridge location for the Cambridge Connections Project is off the table. We have received more than 300 pieces of feedback about the project, and we acknowledge the overwhelming interest in the proposed bridge's location. We have extended the feedback period to 5pm on Friday, May 24.*

1. Do you have a preferred option? Please view the maps included.

*A - This map consists of road building to manage congestion with a focus on enabling private vehicle usage.*

*B - This option is about improving transport choices for walking, cycling and public transport.*

*C - This option is about enhancing transport choices for walking, cycling and public transport.*

*D - No, I prefer a few things from each option. Please let us know what you prefer or what you don't agree with from each plan.*

D is nearest to my preference – however there is nothing in B & C that I would want to occur.

2. What do you like about option A?

A is correct at taking the traffic from Cambridge Road along Matos Segedin drive.

However, it should go directly across the river to near the RDA building to a roundabout with the first exit along the riverside joining up with plan A's route to C3 and then to the new roundabout on Cambridge road by Te Awa. The other exit from the RDA roundabout would link up with Alpha street and be an alternative route into the town centre. This would reduce the traffic on the Leamington bank to the town centre by the Fergusson bridge by over half, but also on the Cambridge bank (Cambridge Hamilton road) by half over bridge A which has no connection. That traffic would consist of C3 into town traffic and any coming from Bridge A.

Work on traffic flows indicate a huge saving in kms per day, and therefore carbon dioxide (CO<sup>2</sup>) output equivalent to over 3,000 driver being converted to cycling 12 kms!

Bridges B&C have no merit and severe problems – not the least being ensuring heavy traffic is brought into town and the destruction of residences.

In looking at the MCA figures in the Cambridge Connections presentation I could not understand how option A had so many negatives until I realised that it had been designed to have no connection into the town centre, but also that the concept of condensing the traffic into a few high volume routes had been adopted by the planners. One which I

thoroughly oppose. Town centres should be designed for the people who use them, not for through traffic.

3. What do you like about option B?

The title says it all “Improve transport choice” over A’s “Road building to manage congestion”

This plan is totally ruled out because it requires the route to go through town, progressively increasing traffic flow, produces harmful fumes and noise for a large number of residents, and requires the destruction of residences.

4. What do you like about option C?

The title says it all “Improve transport choice” over A’s “Road building to manage congestion”

This plan is totally ruled out because it requires the route to go through town, progressively increasing traffic flow, produces harmful fumes and noise for a large number of residents, and requires the destruction of residences.

5. Any other feedback?

Analysis of the plusses and minuses of the Bridge B&C over a bridge at Matos Segedin drive (MSD), which has access to Alpha Street built in, shows a huge advantage to bridge MSD. This is a combination of a variation of the “Green Belt (South) Vogel Street Alignment plan” proposed and published by council in 2019, and part of Cambridge Connections plan A. Keeping traffic out of town is a healthy option.

**CAMBRIDGE CONNECTIONS BRIDGE PROPOSALS (B&C) versus MSD bridge**

Questions to be asked	Scores for the bridges	
(Scoring 1 for a positive, -1 for a negative)		
Route	B&C -12	MSD 2
1. Is the route close to High Level bridge it replaces		
B&C - YES – inside 1 km on Pope terrace		1
<b>MSD – PARTLY – closer for Cambridge Te Awamutu road traffic and C3 &amp; C4</b>		<b>1</b>
2. Does the route require the removal or destruction of any dwellings		
B&C - YES – Number unknown as route given lacks detail		-1
<b>MSD – NONE</b>		<b>1</b>
3. Does the removal or destruction of dwellings affect CO <sup>2</sup>		
B&C - YES – per house		
● removal 10-20 tonnes CO <sup>2</sup>		-1
● replacement 15 to 80 tonnes CO <sup>2</sup>		-1
<b>MSD – NOT APPLICABLE</b>		<b>1</b>

4.	How many current title holders will be affected		
	B&C – 10 or more		-1
	<b>MSD – &lt; 5 – See comment Beca report 2018 on bridge C3</b>		<b>-1</b>
5.	How many title holders will be likely to initiate court action		
	B&C – 10 or more		
	● possible class action (rumour),		-1
	● crowd funded		-1
	● individual action		-1
	<b>MSD – 1or2? – See Beca report 2018 C3 bridge report</b>		<b>-1</b>
6.	Will construction affect major into town traffic flow		
	B&C – YES		
	● Hamilton road – Intersection		-1
	● Hamilton road – Widening		-1
	● Church roundabout – expanding to double capacity		-1
	● Victoria Road – Widening		-1
	<b>MSD – NONE</b>		<b>1</b>
7.	Will construction affect traffic flow in or near Leamington		
	B&C - YES – Only the roundabout construction on Pope Terrace (just in town)		-1
	<b>MSD - YES – Only the roundabout construction on Cambridge road (out of town)</b>		<b>-1</b>
8.	Does the route affect archaeological and heritage areas		
	B&C - YES – Number unknown as route given lacks detail		-1
	<b>MSD – NO</b>		<b>1</b>
9.	Does the route use any part of the Green Belt?		
	B&C – YES		-1
	<b>MSD – YES</b>		<b>-1</b>
10.	Does it add another route into central Cambridge to replace Victoria Bridge		
	B&C - YES – Alpha Street (part)		1
	<b>MSD – YES – Alpha street</b>		<b>1</b>
	<b>Approach roads</b>	<b>B&amp;C -8</b>	<b>MSD 4.5</b>
11.	Are major current “in Cambridge town street” alterations required?		
	B&C – YES –		
	● Junction on Hamilton road		-1
	● expand Church roundabout		-1
	● Widen Victoria road		-1
	<b>MSD – ONE – Junction of C3 town road to Alpha Street</b>		<b>-1</b>
12.	Are minor current “in Cambridge town street” road works required?		
	B&C – YES –		
	● crossroads with Alpha Street – a major intersection commuter traffic right turn		-1
	● crossroads with Queen Street		-1
	<b>MSD – NO</b>		<b>1</b>
13.	Other than the roundabouts on Pope terrace Leamington will the work affect traffic flow		
	B&C – YES – 2 points on major artery roads into Cambridge		
	● Hamilton Road		-1
	● Church roundabout		-1
	<b>MSD – ONLY 1 – Alpha Street connection</b>		<b>-1</b>
14.	Are new roads required other than immediate approach to the bridge		
	B&C - YES – Leamington side along the green belt across Heritage sites		-1
	<b>MSD – YES –</b>		
	● <b>C3 connection Built in upgraded form</b>		<b>0</b>
	● <b>Roundabout by RDA</b>		<b>-1</b>
	● <b>town road connector to Alpha Street</b>		<b>-1</b>

**Finance and Design**

**B&C -5 MSD 3**

- 15. Possible size and cost of the bridge
  - B&C – MORE
  - as higher -1
  - longer -1
  - More difficult construction area -1
  - MSD – LESS as shorter, lower and much simpler construction 1**
- 16. Will the bridge be level or horizontal
  - B&C – Probably not – Cambridge bank is higher -1
  - MSD – YES 1**
- 17. Does funding come with any of the approach roads other than NZTA
  - B&C – NO – NZTA? -1
  - MSD – YES - developer’s share of C3 connection, NZTA? 1**
- 18. Is the bridge susceptible to damage if the Karapiro dam collapses
  - B&C – PROBABLY NOT 1
  - MSD – YES -1**
- 19. Is the bridge central for Cambridge in 2050/2125
  - B&C – NO -1
  - MSD – YES 1**

**Cycling and pedestrian**

**B&C -2 MSD 3**

- 20. Will the bridge be useful for cyclists
  - B&C - NO – Not really desirable as cycleways lead to old High Level bridge close by 0
  - MSD – YES –**
  - Joins on to cycle track from Velodrome 1
  - At Cambridge road simple to connect to C4 cycleway 1
- 21. Can the bridge be incorporated into the river trail
  - B&C – NO – not really -1
  - MSD – YES – Connects with Karapiro through cycleways in C4 and Lamb Street 1**
- 22. Does the bridge need other works to make a good option for cycling to Karapiro
  - B&C – YES – If urban cycle lanes are added in the streets of Leamington -1
  - MSD – YES – making cycle lanes on the ample berms on Lamb Street -1**

**CO2 saving**

**B&C -10 MSD 8**

- 23. Will the bridge save CO2 emissions when finished
  - B&C – YES – After construction 1
  - MSD – YES – After construction 1**
- 24. Is the construction of the route environmentally friendly
  - B&C – NO -1
  - MSD – YES 1**
- 25. Why is that?
  - B&C –
  - Destruction of houses -1
  - Pollution from evicted owners building replacements -1
  - Noise and problems from road widening -1
  - Noise in with heavy goods vehicle through traffic -1
  - Pollution from fumes in town -1
  - Health effect of in town corridor -1
  - Expansion of Church roundabout danger to heritage building -1
  - MSD –**
  - The construction of C3 road is already planned 1
  - The bridge is much simpler 1
  - The bridge construction is away from present road system 1

- 26. Does it maintain the current numbers of routes into central Cambridge
  - B&C - YES –
  - part of Alpha Street is a true replacement for High Level Bridge 1
  - However into town route has a RIGHT turn across traffic which will be a problem -1
  - MSD – YES – Utilises Alpha street and the road from C3 1**
- 27. Does the bridge reduce in/through town traffic
  - B&C – NO –
  - Increases congestion on Hamilton road -1
  - Increases pollution on speed bumps -1
  - Increases discomfort of road users -1
  - MSD – YES –**
  - **Thru traffic from North bypasses altogether 1**
  - **Traffic will use new town entry by Alpha Street from C3 and Cambridge road 1**

**CUMULATIVE SCORE**

**B&C -37 MSD 13**

This result means that the option claimed to be the best by Waipa District is greatly inferior to the community suggested MSD bridge. It scores a huge 37 minus points where these are given for undesirable consequences of the venture. One desirable consequence is structured in this analysis to rule out one undesirable one. Therefore scoring of both positive and negative gives a more accurate result of the effects of the plan

Option	Positive	Negative	Score
B&C bridge	4	- 41	- 37
MSD	22	- 9	13

This score contrasts that received by Option A when scored under the MCA system as shown in the presentation by the Cambridge Connection. Such a divergent score could be linked to Option A having no connection to Cambridge town centre, but many of the scoring points have nothing to do with that connection, such as “Does the route require the removal or destruction of any dwellings?”

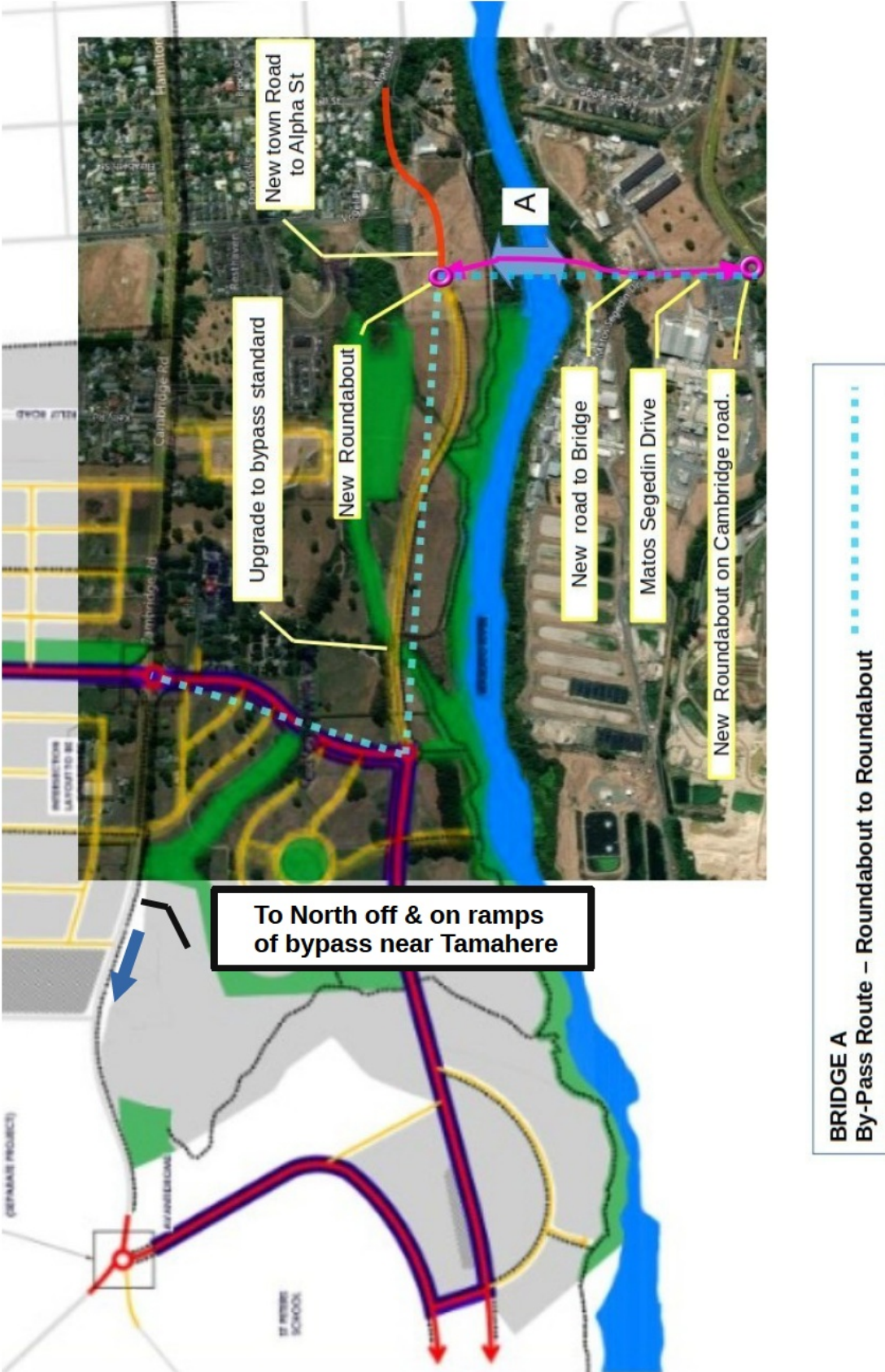
*Some of the References used in writing this submission*

- Recommendations\_for\_constructing\_roadside\_vegetation\_barriers\_to\_improve\_near-road\_air\_quality.pdf
- <https://www.epa.gov/sciencematters/living-close-roadways-health-concerns-and-mitigation-strategies>
- [https://www.epa.gov/sites/default/files/2015-11/documents/420f14044\\_0.pdf](https://www.epa.gov/sites/default/files/2015-11/documents/420f14044_0.pdf)
- <https://medicalsciences.stackexchange.com/questions/15865/how-far-away-from-a-highway-should-i-live-to-avoid-negative-health-effects>
- <https://www.theguardian.com/environment/2019/nov/25/living-near-busy-road-stunts-childrens-lung-growth-study-says>
- 2018 Beca Cambridge Road Bridges Traffic Capacity and Demand Study.pdf
- OPUS C2 and C3 growth cell - Traffic assessment of the Cambridge Road and Collector roads 1 and 4 intersection - August 2019.pdf
- Waipa District Council Traffic counts 2021-23
- <https://www.mikeontraffic.com/numbers-every-traffic-engineer-should-know/>
- What is the capacity of the road network for private motorised traffic and how has this changed over time? <https://content.tfl.gov.uk/technical-note-10-what-is-the-capacity-of-the-road-network-for-private-motorised-traffic.pdf>

Enclosures appended for information

1. PDF files
  1. **MSD A4 map.pdf** - A Draft map indicating position of MSD bridge and road
  2. **MSD metres.pdf** - A chart of the ms saved by Cambridge road traffic over using the Fergusson and B/C (Grey Street) Bridges
  3. **MSD Bridge Cycling.pdf** - A plan of Cycle ways to Waipa countryside and Karapiro using the MSD bridge from the Velodrome
2. JPEG files
  1. **2021 Traffic total.jpg** - Traffic volumes on Cambridge plan 2021 figures – Daily total vehicles

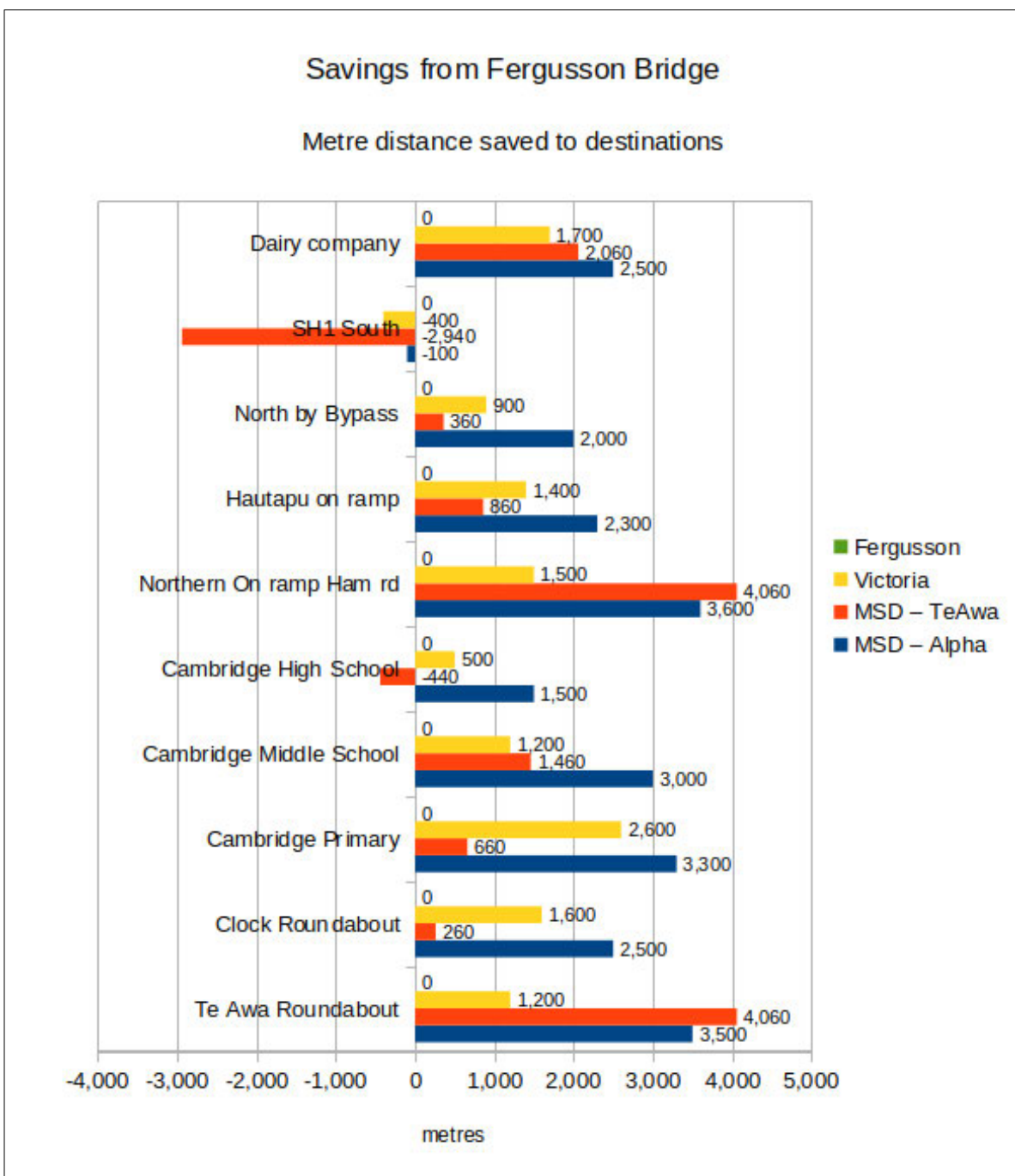
## Matos Segedin Drive Bridge MSD - marked A





## Metres saved by Matos Segedin Bridge over Fergusson Bridge

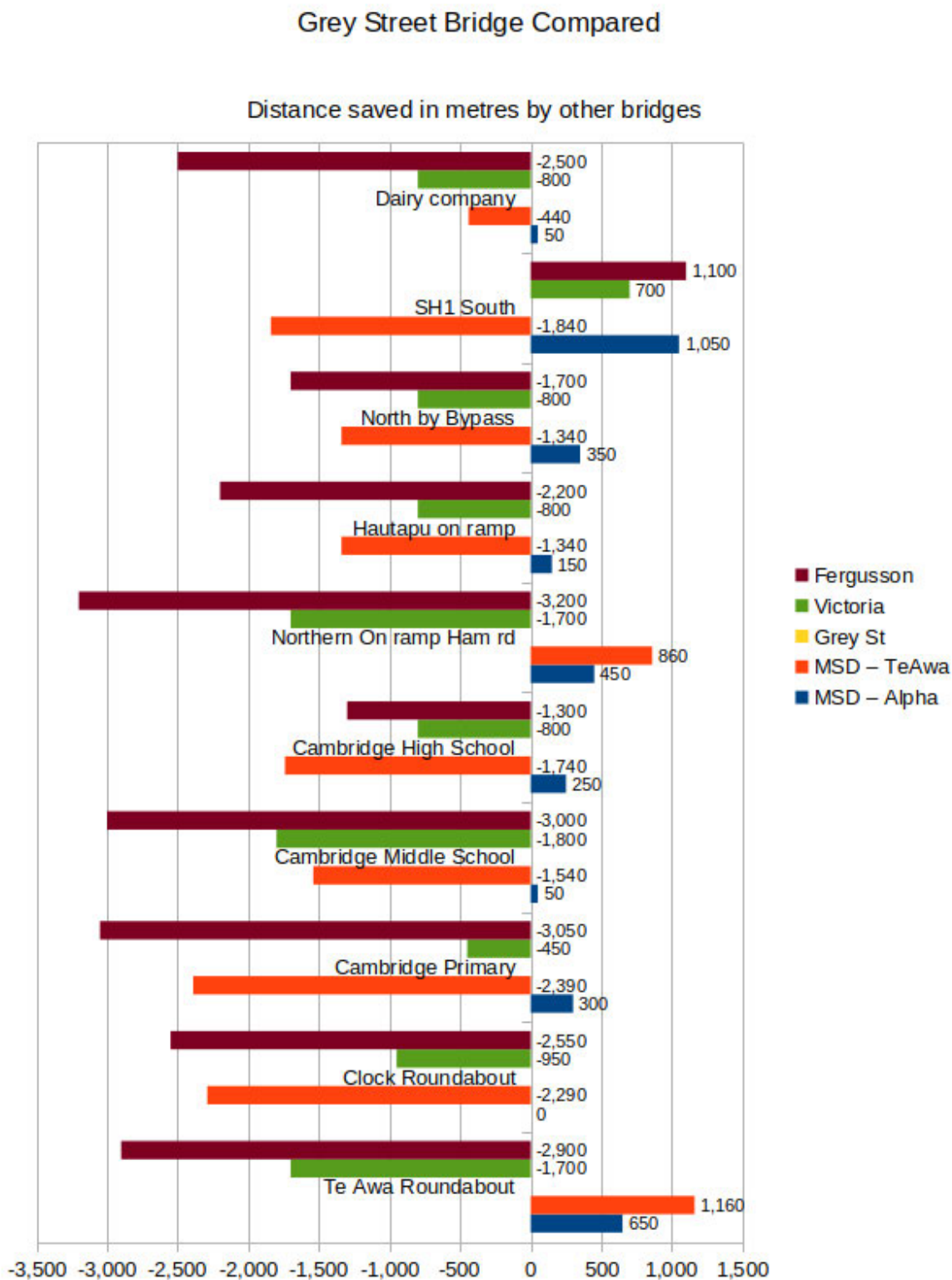
Cambridge Connections show that 21% of people who cross the Waikato river from Leamington come from Cambridge Te Awamutu road. They all would use a Matos Segedin Drive bridge with a town connection to Alpha Street and a ‘thru’ connection to the Te Awa roundabout. The savings over the Fergusson Bridge for these destinations are shown in the graph below with the Fergusson bridge as no saving (0). The point for no saving for traffic from Leamington central for the MSD bridge is Pope Terrace / Coleridge Street junction. *Note: the higher the figure (metres) the better.*



The switch of users to the MSD bridge, saving in distance travelled, will reduce dramatically the use of the Fergusson Bridge, Albert Street and the old SH1 roundabouts which therefore will not require additional costs to upgrading them in the future.

## Comparison of Matos Segedin Bridge and Bridge B/C

Cambridge road traffic saving in metres using MSD bridge over Cambridge Connections B/C name Grey Street bridge in Chart



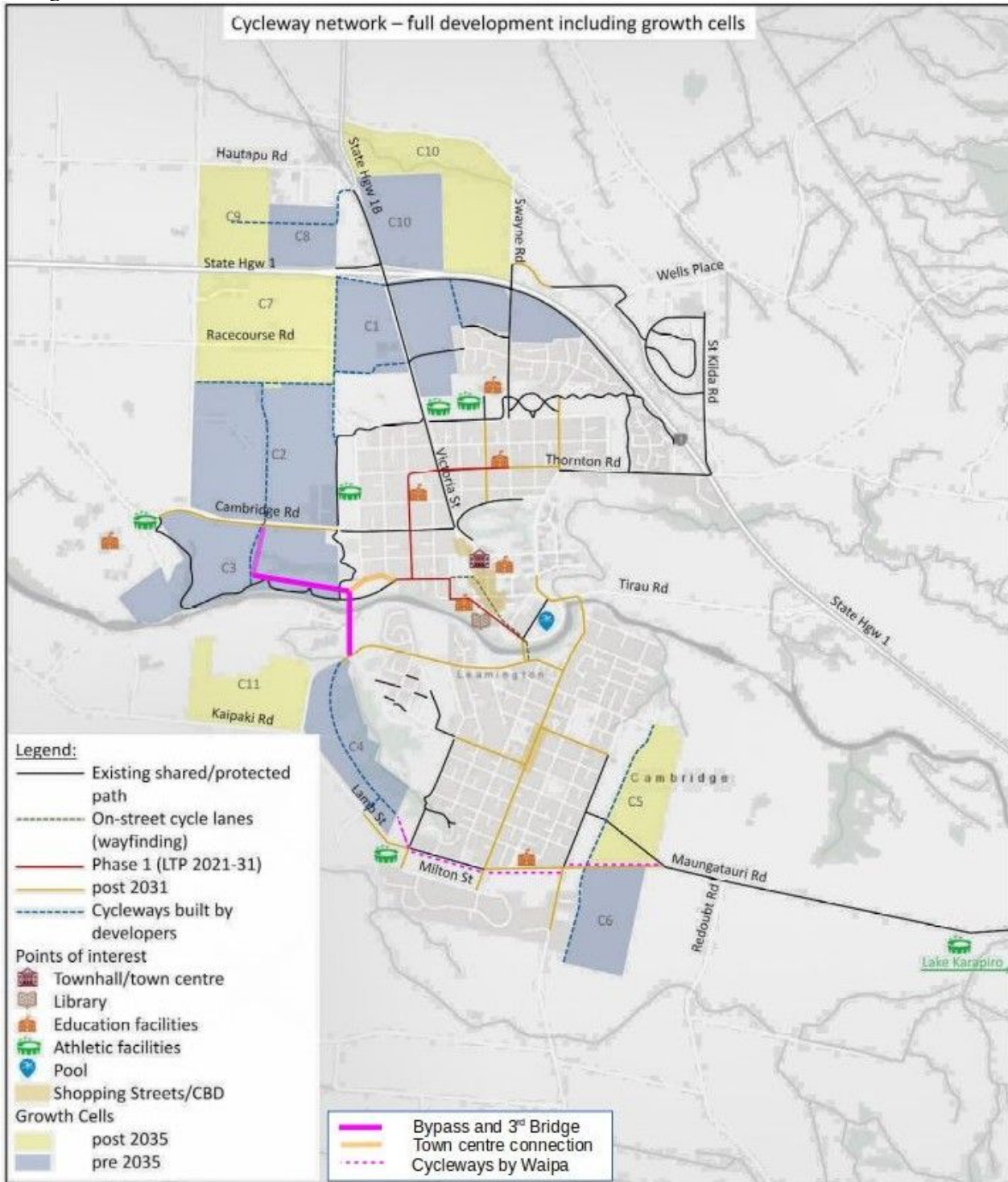
**SECTION 3**

**9**

**RING ROAD MAPS & DIAGRAMS**

**3.3 CYCLING**

The route over the proposed new bridge to Waipa district and Karapiro is marked in magenta on this plan. Initially the Cambridge Te Awamutu road should have a dedicated shoulder for cycling on the left side heading to Kapiaki crossroads. This could be used until the developers construct the projected cycleway through Zone C4.



The cycle track is a primary construction required in Lamb street all the way to Maungatautari road. This route will seriously reduce the dangerous urban cycling that is presently necessary by the Victoria bridge.



## Feedback 331

[REDACTED]  
[REDACTED]  
24 May 2024

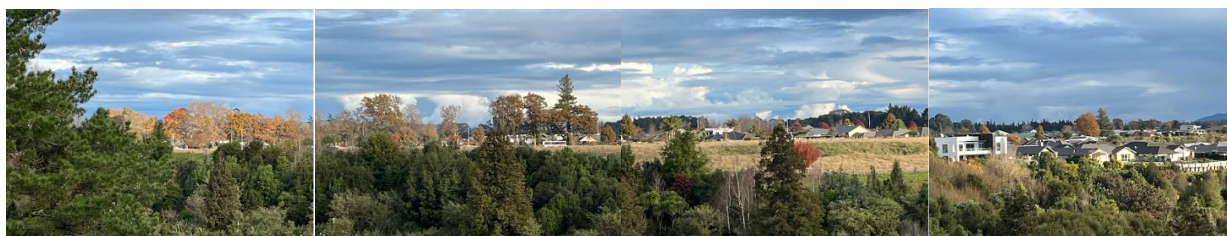
Waipa District Council

[cambridgeconnections@waipa.govt.nz](mailto:cambridgeconnections@waipa.govt.nz)

## Feedback on Third Cambridge Bridge options

### Introduction

1. I was born in Cambridge and returned here to live three years ago having spent my working life in Wellington. My family have owned this property for twenty years. My father did the conveyancing in the early 1980s which established the cross-lease myself and three other owners currently have. My parents moved into this house in their later years knowing that it has an extraordinary view of the river and across to the green belt. I purchased the property off my siblings for two reasons – the amazing view and its proximity to town, which I regularly walk to.



I have included a series of photos which show you the uninterrupted view I currently enjoy across the Waikato river and over to the green belt and the housing development in Leamington. The kumara pits are in the third photo, where you can see the green indentations.

Cambridge was never called a village when I was growing up here. Having come back after many years away this concept has astounded me and seems to be driving some of the thinking now. Of course, we enjoy a very splendid town and town centre that represents and benefits from the wealth of many of the residents that now live here.

2. It was very troubling when I first saw the article in the Cambridge News on Thursday 29 February 2024 and saw the blue arrow outlining the transport corridor with Haworth Ave in the centre of the proposed transport corridor. The arrow went from Dick Street and nearly over to Grey Street – covering some 300 homes. It also went across the river and over to the green belt. This arrow and the area it included caused huge distress to a great many people. Let alone my neighbours in Haworth Ave who were imagining the whole street being demolished. Considering Alpha Street as a main access road into town was also a worry as this street is the only way in and out of Haworth Ave. Having had over a decade of drama in Wellington with earthquake strengthening and leaky homes issues to deal with, it felt like ground hog day all over again.

## Change in scope of consultation

3. The changing scope for the consultation has not been well done. From a preferred option for the third bridge, to all three options being on the table, to all bridge options being off the table. Now I see the consultation reframed as *While the bridge location is off the table, we still want feedback on the other transport improvements being proposed, which include intersection upgrades, traffic signals, improved walking and cycling facilities and additional passenger transport services*. So now you just want to consult on transport options and modes. This is simply unbelievable because a third bridge is still required in the future and must be planned for now.

## WDC Response to community concerns

4. This has been very disappointing. This includes:
  - The Mayor's letter published in the Cambridge News which blamed community attendees for the failed Bridges meeting. The meeting failed because it was not fit for purpose.
  - The WDC email requesting preferences for consultation from home owners which were never acted upon.
  - The requests from the Cambridge Community Board to WDC to engage better with the community which were ignored. At least they listened to the concerns being expressed. But were shown to be pretty impotent when Council staff/elected representatives didn't act on their recommendations (because that is all they're able to do).
  - The Mayor's letter published in the Cambridge News on 30 April, the day before the Townhall meeting on 1 May, advising of the independent review of the process. This was cynical politics at work, and finally;
  - The comms spin that has been writ large throughout this painful process. The community in Cambridge and Leamington are not stupid and the tone, disdain and manipulation of intentions and actions were not appropriate when working with rate payers.

## The future of the Cambridge town centre

5. One of the goals of Cambridge Connections was to enable residents from Leamington easier access to the town centre for their shopping pleasure. Hence the bridge going across the river as close as possible to the town centre. Has there been any consideration given to:
  1. What vision do you have for Cambridge? We know it's to 'retain its character' and this includes tree-lined streets and wide berms, careful sub-divisions and planning for industrial areas etc. But what does it mean for the town centre?
    - Do we want a successful retail and restaurant sector?
    - Do we want room for more professional service providers to support the growing population e.g. doctors, lawyers, accountants, financial advisors etc.?
    - Do we want people to live in the town centre and add to the liveliness of the area (it's currently dead in the evenings)?
    - Do we want more parking and public transport options to take people into the town centre? Yes, you have mentioned this in the Connections report but provision within the town centre was not identified or evident.
    - Do we want new builds to add value to the town centre (think about Christchurch and its vision post the earthquake)? How high can they be built and what mix of parking, retail and residential do we want?

6. What growth and development is needed for the town centre to provide services for more than 40,000 people in 20-30 years' time? Looking hard at the town centre there are old character buildings (many in poor repair), very few modern buildings and little land for any new development. Cambridge is a destination town and does have a lot to offer visitors and residents alike. But the current layout and lack of area to spread will mean it fails to keep pace with the growth of the town.
7. What plan is there for parking to accommodate the large increase in people coming into the town via the new bridge, roads and modes? Halley's Lane is at capacity, as is parking around the Town Square.

Until we answer some of these questions it's hard to give any support to a third bridge close to town, to bring many more people into town, and for/to what in the years to come???

### Historical provision for a third bridge

8. With all the development on the riverside of Hamilton Road, was there no thought to keeping land aside for this? The common understanding for the past 30 years at least was that the third bridge would go out by St Peters. With the industrial area on the Leamington side, formerly owned by Council, why was there no provision for this? Having looked at the land on both sides of the river going north there are many lost opportunities to designate a paper road and place for a third bridge. Council has historically owned a lot of this land and failed to make reasonable provision.
9. It was also concerning to see the extent to which Council has spread water treatment centres along both sides of the river. This seems very last century, when the Waikato river is a taonga for the area.
10. It seems, it's easier to disrupt existing residential areas and residents than new developments and developers. It's easier to build monster roundabouts for new developments and to allow green field areas to be designated residential. It's easier to enable huge increases in light and heavy traffic through old established residential areas. It's easier to demolish people's homes, ruin the special character of the residential areas than to properly plan for population growth.

### Green belt and taonga

11. Cambridge values its special character and green belts. And yet it looks as though you plan to utilise a piece of green belt to access the bridge on the Leamington side. My understanding is that this particular piece of green belt encompasses historic Māori kumara pits. This needs further investigation.

### Transport improvements

12. You have been keen to promote this initiative as an ambitious strategy for Cambridge, promoting lower traffic, and a higher quality town centre, an enhanced walking and cycling network across the town, frequent buses to Hamilton, and local buses within Cambridge and an 'Inner bridge' location which better supports the town centre through decongestion, enabling amenity, public transport, walking and cycling, water, and utilities improvements. I support almost all of the above (not the location of the third bridge in my hood though). I walk and cycle, I have been used to using public transport and support the development of new cycle lanes. I also support future generations and the shifts they'll need to make to mitigate climate change.

## The WSP Review

13. I submitted a LGOIMA request on 30 April 2024 as I remain dissatisfied with the announcement in the Cambridge News. To say the third bridge is off the table is facile. To get Waka Kotahi funding to advance Council planning, your submission will of course need to include the third bridge, otherwise what's it for? This spin was unnecessary in my view. It has given many people a false sense of certainty. We, the rate payers should have been given more information on the terms of reference and date the report is due back to Council. Given the level of interest in this process and project, Council should have provided a date to report back to the people of Cambridge.
14. I have not had a reply to my LGOIMA request at the time of writing this submission. I reserve the right to add to my submission on receipt of your response.

## Waka Kotahi expectations

15. I am familiar with many of the specifications Waka Kotahi place on funding applications in particular those supporting lower carbon emissions. I was however concerned to see the emphasis placed on lowering emissions via a bridge being closer to the town centre i.e. if everyone is driving into town, let's get them there via the most direct route possible from Leamington. This of course undermines all the other low emissions options Waka Kotahi also promotes which do not involve cars and additional roading. I cannot believe they would expect you to weight this variable as highly as you have.
16. It's clear that the purpose of the WSP review is to ensure you meet all the expectations Waka Kotahi might have for these types of funding proposals. I hope that you look again at this and push back if need be.

## Consultation

17. I remain deeply concerned at Council's inability to provide decent consultation processes. This submission process is not consultation. The Cambridge Dictionary definition of consultation is '*the act of exchanging information and opinions about something in order to reach a better understanding of it or to make a decision, or a meeting for this purpose*'. There has been no exchange between us and Council in order to reach a better understanding of the issues or situation. LGOIMA requests and formal submission processes based on shifting sands do not constitute consultation.
18. Consultation, even on difficult issues, can be handled well and result in the various factions gaining a greater understanding of the perspectives of others while also gaining more information to inform discussion and decisions in the future. Please get more professional advice from people skilled in community consultation as this process proceeds. The people in this town deserve to have better involvement about the future of their town and also have the intelligence and resources to oppose poorly thought through plans and proposals. People can be brought on board with difficult decisions given information and time. We have the time (20+ years), and you have the information so let's start talking and creating a shared future.

Finally, I would like the opportunity to present my submission to Council.

[REDACTED]

[REDACTED]

[REDACTED]



## Feedback 345

To Waipa District Council

Re: Transport Issues – Cambridge Connections.

1. I am a Cambridge resident and person familiar with Council and Local Government issues. I was born in Cambridge, went away to secondary school and University in Auckland. I have worked in the area now for 48 years in the Resource Management field as well as regularly submitting on annual plans etc. I therefore suggest I bring to the debate a wider perspective and knowledge than many others.
2. I have clients who have consulted me regarding parking issues, development of Cambridge CBD and more recently the proposed third bridge option. I note in the interests of disclosure and transparency my sister's property was shown as covered by the "blue swathe" shown on the maps as where the bridge would go under the third option (which is now withdrawn, but appears to be still part of the options being "reviewed").
3. First, I am very concerned at the apparent lack of consultation with and blindsiding of ratepayers and owners particularly those affected. The overall approach does not seem to be much more than a "desktop" analysis and so-called modelling by experts. Such modelling work takes no account of the community's feelings/desires or needs and certainly fails to take into account the "unintended consequences" and the "other factors"
4. Secondly the review now advised as proceeding has no end date and no scope of work has been made available publicly, and should have been as the public is now keenly aware of the issue. I note there is no suggestion that the new consultants have a mandate to consider the residents views or the wider ramifications. It is just to review the "process" and advise on the application to NZTA going forward.
5. While indicating/suggesting there was "consultation" it is my view that the "consultation" did not meet the requirements of the Local Government Act 2002 and/or the Waipa policy surrounding that requirement. This is a serious failing and one which, rightly, residents were entitled to raise objection to.
6. Consultation on a narrow and specific aspect of an overall transport plan is non-productive particularly when the overall plan itself is lacking – there appears to be no vision at all to understand how the Cambridge CBD should develop, no accounting for growth in the CBD or the wider (now) commercial areas, no consideration as to parking -see further below (noting the public meetings described as "angry" by Chamber of Commerce) and no solutions or options for solutions put forward.
7. Thirdly there appears to be no account taken of the following:
  - a. How are the additional cars who will use the third bridge (when built and if Victoria bridge is decommissioned for cars etc then it will still be the

- second bridge) to be accommodated within the Cambridge CBD. i.e., parking – no park and ride spots and no “bus depot” or provision for future ride-share vehicles to set down passengers is indicated and generally no vision for expansion whether it be up or not (the height restriction in CBD of 18m is too low for economies of scale for developers to be interested for activities such as an hotel or residential units above commercial etc).
- b. Why are traffic lights proposed when the aim is to have a CBD that is friendly and inviting – Cambridge residents have always resisted traffic lights as an option.
  - c. Cambridge is a service centre for a wide rurally based hinterland – apparently servicing some 20,000 additional people within a wide radius AND in the next 30 years a further 20,000 people will want to reside in or around Cambridge. These are the figures and projections and in my experience (because of lags in availability of suitable land) Cambridge regularly has a pent-up demand situation.
  - d. There are no plans to accommodate these additional 20,000 people when they may want to use the services only available in the CBD and while the current building consents have slowed they do not include many, if any, higher rise buildings as these are not generally permitted – the residential Plan change is on hold and the government “offer” to allow change if 30 years of forward residential (and commercial and industrial) land to support such growth is zoned, still needs legislation. The provisioning of the zoned land for 30 years is now not currently there, and the infrastructure implications are not factored in to the transport equation (and must be).
  - e. The bus service with Hamilton is slow and not able to accommodate a major increase and there are no park and ride areas to assist/encourage people to use the service.
  - f. The third bridge is apparently 20 years away from being required, according to Mr Hudson and more according to the flawed analysis as to car usage from Leamington undertaken at a lock down time and failing to recognise the increase in residentially zoned land brought forward, and presumably requires the Southern links bridge at the Narrows to be completed so that trucks etc will no longer see access to SH 1 through Leamington as desirable as is currently the situation.
8. Fourthly there is no real analysis of four things:
- a. What we (residents) actually want (as opposed to the technocrats telling us what we want!) AND
  - b. Whether we (the public) want to travel by car or bike or scooter or walk. We are just told to get out of cars which is laudable but hardly determinative. It takes little account of attitude and need AND

- c. Is Cambridge compact enough to have a public transport system that is financially viable?
  - d. How can the Cambridge CBD accommodate cars needing to use the services provided?
- 9. Fifthly Cambridge is growing (fast) but is not yet a big city. The recently approved residential zone areas at Hamilton Road, Cambridge-Te Awamutu Road and Lamb Street, Leamington are now or shortly will be subdivided and will likely be used up within 10 years – where is the vision to accommodate the growth by going up rather than out. Where is the vision to allow high rise adjacent to our CBD – recent increase in height in the area is not sufficient to allow economies of scale and the nature of land holdings (small lots and trust ownership) make development very unlikely unless Council gets involved AND some real leadership is shown. Noting that a recent report as to requirements for visitor accommodation suggested that two more hotels of 4 star and above standard are needed in the Waikato area with one in Hamilton and one probably in Cambridge. Hamilton City Council recently announced a new one to be built in Hamilton on land made available (and sold on terms) by Council
- 10. Fifthly the cost of the bridge (\$200,000,000 plus) and the cost of buying land off those affected immediately is unrealistic for a small rurally based Council such as Waipa. Even Hamilton struggled (until picking up a huge special infrastructure one-off grant) to push forward with the \$120,000,000 plus bridge to service the Peacocks area. That connection does not take people and their cars straight to the CBD – it utilises a ring road effect. So, moving the third bridge to service a ring road effect may be more cost effective remembering the current lack of parking in Cambridge CBD. Such a ring road effect would allow for park and ride areas (utilising circulating buses or mini vans in future). This has not been modelled OR consulted on.
- 11. The review of the Waipa District Plan is due shortly. Efforts to develop a spatial plan have identified some issues (including development in and parking in Cambridge CBD and the third bridge). Future proof transport up-dating (for which hearings were recently held) has not developed anything about the CambridgeCBD and has effectively left it to Waipa to develop.
- 12. There needs to be some brave leadership and a vision developed for Cambridge’s CBD and surrounds and it needs to be produced now. The current transport issues are a catalyst for the debate BUT the vision needs to be properly articulated and not poorly PR spun. It must include how the CBD is to be developed to accommodate demand for services/use as well as traffic/parking etc.
- 13. While there currently exists constraints on rates increases due to the current economic times this does not preclude Council being innovative in its approach. There is nothing to preclude Council from inviting proposals from developers (as

Hamilton has done over recent years) which may result in developments and benefits at no cost to the ratepayer but utilising Council’s powers to obtain land for appropriate uses under the Public Works Act – a Joint Venture approach that is fully funded by the developer.

14. Cambridge has an enviable reputation which attracts people to the town. The attributes that do this need to be factored in and have not been to date.
15. The revelations of a proposed third bridge blue swathe has resulted in the trust between the Council and many of the residents of Cambridge being seriously undermined. The assertions as to consultation with named (and un-named parties) forgot the most important – the residents and ratepayers whom Councillors are elected to represent. One is entitled to ask “who is accountable”? and at What cost (The new review will cost and the prior costs of consultants relying on inadequate data is noted).
16. Overall, as set out in this submission there was a failure to consider that the issue of the third bridge and traffic involves a wider issue and the failure to actively involve those most affected points to a wider disconnect between the Council and the community it serves. It raises fundamental questions about the quality of advice and whose interests are being prioritised in the decision-making. The review (as reported and subject to seeing the terms of reference) will not do this. It appears just to be a costly PR exercise using a firm with already stated views (see their website).
17. There needs to be genuine commitment to transparency, consultation, genuine stakeholder engagement and responsiveness to the needs of the Cambridge Community.
18. The progress of the spatial plan is glacial with reports delayed and the “café” of people specially selected (and unknown as to affiliation) report is still not available. These concepts need debate and need transparency and this is not occurring.

I propose that:

- A. Waipa as part of the consideration of this transport plan develop a vision for Cambridge CBD including:
  - a. Where the future commercial (shops and offices) to service the growing population needs will go – noting a need for larger spaces to accommodate certain types of stores and more height to develop buildings for an hotel, commercial offices and residential units in the CBD area.
  - b. What is the sensible height for future high-rise developments adjacent to the CBD area (and set back maybe from Victoria Street) including ability for hotel and residential units above commercial space as occurs in both Hamilton and Tauranga now.

- c. Consideration of alternatives for the third bridge:
  - i. Could the new bridge be beside the current Victoria bridge utilising (as already flagged) the current bridge for cyclists and walkers etc. Noting the Leamington side has space either side and Cambridge side has space as well but mainly on East side (joining up with Williamson Street which in turn provides several accesses to CBD and is a wide street already OR
  - ii. Could the new bridge (as a second vehicular bridge) be part of a ring road type system so the crossing is not close to CBD allowing for park and rides and other access to CBD options.
- d. That this vision must involve, and engage with, the Cambridge community in a transparent way and it needs to be done before the district plan review and the finalisation of the spatial plan so as to complement these pieces of work. Having a transport plan in isolation is not effective planning.

I wish to be heard in support of my submission.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## Feedback 350

**From:** [REDACTED]  
**To:** [Cambridge Connections](#)  
**Subject:** External Sender: Cambridge Connections Feedback  
**Date:** Friday, 24 May 2024 3:08:26 PM  
**Attachments:** [image.png](#)  
[image.png](#)  
[image.png](#)

**CYBER SECURITY WARNING:** This email is from an external source - be careful of attachments and links. Please follow the Cybersecurity Policy and report suspicious emails to Servicedesk

Hi All,

My mail, below, may be too long, for the feedback and I did add extra, maybe there is something you all may have to think about?

I was surprised to see in the Cambridge News, dated March 7<sup>th</sup> 2024, a Cambridge Connections, a Preferred Option A,B & C.

Honestly, I never ever see in my Engineering Draughtsperson working life.

It was (what is the words?) not cool, very pathetic and disgusting.

Short to start with :

Adding a new traffic light at the corner of Thornton Road/Albert Street (next to Cambridge Racquets Club) -> a uphill blind over crest, a hill-climb start to go up-the-hill at Albert St hill, at 35 deg (or 40 deg?) uphill ie/ a light vehicle with heavy trailer (say.. a boat or caravan) or a heavy truck, with heavy trailer. Harder to go up if any vehicles stop on a hill?

What about on a wet road? or too slow to go up and “oh bugger, red lights again !!! “

It will be a very slow uphill move and it is more dangerous to drive over the crest hill if any drivers ignored Orange and then Red.

Please leave as it was, unless you have a very good reason.

Similarly, Down the Queen St hill, below MacDonald, a new traffic light at the bottom corner of Queen St/Albert St. -> Please don't add a new Traffic light there.

Any vehicles (ie/ with heavy trailer or boat trailer), going down the hill, can go thru or crash into the Body Performance Clinic, ie/ at the last second hard braking from Green to Orange then to Red lights and it probably will be worse if there are going to be a wet road, this could happen as a jack & knife...

The old MOWD, with Cambridge Borough Council, for changing a new route SH1 to go thru lower Queen Street and putting a Free-Flow-Curve-Corner, it is called

"Superelevation Section", to keep the traffic flow nicely both way, an easy uphill and downhill flow.

There was old SH1 traffic thru Cambridge downtown CBD (Victoria St and Duke Street).

I was an Engineering draughtsperson, I was working for Beca Carter in early 1980s, now named Beca.

My old good boss, Mr Carter told all his staffs "do NOT touch anything on the existing roads, existing streets or any main roads or any existing residence area, leave as it was, it was an old regulations/specifications, anything from the old Land Transport Act -> then we don't have any problems in future.

ie/ you can do it on the new development area for Residents and Commercials area, for adding new roads/streets or traffic lights or roundabout or pedestrian crossing or whatever then no one will complain ! (ps/ the 4 x speed humps at Hamilton road, next to Resthaven, -> "take it off mates !!!".)

Basically to the Road designers, you have no right (tell me if I am wrong...) because it is on the Main Road/Street or comes from 100km/hrs & 80km/hrs road or from SH1 road. (ie/ wouldn't you put speed humps at 50km/hrs Victoria Street, between the White Church Roundabout and the Hautapu Rugby Club, from further north 80km/hrs road ?)

For example:

1/ the 20km/hrs Speed humps is really for (say) a narrow street before Schools or Hospitals. similar to our lower Empire Street, it is a narrow street. (as far I remember -> One-way (Swedish) street, the height is 100mm - Auckland City Council did follow it)

2/ the NZTA & Hamilton City Council did not put speed humps at Cambridge Road or Morrinsville Road, Hamilton ie/ for them arriving to the city from SH1 & SH26

3/ in Auckland City Council's specification, the Ramp Gradient or Raising table, for the speed hump, should be 1:20 and the height should be 75mm, for Buses Routes & Emergency Vehicles (say... similar slope/height at Morrinsville downtown shopping area, that raising speed hump for pedestrian crossing... so lovely there, are they !!!)

4/ However.... That's from Auckland City Council specifications it says ->



-> so here at Hamilton Road (next to Resthaven) and elsewhere, we, Cambridge do have the Auckland to Wellington Double Deck Buses, Hamilton to Cambridge buses and the School buses going our streets.

5/ Please check from 1 to 4 if I am wrong

Mr Carter also said, "don't add any Traffic lights on any good and long free traffic flow streets or roads, only thing, you can add the Roundabouts, if need turn right or left, on the main intersections". So here, it is a nice drive from South-end Shakespeare St all the way to Victoria Road/Norfolk Drive or to Hamilton Road or toward Te Awamutu,

So, why add a Traffic lights anywhere in this town? Any accidents? -> Then don't.... (So how many % admit to running thru the Red lights in NZ ?)

The question is : are these Road Designers and/or those ideas who put up the Cambridge Connections drawing plan are not local? Or an Engineer ? -> Unbelievable.

If there is an accident, that's the NZ Police officer's job. Not to the Council. (ps/ if employee(s), from any accident, can't go to work the next day, would the NZ Police, OSH and Worksafe be interested in talking to the Road Designers, ie/ why did you put that on?. Didn't you follow the Land Transport Act (or Australia Road Transport Act) ?.

For example: somewhere in the Land Transport Act (as well the Australia Road Transport Act), before arriving at any Traffic lights, Roundabout, any intersections ( including Plus or Y or T shape intersections) had to be flat for at least 50 meter (or 100 meter? – I can't remember it)

ie/ down at the 2 x bottom bridges, before that roundabout is fairly flat. and if it is a slope or a hill before any kind of intersections, then no more than 1 in 20 slope (again, can't remember what is the correct slope).

It is called "forward visibility distance and visibility on approach to intersection".

So why are you guys adding traffic lights at the tennis' corner (blind crest hill), below McDonald, east-side Duke St and other corners?

There are others saying in the Cambridge Connections - what is wrong and why remove the White Church Corner Roundabout or KFC Roundabout or Town Clock Roundabout or Big Roundabout downtown or Shakespeare Roundabout, for traffic lights?

Unfortunately, if you do.. you can possibly make it worse

Ie/ at the moment, there is so much traffic congestion and more complaints (say) at the White Church Corner Roundabout (Hamilton Road/Victoria St corner), with/from a 3 x single lane (should be double lanes - All new roundabouts, (and in NZ) are double lanes -> less traffic congestions - ie/ the old Five Cross Road, Hamilton do have double lanes)

We all drivers in any kind of vehicle (and with trailers/boat/caravan etc) are road users, we pay for it, it's "our right". Not for pedestrians or cyclists.

We pay for cyclists to be safe if possible.

Similar with this, ie/

On my little boat, I must give way to a big ship.

If I am flying a little plane, I must give way to a bigger plane, (ie) Boeing 747 plane.

I must give way to any Railway/Trains.



So cyclists and pedestrians must Give Way to us and take care of themselves (of course we, as drivers, take care of them.)

The corner at Queen/Bryce Streets, the new Roundabout "Island" is NOT in the middle of the intersection and the raising hump is too high.

Please revise it and make it similar to Alpha St & Empire St corner or at Taylor & Bowen St (next to Cambridge High School), with a very little raised roundabout hump and make it in the middle.

Ps/ lately, several vehicles drove over near high raising centre, ie/ from West to East, toward the KFC Roundabout, plus from South to turn right toward the KFC Roundabout, same with from West to South, both, they just turned hard-right, not bother "driving a round that roundabout". Why drive around as an "U" turn ? (ie/turn left then u-turn).

Also a dump truck or long wheelbase vehicles won't make it around plus a double deck bus from Auckland to Wellington use lower Bryce St toward the Alpha St, will go over that high raising island and their under the bottom floor probably will be hit (long wheel base), these bus then turn left onto Alpha St, toward the Townclock roundabout, turn left again, toward the drop-off or pick-up passengers bus stop

So 3 things below :

No. 1:

About the 3<sup>rd</sup> bridge and I totally agree with everyone, for you all to re-think the new location for the 3<sup>rd</sup> bridge (as long as you all are putting outside the "existing residence area and existing streets/roads") and it was so disgusting in the 1<sup>st</sup> place.

Hopefully you will not put Alpha Street into a busy road. (ie/ Townclock roundabout are too small and don't even think about changing to a Traffic light (won't work...))

One local lady was saying "not our backyard" which is absolutely correct.

May I suggest ? Go to the corner of Lamb St/Kaipaki Rd/Cambridge Rd (toward Te Awamutu) and built a road from that corner and a bridge over the Waikato River, toward Peake Rd (or Westside of Te Awa Lifecare) and vice versa, because, at Peake Road, there is a bridge over SH1.

That would be awesome for Taranaki/Waitomo etc people going over to Coromandel for their holiday... or another awesome for the Petrol/Diesel/Gas/Milk tankers and Logging trucks (with their trailers) either going to Morrinsville or to Tauranga Wharf, via over Peake Road bridge, saving them to go "down and up the hill -> twice" at ex-freezer works hill and the 2 x bottom bridges hill. Also it would be great for Hamilton/Auckland people going to Lake Karapiro directly.

I say that would be wonderful.

No 2:

Looking at Options A, B and C - the WDC is thinking about putting 12 Traffic Lights and take-out the 5 Roundabouts.

Well... I am against all of Options A, B and C. -> Same thing, "don't touch the Existing residence area and existing main roads/streets".

Please don't !!!!

For example : At Mount Maunganui, between the Bayfair Shopping Mall to Mount Hotpool. How many intersection/junction corners with traffic lights ?

The answer is 1 each. (oh, a wonderful Mount road designers)

There is a traffic light at the corners of Maunganui Road/Hull Road (near to the Mount New World Supermarket) and the Oceanbeach Road/Golf Road. -> that's it. Well done to the Western Bay of Plenty District Council to keep the traffic flowing nicely. No matter how heavy or light traffic is at any time.

Leave as it was here at Cambridge/Leamington also it's an "Existing Roads".

Same thing, off Hamilton CBD/Victoria Street (ie) – Further south of the Hamilton Fire Station corner is the last traffic light all the way to Waikato Hospital, with so many blind crests over the hills and blind intersections/junctions on the way. Nothing has changed since then and hopefully nothing will change in the future.

Also from north of that Fire Station corner to Frankton there are also no traffic lights all the way.

Plus, travelling to Chatwell Shopping Centre from Fairfield Bridge (west side) there are no traffic lights on the way and there is so much free-flow traffic. So, well done to Hamilton City Council.

Strong suggestions, leave our Shakespeare/Cook/Duke/Queen/Albert/Robinson/Williams/TaylorVictoria/Duke Streets etc etc and Hamilton Road or any of our streets/roads as it was. Nothing changes at all.

If there is an accident on any of our corners, then that is the Police Job. ie/ one of the WDC Facebook, some time ago, the messenger sends a message "could you (WDC) do something about the corner of Victoria Street and Taylor Street (next to Hautapu Rugby Club) and the WDC quickly reply as (something like) "ok, we are looking at it" - this is from one person (only 1 person or 1 message !!!!).

Sometime last year, only once (?), there was an accident at Victoria Street and Taylor Street (next to Hautapu Rugby Club) - I presume they are not local, then what is to do with you WDC guys? (is the driver being in a hurry to go somewhere or to go to their home, after these kids have been playing junior rugby)

So, the Stop signpost means Stop

Give Way signpost means Give Way.

Maybe your answer is, in your WDC Facebook or you all forget about it. Well...., maybe you can't.... so why not putting in....“we have been looking at it, Unfortunately it is most likely a driver's error that caused an accident, so it is a Police matter/case....”

FYI : I was living in Blenheim in the early 1980s, very similar to driving thru Cambridge Downtown/CBD or Leamington downtown. I went back last January this year, whole streets changed, the average speed is no more than 20km/hrs, narrow and very slow and so far too many speed humps and a few new traffic lights. These people there are not happy

I noticed there are way less people walking downtown.

Similar to Tauranga CBD Centre. Several shops are pretty much empty.

So are you all planning in our town next? -> Please Don't.... (in fact, we did lose so many car parking)

Also, I learned from my Blenheim friends that local drivers are using thru 2<sup>nd</sup> or 3<sup>rd</sup> or 4<sup>th</sup> alternative streets, to go around in the residence streets.

Seriously, if you all are thinking adding Traffic lights there, there will be more traffic flow going thru Wilson, Duke and Bryce Streets or vice versa plus at the moment, there have been increase traffic flow thru Princes, Williams, King and Taylor Streets because of the South-end Victoria St traffic congestions, that's will be probably including another alternate route at Burns Street.

Nothing changed at Greymouth.

Nothing changed at Palmerston North and Feilding.

Strongly suggest to you all guys (it's up to you).... “Do NOT add 12 x Traffic lights and don't touch anything on our streets anywhere” (ie/ FYI, next to the new Hautapu Cemetery, a New Roundabout is shocking.. for a private road, on the East side, toward the Commercials area.

Would be a simple T intersecting, with a Give Way signpost (from private East street)???

The Heavy Haulage Transporter (3.8m Wide Trailer) can't get round that Roundabout !!!!

There is another thing is :

My calculation is that on each Red light at maximum 90 seconds (1 & 1/5 minutes) would take you all in approx. 18 minutes, from one end to other end (or vise versa) of all 12 x traffic lights, that if busy or not

Without adding the 12 x traffic lights, any drivers will arrive in Hamilton by now or to Piarere new Roundabout Corner (the Mount turnoff).

If any drivers go thru (say) 7 or 9 Traffic lights, ie/ from Shakespeare St Roundabout to Victoria St/Taylor St corner, via from bottom bridges, or go up Duke or Queen Streets hill, that will take you approx 13 & 1/5 minutes, with all stops plus including a slow moving traffic flow - That's a roughly estimate, depend how quickly for any drivers take off from Red light to Green.

Without adding 7 or 9 traffic lights added, it would have arrived at Tamahere by now.

Don't forget, at the moment, here, it is all a single lane road.

Another FYI: If a double lanes streets or roads – similar to Victoria Road/ Norfolk Drive Traffic lights -> less traffic congestion

Another Other thing is: Seriously, for the Lake Karapiro Events, there are at least 25 events per years (?) such as for Rowing, School Rowing, Power boat races or Pacific canoe races, Waipa Home & Leisure Show etc etc blah blah or a lovely weekend boat rides,

Basically, it is a ONE WAY in and out, to/from SH1/Victoria Road intersection to/from Lake Karapiro via bottom bridges (and the top bridge).

The long rowing boat trailers, buses they wouldn't go to Horahora bridge, for them to go South? Also the Lake Karapiro Dam road is sometimes closed. (Ps/ soon or later, NZTA will closed turn right from that Dam to go South (onto SH1)) -> nuts !!!

Samething, a routes to the Mystery Creek, for the Fieldays, Netball Tournament, Campvan shows or Boys/Girls Scout Jamboree etc etc blah blah...,

Overall, please, do not add any traffic lights in Cambridge and Leamington Area.

Anyway, hope my letter to you guys is not a long feedback

Overall or basically, forget about the Cambridge Connections plan, for the next 30 or 50 years (please don't add anymore for the cyclists toward Cambridge High School if you are thinking about it !!! - The Bryce street is not cool and it is a narrow road, I noticed a few days ago, a truck going south and a school bus going north (from Cambridge Primary School?), their side mirrors are very much close touching each other... both travel down to somewhat 10km/hrs.... the truck couldn't move over to the east-side-concrete-kerb, because the powerpole are beside that concrete kerb - see snip where the red car is !!! So take a guess, a high ceiling from the double deck bus from Auckland to Wellington.... geeeee... that road is not flat - from middle road to concrete kerb)

image.png



Anyway...

Just focus on a new 3<sup>rd</sup> bridge to nearby Peake Road.

Like, WDC putting a new underground water pipe works -> that's great. Well worth it.

I wish to say more in this feedback... ie/one more or 2... Several speed humps around Cambridge are shocking (it is pretty hard up) and the next to Hautapu Cemetery new Roundabout was disgusting. (poor Fonterra tankers, with their trailers, everyday travelling, down to at somewhat 30km/hrs from 80km/hrs road, will have to turn left, then hard right U-turn around that roundabout at 20km/hrs (?) speed then again turn left to go South onto 80km/hrs road)

Regards,



FYI:

Other subject : In Wellington, there were half Bus Lanes gone, for a new Cycle Lanes.

The Local ward Councillor, Tony Randle, a public transport advocate, said Bus drivers are very good, but they can't fit their bus into a lane that is narrower than bus. They are not Harry Potter. (wow...)

Also :

image.png



**Feedback 383****SUBMISSION REGARDING CAMBRIDGE CONNECTIONS AND THE THIRD BRIDGE.**

Full Name: [REDACTED]

Postal Address [REDACTED]

Email: [REDACTED]

Telephone: [REDACTED]

**Opening Statement**

Waipa District Council initially came out with what was referred to as their preferred emerging option for a third bridge across the Waikato River in Cambridge. What then followed was a statement from the Council that they would consider feedback on Options A, B, C and the status quo with regard to the potential bridge location. Then the Council announced that all of the bridge options were off the table for now and that they would go back to getting community feedback. It is our understanding that the Council is now only seeking feedback on the non-bridge related traffic plans as they seek ways to consider the issues associated with the very long-term issues of an extra bridge crossing.

The management of the consultation process has been very badly handled by the Council which has resulted in a lack of trust between the Council and the community that they serve. It has also left us with feedback on traffic management issues minus the bridge location, despite the fact that the location of a potential new bridge is fundamental to any potential long-term traffic management plan.

We therefore want to keep our submission for what we were concerned about regarding Option C, which would also relate to Options B and any other close to the township bridge locations that would require associated arterial routes that go through well-established residential neighbourhoods. We also want to outline what we believe are some fundamental requirements when it comes to selecting a new bridge location for our town.

- **OPEN TRANSPARENCY.** The Council must make a commitment to making all advice that they receive to be in the public domain and made openly available without the need for an official information request. This should include all reports provided to the Council and all of the assumptions made to get to their conclusions.
- **REPORT INFORMATION BACK TO THE COMMUNITY.** The Council must promulgate the findings of any information relating to the location of an additional bridge and make presentations of these findings through multiple outlets including online seminars, public information meetings, written material in the form of booklets or typed sheets, alongside a dedicated “help/information” point within the Council.
- **DO NOT DISTURB EXISTING RESIDENTIAL AREAS.** That no bridge location or associated roads go through well-established residential neighbourhoods.
- **USE GREENFIELDS LOCATIONS FOR BRIDGE CROSSING.** That any bridge location and associated roads use green fields land to ensure minimum disruptions to existing neighbourhoods.

- **MAKE A DECISION ON A BRIDGE LOCATION.** That the bridge crossing location be determined with urgency so that the necessary land can be acquired and designated for this key infrastructure project.
- **THAT EXISTING EASTERN DIVERSION ROADING THROUGH CARTERS FLAT BE CONSIDERED FOR UPGRADE.** The additional bridge project is a very long-term project. In the meantime, the population of our township and surrounding areas will continue to grow which will result in increased traffic issues. With limited capacity on the high-level bridge on Victoria Street, the only viable alternate route across the river is via Shakespear Street and Carters Flat. Priority should be given in the short term to allocate funds for the continued upgrade and widening of this route to accommodate the traffic growth that will inevitably happen before the new bridge is constructed.
- **CONSIDER BOTH HEAVY TRAFFIC MOVEMENTS AND CARS.** In considering both the bridge location and all of the associated roading required form a complete roading network, consideration must be given to heavy traffic that have a significant impact on noise, vibration and vehicle submissions which subsequently effects residents enjoyment of their location.

**SUBMISSION AS IT RELATES TO THE ORIGINAL OPTIONS FOR BRIDGE LOCATIONS AND ASSOCIATED ROADING ACROSS THE RIVER NEAR CAMBRIDGE**

**What do you like about the emerging preferred option – Option C?**

It is an attempt to create some form of long-term plan for the Cambridge community and look at the impact of traffic flows in and around the township on both sides of the Waikato River.

**What don't you like about the emerging option – option C?**

There are a number of points that we would like to raise which are shown in the tables below:

<p><b>LACK OF DETAIL</b></p> <ul style="list-style-type: none"> <li>• The council has come out with a preferred option and come to a conclusion of a possible location for a third bridge. Reasons for this decision have been made available through a press release to the local newspapers. However, no details have been provided about the pros and cons of the other alternatives considered, such as the potential crossing further west of the proposed bridge location which has always been believed to be the most likely outcome.</li> <li>• The proposal as shown through the press release is so limited, that it is very hard to comment in any detail other than the impact to the qualities and general character of our affected neighbourhood. There needs to be a fuller plan released for the community to truly understand what is going to be involved so that we are able to comment and provide meaningful feedback. It is good to see that this appears to be what is now being considered and planned.</li> </ul>
<p><b>TRANSPARENCY AND LACK OF CONSULTATION</b></p> <ul style="list-style-type: none"> <li>• As ratepayers we expect a high degree of transparency and some detailed information so that we can come to our own conclusions, but this has not been provided.</li> <li>• Residential property owners expect to be treated in the same way as other interested parties or stakeholders are treated. The lack of consultation with residents in the</li> </ul>



<p>impacted area of Cambridge is against the Council’s own policy regarding consultation on major developments. The rushed and poor level of consultation with the individual’s mostly affected by these changes is unacceptable. It is imperative that the Council truly reflects on the inadequacy of the process that was undertaken on this project to date and correct their processes going forward.</p>
<p><b>HEAVY AND LIGHT VEHICLE CONSIDERATIONS</b></p> <ul style="list-style-type: none"> <li>• As it currently stands, only cars, cycles and pedestrians can cross over the high-level bridge with the larger size and heavy traffic being diverted through the lower-level bridges to head either north or south. In the event that the new bridge is built (option B and C), it is assumed that this bridge will be available to all vehicles including small and heavy articulated trucks that will be travelling through the local streets on either side of the river regardless of any future Southern Links plans.</li> <li>• Increasing traffic flows with both light and heavy vehicles will impact the levels of both noise, vibrations and vehicle emissions that will degrade the local roads and surrounds. This will have a detrimental impact on the inner town environment, people and property owners who live on or near any of the feeder roads to the bridge.</li> </ul>
<p><b>ARTERIAL TRAFFIC ON LOCAL ROADS</b></p> <ul style="list-style-type: none"> <li>• The potential feeder roads on the eastern side of the river were all designed for local residential traffic flows and the positioning of houses with this in mind. All of these roads will require extensive works including widening which may require the compulsory acquisition of some properties. This will negatively impact on the peace, tranquility and enjoyment of the properties of existing residents and property owners.</li> <li>• There are further location options for a third bridge that will use land for both the bridge and associated infrastructure that will use less densely populated areas in close proximity to central Cambridge which will impact significantly fewer residents and be able to use undeveloped land thereby reducing the capital costs to make a viable traffic management plan.</li> </ul>
<p><b>WALKING, CYCLING AND MOBILITY SCOOTER ACCESS IN CENTRAL CAMBRIDGE</b></p> <ul style="list-style-type: none"> <li>• As we write this submission, there is significant financial investment and work underway to create walkways and cycle tracks so that children can walk and cycle to school and to reduce the traffic flow through the streets. At the same time the Council is promulgating a plan to increase traffic flows on potentially the very same streets that will act as feeder roads for Option C and are completely counter to the work that has been done in recent times and the current plan being presented for Option B or C.</li> <li>• The impacted neighbourhood enjoys a relatively flat trip to town, enabling a walk, cycle or mobility scooter journey without having to navigate major roads of traffic. This would no longer be available with a major feeder road going through the middle of the community.</li> </ul>
<p><b>EXISTING NATURE AND CHARACTER IN AND AROUND PROPOSED CORRIDOR</b></p> <ul style="list-style-type: none"> <li>• The impacted neighbourhoods of the proposed traffic corridor are valuable suburban communities and have often been selected and purchased for their peace and quiet and character and were acquired with no understanding that their streets would be overtaken by through traffic flowing to and from either side of the Waikato River. This proposal will have their community turned into noisy main roads acting as a thoroughfare and losing all of its existing character.</li> <li>• When we bought our property ten years ago, there were no plans for a bridge in this area. It had always been an out-of-town option. We would never have considered purchasing here had we known that this option was being looked at.</li> </ul>

<p><b>IMPACT ON PROPERTY VALUES</b></p> <ul style="list-style-type: none"> <li>• All of the uncertainty associated with the proposed plans will result in impacted properties being devalued. This is unfair on the existing property owners who have been given no prior notice that this plan was ever contemplated and who have invested heavily in maintaining the quality, character and heritage nature look and feel, so that Cambridge can continue to be a desirable destination for residents, workers and visitors.</li> <li>• Ultimately, property values will be negatively impacted by the undesirability of being close to a busy arterial route and the noise and air pollution.</li> </ul>
---

Any other feedback?

We would like to the following comments as outlined in the table below taken into consideration:

<p><b>CONSULTATION</b></p> <ul style="list-style-type: none"> <li>• Despite this plan being a completely new concept to manage traffic flows in and around Cambridge that will impact a significant number of residents in the proposed corridor. None of the residents in the proposed corridor were made aware of any of this information and we had to get the limited amount of information via a press release and publication in local newspapers. This is despite the Cambridge Chamber of Commerce being briefed on the proposed options prior the release of the preferred option and other interested parties. Why have the impacted residents not been consulted in the same way as the business community or other interested parties were?</li> <li>• The letter received on Saturday 16 March 2024 into letterboxes only reaches current owner occupiers and does not reach the considerable number of absent owner occupiers who rent their properties or who may be overseas.</li> </ul>
<p><b>TIMING</b></p> <ul style="list-style-type: none"> <li>• The proposal was released via a press article and the first that we were aware of this was in the Cambridge News dated 29 February 2024. We were advised that submissions needed to be made by 29<sup>th</sup> March 2024 (Easter Friday) and this has subsequently been extended to 24<sup>th</sup> May 2024. To give our community such a short period for such a major proposed change is inexcusable and more time must be provided so that the community has the ability to have their say and get more detail of the proposed changes. As it was originally presented, this had all the hallmarks of being rushed through without adequate consultation with the impacted community and it being a predetermined decision.</li> </ul>
<p><b>CHARACTER AND HERITAGE</b></p> <ul style="list-style-type: none"> <li>• It is interesting to note that there is a lot of mention regarding the heritage nature of the high-level bridge and yet no mention of the heritage nature of the houses in the proposed corridor. Our home was originally constructed circa 1915 and is one of the</li> </ul>

original farmhouses built in Cambridge. Many of the houses around us were built in a comparable era and in recent times have had heritage status attached. The proposal will detrimentally affect the character and nature of these properties in the inner township of Cambridge.

- Nowhere in Option C does it mention the overall value of protecting the heritage and character of the neighbourhood this proposed bridge runs through.

#### CONFLICT BETWEEN TRAFFIC MANAGEMENT PLAN AND OVERALL PLAN FOR CAMBRIDGE

- Option B and C as presented are singularly focused on future traffic flows in and around Cambridge. In our view the issues are far wider than a future traffic plan and must take into consideration the wider issues for the whole Cambridge community. If Option B or C was taken up, it contravenes many existing plans preserving the nature and heritage of our community, utilisation of green spaces and the provision of walking ways and cycle tracks within the Cambridge township. A wider focus must be taken for key infrastructure in and around our community.

#### FUTURE GROWTH

- From the FAQ section of the WDC site, the point was made that bridge construction could easily be 15 to 20 years away. As Cambridge continues to grow outside of the central part of Cambridge township with the development of new satellite areas, these local precincts will have their own community centres and no longer rely on the Central shopping district as they now do. Therefore, the future traffic flows will not be the same as they are today, and yet the analysis that has been used is based on current vehicle traffic in a town that is likely unrecognisable at the time a new bridge is constructed.

## Feedback 391

Cambridge Connections Feedback

11<sup>th</sup> March 2024

# FILE NOTE: Cambridge Connections Feedback

## Objective

Provide feedback to Waipa Council on the Preferred Option published in the Cambridge News on March 7<sup>th</sup> 2024. This published option included a potential area for the 3<sup>rd</sup> Bridge location. This option did not include any evidence of any engineering design and traffic modelling.

Consequently, there are two specific objectives for this file. Firstly, to request verification that engineering assessment and traffic modelling has been carried out for the Preferred Option. Secondly, to request that the Alternative 3<sup>rd</sup> river crossing and traffic route provided in this file note Appendix B, is reviewed and adequately considered by Waipa Council.

## Specific Comments on Preferred Option

Specific comments on the preferred option are provided on the following Appendix A.

A soft copy of the option published in the Cambridge News could not be sourced from the Waipa Council web site. Option C Enhance Transport Choice has been sourced from the Waipa Council web site, this option has been used to indicate the following comments on Appendix A.

1. No Engineering Details are provided for the Potential area for all modes river crossing
2. Hamilton Road/Victoria Street roundabout is at saturation, with substantial queuing. Traffic from the new subdivisions combined with Te Awamutu traffic will not be resolved with signalisation
3. Can the required traffic stacking queue lengths be accommodated at Hamilton Road and Victoria Street? Has Traffic Modelling been completed to comply with NZTA Transport Model Development Guidelines 2019, category Purpose Type E ?
4. Increased traffic in a school zone
5. Bridge approach would require multiple property purchase and diversion of utilities in Grey Street or Bryce Street
6. High Level River Bridge retained with 3t weight limit to prevent traffic congestion on Low Level Bridge and Thermal Explorer Highway west bound into Cambridge

## Conclusion

The proposed potential area for a 3rd River Crossing does not safely direct traffic from the Te Awamutu area through Cambridge town. It could create traffic congestion at the Hamilton Rd/Victoria St junction and road safety hazards for the High School pedestrian corridor.

Based on the 6 comments provided above and indicated on Appendix A, can the Council provide sufficient evidence to demonstrate that their Preferred Option provides acceptable journey times, junction stacking capacity and a road safety audit scrutiny.

An Alternative River Bridge Crossing and Traffic Route is indicated on the following Appendix B. Some further details of this alternative are provided in the following Appendix C.

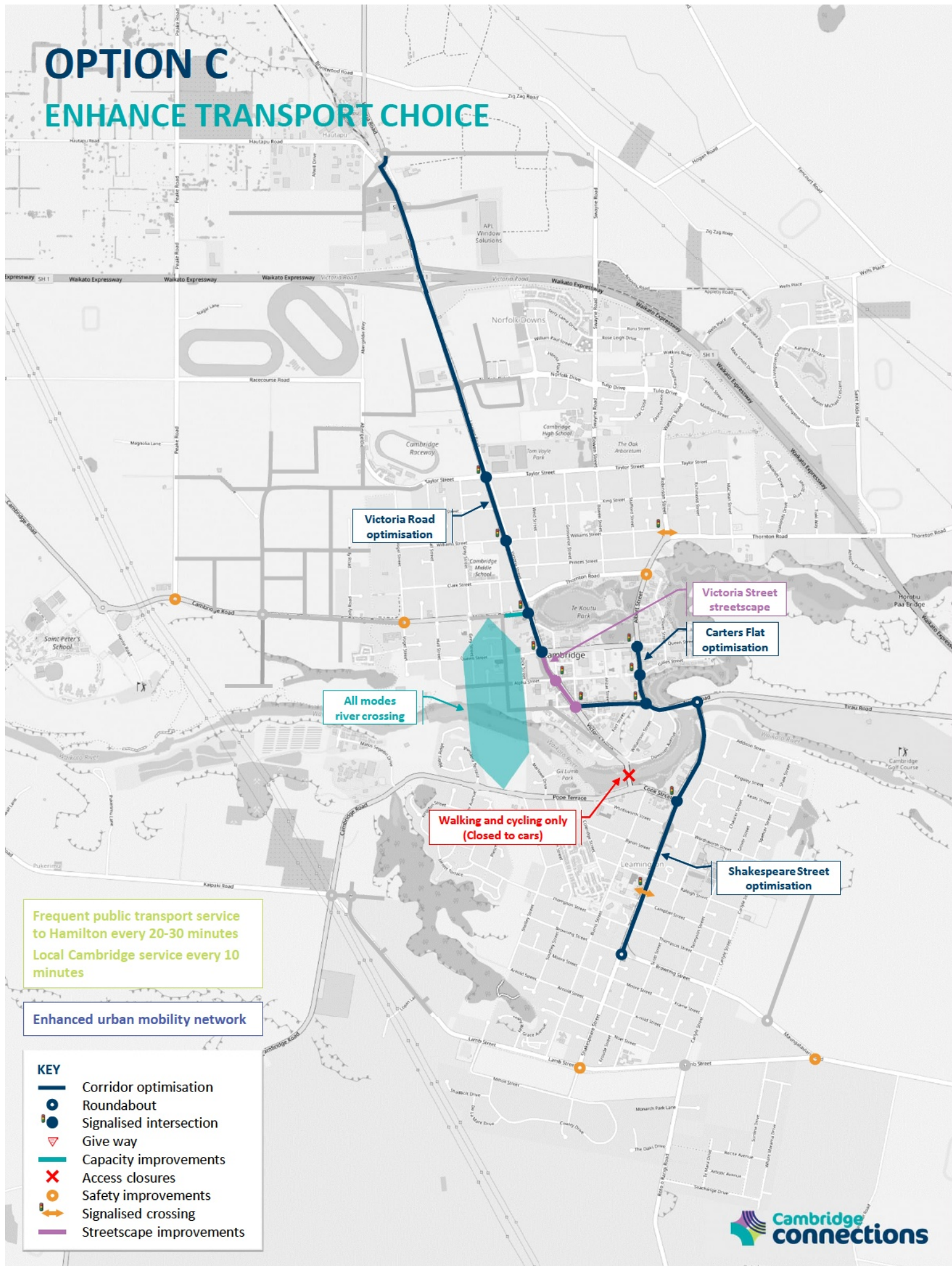
I would be grateful if the Council could consider this alternative option.

██████████

██

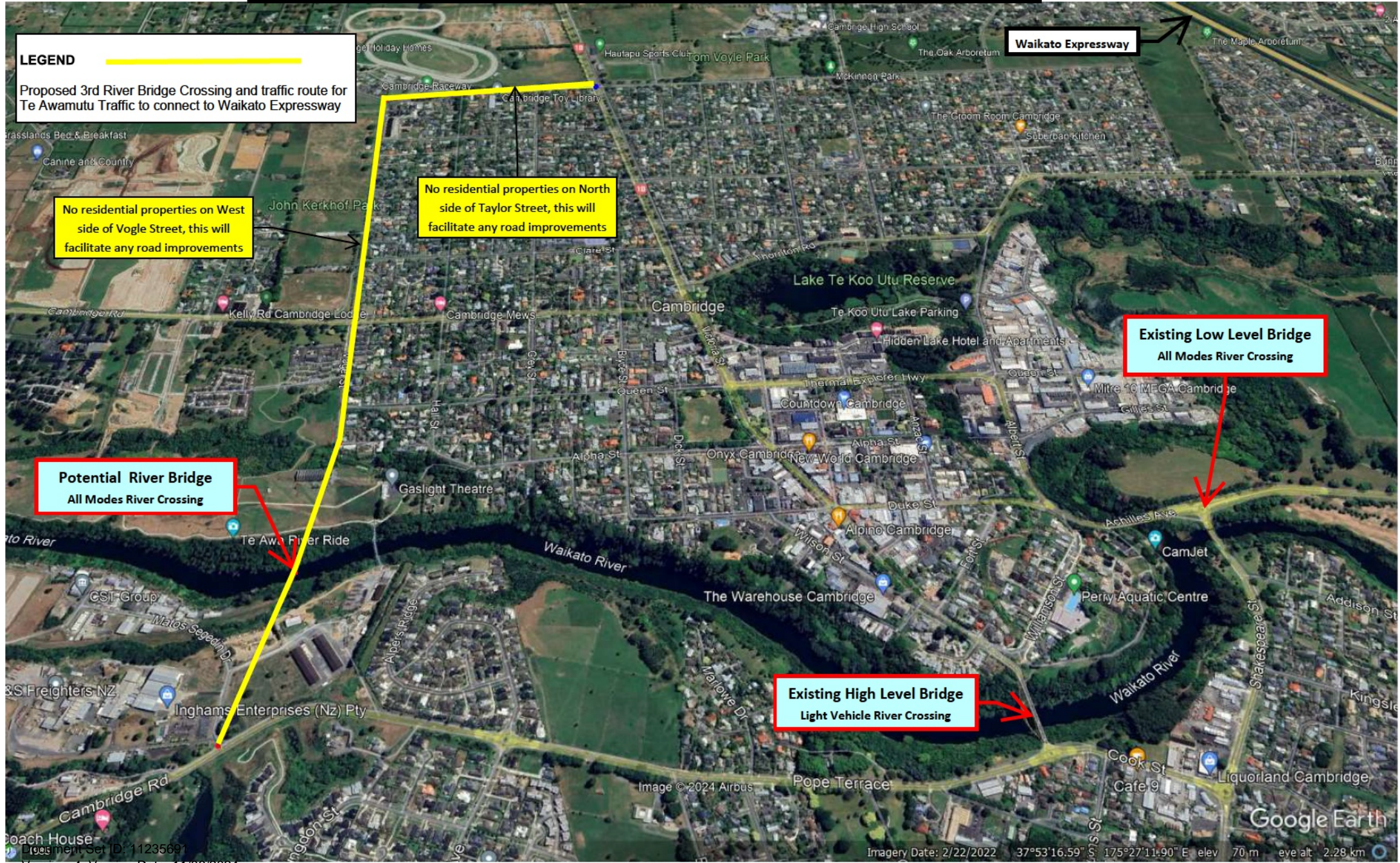
# OPTION C

## ENHANCE TRANSPORT CHOICE

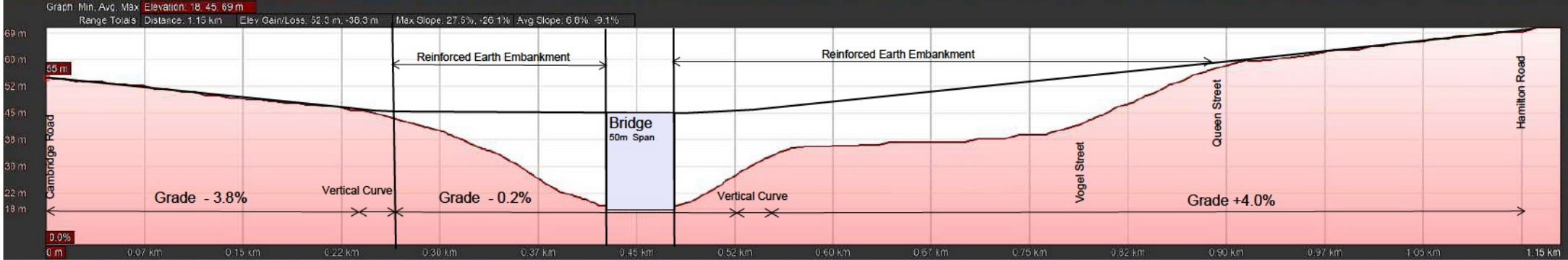
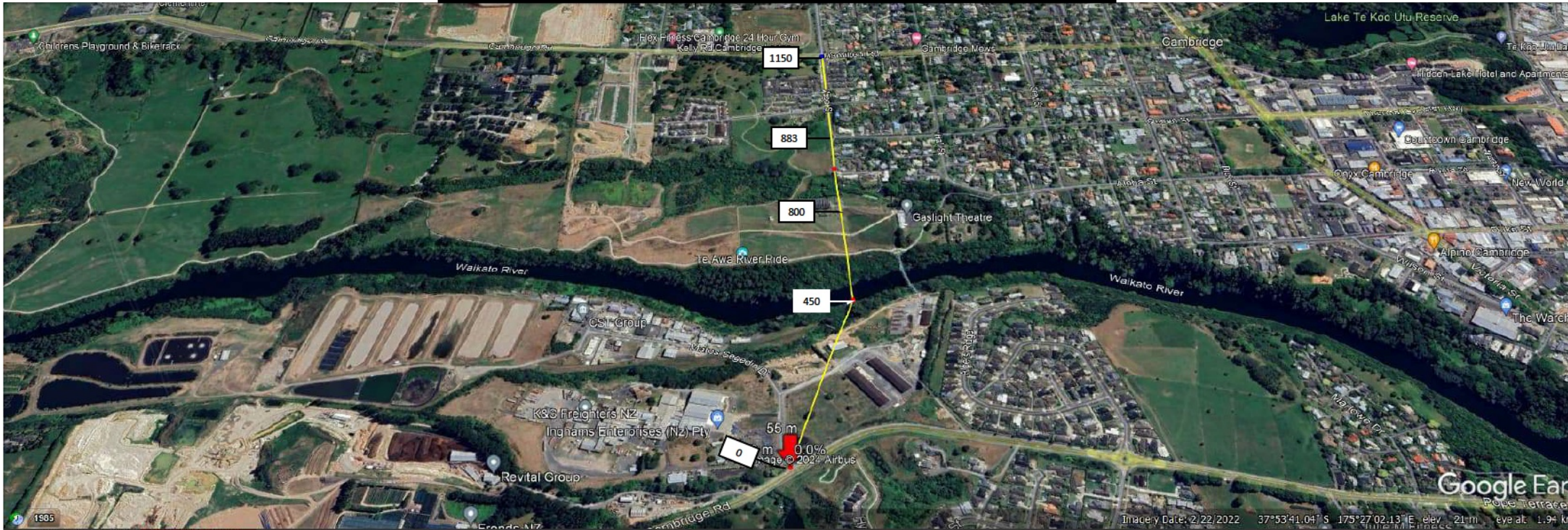


# APPENDIX B

## Alternative River Bridge Crossing and Traffic Route



# APPENDIX C: Alternative River Bridge Road Alignment



**Feedback 418**

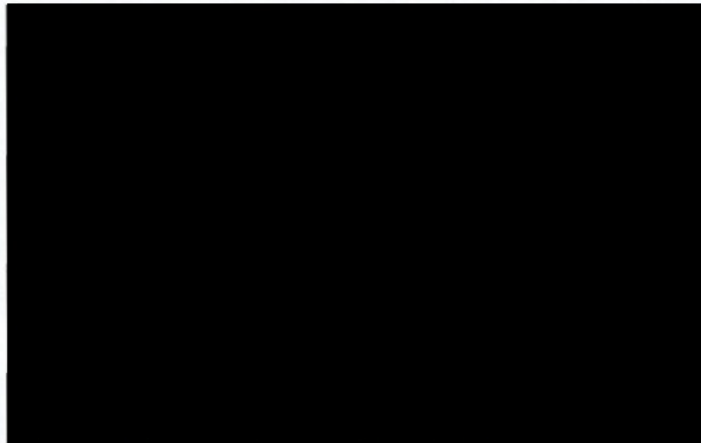
**Waipa District Council**

**Cambridge Connections Submission**

**Name:**

**Postal  
Address:**

**Email Address:**





### **Stage One – dealing with existing congestion.**

- (1) Make it easier to drive around Cambridge than through.
- (2) Eliminate / reduce congestion and create a better traffic flow.
- (3) Create better utilisation of existing infrastructure.
- (4) Look at future development in Leamington.
  - a. There is significant number of sections to be developed in Leamington East,
- (5) Creating a road around town that will draw traffic around Cambridge to their destination not through.

### **Explanation to attached map of Stage One – shown with pink and orange highlighter.**

#### OPTION 1.

- Double lane Victoria Road
- Double lane Victoria St East
- Left lane on Victoria St East goes onto Thornton Road towards Albert St. turns down Albert Street all the way down to Ferguson bridge roundabout. NO STOPS
  - Signage would be changed to allow the traffic to flow.

In the medium term the Queen St/ Albert St. intersection may require traffic lights or a slip lane to keep traffic flowing up Queen Street.

#### OPTION 2.

- Leave Victoria Road as is.
- Use right hand side of Victoria Street East -heading to Thornton Road/Albert Street around town to the Ferguson Bridge roundabout.

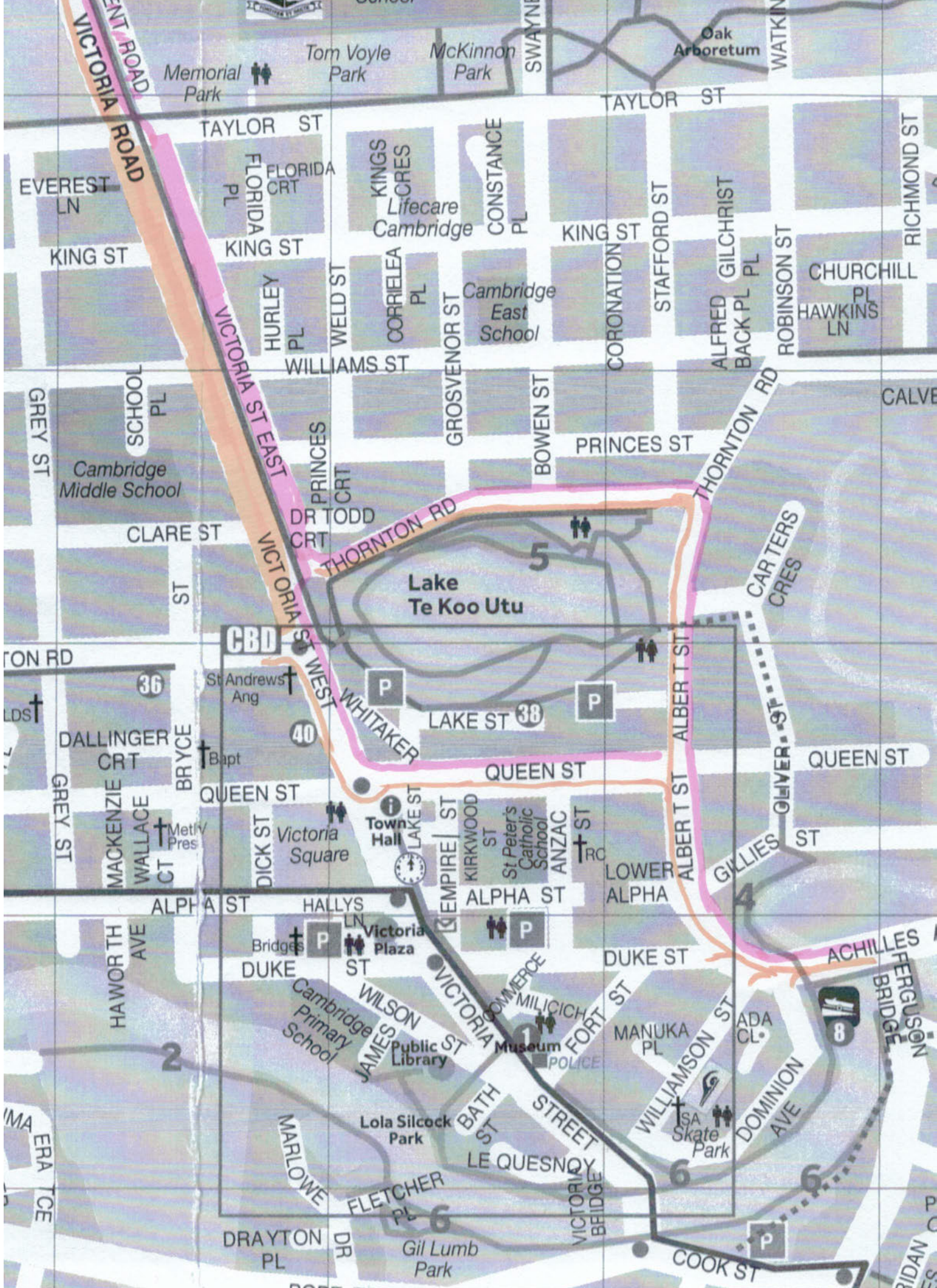
By using the right-hand side of Victoria Street East only it would not interfere with the Pre school as the left side of the road would be left free, for parking. This change could be done from either Williams St. or King St. while leaving Victoria Road with its 2 lanes in the short term.

#### OPTION 3.

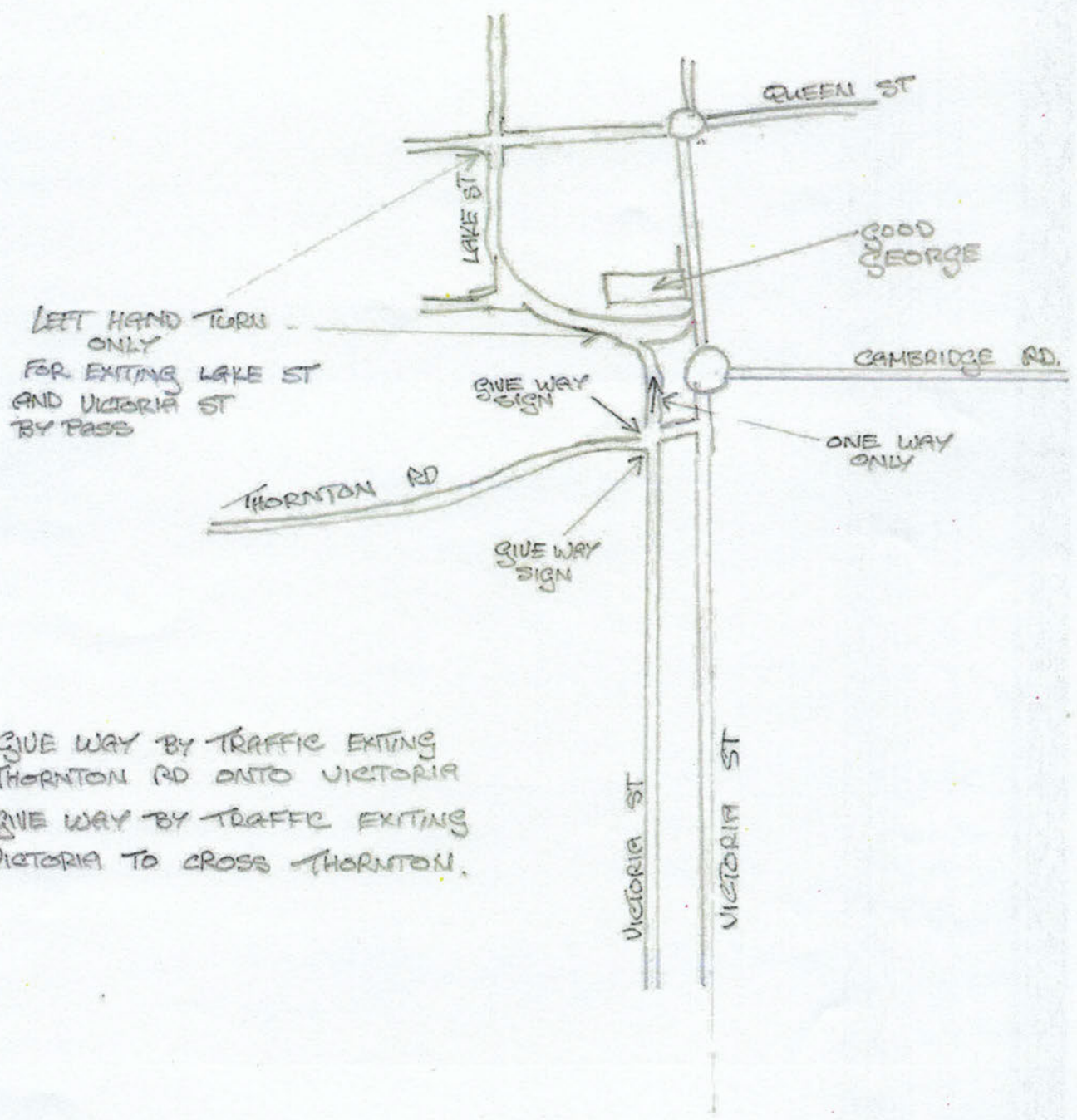
Please see attachment No 2 – drawing in pencil.

### **Stage Two – future development**

- (1) Double lane Shakespeare St. from Cook Street to the Ferguson Bridge
- (2) Bridge options:
  - a. Widen existing bridge (not viable)
  - b. New bridge with 2 lanes alongside the existing Ferguson Bridge giving a total of 4 lanes .
    - i. The Ferguson Bridge is the only heavy traffic bridge over the Waikato River between the Narrows Bridge and the crossing at Piarere.



# Attachment 2 Option 3



GIVE WAY BY TRAFFIC EXITING THORNTON RD ONTO VICTORIA  
GIVE WAY BY TRAFFIC EXITING VICTORIA TO CROSS THORNTON.

## Submission Cambridge Connections

To: Waipa District Council

By: Bicycle Revolution Cambridge (BRC)

### Introduction

- The Bicycle Revolution Cambridge Committee (BRC) supports a long-term strategy for transport in and around Cambridge.
- We strongly support the direction **Option C** takes, with enhanced transport options for Cambridge.
- BRC believes Option C is the only option that aligns with the Ministry of Transport's Transport Outcomes Framework that produces a transport system that improves wellbeing and liveability.

### Growth

- Cambridge is a growing town, and we believe it is essential to develop a transportation strategy that has transport options.
- While we may not have a congestion problem now, with the projected growth, we believe maintaining a BAU approach to the way we move around cannot be an option.
- We believe by safe and efficient alternatives to a car, the negative impacts of growth on the town for example; congestion, pollution, infrastructure/maintenance costs, would lead to a future town infinitely less liveable.
- We believe that enhancing sustainable and alternative modes of transportation is crucial for accommodating Cambridge's growth, while maintaining a high quality of life for our residents.

### Urban Mobility

- We support an enhanced urban mobility network, however noting that consideration be given not just to separated cycleways, but to also using the availability of lower cost options, such as quiet streets, green belt and existing off-road trails.
- We support main road access improvements, with consideration given to cyclist and pedestrian accessibility and safety.

- We support streetscape improvements to the town centre to maximise its vibrancy, whilst improving the safety and accessibility for people on bikes and foot.
- We recognise the need for a specific bike plan for Cambridge, to identify key connections to/from and around both Cambridge East and Leamington, along with other measures to encourage and support people to bike.
- We believe Leamington needs to be better considered in the outlook, not only due to the significant future residential development (of C4 and C5).
- Such consideration should include (but not limited to) streetscape improvements to Leamington's town centre, and safe walking and cycling connections to/from and around Leamington and its future growth areas.

### **Public Transport**

- We believe more research needs to be done to support the frequency of a bus service into Hamilton, using up to date, accurate data of the proportion of population that would use such a service.
- We support a local Cambridge bus service, with regular connections from and to where people need to get to – including schools.

### **Summary**

- Option C builds also builds upon the existing community-driven, world-class infrastructure projects already in Cambridge; The Te Awa River Ride, the Home of Cycling Velodrome and the Cambridge Pathway.
- Continuing to invest in infrastructure to support cycling will capitalise on the reputation these assets have built for Cambridge as the Home of Cycling and helping unlock the health, economic and environmental benefits such a reputation provides to a town.
- BRC supports prioritizing the development and implementation of a transportation strategy that enhances transport options and places a strong emphasis on walking, cycling, and public transport.
- By making these investments now, we can create a more liveable, resilient, and inclusive soon-to-be small city for both current and future generations.

## Feedback 448

### Feedback for consultation on Cambridge Connections - Proposed Enhanced Traffic Future Transport Plans

Name:

Organisation:

Address:

Email:

[REDACTED]

#### 1. Do you have a preferred option?

Yes, Option A, with the suggestion that public transport options (from Options B & C) are also included into this option.

Firstly, it is difficult to give more detailed or informed feedback on the options given in the absence of more detailed information and context to the managing transport options given. E.g. the key on the maps have descriptions but what do they mean? Such as streetscape improvements - what are they? Access Closures – but there are none shown?

Ultimately it feels like this consultation is also missing two key components - a location for a bridge(which will be key to driving traffic flows) AND, that proposed traffic management plans are driving the strategy and not an overall vision for Cambridge (such as preserving character and desirability as a destination, quality of living - not just about moving about).

#### 2. What do you like about Option A?

It enhances current established main routes in and out and around town – established and well known arterial routes. It upgrades roading for the current development underway to the west and the north.

It encourages more utilisation of the Cambridge West entrance onto the expressway (which is underutilised significantly) and given the new development in the west, this is important.

I am particularly supportive of widening Carter’s Flat to improve traffic flows from SH1 and the lower level bridge into and around the township.

I believe that enhanced public transport options can be included in Option A to improve transport choices (i.e. frequent public transport options) and am unsure why it has not been included in the proposal.

### **Any Other Feedback?**

What isn't there, in any of the options, the opportunity for people to take a northbound on ramp to the expressway at the Cambridge Golf course end. I know this is a Waka Kotahi matter, but it makes sense to flag that as an option to smooth traffic flows significantly.

If you are putting traffic lights through Victoria Street north – yes it will control, yet also slow down traffic. People will take a longer route (i.e. ramp onto expressway by golf course) to avoid this.

The communication on the WDC website for this enhanced traffic plan is ambiguous between the overall description/introductory summary and the content of the FAQs and beliefs about a location of a bridge. The Council seems fixated on there being an 'in-town' bridge and an 'out of town' bridge. A bridge further to the west of the town centre in a current unbuilt area between Te Awa and St Peters, is not 'out of town' – it is currently considered still 'in town' by many residents.

We know that this consultation is no longer about a bridge location, however, it doesn't make sense to give feedback without considering a bridge location and have a record of feedback on that.

Currently, many millions of dollars are being spent on building cycleways through our neighbourhood. I support the slowing down of traffic and encouraging walking/cycling use in the inner part of Cambridge. At the council led public meeting for the bridge at the end of March (held at Bridges Church), at a personal meeting with Bryan Hudson that had been prearranged prior to the start of the public forum, I asked Bryan about why WDC/Waka Kotahi would be spending all of this money on cycleways and changing the behaviours of traffic and residents through the use of this only to designate the area (Option B & C of the former bridge location consultation), to drive a main arterial bridge and traffic through the centre of town. He said that we would have got 20 years use out of the cycleways and this money by then. His response did not make any sense from an investment perspective (taxpayer and rate payer) or behaviour (taking 20 years to change people's behaviours and expectations) perspective.

Both traffic plans and potential bridge locations seem to be driving, and not being a part of, an overall vision for Cambridge retaining its unique charm and being a desirable destination. Historical value is part of this as well as the more contemporary reasons to visit (home of certain high performance sports, horse industry, Karapiro events).

I strongly believe that it is important to protect and maintain the desirable nature of our small town by preserving areas of nature, quietness, historical significance, residential areas that are free of congestion, the charm and historical nature of the inner town area and free of the noise pollution and emissions from vehicles.

This helps greatly to make our town a desirable and destination and place to live and visit.

If the central business district is concerned about traffic having close to town access, we only need to remember that when the Carter's Flat bypass went in, the same concerns by them were unfounded. The same for the Waikato expressway.

Residents will always access the central business district services, regardless if that means people drive an small additional distance, to travel. And, they will also have the opportunity to take public transport (presumably on small hopper buses) or to cycle or walk into town to support net zero targets.

For many years, the residents of Cambridge have been asking for a third bridge further out of the central town. People in Cambridge have expected this, the very people who are going to use the bridge.

A bridge further westward (between Te Awa and St Peters) would also even out traffic flows for those coming both in and out of town by utilising the currently under-utilised Cambridge West exit and entrance of the expressway. Victoria Road is already congested. Another thing Bryan Hudson mentioned was that an intown bridge would be at full capacity by the time it was built. Can we not build for the future and do this properly please?

I urge the council to urgently secure currently unbuilt on land (not current public reserves and green spaces or quiet, long established residential areas) as a location for the next bridge. Options of bridge locations B & C on the former consultation are unacceptable for the above reasons.

If you would like any clarification non any of the comments made in this feedback, please do be in touch, I would welcome a conversation.



**Feedback 479****Cambridge Connections Feedback**

[REDACTED]

[REDACTED]

[REDACTED]

**Our preferred option(s)**

As regular users of public transport, cyclists and a 1 car family we are in favour of most of the improvements proposed in Option C of *Cambridge Connections – our future transport plan*. Noting the recent development that any proposed river crossing has been ‘taken off the table’ by council, we think a new river crossing needs to remain on the table as lost opportunities have already been experienced in that some options for a river crossing have potentially vanished due the development to the west of the greenbelt. Any proposed river crossing should be ‘out of town’ and not within any existing greenbelt or already ‘built up’ residential area.

An ‘out of town’ option for a river crossing is the right solution with all the other enhancements of option C as stated below.

- Enhanced urban mobility network (with separated cycleways)
- Improved frequency of public transport to Hamilton (20- 30 mins)
- Local Cambridge public transport service (10 mins)
- Road safety improvements
- Main road access improvements – Victoria Road, Victoria Street, Carters Flat & Shakespeare Street
- Town centre streetscape improvements.

In addition to our preferred option, enhancing the utilisation of the old State Highway 1 corridor through Cambridge needs to be a priority. This corridor was developed for the purpose of moving traffic through the town with the least disruption. Planning and constructing the north facing ramps at the southern end of the Cambridge Expressway needs to be part of the solution and a priority now that the Cambridge to Piarere section of the Waikato Expressway is a ‘Major Transport Project’ in the Draft Government Policy Statement on Land Transport 2024-34.

**Reasons for not wanting a bridge located ‘in town’ (Bryce, Grey, Hall Streets area)**

1. **Location of Proposed Bridge within the exiting historic area and Reverse sensitivity.**

Any proposed location of a bridge in the existing developed area of Cambridge will create reverse sensitivity – the quiet historic area of town close to the CBD of Cambridge will become the main thoroughfare to the CBD and the Waikato Expressway.

We understand the need to plan for the future and that an ‘in town’ location may reduce traffic through the CBD and improve safety but ultimately it just transfers it to another part of the town. Safety seems to be one of the main drivers for removing traffic from the town centre, however data from the Crash Analysis System shows that from 2014 to 2023 (10 years) that there have been relatively few injuries in the wider CBD area. And some of those were during the time when the state highway traffic passed through Cambridge.

## 2. Third Bridge – still only 2 traffic routes over the river

From the Beca - Cambridge Town Centre Road Bridges Capacity and Demand Study 2018, replacing the Victoria Street Bridge option seems to be the logical option. As stated in the Beca report *‘Still, only two routes across the river, if one bridge is damaged / closed then only one route will remain’* There will still only be 2 traffic routes over the river if the Victoria Bridge is retired from vehicular traffic.

## 3. Traffic Modelling

Waipa DC used Bluetooth data to model the traffic flows and where people are travelling around Leamington, Cambridge and further afield. The current advice was that only 13% of trips are from Leamington to outside the town boundary to the north via Hamilton Rd and Victoria St. It is debatable whether this method of data collection is robust at the best of times but when it is collected during a period of a COVID lockdown it is flawed strategy.

## 4. Consultation

Consultation with the community has not been well planned. Page 12 of Waipa District Council Transport Strategy 2022-2052 states that *‘People are at the centre of our solutions’*. See below. To date this has not been the case.

### People are at the centre of our solutions.

Putting people at the centre of our solutions is about understanding where people in Waipā travel and their differing transport needs. Engaging with Mana whenua and Iwi partners,

stakeholders and the community has been vital to understanding key transport issues and addressing positive transport solutions for the district.

Source: Page 12 Waipa District Council Transport Strategy 2022-2052

## 5. Closing a part of the CBD to traffic

One of the main drivers of removing traffic from the Victoria Bridge and not replacing or refurbishing the bridge is so the CBD can be pedestrianised ultimately limiting the number of vehicles able to access the CBD. This is somewhat short sighted as the population of Cambridge as a whole is aging; you only need to see the number of Retirement Villages that have developed in recent years. Therefore it is unlikely the older folk are going to be able to walk to the CBD or in fact get around in the CBD. We are sure the Cambridge business community have a view on the proposal to discourage vehicles from the CBD.

## 6. The perceived need for a third bridge

We don't doubt that there will be a need for a third bridge in the future and why was land not designated/purchased 40 or so years ago. To now try to 'shoehorn' and bridge in somewhere that makes little sense is symptom of poor planning. But the past is the past and we need as a community to come up with a solution. The initial options Bridge Options B & C (before they were taken off the table) are not the solution and ruining one of the most historic areas of Cambridge (which recently Council proposed to extend the 'Character Clusters' in the area), is **not** the right option.

In a recent media release the Mayor Susan O'Regan stated that '*we will not be promoting a future bridge location at this point in time*' we believe now is the right time as the community is living with the 'unknown' and there needs to be some certainty that any proposed location will **not** be 'in town' and that any decision is not delayed again.

## 7. Land use change and proposed development

Reading the document 'Whats the Story on Growth' there is approximately 600 hectares of land tagged for residential development in Cambridge beyond 2035 equating to about 6600 houses. In Leamington there is approximately 265 hectares and 2700 houses. It is good to see that development may be being more constrained on the western side of the river (Leamington) as development in this area has and will be the main driver of cross river traffic and what has ultimately caused the problem that is in front of us right now; the need for another bridge. Any future development on the Leamington side of the river should be considered very carefully as poor planning in the past has got us into the situation we are in now. This planning should include providing the necessary amenities such as shopping centres, schools etc to reduce the number of cross river trips.

## 8. Expressway on and off ramps

The decision not to include north facing on and off ramps at the southern end of the Cambridge section of the Waikato Expressway may have been the right decision when the expressway was planned, but 10 -15 years on and looking another 20 years into the future it may now be time to implement these ramps. With a change of Government to one that is focused on Roads of National Significance, the next section of the Waikato Expressway (Cambridge to Piarere) is on the table again and this is the absolute opportune time to plan and implement the north facing ramps in conjunction with the next section of the Expressway. Having the ability to enter and exit the expressway at the southern end of the expressway will vastly reduce the through town traffic in Cambridge.

## **9. Will the Victoria Bridge not be able to sustain traffic in 20 years time?**

With the proposal to close the Victoria Bridge to vehicular traffic only allowing active modes to use it does not negate the fact the bridge still needs to be maintained. Maintenance is required whether the bridge is carrying vehicles or active mode vehicles only. Therefore why not continue to use it in some capacity to carry vehicles even if it was only one way or tidal flow.

### **Summing up – Our preferred option(s)**

An 'out of town' river crossing is the right solution with all the other enhancements of Option C as stated below.

- Enhanced urban mobility network (with separated cycleways)
- Improved frequency of public transport to Hamilton (20- 30 mins)
- Local Cambridge public transport service (10 mins)
- Road safety improvements
- Main road access improvements – Victoria Road, Victoria Street, Carters Flat & Shakespeare Street
- Town centre streetscape improvements.

In addition, planning and constructing the north facing ramps at the southern end of the Cambridge Expressway needs to be part of the solution. Utilising and enhancing the old State Highway 1 corridor through Cambridge also needs to be a priority.

## **APPENDIX 3**


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Response and Recommendations to Community Feedback for Cambridge Connections Programme Business Case (*document number 11255373*)


**Appendix 3: Response and Recommendations to Community feedback for Cambridge Connections Programme Business Case**

The table below shows the most common themes from the community feedback for Cambridge Connections transport options. The table includes a project team response (what we currently know and key risks) along with recommendations on how the Business Case could respond to the feedback. The overall programme will include a range of projects that are assessed against how well they deliver on addressing the project problems and investment objectives.


White future bridge locations are no longer included in the programme business case, bridge related feedback has been included and summarised to help inform the completion of the Business case and any future phases for bridge investigations.

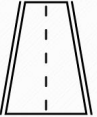
Feedback Theme	Comments	Summary of feedback	Project Team Response (What we know and key risks)	Staff Recommendations for the Programme Business Case (PBC)	Supporting Information
<p><b>Victoria Bridge – walking and cycling only (closed to traffic)</b></p> 	<p>Keeping Victoria Bridge open for traffic (110 comments):</p>	<p>High-level bridge (Victoria Bridge) should be used for cars to allow options for capacity or partially used for traffic (one-way).</p> <p>The Victoria Bridge has an indefinite life for vehicular traffic, subject to regular cleaning, painting and maintenance so why not continue to use in some capacity for vehicles (one way only or tidal flow).</p> <p>We need three bridges, not two for traffic so don't support closing the high bridge to traffic.</p> <p>Allow emergency services to use Victoria Bridge even if it was closed to traffic. (3 responses) (Staff note: The weight and width restriction prevent emergency vehicle use currently and this could not be changed unless the deck was replaced and the bridge widened).</p> <p>What is the life of the Victoria Bridge and costs associated to maintain as walking/cycling versus vehicle bridge, why does the Victoria Bridge have to close? What are the costs to keep it maintained/detailed investigations?</p> <p>Don't close Victoria Bridge to traffic/consider a new bridge for pedestrians/cyclists instead.</p> <p>Closing Victoria Bridge would provide less access for disabled and aging communities.</p> <p>Other comments around replacing the Victoria Bridge, upgrading it or building a bridge next to it for cars/small buses.</p> <p>Suggestion for a tram service over Victoria Bridge extending along Victoria Street.</p> <p>Like Victoria Bridge being used for cyclists and pedestrians only to provide for mode choice</p>	<p>In the medium to long-term the Victoria Bridge will be less reliable in its ability to carry traffic due to its age and increasing costs to maintain. We know that the concrete deck will need replacement in 20-30 years and that it is vulnerable to unplanned closure through vehicle damage. It is also known that different uses of the bridge will result in varying maintenance requirements, which come with different costs and implications.</p> <p><b>Key Risks:</b></p> <ul style="list-style-type: none"> <li>-Even with regular maintenance the Victoria Street bridge is unlikely to provide a highly reliable and resilient traffic link, therefore some disruption and traffic congestion would have to be accepted from time to time if retained for vehicles.</li> <li>-The bridge has weight and dimension restrictions in place to protect the old structure, making it unsuitable for heavy vehicles and buses. This limits its suitability as a key cross river connection going forward.</li> <li>-Options that retain current traffic use also support easy vehicle access to the town centre but create negatives of traffic congestion and unnecessary traffic that just wants to pass through the shopping area on route to other destinations.</li> <li>-Demand for walking and cycling use across the bridge is expected to grow but will create increasing conflicts as footpaths on the bridge are narrow and cannot be made wider without substantial alteration to the bridge.</li> <li>-When the concrete deck on the bridge is replaced, the bridge will need to be closed for an extended time, perhaps up to six months.</li> </ul>	<p><b>Recommendation for the PBC:</b></p> <p>Victoria Bridge – investigate options that retain current vehicle usage, partial or full retirement of Victoria Bridge from traffic (and the implications of such reduction or removal of traffic).</p> <p><b>Additional Comments</b></p> <p>Victoria bridge traffic use options have an impact on how the bridge might be used by other modes like walking and cycling.</p> <p>Any reduction in traffic use would be dependent on first providing more river crossing capacity elsewhere on the network.</p> <p>The options for the use of the Victoria Bridge, including future maintenance costs would be presented in the final business case to help inform future network planning and potential investment.</p>	<p>Beca investigations into Victoria Street bridge condition, risks and future costs helps to inform future options. This information will be presented in the final business case.</p> <p>*Further traffic modelling would be required to identify the traffic effects of a partial bridge retirement, such as a one-way only arrangement.</p>


Feedback Theme	Comments	Summary of feedback	Project Team Response (What we know and key risks)	Staff Recommendations for the Programme Business Case (PBC)	Supporting Information
	<p>Comments Supporting Victoria Bridge for walking and cycling only (closed to traffic) (24 responses)</p>	<p>(pedestrians, bikes, mobility scooters, small motorised scooters) and make the CBD more cycle friendly, with less through traffic. Noted timing for closure to traffic not until another bridge was built and fit within an overall plan.</p> <p>Support widening the existing bridge or build a new one for vehicles and keep the existing one for bikes and pedestrians.</p> <p>Like that the history of the high level bridge would be assured for many years to come.</p> <p>Closing off the high level bridge to just walkers/cyclists would make a huge impact for health and lifestyle. It would be great to have safe bike storage in town to support this.</p> <p>Support closing bridge to traffic but unsure if would help ease traffic congestion and cater for growing population.</p>			

Feedback Theme	Comments	Summary of feedback	Project Team Response (What we know and key risks)	Staff Recommendations for the Programme Business Case (PBC)	Supporting Information
<p><b>In-town bridge location</b></p> 	<p>Don't support/ concerns regarding an in - town bridge location (209 comments)</p> <p>Like: (37 comments):</p>	<p>Strong community response against an in-town bridge location.</p> <p>-dislike the impact on residential properties (effects on property values, potential loss of homes).</p> <p>-impacts on residential and local character/historic neighbourhood (potential increase in traffic).</p> <p>-severance, social and environmental impacts.</p> <p>-don't support the greenbelt being used for a proposed bridge/need to protect the greenbelt.</p> <p>-preference for commuter traffic to be diverted away/around from the town and residential areas.</p> <p>-Cambridge Pathways project on Bryce Street would require significant re-work to allow for a new arterial route from the bridge.</p> <p>-Could create more traffic congestion at the Hamilton Road/Victoria Street intersection and safety hazards for school students.</p> <p>Like: that there is a third bridge being considered, bridge location is closer to town, by-passes town centre but provides quick access to town and economic benefit of supporting the town centre.</p>	<p>While future bridge locations are no longer in the PBC, we know that Cambridge will require more river crossing capacity within the town in the medium to long-term. This is driven by growth and Victoria Street Bridge's ability to reliably carry traffic (as discussed above).</p> <p>Feedback has often focused on the needs of commuters or the desire to route traffic around and out of the town, but modelling shows that many trips that motorists will make in the future are likely to be to destinations, or stops, as part of a longer journey within the town, like schools, shopping, health services, entertainment or recreation.</p> <p><b>Key risks:</b></p> <p>-If the Victoria Bridge was fully or partially closed to traffic then having only one in-town river crossing for all heavy vehicles and public transport and most light vehicles reduces network resilience; if there is a crash along this route significant congestion will occur.</p> <p>-Would compromise ability to solve problem statement 2 of the PBC: 'Over-reliance on key connections to perform multiple functions results in conflicts, reduced amenity, and poor system resilience'</p> <p>-If the solution was to increase capacity of the low-level bridge corridor this would lock in high future volumes of traffic on Shakespeare, Achillies, Albert and Queen and part of Victoria Streets (which would likely need to be 4 lanes) and this may impact future development of Carter's Flat and northern CBD area.</p> <p>-There is a risk that this route would be over engineered if later a new river crossing is built elsewhere within the town.</p> <p>-Larger intersections with roundabouts or traffic signals would be required along this route to efficiently manage traffic at peak times and minor road intersections may experience delays or will need some turn restrictions to remain safe.</p> <p>- Community/social impact risks, including concentrating all high volume/ heavy vehicle impacts on one part of the network (effects such as noise, difficulty crossing busy roads, difficulty accessing properties at peak times, would become apparent).</p>	<p><b>Recommendation for the PBC:</b></p> <p>Investigate the widening/duplication of the existing low-level corridor of Shakespeare Street /Fergusson Bridge and Achilles Avenue/Karapiro Stream Bridge and the consequential network impacts to provide in town bridge capacity as an alternative to building additional river crossing capacity at another location in town.</p> <p><b>Comments:</b></p> <p>If no new in-town bridge was to be considered in the future, then the business case can:</p> <ul style="list-style-type: none"> <li>Investigate the widening/duplication of the existing low-level corridor of Shakespeare Street/Fergusson Bridge and Achilles Avenue /Karapiro Stream Bridge to understand traffic effects and the expected capacity required on this route.</li> <li>Consider when this route and any residual capacity on the Victoria Bridge would be exceeded and therefore when an additional river crossing would be required.</li> </ul>	<p>The traffic modelling showed that 20,500 vehicles per day would use an 'in-town ' crossing in 2055 if Victoria Bridge was closed.</p> <p>*Further traffic modelling would be required to identify the traffic effects and capacity needed for the Shakespeare, Albert, Queen, Victoria route with duplicated bridges.</p>




Feedback Theme	Comments	Summary of feedback	Project Team Response (What we know and key risks)	Staff Recommendations for the Programme Business Case (PBC)	Supporting Information
<p><b>Out of town bridge location</b></p> 	<p>Strong support/ prefer an out of town bridge location (181 comments):</p>	<p>Comments noted:</p> <ul style="list-style-type: none"> <li>-forms a ring road and diverts through traffic/heavy traffic away from town.</li> <li>-connects to new growth areas and the Waikato expressway.</li> <li>-protects the greenbelt.</li> <li>-less impacts on residential streets and housing.</li> <li>-good for Leamington and nearby residents travelling north.</li> <li>-minimal disruption to existing infrastructure and connecting arterial roads.</li> <li>-more realistic (compared to the Option C in-town bridge crossing).</li> <li>-uses land that's not highly used and possibly cheaper to purchase.</li> </ul> <p>-Recognition/common understanding that for many years (30 plus years), the residents of Cambridge have assumed a third bridge further out of the central town.</p>	<p>While future bridge locations are no longer in this business case, the study has shown the priority is to address additional bridge capacity within/adjacent to the town to support trips in and around town.</p> <p>An out of town bridge could be feasible in the future, subject to timing and growth in the west of Cambridge.</p> <p>It is also noted that an out of town bridge (as noted in Option A) would also require the duplication of the Shakespeare and Achilles Avenue Bridges to service the growing number of trips into town if the Victoria Street bridge was closed or partially closed for vehicle traffic.</p> <p><u>A possible strategy could be a staged approach (subject to further investigations and community consultation):</u></p> <ul style="list-style-type: none"> <li>-Investment for the widening/duplication of the existing low-level corridor of Shakespeare Street/Fergusson Bridge and Achilles Avenue/Karapiro Stream Bridge.</li> <li>-Partial reduction of traffic on Victoria Bridge and</li> <li>- Out of town bridge construction.</li> </ul> <p><b>Key risks:</b></p> <ul style="list-style-type: none"> <li>-Similar risks to those mentioned above for duplication of the Achilles and Shakespeare Street bridges.</li> <li>-An out of town bridge may have negative effects on established industrial, residential, school and recreational facilities on the west side of Cambridge depending on how far out of town it was placed.</li> </ul>	<p><b>Recommendation for the PBC:</b></p> <p>Confirmation of the timing and likely costs for additional bridge capacity requirements (not at a specific location), consequential to the findings of the two recommendations above.</p> <p><b>Comments:</b></p> <p>The investigations would be included as part of the final business case to help inform future bridge capacity planning.</p>	<p>The traffic modelling showed that 13,200 vehicles per day would use an 'out of town' crossing in 2055 if Victoria Bridge was closed., noting that Victoria Bridge currently takes 14,000 vehicles per day.</p> <p>The modelling suggests that an out of town bridge only replaces the current Victoria Bridge capacity, so all growth would have to be accommodated on the Shakespeare bridge route, hence the need to duplicate Fergusson/Shakespeare and Karapiro Stream/Achilles bridges.</p>



Feedback Theme	Comments	Summary of feedback	Project Team Response (What we know and key risks)	Staff Recommendations for the Programme Business Case (PBC)	Supporting Information
<p><b>North facing ramps at the Tirau Road interchange on to the Waikato Expressway (SH1)</b></p> 	<p>A number of comments requesting consideration of north-facing ramps at Tirau Road interchange (Waikato Expressway):</p>	<p>Consider north-facing ramps in the options</p> <p>With SH1 Cambridge to Piarere stated as a road of national significance, recommend that Council advocates during the design process to enable ramps and future proof traffic diversion if access was available.</p> <p>Add an on/off ramp to the expressway out past the Cambridge golf course. No need for a third bridge if heavy and through traffic is taken out of town.</p> <p>With more traffic lights proposed in town, more people will want to divert around the town centre and could use north-bound on-ramps.</p> <p>Will aid traffic from Leamington going straight out of town for those travelling to Hautapu, Hamilton and farther north.</p>	<p>North-facing ramps were included in the long-list of ideas for the programme business case. However, this was not taken forward to the short-list as the traffic modelling results showed limited benefit for those trips from northern Leamington, noting that this requires a longer trip and that many trips are forecast to stop in Cambridge, rather than circumnavigate around Cambridge. There may be some benefit of diverting trips that would have otherwise gone through the town and relieving some traffic at congested times.</p> <p><b>Key risks:</b></p> <ul style="list-style-type: none"> <li>-The SH1/Waikato Expressway bridge over the Karapiro Stream gully is nearby to the current interchange and this may limit the length of an on ramp to allow heavy vehicles to accelerate and merge safely with traffic on SH1 before the bridge.</li> <li>-The existing Newcombe Road and on ramp south crosses under SH1 at a 45 degree skew. The skewed bridge on SH1 would need to be repurposed if that was possible for a linking road to new on and off ramps. Existing local roads and ramps would need to be substantially rebuilt in new locations. This would lead to complex and costly construction.</li> <li>-The value for money provided in constructing north facing ramps would be low as construction is complex and costly and use relatively low.</li> <li>-NZTA has indicated that they are not in favour of north facing ramps.</li> </ul>	<p><b>Recommendation for the PBC:</b> Investigation of the feasibility and timing of north facing ramps at the SH1 and Tirau Road interchange.</p> <p><b>Comments</b> (Investigation at a high level concept only, given the expected low level of relative benefits provided)</p>	<p>The Waikato Regional Transport Model predicted that in 2055 a total of 3,400 vehicles per day would use the route incorporating north facing ramps at SH1/Tirau Road, 1700 in each direction.</p> <p>*Further modelling would be required to understand whether north facing ramps would need to be done in tandem with duplication of the Shakespeare Street/Fergusson bridge.</p>


Feedback Theme	Comments	Summary of feedback	Project Team Response (What we know and key risks)	Staff Recommendations for the Programme Business Case (PBC)	Supporting Information
<p><b>Public Transport</b></p> 	<p>Strong support for public transport:</p> <p>Don't support public transport:</p>	<p>Like better public transport (to ease congestion and parking issues, support for more frequent and more coverage of public transport, increased frequencies to Hamilton to enable alternatives to the car, local bus services and affordable services are a priority).</p> <p>Support public transport but request further investigation into potential community usage/feasibility/trial services with smaller buses? Financial viability?</p> <p>Don't support public transport (rural people cannot use public transport, people will not give up their cars, buses get very little patronage, frequency of buses proposed is unnecessary, not viable).</p> <p><b>Any other feedback:</b></p> <p>Request bus services between Cambridge and Te Awamutu.</p> <p>Would like Park and Ride for those living rurally.</p> <p>Request for improvements to school bus services.</p>	<p>The PBC is consistent with Council's public transport business case to improve existing bus services through a staged approach:</p> <p><b>Stage 1</b> - Increase the regularity and hours of the existing bus services to Hamilton (implemented April 2024).</p> <p><b>Stage 2</b> - Introduction of bus services circulating within Cambridge and Te Awamutu townships.</p> <p><b>Stage 3</b> – Establish new daily bus services between Cambridge and Te Awamutu.</p> <p>The Hamilton Waikato Metro Spatial Plan Transport Business case is planning for future fast and more frequent bus services between Cambridge and Hamilton. Investigations will also include potential park and ride locations.</p> <p>Waipā DC can have an advocacy role to the Ministry of Education for improved school bus services.</p> <p><b>Key risks:</b></p> <ul style="list-style-type: none"> <li>- Passenger transport services are expensive to run, so fitting in with regional priorities and obtaining central government subsidy for new services is essential so that not all costs are borne by ratepayers.</li> <li>- Proposed services would benefit from a more direct route between the Town Centre and Leamington (via Victoria Road Bridge or a new connection). Use of the low-level route is unlikely to be optimal for bus services. The assumption in Options B and C is a new connection (not the low-level route) suitable for bus use.</li> </ul>	<p><b>Recommendation for the PBC:</b></p> <p>Include public transport improvements (public transport to Hamilton and local public transport services within Cambridge – aligned with the Waipā Public Transport Business Case and Regional Passenger Transport Plan).</p> <p><b>Comments:</b></p> <p>Inclusion in PBC of public transport improvements as proposed in Option C (enhancing choices for walking, cycling and public transport):</p> <ul style="list-style-type: none"> <li>- Improved frequency of public transport to Hamilton (20-30 minutes).</li> <li>- Local Cambridge public transport service (10 mins).</li> </ul> <p>Council can work with the Ministry of Education for improved school bus services in Cambridge. It is also noted that a local bus service would also have benefits in providing services to school where local services can access education.</p>	<p>Note: Feasibility and staging of public transport improvements must be planned with Waikato Regional Council and NZ Transport Agency Waka Kotahi as joint funding partners.</p> <p>School bus services are planned and funded by the Ministry of Education.</p>



Feedback Theme	Comments	Summary of feedback	Project Team Response (What we know and key risks)	Staff Recommendations for the Programme Business Case (PBC)	Supporting Information
			<p>cyclists at key locations such as schools and shops, while not materially impacting the average time it takes to make a car journey.</p> <p>There is a need to better tell the story of the benefits of speed calming measures and develop some policy for their use, so there is wider public understanding and acceptance when they are required.</p> <p><b>Key risks:</b> -Over use of speed calming measures could lead to strong opposition to any new speed calming. This could lead to death or serious injury to vulnerable road users at locations where speed calming is essential.</p>	<p>such as speed bumps. Public consultation on urban mobility projects in the future will be an opportunity to provide feedback on any design features.</p> <p><b>Comments:</b> If Victoria Bridge was to remain available for two-way traffic long term and walking and cycling capacity on this bridge could not be increased to meet demand, and no other in-town traffic bridge was provided that could also take pedestrians and cyclists, then there may be merit in investigating a separate walking and cycling bridge to provide needed capacity.</p>	
<p><b>Intersection and safety improvements (for pedestrians, cyclists and vehicles)</b></p> 	<p><b>145 comments noted:</b></p>	<p>Support for intersection safety improvements to Cambridge main road intersections, Shakespeare Street and Carter’s Flat (for pedestrians, cyclists and vehicles).</p> <p>Key intersection priorities noted:</p> <ul style="list-style-type: none"> <li>- Safety issues at Carlyle, Lamb, Rotoorangi Road intersection.</li> <li>-Shakespeare Street (intersections with Wordsworth St, Campbell St, Browning St and Lamb St)</li> <li>- Victoria Road/Taylor Street</li> <li>- Victoria Street/Queen Street</li> <li>- Queen Street/Albert Street</li> <li>-Thornton Road/Albert Street</li> <li>- Lamb Street/Maungatautari Road</li> </ul> <p>Concerns improvements won’t be enough to address congestion/bottleneck at Hamilton Road/Victoria Road/’White Church’ roundabout.</p> <p><u>Other matters raised:</u></p> <p>The position of the pedestrian crossings on Victoria Street close to the roundabout.</p>	<p>The PBC will need to take into account a range of potential future river crossing locations and likely timeframes so that a programme of intersection improvements supports short and medium term growth with some flexibility as to long- term connections. As an example, improvements are likely to be prioritised on corridors which will come under pressure due to growth earlier, such as Victoria Road, Victoria Street, Queen Street, Albert Street and Shakespeare Street.</p>	<p><b>Recommendation for the PBC:</b> Develop a programme of intersection capacity and safety improvements (for short, medium and long-term), recognising that primary traffic routes will need to accommodate more traffic in future.</p>	<p>Further traffic modelling will be used to identify intersections where queuing and delays will become problematic.</p>

Feedback Theme	Comments	Summary of feedback	Project Team Response (What we know and key risks)	Staff Recommendations for the Programme Business Case (PBC)	Supporting Information
		<p>Would like further away from the roundabouts to enable better flow.</p> <p>Road surface improvements needed on Shakespeare Street (especially the section from the low level bridge to the Cook Street roundabout).</p>	<p>Shakespeare Street is a high priority for road surface improvements expected to be completed during the 2024/25 financial year.</p>		
	<p><b>Comments noted for preference for roundabouts over traffic signals:</b></p>	<p>Preference for roundabouts instead of traffic signals/retain roundabouts as more in character of Cambridge town.</p> <p>Traffic lights could delay volunteers to the Fire Station or emergency services.</p> <p>Too many traffic lights – will halt traffic, create traffic congestion and increase traffic on local streets.</p>	<p>Traffic lights are typically implemented to manage traffic when congestion and safety issues exist. Signalisation creates the ability to prioritise important traffic flows at peak times while also accommodating minor flows and pedestrians (i.e. keeping traffic generally moving).</p> <p>Consultation with Emergency services notes that they are able to get through most intersections if there is adequate space for other vehicles to pull to the side or centre to “make a lane”.</p> <p>Roundabouts can work effectively under the right conditions and may be selected at some locations. However, they typically require more space and can become inefficient when traffic flows exceed their capacity or are unbalanced across legs of the roundabout.</p> <p>The business case will prioritise interventions across the short, medium and longer term.</p>	<p><b>Recommendation for the PBC:</b> As in prior recommendation, include a programme of intersection improvements.</p> <p><b>Comments</b> Technology can enable traffic signals to turn green for emergency vehicles and buses. Traffic signals can also prioritise some flows at peak times leading to greater throughput than is possible with a roundabout.</p>	
	<p><b>Any other feedback?</b></p>	<p>Prioritise short-term improvements to relieve congestion, e.g. Victoria St/Hamilton Road and Duke Street and Albert Street.</p>		<p>The actual form (traffic lights or roundabouts) will be confirmed through future detailed investigations identified in Long Term Plans.</p>	
<p><b>Widening of main roads</b></p>	<p>Comments noted:</p>	<p>Support for enabling private car transport through widening of main roads.</p> <p>Concerns noted regarding amenity impacts of road widening (noise, pollution, reduced safety, trees, visual landscape).</p> <p>Comments regarding road widening not being effective.</p>	<p>Widening main roads can increase traffic capacity as identified in Option A (enabling private car). However, the negative effects include ‘induced demand’ encouraging people to drive more and environmental and community/social impacts (effects such as noise, difficulty crossing busy roads, difficulty accessing properties at peak times would become apparent).</p> <p>As discussed under in-town bridge location, the PBC can investigate the widening/duplication of the existing low level corridor of Shakespeare Street /Fergusson Bridge and Achilles Avenue/Karapiro Stream Bridge and the consequential network impacts to provide in-town bridge capacity.</p>	<p><b>Recommendation for the PBC:</b> (as above) The PBC can investigate the widening/duplication of the existing low level corridor of Shakespeare Street /Fergusson Bridge and Achilles Avenue/Karapiro Stream Bridge and the consequential network impacts to provide in-town bridge capacity as an alternative to building additional river crossing capacity at another location in town.</p>	
<p><b>Parking</b></p>	<p>A number of comments noted that the options</p>	<p>Parking strategy is needed for Cambridge, more public parking, retail staff parking needed in the town centre, farmers with</p>	<p>The current parking focus has been on managing the use of the existing parking supply (on-street and off-street) to support those driving to the town centre and living rurally, while also considering the impact on residential areas and</p>	<p><b>Recommendation for the PBC:</b> Recommend development of a CBD parking strategy to manage the use of the existing parking supply (on-street and off-street) to</p>	<p>Town parking strategies involve a delicate balance between accommodating cars, promoting</p>

Feedback Theme	Comments	Summary of feedback	Project Team Response (What we know and key risks)	Staff Recommendations for the Programme Business Case (PBC)	Supporting Information
	do not address parking issues	<p>trailers require long parking bays, review and extend current parking restrictions.</p> <p>Dislike paid parking.</p> <p>Don't support building cycleways and removing public parking.</p> <p>Secure bike/scooter parking in town is needed.</p>	<p>residents. This is supported by pathway networks for walking and cycling and convenient public transport for those in Cambridge that can walk, cycle and use public transport.</p> <p><b>Key risks:</b></p> <ul style="list-style-type: none"> <li>-Town centre land use change and new retail centres that compete with the CBD are likely. This is often a natural progression in growing towns and cities. Cambridge examples have been steady retail growth in Leamington, Carters Flat and Lakewood.</li> <li>-CBD parking provision can be seen as a cause of new retail growth outside the CBD and there are often calls to increase parking provision, subsidise parking or remove parking time limits to counter this trend.</li> </ul>	<p>support those who need to drive to the town centre and those living rurally.</p> <p>Inclusion in the PBC of 'end of trip' facilities such as secure bike/scooter parking for those travelling to Cambridge's town centre and other key destinations.</p>	<p>sustainable transport, and enhancing the overall urban environment.</p> <p>Uncontrolled parking growth leads to greater management costs and increased traffic congestion. It should be noted that increased management of town centre parking may have a knock-on impact on surrounding residential areas and this impact needs to be addressed,</p> <p>Supporting bike/scooter infrastructure is included in Council's urban mobility business case.</p>
<p><b>Cambridge town centre - streetscape Improvements</b></p> 	<p><b>Comments noted:</b></p>	<p>Support for street scape improvements on Victoria Street (comments include: CBD is starting to lose its character, helps create a pleasant place to shop and support for more pedestrian and bike friendly town centre).</p> <p>Other comments noted include extending the streetscaping to Wilson St intersection, a car free zone on Victoria Street (between Alpha Street and Duke Street and encouraging the CBD further down Victoria St to Victoria bridge.</p> <p>Consideration of elderly people being able to access town if pedestrianised?</p>	<p>At this point in the business case the team has recognised that if traffic that is passing through and not intending to stop in the CBD can be diverted to other routes then there is opportunity to better use street space. The exact form of streetscape improvements would be consulted on as part of a future project in a Long Term Plan.</p> <p>Streetscape improvements could provide pedestrian benefits including for the elderly in accessibility in and around the town centre.</p>	<p><b>Recommendation for PBC:</b> Include streetscape improvements for the Cambridge town centre.</p> <p><b>Comments</b> Inclusion in the business case of street scape improvements as per Option C, conditional upon removal of excess through traffic. This is likely only possible if new capacity is created across the river replacing any reduction in Victoria Street bridge capacity.</p>	
<p><b>Recognition of Cambridge and its town centre.</b></p>	<p>Comments noted:</p>	<p>Recognition of Cambridge and its town centre, unique charm, historical significance of not only the Victoria Bridge, but also historic homes in Cambridge.</p> <p>What is the vision/leadership for Cambridge's town centre? Will the town centre keep pace with growth and development? Vision to accommodate the growth by going up rather than out? Is there a long term plan to 'draw the line' under the population growth and development of Cambridge? The recognition that Cambridge is a rural service town catering to the needs of our rural population who rely on vehicular transport.</p>	<p>The Cambridge Connections programme business case will be guided by the Ahu Ake vision for Cambridge. This vision has/is being developed with extensive public consultation and we can rely on that plan to inform the PBC.</p>	<p><b>Recommendation for the PBC:</b> No change</p> <p><b>Comments:</b> The business case will be guided by the Ahu Ake vision for Cambridge.</p> <p>Retention of Cambridge character features and accessibility to the town centre are key objectives, balanced with a range of transport choices.</p> <p>The business case recognises that vehicles will still be part of the transport solution, but we also need to provide for other transport</p>	<p>Modelling of population, jobs and traffic for the 2055 year shows increasing traffic congestion and negative impacts on the town centre if we follow a business-as-usual approach.</p>

Feedback Theme	Comments	Summary of feedback	Project Team Response (What we know and key risks)	Staff Recommendations for the Programme Business Case (PBC)	Supporting Information
		Ensuring town planning for new suburbs is developed with services and facilities to manage travel demands.		modes such as urban mobility networks and public transport to help relieve the growth pressures.	
<b>Leamington Village</b>	Comments noted:	<p>The Cambridge Community Board suggest that vibrancy and a people-centred Leamington Village has been largely unconsidered in the options presented and recommends that further investigation be conducted into balancing the need for traffic movement through Shakespeare Street and Leamington residents having safe access to a vibrant village heart.</p> <p>Request Council lobby central government for the provision of a high school on the Leamington side of the district and the Board is confident this would reduce movement across the river significantly/consider more amenities in Leamington to reduce bridge traffic, such as an additional secondary and primary school.</p>	It is recognised that Shakespeare Street is a main movement route connecting through Leamington. The PBC has proposed a number of intersection improvements which could control traffic at busy times and improve accessibility for pedestrians, cyclists and vehicles to the commercial area and to enable movement across Leamington.	<p><b>Recommendation for the PBC:</b> Inclusion of Shakespeare Street intersection improvements.</p> <p>Inclusion for Council to advocate to central government for planning of additional schools on the Leamington side of the town.</p>	<p>The current District Plan provides a significant area for commercial development bounded by Raleigh, Burns, Thompson and Shakespeare Street. Housing intensification and new commercial development is occurring in this area to create a vibrant hub in Leamington.</p> <p>The passenger transport improvement plan recognises the need for bus services connecting the Leamington town centre with the rest of Cambridge and employment areas.</p>
<p><b>Cambridge Connections Project Communications</b></p> 	<b>Short comings relating to the project communications (77 comments)</b>	<p>Concerns regarding consultation with affected residents and ratepayers including:</p> <p>'Shifting sands'/changes to the consultation process and the bridge location options off the table.</p> <p>Consultation around the emerging preferred option.</p> <p>Lack of data available for the public to help inform the options</p> <p>More definition for the meaning of the transport terms in the options.</p> <p>Ensure consultation with Leamington residents.</p> <p>Need for consultation with youth who will be impacted the most by future plans.</p>	<p>Recognition that public consultation began before adequate preparation had been done. This meant key audiences were not engaged with at the right time and in the right fashion and information was not available to satisfy questions on the options. Recognition that future phases will require significant community communications and engagement planning and different tactics.</p> <p><b>Key Risks:</b> -PBC completion may be more complex and take longer than expected and this would mean there is a risk that recommendations are not available to include in 2025 Long Term Plan consultation (LTP). If this was to occur, then independently timed consultation would be required, or progress may be delayed until a future LTP.</p>	<p><b>Recommendation for the PBC:</b> No changes for the substance of the PBC. However, process improvements will be made. See Council report (Process Review – Cambridge connects 20 August 2024 (ECM 11270326)).</p>	Reference: WSP Process review – Cambridge Connections).
<b>Project Bluetooth data</b>	Comments noted:	Robustness of Bluetooth data collection when it was collected during a period of a COVID lockdown.	<p>Recognition that Bluetooth trip origin and destination data gathered in early 2022 at a time when all NZ was at red level of the COVID protection framework.</p> <p>Note that blue tooth trip data was not used to inform bridge or other transport options in the study. The Waikato Regional Traffic Model with a 2018 census base date and a 2055 population, jobs and travel prediction was used. This traffic</p>	<p><b>Recommendation for the PBC:</b> Addition of census Journey to work (2023)* data will be included into the business case evidence base when it is available to improve understanding of current travel patterns. *note possible release January 2025 (to be confirmed).</p>	



Feedback Theme	Comments	Summary of feedback	Project Team Response (What we know and key risks)	Staff Recommendations for the Programme Business Case (PBC)	Supporting Information
			model is recognised by Waikato Councils and NZTA as the appropriate tool for assessing future travel scenarios.	Future phases of investigation will use the latest traffic modelling data available.	
<b>Other feedback raised:</b>	Comment noted:	Importance of a future rail connection to Hamilton.	It is widely recognised that there is significant potential for rail in the transport network and community desire for train services, but increased investment is needed for its future reliance and reliability.	<b>Recommendation for the PBC:</b> Noted. Rail corridors in the district will continue to be protected for freight and public transport when rail becomes more viable in the future.	The Hamilton Waikato Metro Spatial Plan Transport Plan 2022 states that a Bus Rapid Transit system is the most effective and achievable transit system for the greater metro area for the foreseeable future.
<b>Bridge locations - Future phases</b>	A number of comments noted:	<p>Many comments noted that a third bridge was needed for Cambridge, but not located where it impacted on residential areas and the greenbelt. Strong support for a third bridge out of town along with public transport and walking and cycling improvements.</p> <p>A number of bridge options and ideas were provided including: building a bridge beside the existing bridges/upgrading the existing bridges, a new bridge linking to Vogel Street, strong support for an out of town bridge in or near the western growth areas, a new bridge connecting to Maungatautari Road or a new bridge across the golf course.</p> <p>There were suggestions of urgency with the bridge discussion needing to be back on the table so that planning and route protection was done early and discussion around what was affordable.</p>	While future bridge locations are no longer in the PBC, Cambridge will likely require more river crossing capacity in the future within the vicinity of the centre of the population. There are a number of options to achieve this which have been canvassed earlier in this document.	<b>Recommendation for the PBC:</b> The business case will record the bridge options and high-level cost estimates that have been prepared to date. The public feedback provided on bridge options would be captured (mapped) as 'future bridge ideas'. These options and ideas, pros and cons, can form the starting point for future investigations following the completion of the Cambridge Connections Programme Business Case.	

## **APPENDIX 4**

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Cambridge Connections Business case project risk register (*document number 10921260*)

Service Delivery Committee Public Agenda 20 August 2024 - Recommendations and Next Steps for Cambridge Connections Business Case

Revision I		date updated 5/08/2024				Pre-Mitigation						Post-Mitigation		
Ref	Date entered	Description	Risk Cause(s)	Risk Area	Threat or Opportunity (score not required for Opportunity)	Qualitative Risk Analysis			Risk Status	Risk or Opportunity	Risk Reduction Measure & Treatment Type	Likelihood post risk reduction measures	Consequence post risk reduction measures	Risk Priority
						How likely is the event	Consequence Rating	Risk Consequence(s)						
<b>Programme Business Case Risks</b>														
1.02	9/10/2022	Lack of alignment between Waipa DC, partners and stakeholders	Stakeholders do not agree on project outcomes	Planning & Strategy	Threat	Likely	Serious	Delay to programme and approvals	Live	Very High Risk	Update Communications and Engagement Plan as per next steps and recommendations. Pause on Bridge location options.	Likely	Serious	Very High Risk
1.03	9/10/2022	Lack of buy-in from Elected Members and / or senior management	Client does not agree with project outcomes	Planning & Strategy	Threat	Possible	Serious	Delay or abandonment of the programme	Live	High Risk	Ensure Elected Members are welcomed and engaged into the project. Agreement on recommendations and next steps at August 2024 Service Delivery meeting.	Unlikely	Minor	Low Risk
1.05	9/10/2022	Wanted changes are out of scope	People want changes that are out of scope of the CC PBC	Planning & Strategy	Threat	Unlikely	Serious	Pressure to include options, or dissatisfaction in the recommended programme	Live	Medium Risk	Communications need to be up front and open about the level of influence for community and stakeholders alike	Unlikely	Moderate	Medium Risk
1.06	9/10/2022	NZTA Waka Kotahi buy-in to the CC PBC and funding approvals delay	Waka Kotahi can not resource staff engagement for the CC PBC	Governance, reputation, legislative compliance and control	Threat	Likely	Serious	Delay to programme and funding approvals	Live	Very High Risk	Early and consistent updates with Waka Kotahi throughout all stages of the project to maximise opportunities for funding subsidy. Leverage Future Proof Transport Working Group mechanism.	Likely	Moderate	High Risk
1.07	9/10/2022	People don't understand Business Cases	People don't understand the business case process, purpose and outcomes	Governance, reputation, legislative compliance and control	Threat	Possible	Minor	Dissatisfaction progress is not being made faster, think we should be further along in the process	Live	Low Risk	Communicate the process, where we are at in the process, where we will seek feedback, and what the outcome will be	Unlikely	Minor	Low Risk
1.08	9/10/2022	Constrained budget, no further funding available from NZTA in 24/25	Insufficient funding to complete the CC PBC as required	Financial (\$ & %)	Threat	Possible	Moderate	Business case is not completed, or is not of the right quality	Live	Medium Risk	Monitor and actively manage financials, seek overs and unders in tasks to cover scope changes	Unlikely	Moderate	Medium Risk
1.09	9/10/2022	Programme of investment is unaffordable	Programme exceeds available funding	Governance, reputation, legislative compliance and control	Threat	Possible	Serious	Delay or abandonment of the programme	Live	High Risk	Ensure project options respond to available funding, seek alternative funding streams, stage programme to match funding availability	Unlikely	Serious	Medium Risk
1.11	9/10/2022	Business case is completed in time to help inform future projects in the 2025 LTP	Project resourcing, delayed approvals etc. See 1.02, 1.03, 1.04, 1.06, 1.10 etc.	Projects	Threat	Possible	Serious	Delay to programme and approvals, resulting in community frustration Potential cost increases	Live	High Risk	Develop a project plan to keep project on track Develop a Communications and Engagement Plan for key messages, including clear explanation of any unavoidable delays.	Unlikely	Moderate	Medium Risk
1.12	9/10/2022	Recommended programme improvements are not supported by the Cambridge community	Engagement with key partners and stakeholders in the community	Planning & Strategy	Threat	Likely	Serious	Pressure to include options, or dissatisfaction in the recommended programme leading to delay or abandonment of parts of the programme	Live	Very High Risk	Establishment of a Project Stakeholder Group Development of a Communications and Engagement Plan. Communication of next steps and Long Term Plan.	Likely	Moderate	High Risk
1.13	9/10/2022	Opportunity to access direct Government funding sources outside the NLTLP	Emergence of direct funding such as the Housing Acceleration Fund, Climate Emergency Response Fund etc.	Financial (\$ & %)	Opportunity			Reduce financial burden on Waipa DC ratepayers Accelerate programme completion	Live	#N/A	Consideration of walking, cycling and public transport to ensure mode choice Inclusion of climate change and VKT reductions Frame infrastructure is needed to enable housing and growth			#N/A
1.14	9/10/2022	People expect a 3rd bridge crossing	Frustration around congestion and restrictions around Victoria Bridge High Elected Member interest and support for a new crossing	Governance, reputation, legislative compliance and control	Threat	Possible	Serious	Pressure to include bridge options, or dissatisfaction in the recommended programme	Live	High Risk	Communications need to be up front and open about the level of influence for community and stakeholders alike. Update Communications and Engagement Plan as per next steps and recommendations. Pause on Bridge location options.	Unlikely	Moderate	Medium Risk
1.15	1/11/2023	Lack of confidence in the evidence base	Data and forecasts are inconsistent between sources	Governance, reputation, legislative compliance and control	Threat	Possible	Serious	Delay or abandonment of the programme	Live	High Risk	Use latest available information Reference sources for statements Verification against independent data where possible	Unlikely	Moderate	Medium Risk
1.17	20/03/2023	Lack of buy-in from Mana Whenua	Mana Whenua do not feel engaged as Partners	Governance, reputation, legislative compliance and control	Threat	Possible	Serious	Delay to programme and approvals	Live	High Risk	Comprehensive Communications and Engagement Plan Separate Mana Whenua engagement meetings, to be kept informed of the project.	Unlikely	Moderate	Medium Risk
1.18	9/10/2022	Lack of confidence in land use projections	Imbalance between population and employment forecasts produces unusual forecast traffic patterns	Governance, reputation, legislative compliance and control	Threat	Possible	Serious	Delay or abandonment of the programme.	Live	High Risk	Use latest available information Reference sources for statements Verification against independent data where possible Run scenarios to better understand the impacts of changing assumptions	Unlikely	Minor	Low Risk
1.19	5/08/2024	Community not happy with Council recommendations and / or decisions from 20 August 2024 meeting	Disagreement on the best way to progress and complete the business case / project	Governance, reputation, legislative compliance and control	Threat	Possible	Serious	Delay or abandonment of the programme.	Live	High Risk	Ensure the recommendations and decisions have a robust rationale that's clear for the elected members and the public.	Possible	Moderate	Medium Risk
1.20	1/05/2024	Funding is not available in the 2025-2034 LTP to progress further phases of the individual business case elements	There is currently no funding to progress with the transport activities in the plan.	Financial (\$ & %)	Threat	Possible	Serious	Delays to the programme	Live	High Risk	As part of the LTP the community will want to understand what the timing is for these, if not in the 2025 LTP, then this will need to be considered further for the 2027 LTP.	Likely	Moderate	High Risk
1.21	5/08/2024	Community or Council desire for north facing ramps at SH1 / Tirau Rd is not supported by NZTA	NZTA strategy to limit connections for short trips on expressway	Planning & Strategy	Threat	Likely	Moderate	Community dissatisfaction with the project.	Live	High Risk	Continue to discuss with NZTA. Requires discussions at a political level.	Possible	Moderate	Medium Risk
<b>Process Review Risks</b>														
1.22	1/05/2024	Community members do not see the review as good use of funds.	Some may not support the review being a good use of Council funding.	Governance, reputation, legislative compliance and control	Threat	Possible	Moderate	Perception of Council.	Live	Medium Risk	Given the level of community concern, the sum proposed is not seen as a large expense in order to alleviate the concerns raised.	Unlikely	Minor	Low Risk
1.23	1/05/2024	The review does not provide insights the community accept as appropriate to rebuild trust and confidence in the process.	Some in the community may have already formed a view on the project and recommended way forward.	Governance, reputation, legislative compliance and control	Threat	Possible	Serious	Delay or abandonment of the programme.	Live	High Risk	Cherie, and the Communications and Engagement staff nominated by WSP will be rigorous in their review. Given the level of community concern, learnings and insights are inevitable.	Unlikely	Moderate	Medium Risk

Service Delivery Committee Public Agenda 20 August 2024 - Recommendations and Next Steps for Cambridge Connections Business Case

1.24	1/05/2024	Significant rework of the project will be required as a result of the review.	Review may identify rework for the technical business case.	Projects	Threat	Unlikely	Moderate	Delay and financial costs for the completion of the programme.	Live	Medium Risk	The technical analysis is unlikely to need to be fully reconsidered. It is expected that the focus will be on how the project was shared with the community in a meaningful way. However, with the peer review of the Business Case, all aspects will be subject to review.	Unlikely	Moderate	Medium Risk
1.25	1/05/2024	Future governance arrangements for the project cannot be agreed.	Questions regarding the governance arrangements for future phases of the project.	Governance, reputation, legislative compliance and control	Threat	Possible	Moderate	Delays to the programme.	Live	Medium Risk	Ongoing governance will be a key point of discussion when the Programme Business Case review work is completed and future project Cambridge Transport Improvement business cases are to be progressed as part of future Long Term Plans.	Unlikely	Moderate	Medium Risk
1.26	1/05/2024	The divergence of views from elected members on how firm the preferred location for a bridge should be now is not resolved.	Uncertainties with elected members regarding the 'preferred location for a bridge' - 'inner bridge' area versus identifying a specific location.	Planning & Strategy	Threat	Possible	Moderate	Delays due to lack of elected member agreement on the programme outcomes.	Live	Medium Risk	Resolution is needed on this point. As future investigations focusing on the bridge location, function, timing, trade-offs and optioneering, etc require a lot more work, and the community will have many opportunities for further input, but this needs to be clear from all elected members.	Unlikely	Moderate	Medium Risk
1.27	1/05/2024	The project risks are not adequately managed into the future.	Recognised that some project risks have been realised and need to be adequately managed going forward.	Projects	Threat	Possible	Serious	Delay or abandonment of the programme	Live	High Risk	Significant Operating Projects (including Cambridge Connections Business Case) are being incorporated more fully into the Enterprise Risk Management Framework alongside the Capital Works Projects.	Possible	Moderate	Medium Risk
1.28	1/05/2024	When the review is presented to the Community, any issues identified are seen as fatal flaws for the whole programme business case.	The review outcomes as seen as fatal flaws for the programme.	Planning & Strategy	Threat	Possible	Serious	Abandonment of the programme.	Live	High Risk	All issues identified by this review are presented as opportunities for reset, or learning which can be applied to future business case work.	Possible	Moderate	Medium Risk
<b>Communication and Engagement Plan Risks</b>														
1.29	8/05/2024	Private social media groups/pages being developed that Council has no input into. This can feed misinformation to the masses, without easy reference to correct information.	Misinformation in the community leading to mistrust in the project.	Planning & Strategy	Threat	Likely	Moderate	Misinformation leading to loss of community confidence.	Live	High Risk	•Build awareness that Council's channels are the one source of info – whether that be social media or the website •Ensure info is released in the right time, via the right method to the right people •Keep across possible social media pages and groups.	Likely	Moderate	High Risk
1.3	8/05/2024	Disconnect with the 'how we got here' - All about the third bridge - Not connecting the work we are doing now to Cambridge Connections – our future transport plan	Project is seen as not integrating with current projects.	Planning & Strategy	Threat	Possible	Moderate	Lack of understanding of the programme.	Live	Medium Risk	•Story telling •How we got here •Take the stakeholders on the journey. •Community invited to have their say •Visual connections to tell the story	Possible	Moderate	Medium Risk
1.31	8/05/2024	We are in a cost of living crisis, there is a risk people will wonder how Council can afford this project.	Project is seen as unaffordable.	Planning & Strategy	Threat	Possible	Moderate	Delays in the programme implementation.	Live	Medium Risk	Explain this is what the business case will help us with, we need to seek funding input from central Government, and we will need to consult with the community as part of an LTP process and budgeting.	Possible	Moderate	Medium Risk
1.32	8/05/2024	Perception that we aren't giving people an opportunity to have their say.	Some residents may feel that Council has already decided on the programme recommendations.	Planning & Strategy	Threat	Possible	Serious	Lack of community engagement to inform the programme going forward.	Live	High Risk	•Incorporate a simple engagement piece of work asking the community to have their say on the three options at a high level – similar to the stakeholder engagement. •Key messages that a Long term Plan consultation is needed. – what we have already consulted on i.e. Waipā Transport Strategy, Ahu Ake. •This part of the project is simply gathering initial early feedback.	Possible	Moderate	Medium Risk
1.33	8/05/2024	Misinformation people overtaking the stakeholder workshops or spreading false info via social media – monopolising staff time, taking the workshops in another direction to meet their aims and spreading incorrect details over social media.	Misinformation in the community.	Governance, reputation, legislative compliance and control	Threat	Possible	Moderate	Damage to councils reputation and negatively impacting community satisfaction.	Live	Medium Risk	•Incorporate an invite only option for events/webinars to help understand who is attending •Have staff available to take them to one side so others have a turn to speak / ask questions •Keep a close eye on social media comments and correct them where possible	Possible	Moderate	Medium Risk
1.34	8/05/2024	Central govt. advice or steer with policy / funding – changes to the govt.	Project cannot be funded as doesn't align with current funding priorities.	Planning & Strategy	Threat	Possible	Serious	Delays or abandonment of the programme.	Live	High Risk	GPS changes – Waka Kotahi – project funding reasoning / rationale – keep up-to-date with changes to govt. direction and tailor funding applications to meet NLTP requirements	Possible	Moderate	Medium Risk
1.35	8/05/2024	Misinformation regarding Council's process in making decisions.	Misinformation in the community leading to lack of support for the project.	Planning & Strategy	Threat	Possible	Serious	Delays or abandonment of the programme.	Live	High Risk	• Setting expectations of the timelines and uncertainties •Concise FAQs – what we know, what we don't know, what we are doing about it etc •Regular updates on how the project is assessing options and what still needs to be determined. •Regular updates to elected members	Likely	Moderate	High Risk
1.36	8/05/2024	Future parking changes becoming a bigger issue with the current perception there is not enough parking.	Project is seen not to address current parking issues.	Planning & Strategy	Threat	Likely	Moderate	Programme does not address current parking concerns leading to community dissatisfaction.	Live	High Risk	•Explanations – managed parking •Inform •What is the plan short term / medium term / long term	Likely	Moderate	High Risk
1.37	8/05/2024	Take the community along with us – giving them some opportunity to have their say, before we get to the LTP process.	Opportunity for early community feedback prior to LTP process.	Planning & Strategy	Opportunity				Live	#N/A	•Engage with the wider community following stakeholder engagement on the options. •Ensure they are informed along the way and have ample opportunity to offer their feedback on high level elements to the options.			#N/A
1.38	8/05/2024	'Sell' mode shift as a viable future for our district and residents of Cambridge and Leamington.	Opportunity to promote mode shift to residents of Cambridge.	Planning & Strategy	Opportunity				Live	#N/A	•Promoting the benefits and accessibility of mode shift (active and passive) •Highlighting opportunities to seek other modes – EV bus promotion. •Ways to cut down on private vehicle use in town centres			#N/A
1.39	8/05/2024	Make the 'big picture' connection between ongoing works like shared pathways and Cambridge Connections.	Opportunity to show linkages with other Cambridge projects.	Planning & Strategy	Opportunity				Live	#N/A	•Human interest stories – why we do what we do. •Interconnectivity of pathways, safer streets, public transport and the new bridge – why we need all of them to make the project work			#N/A

# COMMITTEE REPORT



**To:** The Chairperson and Members of the Service Delivery Committee  
**From:** Group Manager Customer and Community Services  
**Subject:** **CONTRACTS SIGNED UNDER DELEGATED AUTHORITY**  
**Meeting Date:** 20 August 2024

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## 1 PURPOSE - TAKE

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The purpose of this report is to inform the Service Delivery Committee of recent contracts signed under delegated authority.

## 2 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

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Council policy and delegated authority provides for tender and contract documents to be signed by Council staff on behalf of Council, subject to financial limits.

The Group Manager Customer and Community Services has authority to approve either capital or operational expenditure and to authorise the commencement of authorised works/services, including for any multi-year contracts, which have been budgeted for in Council's Long Term Plan and/or Annual Plan up to a total value or total project value of **TWO HUNDRED AND FIFTY THOUSAND DOLLARS (\$250,000)** excluding GST.

The Group Manager Service Delivery has authority to approve either capital or operational expenditure and to authorise the commencement of authorised works/services, including for any multi-year contracts, which have been budgeted for in Council's Long Term Plan and/or Annual Plan up to a total value or total project value of **FIVE HUNDRED THOUSAND DOLLARS (\$500,000)** excluding GST.

The Chief Executive has authority to approve either capital or operational expenditure and to authorise the commencement of authorised works/services, including for any multi-year contracts, which have been budgeted for in Council's Long Term Plan and/or Annual Plan up to a total value or total project value of **TWO MILLION DOLLARS (\$2,000,000)** excluding GST.

### 3 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

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*That the Service Delivery Committee receives the report of Sally Sheedy, Group Manager Customer and Community Services, titled Contracts Signed under Delegated Authority (document number 11278278).*

### 4 APPENDIX – ĀPITITANGA

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No:	Appendix Title
1	Contracts Signed Under Delegated Authority



Sally Sheedy

**GROUP MANAGER CUSTOMER AND COMMUNITY SERVICES**

## APPENIDX 1

### Contracts Signed Under Delegated Authority

Monthly Schedule of Service Delivery and Community Services Contracts Awarded:

Contract No.	Contract Name	Contract Awarded to:	Date Contract Awarded	Activity Type	Accepted Tender Sum	Approved Contract Sum	Difference between Sums
291100	Hautapu Cemetery Fence Renewal	Keir Landscaping & Structures Limited	30 April 2024	Community Services	\$50,720.00	\$55,720.00	Contingency
291226	Christie Avenue Stormwater Upgrade	Waipa Civil Limited	22 May 2024	Water Services	\$112,542.72	\$123,792.72	Contingency
291242	Pekerau Reserve SW Basin Upgrade	Waipa Civil Limited	15 May 2024	Water Services	\$389,196.23	\$414,196.23	Contingency
291243	Allwill Drive Stormwater Stage 1	Cambridge Excavators Limited	16 May 2024	Water Services	\$194,934.92	\$214,427.92	Contingency

# COMMITTEE REPORT



## INFORMATION ONLY

**To:** The Chairperson and Members of the Service Delivery Committee  
**From:** Manager Transportation  
**Subject:** **Transportation Activity Report**  
**Meeting Date:** 20 August 2024

### 1 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

The purpose of this report is to provide the Service Delivery Committee with information on the activities pertaining to the Transportation Team’s operations from 1 May 2024 to 31 July 2024, and projects for the current financial year.

### 2 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

*That the Service Delivery Committee receives the report of Bryan Hudson, Manager Transportation, titled Transportation Activity Report (document number 11240065).*

### 3 COMMENTARY - KŌRERO

The following projects are confirmed or possible for the current construction season:

Pavement Rehabilitation	Start Position	End Position	Length	Status (Budget 2024/25 \$2.36M)
Shakespeare Street	120m	650m	530m	Design underway
Cambridge Road	13500m	14000m	500m	Peat swamp deformation
Cambridge Road	7800m	7950m	150m	Peat swamp deformation
Whitmore Street	22m	299m	277m	Completed in July 2024
Other candidates are being evaluated, examples; Kakepuku, Koromatua, McGhie, Monckton, Moxham, Narrows, Ngaroto, Zigzag, Mystery Creek, Waipapa.				Given budget limitations some sites will be managed with repairs and signage, for example, uneven surface, slippery when wet.

In 2023-2024 a total of 4.5Km of road renewal was completed at a cost of \$1.9M



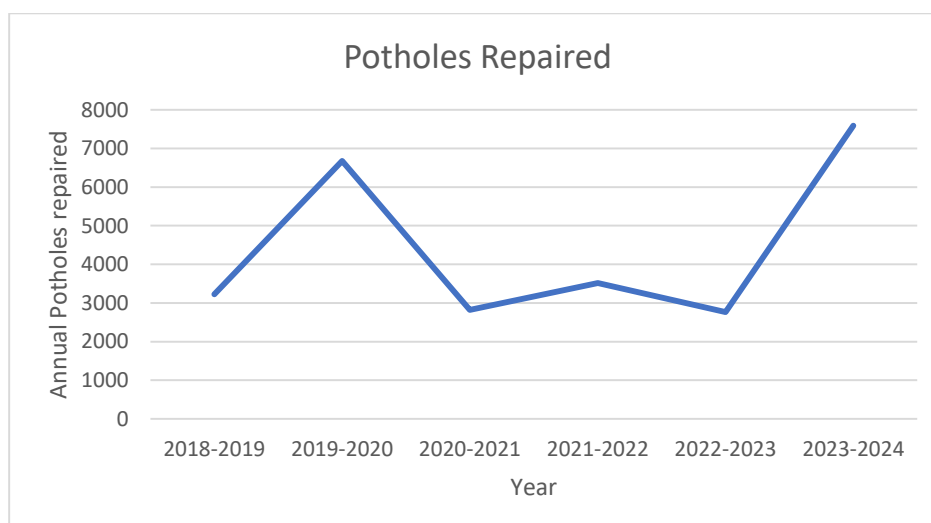
Resurfacing	Plan (km)	Laid (km)	% Done	Status / Notes (Budget 2024/25 \$3.54M)
Asphalt surfacing	1.2			Staff currently developing the programme for resealing work this summer.
Chip Seal	55			Given budget limitations, priority will be given to higher traffic volume roads for safety and asset preservation.

In 2023-2024 a total of 61.2Km of road resurfacing was completed at a cost of \$3.7M

Construction/Improvements	Plan (km)	% or Length Done	Status
Cambridge pathways project	2.65	60%	Wilson, Duke, Bryce, Alpha and Hamilton pathways formed.
Kihikihi Te Ara Rimu pathways project	2.3	65%	Bulk of pathways formed, starting Herbert/Rolleston Roundabout.
Victoria Road southern roundabout BIL site (Hautapu)	0.2	85%	Roundabout in use, completing approach road works
Hall Street (Cambridge) improvements	0.5	35%	Drainage works and intersection kerbing completed June-July.

### 3.1 Road Maintenance Contracts

Under the general maintenance contract some 756 pavement repair sites have been completed, including 2295 pothole repairs in the last three months. Pothole numbers have escalated on sections of road that need more substantial repairs which can only be done in spring or early summer when there is warmer and drier weather. Prior to the Fieldays 1700m<sup>2</sup> of pavement repairs were completed on Mystery Creek Road and 1200m<sup>2</sup> of pavement repairs were completed on Collins Road to fix peat settlement.



The final Government Policy Statement (GPS) for Transportation includes direction that NZTA report quarterly the costs of temporary traffic management, the number of traffic management site audits completed, and the percentage of sites found to be redundant, with a first report due in October 2024. It is unclear presently whether this reporting requirement will be required of local Councils or just for state highways. Council staff have not received any formal instructions.

### 3.2 Closed Circuit Television Service

Automatic number plate recognition camera installation progress in the period:

- Cambridge/Hamilton Road (Velodrome) – now online
- SH39 south of Ngahinapouri - now online
- Cambridge Road/ Matos Segedin Drive – now online
- SH3 Ōhaupō – planned for mid-August
- Victoria/Norfolk intersection - planned for late September 2024

These locations and installations are determined and implemented in accordance with Council's CCTV Guide and Privacy Statement on Council's website.

### 3.3 Footpath Works

A total of 57 footpath repairs have been completed in the three months to the end of July. The majority of these are small length replacements to correct trip hazards, but larger renewals were completed on Robinson Street, Rutherford Street, Ohaupo Road and Teasdale Street. A total of 1.59km of footpath renewal was completed for the financial year to 30 June 2024.

New Zealand Transport Agency (NZTA) has recently advised indicative allocations for funding footpath and cycle path maintenance and renewal. Council sought a three year total budget of \$2.011M, including a 51% subsidy from NZTA. NZTA has advised their subsidy over three years will reduce from \$1.03M to \$0.46M a reduction of \$0.562M in revenue to Council. Effectively NZTA's contribution falls to a 32% subsidy.

With the NZTA funding reduction the total 2024/25 budget for these activities will reduce from \$618,000 to \$445,325.

### 3.4 Urban Mobility Programme

#### Kihikihi

Within Kihikihi, the Whitmore Street pavement rehabilitation was completed along with new bus stops and cycle paths. Asphalt surfacing of the cycle paths and grassing of berms is giving a more completed look to the project. The school signalised crossing over Whitmore Street at Whitaker Street is operational. Work in the next few months will be on the Rolleston/Herbert roundabout which requires traffic diversions. The other cul-de-sacs along the pathways can be finished off once the traffic diversions are removed. All work is planned to be completed on this project by November 2024.

Te Awamutu

In Walton Street, Te Awamutu, the new toilet block and street works are substantially complete and are looking good now that all furniture, trees and grass are established.



Walton Street completed works and new public toilet.



Walton Street completed works at the Redoubt Street intersection.

### Cambridge

Within Cambridge, the new pathways are substantially complete in Hamilton Road, Wilson Street and Duke Street. All recent efforts were concentrated on completing Alpha and Bryce Streets. The contractor has substantially completed the raised boardwalk along the narrow section of Duke Street, with just planting to finish. Into August the contractor will work on Victoria Street south from the end of Wilson Street towards Le Quesnoy Place.

While we await finalisation of planning for new permanent walking and cycling paths into Leamington, interim walking and cycling improvements have been undertaken. To this end, the Cook Street/ Shakespeare Street interim walking and cycling improvements and road crossing have been undertaken and are substantially complete. Due to their interim purpose and temporary nature (approximately three to five years), the works are necessarily low cost and temporary, however, are essential to help ensure substantial safety improvements for pedestrians along this route during this interim period.

It is acknowledged that Council has received some negative feedback on aspects of the work including:

#### *Rubber Bump Spokes and crossing location*

- The short rubber bump spokes used around the roundabout to increase the centre island diameter and slow traffic speeds in the roundabout had defects issues. In particular, one or two rubber ends came loose because the bolts were too short and did not bind into the road surface adequately. The contractor has rectified this defect by replacing some of these bolts.

Despite this issue, on the whole this design is working well and the majority of vehicles, including large trucks, make the turns without touching the kerbs or bumps. Speeds are slower in the intersection as a result, and this helps drivers judge a gap to enter and pedestrians can also better judge a gap to cross.

- Criticism has been received that the existing pedestrian crossing point on the north side of the roundabout was upgraded and they would have preferred that the crossing on the south side had been upgraded instead.
- The concern stems from trucks turning left from Cook Street into Shakespeare Street and not being able to see pedestrians on the left in what is often a blind spot for truck drivers.
- While it is acknowledged that this may present a risk, this is mitigated by the fact that truck drivers do have clear view of the crossing on the straight approach and from the give way limit line, and pedestrians do have to give way to traffic here. In addition, the majority of active users crossing the road at this point are adults and older school children. During project planning all options for a pedestrian

crossing upgrade were examined. A south side crossing would require pedestrians to cross three roads instead of one (Shakespeare, Burns and Cook) and is less direct for those from the Sheridan walkway, so it is likely that some pedestrians would still cross at the north side location without the benefit of any improvements. Pedestrians spoken to, or heard from, indicate that they feel safer on the upgraded crossing. In addition, the crossing is now much more obvious to drivers and some are stopping for pedestrians.

### Safety Review

As per our usual process at the end of each upgrade project, an independent post construction/operational safety review has been undertaken and a copy of the report dated 8 August 2024 is attached as Appendix 1 (*document number 11280690*) for information.

The safety review identified the works had achieved a number of safety improvements for this route, including:

- Circulating speeds in the roundabout have reduced.
- Vehicles are turning slower from Cook Street onto Shakespeare Street where the new crossing is located, and speeds are slower on approach from the Tirau Road end.
- Improved shared pathwidth on the northern side of Cook Street.
- Slower vehicle speeds at the northern pedestrian crossing.
- The raised crossing has good ramps for large trucks and buses.
- The staggered pedestrian crossing on a raised platform is the preferred crossing facility at this location and it is in a desirable position.
- Based on observations, large trucks are able to safely navigate the roundabout.

The report has additional appendices A and B which are the original design review and site inspection photos. These two report appendices are not reproduced in Appendix 1 due to the large file sizes, but they are available on request.


The report further identified a number of additional safety treatments. The staff response to the key recommendations in the report is set out in Appendix 3 of this report. Staff are planning to bring all remedial actions into one work package and traffic management plan that can be implemented efficiently in the next few weeks.

### 3.5 Community Road Safety

The following table outlines the key activities between May – July 2024

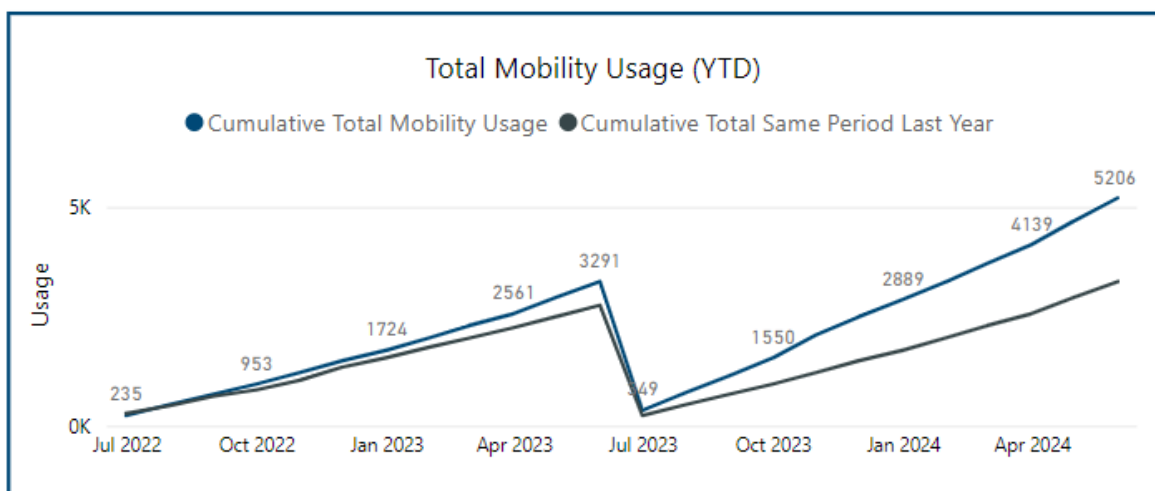
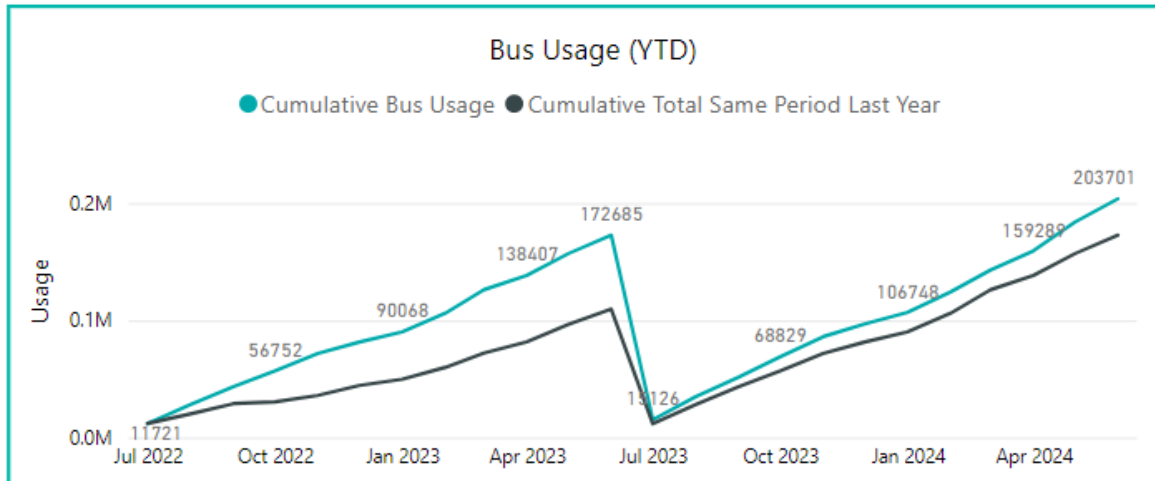
Accountability	Report activities May - July
Ongoing Liaison with Road Safety Organisations, other RCA's, NZ Police, Waka Kotahi, Local community, and Council staff in order to establish	<ul style="list-style-type: none"> <li>▪ Joy Pearce Right Track (June)</li> <li>▪ SADD (July) meeting to discuss regional workshop</li> <li>▪ Comms WDC (July) draft Comms Strategy</li> <li>▪ Age Concern re senior driving programmes (June)</li> <li>▪ Holden driver training re young driver programme (July)</li> </ul>

Accountability	Report activities May - July
and foster a safety culture amongst the community	
<p>The development, implementation. and reporting of a community road safety education action plan.</p>	<p><b>Road Safety Education/ Initiatives for May-July</b></p> <p><b>Motorcycles</b>                      Skills training x2 (May) 44 participants. Feedback from one participant a week after the course indicated that a manoeuvre practised at the course probably saved his life when he was involved in a close call incident. Data for all six courses collated and summarised.</p> <p><b>Fieldays</b>                      The RSC spent two days working alongside NZTA at their site at Fieldays. The site focused on vehicle safety, impairment, seat belts and the 'Drive' programme which helps young people get their licence. The site was well visited. The safe vehicle display was particularly well received and there were many worthwhile conversations around star safety ratings.</p>  <p style="text-align: center;"><i>Photograph of Impaired driving stand</i></p> <p><b>Cycling</b>                      A 'ride leaders' course was held in Te Awamutu. This course is for cyclists in charge of groups of cyclists on their social rides. Discussion revolved around issues they had leading these large groups and various options were discussed.</p> <p><b>Winter campaign</b>                      A social media winter campaign was run. The campaign reminded people of vehicle checks and safe driving practices when driving in wet, foggy and frosty conditions. Resource bags containing information, tyre tread checkers, mini first aid kit and windscreen cloth were distributed at the contact centres.</p> 

Accountability	Report activities May - July
	<p><b>Billboards</b>                      Messaging on billboards were renewed (28). This period they focused on a winter driving theme with messages including ‘increasing the gap’; ‘drive to the conditions’ and ‘lights on day and night’.</p>  <p><b>Schools</b>                      At the start of term 3, social media reminded people that schools were back and to take care around schools. Cambridge Primary and Leamington Primary were updated regarding the new crossing at Shakespeare Street. It was stressed that this was not a zebra crossing and that cars had the right of way.</p> <p><b>The Right Track Te Ara Tutuki Pai</b>                      Regional ‘recidivist offenders’ programme (June). 15 participants. Participants are referred to this course from the Courts. WDC supports this financially, depending on how many residents participate.</p> <p><b>Reporting</b>                      Annual NZTA/Waka Kotahi Achievement report for Road Safety Promotion completed and submitted.</p>
Upcoming events August-	Planning. School visits, Visibility campaign, Fleet Day. Senior driving course, rail safety week.
PR4056 Budget	<p>Budget in 2023/24 \$183,000. Spend at end of financial year \$176,462.</p> <p>Indicative budget is \$125,850 per year over the next 3 years. This is a reduction on past years with NZTA reducing their subsidy input from 51% to 32%. This is a \$150,450 reduction in road safety external revenue over 3 years. A review of the programme will be required with several activities needing to be reprioritised.</p>

### 3.6 Passenger Transport

The new bus timetable is proving popular with a record patronage for the 2023-24 year, 18% above 2022-23. The Total Mobility subsidised taxi service is also growing in patronage with a 58% increase in use over the prior year. Graphs below are to 30 June 2024.



#### 4 Waste Minimisation Activities

##### Waste Minimisation (Waste Disposal Levy) Amendment Act 2024

Changes have been made to the Waste Minimisation Act 2008 in order to widen the purposes for which the Waste Disposal Levy can be invested. This was passed under urgency on Budget Night to enable changes to take place from 1 July 2024 onwards.

The portion of the Waste Disposal Levy allocated to Councils remains at 50% and the ways in which that funding can be spent remain unchanged. Our share continues to be allocated on a population-based calculation, and Councils must spend levy funds to promote or achieve waste minimisation, in accordance with Waste Minimisation and Management Plans (WMMP).

The central government allocation (50%) can now be spent on a broader range of environmental outcomes. These legislative changes and re-prioritisation have enabled \$220 million in savings to the Crown over the next four years. Most importantly, additional provisions for improved management of contaminated landfills and emergency wastes have been made.



The changes to the Waste Minimisation Act 2008 were to:

- enable the central government allocation of the waste disposal levy to be spent on a broader range of environmental outcomes, including remediating contaminated sites (including landfills vulnerable to severe weather impacts – this replaces the Contaminated Sites Remediation Fund)
- fund the Ministry's waste and hazardous substances responsibilities
- increase levy rates over three years (2025/26 to 2027/28)
- enable increased resourcing for responding to emergency waste (this could assist Councils to repair or replace waste management and minimisation infrastructure damaged by an emergency)
- provide for levy waivers on waste disposed from the remediation of contaminated sites.

The Ministry for the Environment is now developing eligibility and assessment criteria for the actions above.

Further increases to levy rates (per tonne) from 2025 – 2027 were confirmed:

Waste facility	Current	1 July 2024	1 July 2025	1 July 2026	1 July 2027
Municipal landfill (class 1) (Household and commercial waste)	\$50	\$60	\$65	\$70	\$75
Construction and demolition fill (class 2) (construction and demolition wastes)	\$20	\$30	\$35	\$40	\$45
Managed or controlled fill (class 3, 4) (inert but lightly contaminated soils, rubble)	\$10	\$10	\$15	\$15	\$20

It is noted that even with these increases, the levy is still comparatively lower than many states in Australia.

In practice, this doesn't change a lot for us on the ground here in Waipā. The broadening purpose of the levy only applies to central government and does not change how Councils can spend their share of the levy.

There are some new data reporting requirements that have been introduced from 1 July 2024. Since we do not own or manage any operating landfills in the district our reporting centres around recycling data that is captured and reported on yearly. It is now also mandatory to report on all Waste Disposal Levy funds received and spent and while we have always done this, it has been voluntary to date.

Central government has also identified their waste-related investment priorities. Waste streams are:

- Construction and demolition waste
- Organics
- Plastics
- Kerbside recyclables
- Priority products

Activity types are:

- Building new or expanded resource recovery infrastructure
- Education, innovation, community solutions and system design
- Contaminated site remediation

This summarises the relevant changes. These Minister-directed policy changes are progressing rapidly and there will be further information available later in the year. Of note, Waipā District Council will be investigating funding opportunities through the government portion of the Waste Minimisation Fund for our Resource Recovery Centre project.

### **Regional Collaboration Opportunities**

The Waste Minimisation Team has been working alongside our neighbouring Councils in the Waikato to develop a Regional Waste Strategy, and also a Resource Recovery Centre Regional Memorandum of Understanding

Both pieces of strategic work are in their initial stages and will allow us to respond cohesively as a region to the growing demands for waste infrastructure and services, potentially share resources and standardise systems, and work smarter in collaboration. More information will be shared later in the year, however more regular updates on these projects can be provided if this would be helpful.

*Relates to WMMP Actions:*

- *5a. Start work on planning for a network of resource recovery centres over the next 15-20 years including urban areas and provision for servicing of rural villages.*
- *5b. Support community capacity growth in resource recovery operations.*
- *11. Develop partnerships, joint working and co-operate with other Councils.*

### **Three-year Service Agreement with Para Kore**

Staff are delighted to solidify a partnership with Para Kore, the leading kaupapa Māori organisation in Aotearoa working towards a world without waste. The development of a three-year Service Agreement includes the delivery of:

- Workshops in schools (composting/worm farming, microgreens, waste hierarchy and living low-waste)
- Community workshops (waste hierarchy and living low-waste)
- Ikura wānanga in the community (reusable menstrual products and indigenous knowledge)
- Co-facilitating low-waste 'Information Day' at marae
- Working in partnership with Waipā District Council for low-waste event management
- Training and building capacity within Waipā rangatahi in the zero waste sector.

Funding of \$14,000 per year has been approved for this Service Agreement.

*Relates to WMMP Actions:*

- *7a. Partner more actively with tangata whenua and Māori groups to support the kaupapa around waste minimisation and para kore.*
- *7c. Support Para Kore Marae Incorporated, Aotearoa's leading te ao Māori-based zero waste organisation, to lead work in this space locally.*

### **Waste Minimisation Community Fund 2024-2025**

We had another extremely popular funding round for the current financial year. We received 17 applications totalling approximately \$100,000. After a rigorous assessment process which includes a weighted attribute scoring model and panel assessment, a number of projects did not meet our funding criteria. We approved 10 projects totalling \$35,835 and identified one further project as needing additional work and development alongside the Waste Minimisation Team to ensure success. The funded projects include:

- **Te Hīnaki Café:** Local café wanting to transition to a dedicated "low waste" business. Have provided funding for a worm farm and paper shredder to divert food waste and home-compostable takeaway coffee cups, woodworking tools to repurpose used timber, and they are aiming to establish an upcycling space.
- **Cambridge Playgroup:** Granted funding for a fleet of reusable towels which they can launder in-house to divert paper towel waste.
- **Street Harvest:** Developing their existing trial phase of street berm neighbourhood gardens and establish new sites around Cambridge. Create educational video and resources to open-source learning for other residents.
- **Leamington Playcentre:** Diverting food waste through composting and transitioning to reusable cloths and hand towels. Establishing a rewards system for all families undertaking Playcentre Education, which will in turn equip them with reusable products to use for their families to decrease waste.
- **Paterangi School:** Appointing a Compost Manager to ensure the ongoing success of their compost system, which has been identified by Para Kore and the Community Compost Hubs as crucial to successful outcomes.
- **Kaipaki School:** Recent waste audits identified organic waste as a major component that needs to be diverted from landfill. Granted funding to purchase and install CarbonCycle hot composting bins and all necessary equipment.
- **Te Miro School:** Establish compost bins (as a shared community resource) to divert paper, paper towels and green waste. Purchase a robust shredder to tackle green waste from their school orchard, which will also enable them to create enough compost for their veggie gardens and orchard.
- **Pollin8:** Received funding for the software creation last year. AI recognises waste and contamination in co-mingled recycling bins as it is dropped into the recycling truck. Software is now completed, and they applied for funding to purchase the hardware (camera, 4G network capability, installation and further recognition updates), to further prove viability.
- **Wharepapa School:** Funded for compost bins and is very keen to get their local community involved as well.

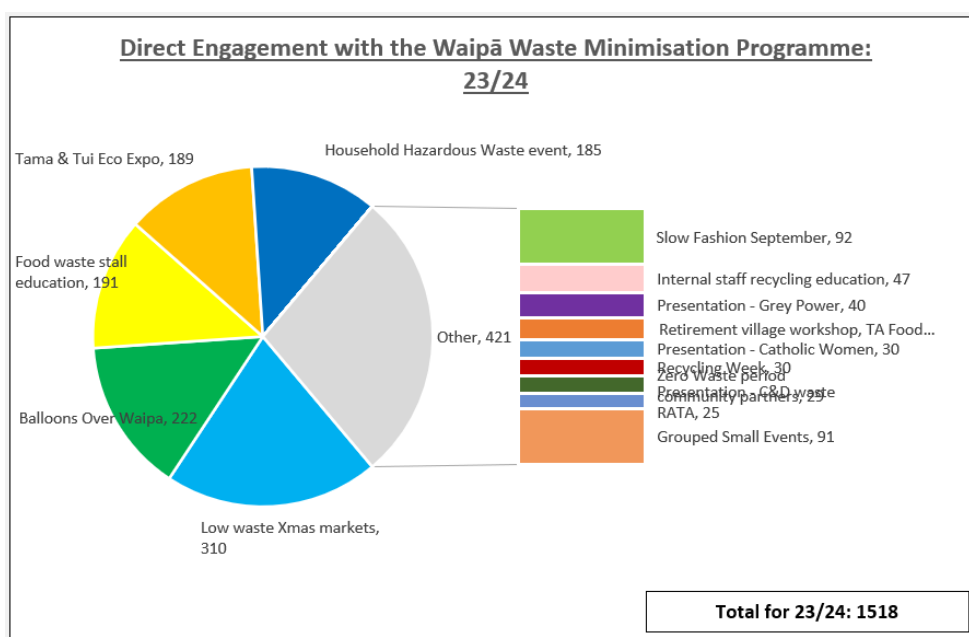
- **The ReCreators:** Funded to hold three workshops in Waipā to teach DIY power tools skills, so that people can reduce their own waste at home and be resourced to upcycle and repurpose construction materials.

Relates to WMMP Action:

- 13. Continue the Waste Minimisation Community Fund.

### Project Delivery

The Waste Minimisation Team has been active within the community and the waste sector throughout the last quarter. The team achieved a total of 1518 face-to-face engagements over the last financial year. While this was significantly down from the year prior (due to our WMMP consultation and part-time project delivery staff member pushing the numbers high for the year 2022-23), the result is on par with the year 2021-2022, which is a great benchmark to achieve during a period with significant staff changes.



NB: Engagements from June and July events will be captured in the next quarterly report data.

Further details of events can be found in Appendix 2.

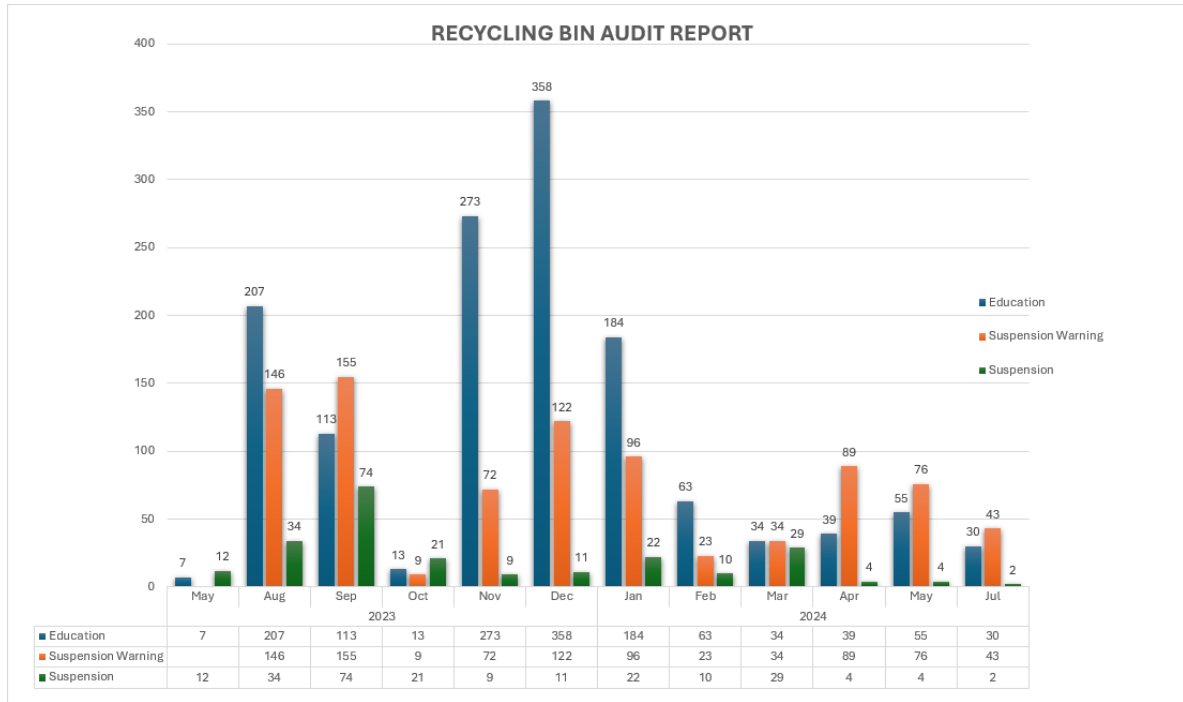
## 5 Levels of Service & Performance Measures

### 5.1 Kerbside Recycling

Some kerbside collection disruption occurred for a few days at the beginning of July. Contractor employment relations issues created this temporary disruption. Additional staff were bought in to get the collections back on track and normal service was resumed within seven days.

The following graph shows the bin auditing results since consistent auditing started in May 2023. As can be seen all non-compliance areas, education, warnings and

suspensions have reduced over time which was the objective. All collection routes have now been audited at least once and the auditor is making follow up inspections to problem locations to ensure ongoing compliance.



Recycling bin audit summary May 2023- July 2024		
Compliant bins	53,830	95%
Education on required	1,376	2.40%
Suspension warnings	864	1.50%
Service suspensions	232	0.41%
<b>Total</b>	<b>56,302</b>	

Council staff continue to work with the contractor on initiatives to reduce contamination and costs on the contract. An additional bin auditor is being trained to give back-up and work variety, increase efficiency and improve audit quality. Investigation and trial is underway for an AI (artificial intelligence) trained camera to identify contamination in a recycling bin before it is tipped into the truck. We are working with a company who is developing the technology and platform for this.

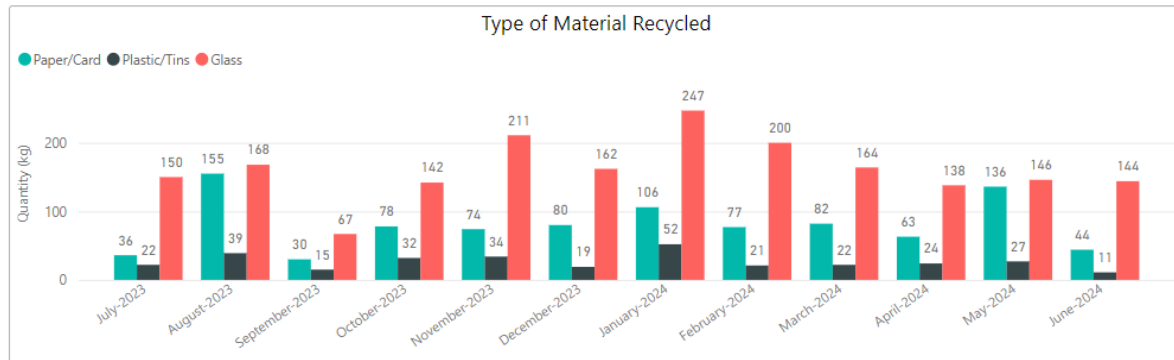
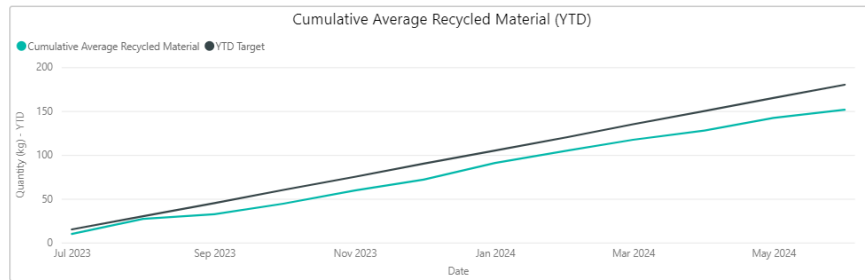
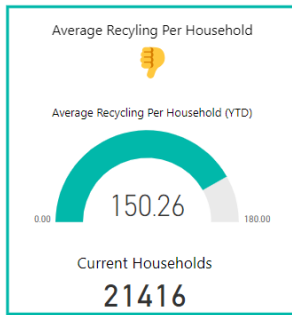
**5.2 Waste Minimisation – Recycling Volumes**

Recycle volumes for the year were 17% below the target per property but up 21% in total on the prior year. A combination of increased numbers of properties and bin auditing to reduce contamination will play a part in this improved result.

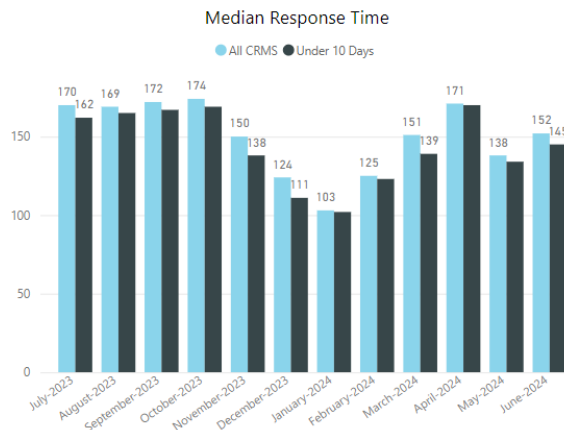
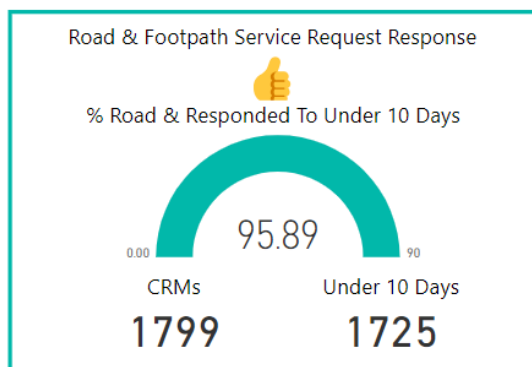
### Recycled Material

Annual average quantity (kg) of recycled material per household

Choose Your Dates  
 7/1/2023



### 5.3 Contractor – Road & Footpath Service Request Response



In the 12 months to end of June some 1725 customer service requests have been investigated and responded to, with just under 96% addressed in under 10 days, meeting the performance target. The most common request types were:

- Illegally dumped rubbish 398
- Potholes 206
- Missing or damaged signs 200
- Streetlights not working 158
- Leaf fall request 66
- Rural trees 51
- Problem or enquiry about construction activity on roads 51

## 6 APPENDICES - ĀPITITANGA

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No:	Appendix Title
1	Shakespeare Street/Cook Street Roundabout – Post Construction Safety Assessment ( <i>document number: 11280690</i> )
2	Waste Minimisation – Event Details
3	Shakespeare Street/Cook Street Roundabout – Post Construction Safety Assessment – Staff Response to Recommendations

Bryan Hudson  
**MANAGER TRANSPORTATION MANAGER**

Approved by Dawn Inglis  
**GROUP MANAGER SERVICE DELIVERY**

## **APPENDIX 1**

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Shakespeare Street/Cook Street Roundabout – Post Construction  
Safety Assessment (*document number: 11280690*)





# Shakespeare Street/Cook Street Roundabout

Post Construction Safety Assessment



Report prepared for:



[safesystemsolutions.co.nz](http://safesystemsolutions.co.nz)





## Information Page

### Document control

Project title	Shakespeare Street/Cook Street Roundabout
Document type	Post Construction Safety Assessment
Report number	2408021
Revision number	1

### Revision history

Revision	Date	Description	Prepared by	Reviewed by	Approved by
0	6/08/2024	Draft	Wendy Chan	Sam Pasley	Kenn Beer
1	8/08/2024	Issue 1	Wendy Chan	Sam Pasley	Kenn Beer

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**Queensland:** Brisbane

**Sweden:** Lidköping

## Executive Summary

Waipa District Council engaged Safe System Solutions to carry out a road safety review. The review focussed on the recent upgrade to the Shakespeare Street and Cook Street roundabout, constructed in June 2024. This assessment was based on a desktop study and site observations.

The safety improvements observed as a result of the works include:

- **Reduced circulating speeds** due to increased horizontal deflection at the roundabout.
- **Slower turning speeds** for left turns from Cook Street due to the kerb buildout.
- **Improved shared path** width on the northern side of Cook Street.
- **Slower vehicle speeds at the northern pedestrian crossing** (across Shakespeare Road) due to raised platforms and kerb buildouts.
- **Realigned traffic median islands** with a staggered pedestrian walkway and fence to prevent unsafe crossings and provide stacking space, accommodating bicycles without encroaching onto traffic lanes.
- **Swedish styled pedestrian crossing point** enables heavy vehicles, including 22 m truck and trailer and buses, more comfortable traversing of the raised safety platform than standard ramp gradients.

The assessment of pedestrian desire line and appropriate facilities was also undertaken as part of the review, and the following are the key findings:

- The **current Swedish-style pedestrian crossing point** is located at the desirable position. This is on balance of risk related to approach vehicle speeds, pedestrian desire line and traffic flows.
- **Raised Pedestrian Platform Crossing** (Swedish-styled pedestrian crossing point) is the preferable crossing facility, as it prevents ambiguity in road users' priority, minimises delays at the roundabout, reduces the risk of heavy commercial vehicles queuing, and lowers the likelihood of rear-end crashes.
- Based on site observation alone, vehicles, including 22 m trucks and trailers, were observed to be able to **safely navigate** the roundabout. However, specific turning checks are recommended.

Safety treatments are recommended to address further safety issues identified during desktop studies and site observations. Refer to Section [4.4](#) for further details.



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# 1. PROJECT DESCRIPTION

## 1.1. PROJECT BACKGROUND AND OBJECTIVES

The project is located at the Shakespeare Street and Cook Street roundabout in Leamington, Cambridge. There is demand for pedestrians to cross the northern approach of the roundabout (Shakespeare Street) as it is a major connection to residential neighbourhoods, nearby shops, and recreation reserves. The community has expressed interest in creating a safer crossing at this location.

A permanent solution is being investigated by Waipa District Council. This solution may involve a major change in form of the intersection. While this solution is investigated, Waipa District Council sought interim improvements to enhance safety at this location in a cost-effective manner.

The constructed interim solution included an upgrade at the pedestrian crossing point on the northern approach of the roundabout, across Shakespeare Street, to reduce the likelihood and consequence of pedestrian crashes. The interim measures also included traffic calming to slow left turning traffic from Cook Street, traffic across the pedestrian crossing point as well as circulating traffic.

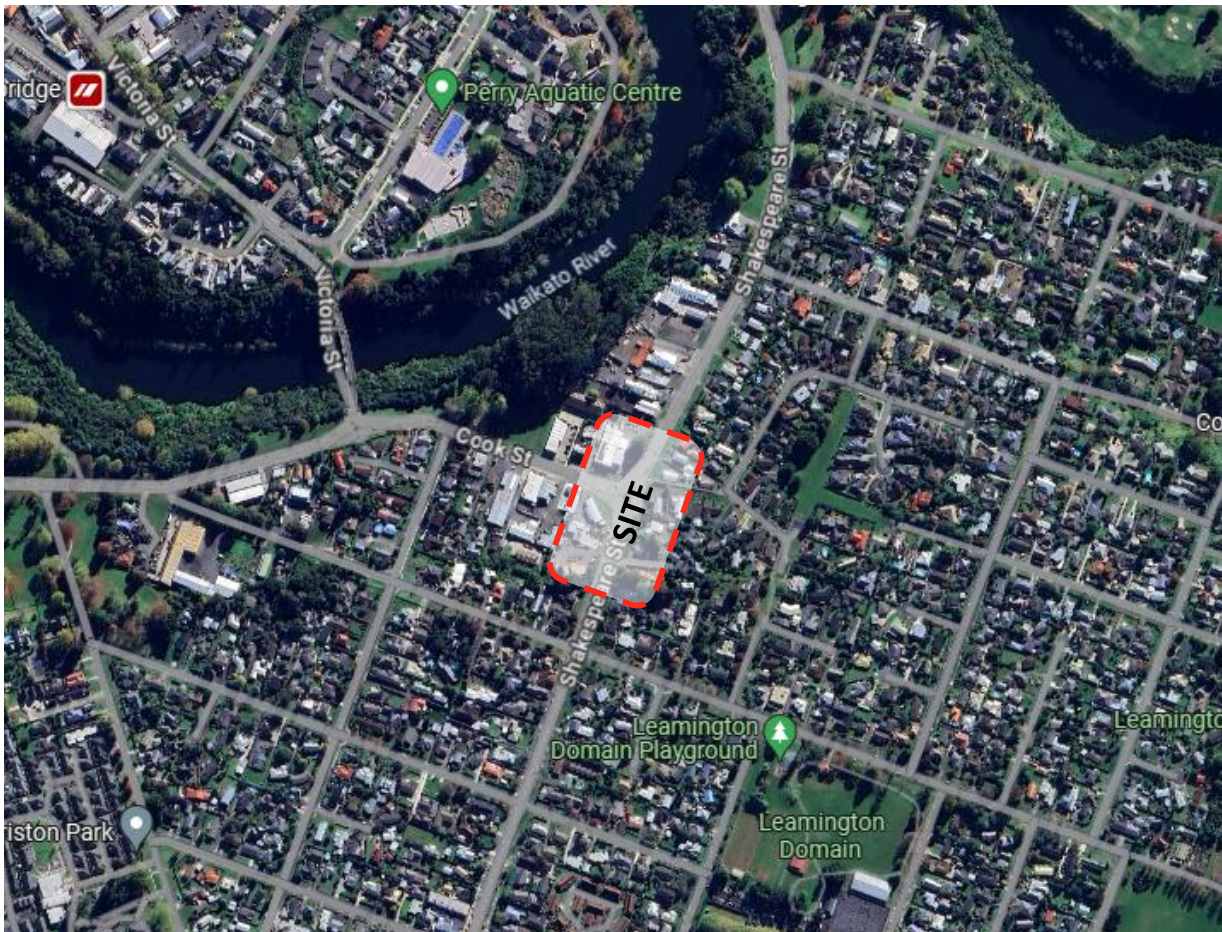


Figure 1: Site extent

## 1.2. REPORT PURPOSE

This report has been prepared by Safe System Solutions (NZ) Ltd for the exclusive use and benefit of Waipa District Council. The report is a summary of the post construction safety assessment at the Shakespeare Street and Cook Street roundabout, in the suburb of Leamington, Cambridge.

This safety assessment report documents key findings from the desktop study and site observations related to the upgrade at the Shakespeare Street/Cook Street roundabout, completed in June 2024. Additionally, the report proposes recommended safety treatments to further enhance the safety at this site. The process of the assessment is shown in [Figure 2](#).



**Figure 2: Post Construction Safety Assessment Process**

1. Review site-specific data and characteristics and receive onsite briefing from Waipa District Council.
2. Conduct daytime site inspection and analyse provided camera footage of the roundabout.
3. Carry out a safety assessment of the operation of the roundabout following the changes.
4. Safety findings include reporting on the safety assessment from step 3 and recommending improvements to better align with Safe System principles.

## 1.3. PREVIOUS WORK

A design and safety review of the preliminary design drawings was conducted by Safe System Solutions in May 2024. The report is attached in [Appendix A](#).



## 2. SITE VISITS

A post-construction site visit was undertaken on 22 July 2024. The site visit involved an on-site briefing from Waipa District Council at 2:00 pm. At 3:30 pm, a formal site inspection was carried out by the safety team. The following observations are detailed in the corresponding sections of the report shown in [Table 1](#).

**Table 1 - Observation Sections**

Observation	Sections
New upgrade infrastructure	Section <a href="#">3.4</a>
Improvements from pre-construction	Section <a href="#">4.1</a>
Post-construction safety findings	Section <a href="#">4.4</a>

The site visit photos are attached in **Appendix B**.

A site visit was also conducted during the previous design and safety review stage in May 2024. The following observations from the previous visit has remain relevant after the recent upgrades, and will be carried forward for consideration in this review:

- The northern footpath on Cook Street is narrowed and has been observed to be shared by both pedestrians and cyclists
- Number of high use driveways located on Cook Street near the roundabout
- Large volume of heavy commercial vehicles including truck and trailers (T&T) were observed
- The existing crossing points generally have good visibility
- There were wheel tracks on the front berm area of northwestern corner of the roundabout
- Existing pavement condition is poor at the roundabout with rutting, cracking, and flushing, especially under the wheel paths
- Buses were observed using the roundabout.

## 3. SITE CHARACTERISTICS

### 3.1. TRANSPORT DATA

#### 3.1.1. Vehicle Movements

A summary of the road vehicle movements is found in [Table 2](#). Waipa District Council have advised the safety team that while traffic flows at peak are heavy, they are unlikely to queue through the roundabout.

**Table 2: Vehicle Movement Summary**

Type	Data	
<b>AADT<sup>1</sup></b>	Shakespeare Street	13,000
	Cook Street	9,388
<b>HCV%</b>	Shakespeare Street	7.6%
	Cook Street	11.0%
<b>Public Transport Network</b>	<ul style="list-style-type: none"> <li>Shakespeare Street is a bus route for route #20, with a frequency of one bus per hour per direction</li> <li>Cook Street is a 'Hail2Ride' bus route</li> </ul>	

#### 3.1.2. One Network Framework (ONF)

According to NZTA MegaMaps, the ONF categorisation<sup>2</sup> for this Shakespeare Street is Urban Connector, which aims to provide main connection between different parts of urban area. Therefore, the safe and appropriate speed is 40 km/h, or 50 km/h if there are formal cycling facilities are provided<sup>3</sup>. Under the proposed Setting of Speed Limit Rule 2024, (now being consulted on), the speed limit range would be 50 to 80 km/h.

Cook Street is classified as an Activity Street, which provides access to nearby shops and businesses. Therefore, the safe and appropriate speed for Cook Street is 30 km/h, as there is no formal cycling facilities provided<sup>2</sup>. Under the proposed Setting of Speed Limit Rule, this limit would change to 50 km/h except where there is a significant level of pedestrian or cycling activity. In this case, the proposed rule allows for the speed limit to be 40 km/h

The posted speed at the roundabout is currently 50 km/h.

<sup>1</sup> Vehicle volume and Heavy Commercial Vehicle (HCV) are based on NZTA MobileRoads estimated on 26/06/2023

<sup>2</sup> NZ Transport Agency: One Network Framework Detailed Design – D02:2022 (November 2022)

<sup>3</sup> NZ Transport Agency (2022) Setting of Speed Limit Guide



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### 3.1.3. Walking and Cycling

Although pedestrian and cyclist volume data are not available, the Waipa District Council has been advised that approximately 50 pedestrians per hour use this area during peak periods, while pedestrian volumes remain low for the rest of the day. Therefore, pedestrian volumes are considered medium during peak hours and low for the remainder of the day.

### 3.2. LAND USE

According to the Waipa District Plan (revision 7 June 2024), as shown in [Figure 3](#), the project site is surrounded by the Commercial Zone and the Residential Zone. It is also in close proximity to number of Reserve Zone.



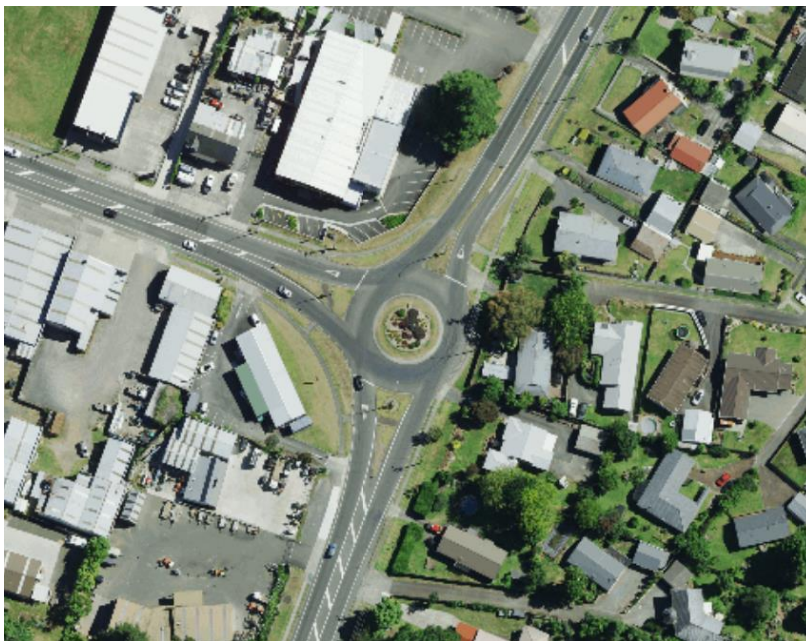
Figure 3: Land Use Around the Project Site (Source: Waipa District Plan)

### 3.3. PRE-CONSTRUCTION CONDITIONS AND CONTEXT

Before the recent upgrade, the roundabout had a physical island with a diameter of approximately 17.5 m with concrete apron of approximately 1.3 m wide. The circulating lanes were between 7.0 and 8.0 m wide. The roundabout also has the following layout:

**Table 3: Shakespeare Street/Cook Street Roundabout Layout**

Features <sup>4</sup>	Shakespeare Street (N)	Shakespeare Street (S)	Cook Street
Approach lane Width (m)	5.8	6.5	6.2
Exit Lane Width (m)	5.1	6.8	6.3
Footpath Widths (m)	Eastern: 1.1 Western: 1.1	Eastern: 1.1 Western: 1.5	Northern: 1.7 Southern: 1.5
Pedestrian Refuge Depth <sup>5</sup> (m)	1.9	6.1	4.6



**Figure 4: Shakespeare Street/Cook Street Roundabout: Pre-Construction**

<sup>4</sup> Dimensions based on aerial imagery.

<sup>5</sup> The crossings at all approaches are pedestrian refuge crossings.

### 3.4. POST CONSTRUCTION UPGRADES

The recent upgrades at the roundabout include:

- Widening of roundabout apron using rubber speed humps
- Implementing 'Keep Clear' marking
- Kerb buildout at the northwestern corner to reduce vehicle turning speed
- Staggered Swedish-styled pedestrian crossing at the northern approach with traffic island, footpath refuge median realignment, 'Pedestrian Give Way to Traffic' signs, pedestrian rail, and tactile studs.
- Swedish-styled pedestrian crossing
- Footpath widening to 2.5 m to accommodate the shared-use path
- Shared path marking and signages
- Crossing location allows one vehicle space to stop in front.



**Figure 5: Shakespeare Street/Cook Street Roundabout: Post-Construction**

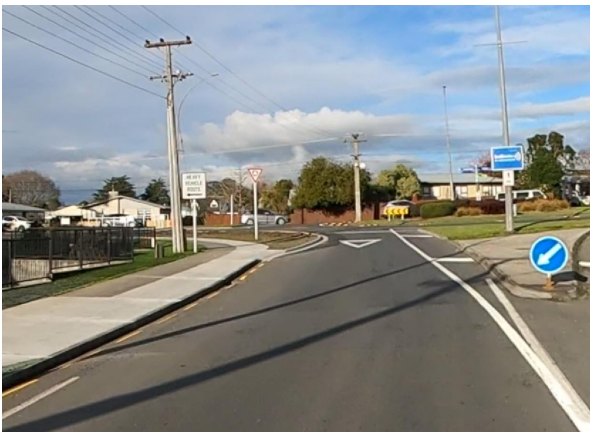
The proposed interim design aims to calm traffic speeds at the roundabout by increasing deflection and enhancing the visibility of the crossing point. Additional measures include further calming traffic at the crossing point and providing adequate refuge space at the traffic medians for cyclists and pedestrians, which is currently lacking, particularly for cyclists, as it forces them to encroach into traffic lanes. These changes are designed to improve safety without compromising the potential for future comprehensive redesign efforts.

## 4. SAFETY ASSESSMENTS

### 4.1. OBSERVED IMPROVEMENTS

The following improvements from the pre-construction conditions were observed during the post-construction site visit:

- Reduced circulating speed by all vehicles due to the improved horizontal deflections.
- Slower turning speeds for left turning vehicles from Cook Street due to the kerb buildouts.



**Figure 6: Kerb buildout constructed at the northwestern corner of the roundabout**

- Improved path spacing and path markings on the northern side of Cook Street to encourage the shared use by path users.



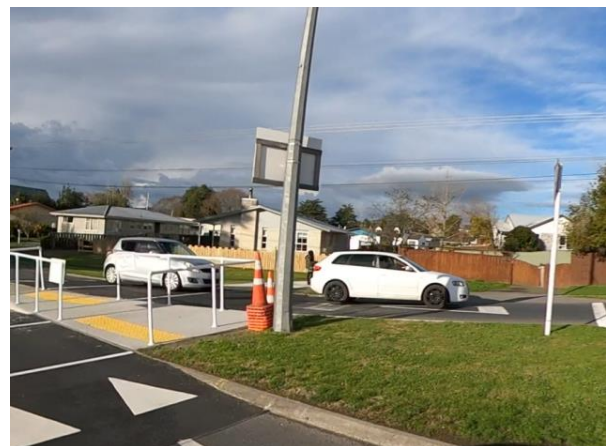
**Figure 7: Widened shared path at the northern side of Cook Street**

- Vehicles approaching the Swedish-styled pedestrian crossing point on the northern approach to this roundabout travel at a slower speed due to the raised platform and the kerb buildout.



**Figure 8: Swedish-Styled pedestrian crossing point Swedish-styled pedestrian crossing point on the northern approach of the roundabout**

- The traffic median islands have been realigned with a staggered pedestrian walkthrough and pedestrian fence to discourage pedestrians from crossing the road without checking, as well as, providing sufficient stacking space for one car length before or after the crossing point to prevent cars from overhanging onto the circulating lane or crossing point. The widened traffic median island can also accommodate a bicycle at an angle, with the fence reducing the likelihood of bicycles from encroaching onto the traffic lane.



**Figure 9: One vehicle space allowed before or after the Swedish-styled pedestrian crossing point on the northern approach of the roundabout**





**Figure 10: Widened traffic median island with pedestrian fence for the Swedish-styled pedestrian crossing point on the northern approach of the roundabout**

- Heavy commercial vehicles, including 22 m truck and trailer and buses were observed travelling over the Swedish-style raised safety platform without issues as the gentle exit ramps provide less abrupt transitions.

## 4.2. VEHICLE TRACKING ASSESSMENTS

During post-construction observations, 22-m trucks and trailers, buses, and other heavy commercial vehicles were observed navigating through the roundabout at a slow speed with minimal need to mount the rubber speed humps (Figure 11). However, wheel tracks were observed on the berm of the northwestern corner of the roundabout (Figure 12). Safe System Solutions were informed by Waipa District Council that this was caused by a house mover, which had mistakenly taken the wrong route around the roundabout.

Since there were no other significant tracking issues observed on-site apart from the wheel tracks (mentioned above), the reviewer recommended the following:

- Prepare as-built drawings for the post-construction phase of the intersection.
- Identify the largest vehicle that will be using this roundabout and carry out vehicle tracking on the vehicle type to ensure that the new intersection configuration can accommodate all types of vehicles expected to use this intersection.
- If trucks larger than those identified are not expected to use this roundabout, consider liaising with the over dimension permit agency for assistance to enforce this restriction.

The recommendations have also been included in Section 4.4 for the record.



Figure 11: Various Heavy Commercial Vehicles Navigating the Roundabout Without Issues



Figure 12: Wheel Tracks Observed at Northwestern Corner of the Roundabout

## 4.3. CROSSING ASSESSMENTS

### 4.3.1. Post Construction Visibility Assessments

The visibility of the new Swedish-styled pedestrian crossing on the northern approach of this roundabout and existing crossings were assessed during the post-construction site visit with GoPro video footage, as attached in [Appendix C](#).

The visibility assessments were based on the following assumptions:

- The setback distance adopted is 500 mm from the edge of kerb, with the assumption that pedestrians wait at the front row of the warning tactiles.
- Due to the roundabout is recently upgraded, the new operating speed is not available. Therefore, the following design speeds have been assumed:
  - Vehicles navigated across the roundabout and approaching the Swedish styled pedestrian crossing – 30 km/h
  - Vehicles travelling on a straight midblock – 50 km/h
- Walking speed – 1.2 km/h

The NZTA Crossing Sight Distance Principles require the inclusion of 3 seconds for pedestrian start up and end clearance (start up/clearance) time. However, the guidelines also mention that this might not be achievable in constrained situations (such as these). Therefore, where the pedestrian start up/clearance time cannot be achieved, safety risks will be identified, and safety treatments will be recommended. The following are the key findings from assessment:

- The Approach Sight Distances (ASD) at all crossing points are achieved.
- The Crossing Sight Distances (CSD) for all sites have either improved or stayed the same from the pre-existing condition.
- The Crossing Sight Distances (CSD) including the 3 seconds for pedestrian startup/clearance time, are achieved at all crossing points except for the following three locations ([Table 4](#)), which they still met the CSD requirements without the 3 seconds start up/clearance time. The risks or reasons for visibility obstruction have been identified and safety treatments recommended which will further improve safety at this intersection; these improvements will also be included in Section 4.4 as record.

**Table 4: Crossing Points Achieving CSD Without Start Up/Clearance Time**

Crossing Point	Conflicted Vehicles	Obstructed Visibility	Recommended Safety Treatments
<b>Western side on Shakespeare Street (N)</b>	Eastbound vehicles from Cook Street	“Heavy Vehicle Route” sign on Cook Street	Remove “Heavy Vehicle Route” sign on Cook Street



Crossing Point	Conflicted Vehicles	Obstructed Visibility	Recommended Safety Treatments
<b>Western side on Shakespeare Street (N)</b>	Northbound vehicles from Shakespeare Street (S)	Plantings and Information Direction Sign in the roundabout median island	<ul style="list-style-type: none"> <li>Trim/replace/remove plantings</li> <li>Relocate Information Direction Sign</li> </ul>
<b>Southern side on Cook Street</b>	Northbound vehicles from Shakespeare Street (S)	Parked vehicles and advertising sign outside Total Event Hire	<ul style="list-style-type: none"> <li>Restriction/enforcement on parking</li> <li>Relocate/ remove advertising sign</li> </ul>

Note: the conflicted vehicles listed above will encounter other hazards, such as other vehicles and the roundabout island, so it is expected that vehicles will be travelling at slower speeds with higher awareness. This will mean that the risk is likely to be lower.

#### 4.3.2. Crossing Location Assessment

An assessment for the safety of the crossing locations for pedestrians and cyclists near Shakespeare Street roundabout was undertaken based on both a desktop study and two site visits, as attached in [Appendix D](#). The assessment considered two options, along with the benefits and implications:

- Northern Approach (current location)
- Southern Approach

Based on the evaluation of benefits and implications for the crossing points on both the northern and southern approaches in [Table 8](#), the crossing point at the northern approach is more preferable. This is because:

- it aligns better with pedestrian desire lines due to access to Sheridan Crescent, and the shared path on the northern side of Cook Street
- it is also more frequently used by students from Cambridge Primary School
- cyclists using the shared path do not need to cross Cook Street to access the crossing point
- the flatter vertical terrain reduces the risk of harsh braking by vehicles travelling at speed

However, the council has received feedback that the pedestrian crossing point on the northern approach is not obvious to approaching vehicles from Cook Street. Therefore, it is recommended to enhance the visibility of the crossing point, which will be further discussed in Section [4.4](#).

### 4.3.3. Crossing Type Selections

Following the evaluation in Section 4.3.24.3, which indicates that the northern approach on Shakespeare Street is the preferable location, this section assesses the appropriateness of the current pedestrian safety platform (Swedish-Styled Pedestrian Crossing Point) in comparison with other options based on the NZTA PNG Crossing Selection Process and the Pedestrian Crossing Selection Guidance Note. The assessment outlined in [Table 9](#) of [Appendix D](#).

The assessment shows that, each crossing facility type offers its own set of benefits and disbenefits to the site characteristics of this roundabouts. As a result, the following three crossing facilities have been shortlisted depending on the priority of Waipa District Council:

**1. Prioritising Both Pedestrian and Traffic – Raised Signalised Crossing:**

A raised signalised crossing equipped with the latest technology, such as ITS dynamic signal phases, could balance both pedestrian crossing safety and traffic efficiency by adapting signal timings in real-time to manage traffic flow while ensuring pedestrians are protected while crossing. Construction cost of this treatment will be very high and is more aligned with the long-term upgrade plan for the intersection rather than an interim solution.

**2. Prioritising Pedestrians and Cyclists – Raised Zebra Crossing:**

This option is, in principle, the next safest option as it prioritises and promotes safety for pedestrians and cyclists above vehicle traffic. However, vehicles are required to give way to pedestrians, which could lead to significant delays and substantial queuing at the roundabouts during school peak periods. Additionally, while the crossing is designed for medium to high pedestrian volumes to align drivers' expectations, it experiences low pedestrian demand outside of school peak periods. As a result, this may reduce drivers' awareness of potential pedestrians, leading to abrupt braking if pedestrians step out without checking for oncoming traffic. This could increase the likelihood of rear-end crashes.

**3. Prioritising Traffic Operation while improving pedestrian safety – Pedestrian Safety Platform/ Swedish-Styled Pedestrian Crossing (Current Facility)**

This option will minimise delays at the roundabout from a raised crossing, reduce the risk of heavy commercial vehicles queuing across the roundabout, and reduce the likelihood of rear-end crashes. It is considered more preferable than the courtesy crossing, despite its recommended traffic volume parameters in NZTA PNG. This preference is due to the lower level of crossing sight distance achieved in this area, as discussed in Section [4.3.1](#), making it important to eliminate any ambiguity regarding priority at this crossing, to prevent pedestrians from stepping out without checking for vehicles. The installed "Pedestrian Give Way to Traffic" signs will further reduce confusion and clarify right-of-way.

Based on the assessed benefits and implications, the current facility – **Pedestrian Safety Platform (Swedish-Styled Pedestrian Crossing)** is considered a more desirable interim option if prioritising traffic operation on Shakespeare Street aligns with Council's strategy, as:

- it aligns better with the recommended parameters for traffic volume,
- reduce ambiguity and provide clear priority to road users, and



- minimises disruptions to traffic at the roundabout, especially on Shakespeare Street, which is an urban connector that carries a high volume of large heavy commercial vehicles on steep vertical grades.

However, additional improvements can be considered at this location to enhance the safety and visibility of the crossing point, this includes:


- Installing a W16-1 'Non-Motorised Users Pedestrians – Pedestrians' sign with a supplementary 'On Left' sign on Cook Street to provide advance warning for approaching eastbound vehicles.
- Installing a W14-4 'Hump' sign at the Swedish-styled pedestrian crossing to ensure drivers are aware of the vertical displacement device hazard and to encourage the slow speed environment.
- Replacing tactile studs with less slippery Tactile Ground Surface Indicators (TGSIs), such as concrete tactile pavers.
- Removing unnecessary signs to improve visibility.
- Trimming, replacing, or removing plantings in the roundabout island to improve visibility.
- Relocating the Information Direction Sign at the roundabout island to improve visibility.





These recommended safety treatments are also included in Section [4.4](#).

#### 4.4. SAFETY FINDINGS AND RECOMMENDED TREATMENTS



During post-construction desktop studies and site observations, the following safety findings were observed, along with recommended safety treatments to better align with the Safe System approach:



Table 5: Safety Treatment Recommendations for Shakespeare Street/Cook Street Roundabout



#	Category	Safety Findings	Level of Safety Risk	Recommendation	Effectiveness	Cost
1.	Vehicle Operations	<p>During the site visit, reviewers noted that rubber speed hump modules were used as an extension to the mountable apron area, with spacing of approximately 2-3 m. While most vehicles, including the 22 m truck and trailer was observed to navigate around the speed humps without mounting onto the humps, several safety concerns were identified as follow:</p>  <p><b>Figure 13: Heavy Commercial Vehicle Navigating the Roundabout Without Mounting the Rubber Speed Humps</b></p> <p>i. <b>Rubber speed humps</b> are typically used in low-volume, low-speed environments. While they are sometimes installed at light industrial vehicle accesses, they are generally not as durable as concrete or asphalt aprons. Furthermore, rubber speed humps are designed to be oriented perpendicularly to the traffic flow. When vehicles enter or mount the speed humps at an angle, it can cause the front wheels to rise and fall not concurrently, potentially leading to instability and affect the safe operation of larger vehicles such as buses and heavy commercial vehicles. Additionally, the interlocking modules and fixings of the rubber speed humps are not designed for the heavy loads with high turning and mounting movements, this can reduce the speed humps durability. During the site visit, some damaged speed humps and broken pieces were observed. These damaged speed humps and fragments could pose hazards to vehicles, increasing the risk of loss-of-control crashes, especially for motorcyclists</p>	Medium	Consider undertaking vehicle tracking checks on as-built drawings or post-construction survey to verify whether the largest vehicles that commonly use this roundabout require to mount the rubber speed hump area.	N/A	N/A
				If vehicles are expected to use the rubber speed hump area, consider using more robust materials that can be recommended by the manufacturer, or replacing it with a concrete or asphalt apron to withstand the mounting and turning impacts from the high volume of heavy commercial vehicles at this roundabout.	High	High
				If vehicles are not expected to use the rubber speed hump area, consider replacing the speed humps with more substantial features that discourage vehicle use, such as modular speed cushions, a semi-mountable kerb apron or concrete blocks. Careful consideration should be given when selecting the replacing measures to prevent the shifting of risk type.	Medium	Low to High
				Consider extending or realigning edge-line markings at the approaches of the roundabout based on tracking checks to provide more horizontal deflections	Low	Low



#	Category	Safety Findings	Level of Safety Risk	Recommendation	Effectiveness	Cost
		 <p data-bbox="383 635 920 659">Figure 14: Rubber Speed Humps Wide Spacing and Broken Parts</p>				
2.	Walking and Cycling	<p data-bbox="383 699 1077 914">Even though the approach sight distance assessment previously conducted on the preliminary design drawing (<a href="#">Appendix A</a>) and during the post-construction site visit shows compliance. However, the close proximity of the Swedish-styled pedestrian crossing to the roundabout, combined with the potential distraction of drivers on Cook Street focusing on other roundabout approaches, may decrease awareness of the raised safety platform and increase the risk of abrupt braking and rear-end crashes. Furthermore, the lack of W14-4 'Hump' signs at the new raised platform, as recommended by the NZTA Pedestrian Network Guide (PNG), results in insufficient warning for approaching vehicles regarding the vertical displacement device hazard.</p>  <p data-bbox="383 1246 1048 1289">Figure 15: Pedestrian Crossing Point Visible but Not Prominent for Approaching Vehicles on Cook Street</p>	Medium	<p data-bbox="1211 699 1877 770">Consider installing W16-1 'Non-Motorised Users Pedestrians – Pedestrians' sign with supplementary 'On Left' sign on Cook Street, to provide advance warning for approaching eastbound vehicles.</p>  <p data-bbox="1211 994 1877 1042">Consider installing W14-4 'Hump' sign at the Swedish-styled pedestrian crossing to ensure drivers are aware of the vertical displacement device hazard.</p> 	Medium	Low


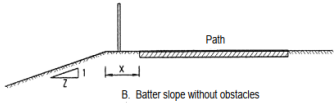




#	Category	Safety Findings	Level of Safety Risk	Recommendation	Effectiveness	Cost
				 <p>Source: NZTA PNG</p>		
3.	Walking and Cycling	<p>The shared path on the northern side of Cook Street has been widened and enhance the safety and reduce conflicts between path users. Additional improvements can be considered at the path's narrow or pinch points due to timber bollards, power poles, and portable shop signs, to avoid the risks of:</p> <ul style="list-style-type: none"> <li>• path users to steering abruptly to avoid these obstacles, increasing the risk of conflicts with other path users,</li> <li>• conflicting with the street furniture due to unawareness, or</li> <li>• cyclists striking street furniture with their pedals, increasing the risk of losing control or falling.</li> </ul>  <p>Figure 16: Timber Bollards and Power Pole Create Pinch Point</p>	Low	<p>Consider relocating the street furniture to prevent them from posing a snagging hazard to path users.</p> <p>Should the above recommendation deemed infeasible due to budget constraints, consider path marking as per NZTA Access Control Devices on Paths Guidelines, to provide sufficient advance warning and tapering to avoid abrupt steering or conflicts with street furniture.</p>	High	High
					Medium	Low


#	Category	Safety Findings	Level of Safety Risk	Recommendation	Effectiveness	Cost
		 <p data-bbox="383 628 857 651">Figure 17: Portable Shop Sign Reduce Shared Path Width</p>  <p data-bbox="383 1007 904 1029">Figure 18: Power Pole and Street Light Pole Create Pinch Point</p>				
4.	Walking and Cycling	There are large number of commercial driveways on Cook Street, which conflicted with the shared path. This could increase the conflicts between vehicles accessing the driveways and path users.	Medium	Consider implementing the NZTA 'High-Use Driveway Treatment' across these driveways to highlight the presence of high conflict zone	Medium	Low



#	Category	Safety Findings	Level of Safety Risk	Recommendation	Effectiveness	Cost
		 <p data-bbox="383 630 882 651">Figure 19: Example of Commercial Driveway on Cook Street</p>				
5.	Vehicle Operations	<p data-bbox="383 691 1077 836">The kerb buildout was constructed at the northwestern corner of the roundabout to improve the vehicle approach angle closer to 90° as recommended by Austroads Guide to Road Design Part4B, which enhances driver’s visibilities and reduces turning speeds. However, it was observed that the approaching lane width on Cook Street has reduced substantially, which this may impact vehicular movement, and vehicles may mount onto the kerb buildout or traffic median island.</p>  <p data-bbox="383 1179 898 1200">Figure 20: Narrowed Approaching Lane Width on Cook Street</p> <p data-bbox="383 1225 1077 1321">As discussed in Section 4.2, wheel tracks were observed at the northwestern corner during the site visit, and the reviewers were informed that they were caused by a house-moving truck in the wrong direction, which is not a typical user of the roundabout.</p>	Medium	<p data-bbox="1218 691 1883 826">Consider preparing as-built drawings for the post-construction phase of the intersection and identify the largest vehicle that will be using this roundabout and carry out vehicle tracking on the vehicle type to ensure that the new intersection configuration can accommodate all types of vehicles expected to use this intersection.</p> <p data-bbox="1218 842 1883 922">If the movement of the largest vehicle that commonly uses the roundabout is restricted, consider realigning the kerblines to accommodate the vehicle's tracking</p> <p data-bbox="1218 938 1883 1018">If the vehicle that caused the wheel track marks is not permitted to use this route, liaise with the over dimension permitting agency for help to enforce this restriction.</p>	<p data-bbox="1890 691 2018 826">Low</p> <p data-bbox="1890 842 2018 922">High</p> <p data-bbox="1890 938 2018 1018">Medium</p>	<p data-bbox="2024 691 2145 826">Low</p> <p data-bbox="2024 842 2145 922">High</p> <p data-bbox="2024 938 2145 1018">Low</p>

#	Category	Safety Findings	Level of Safety Risk	Recommendation	Effectiveness	Cost
		 <p data-bbox="387 628 1028 676"><b>Figure 21: Wheel tracks Observed on the Western Side of Shakespeare Street northern Approach</b></p>  <p data-bbox="387 1026 1003 1074"><b>Figure 22: Wheel tracks Observed on the Northern Side of the Cook Street Approach</b></p>				
6.	Walking and Cycling	<p data-bbox="387 1114 1066 1209">The shared path on the western side of Shakespeare Street widens towards the back berm, which has steepened the existing batter slope to 16% and created a substantial vertical difference at the edge of the shared path and the bottom of the embankment. This could pose injury risks if a path user falls in this area.</p>	Low	<p data-bbox="1223 1114 1868 1161">Consider a handrail or fence at the embankment side to ensure that path users are protected from the risk of drop-offs.</p>	High	Medium


#	Category	Safety Findings	Level of Safety Risk	Recommendation	Effectiveness	Cost												
		 <p><b>Figure 23: Steep Embankment Slope and Significant Vertical Difference Adjacent to the Western Footpath on the Northern Approach of Shakespeare Street</b></p> <p>According to Austroads GTRD Part 6A, a fence or barrier is recommended for a slope greater than 12.5%, if the offset from the edge of the path is &lt;1 m.</p>  <p>B. Batter slope without obstacles</p> <table border="1"> <thead> <tr> <th></th> <th>X (m)</th> <th>Z (m)</th> </tr> </thead> <tbody> <tr> <td>Fence not required</td> <td>&lt;1 1 to 5</td> <td>&gt;8 &gt;3</td> </tr> <tr> <td>Partial barrier fence required</td> <td>&lt;5</td> <td>1 to 3</td> </tr> <tr> <td>Full barrier fence required</td> <td>&lt;5</td> <td>&lt;1</td> </tr> </tbody> </table> <p>Source: Austroads GTRD Part 6A.</p>		X (m)	Z (m)	Fence not required	<1 1 to 5	>8 >3	Partial barrier fence required	<5	1 to 3	Full barrier fence required	<5	<1				
	X (m)	Z (m)																
Fence not required	<1 1 to 5	>8 >3																
Partial barrier fence required	<5	1 to 3																
Full barrier fence required	<5	<1																
7.	Walking and Cycling	A number of cyclists and pedestrians were observed traveling north of the crossing point located on the western side of Shakespeare Street's northern approach, and this observation is supported by the cycle wheel tracks shown in the photo below. However, the lack of a continuing footpath north of this crossing point could result	Low	Consider constructing a footpath north of the crossing point on the western side of Shakespeare Street northern approach.	Medium	High												



#	Category	Safety Findings	Level of Safety Risk	Recommendation	Effectiveness	Cost
		<p>in instability for pedestrians and cyclists, increasing the risk of falls.</p>  <p>Figure 24: Cycle Wheel Tracks Observed at the Grass Berm North of Pedestrian Crossing Point</p>				
8.	Walking and Cycling	<p>Tactile studs were observed to be installed at the new crossing point on the northern approach of Shakespeare Street as warning and directional Tactile Ground Surface Indicators (TGSIs). However, these studs have been identified as a slippery hazard, particularly in wet weather conditions, leading to pedestrian slips and resulting in fractured injuries. Furthermore, some studs have also been found to be missing after a short period of time.</p>  <p>Figure 25: Tactile Studs Installed at New Crossing on Shakespeare Street Northern Approach</p>	Medium	Consider replacing the tactile studs with concrete tactile pavers, which provide better skid resistance and durability.	High	Medium
9.	Walking and Cycling	<p>The Swedish-styled pedestrian crossing implemented at the northern approach of Shakespeare Street appears to have an entry ramp with a gradient gentler than 1:15. According to research studies and Austroads AP-R642-20 on the Effectiveness and Implementation of Raised Safety Platforms, ramp grades less than 1:15 allow</p>	Medium	Consider checking the ramp grade of the recently constructed raised platform at the northern approach. If the gradient is gentler than 1:15, consider realigning it to ensure a slower approaching speed, especially to a non-priority pedestrian crossing point.	Medium	Medium

#	Category	Safety Findings	Level of Safety Risk	Recommendation	Effectiveness	Cost
		<p>for comfortable speeds exceeding 30 km/h, which exceeds the safety threshold for vulnerable users. This is especially important at this location, as it is a pedestrian crossing point.</p>  <p>Figure 26: Ramp Grade for Pedestrian Crossing Appears to be Less Than 1:15.</p>				
10.	Vehicle Operations	The recent construction, which involved a kerb buildout, lane realignment, and pedestrian crossing upgrade, did not include a street lighting upgrade. A review of the street lighting should be undertaken to ensure compliance with AS/NZS 1158.3.1:2020 standards for Lighting for Roads and Public Spaces, as recommended in the NZTA PNG. This will help ensure that approaching drivers can clearly see pedestrians in low-light condition, enhancing safety at the crossing point.	Medium	Consider undertaking a street lighting review and/or upgrade to meet the AS/NZS 1158.3.1:2020 standards, ensuring that pedestrians crossing here are visible in low light conditions.	High	High
11.	Vehicle Operations	During site observations, some vehicles were observed to be travelling at speed approaching the roundabout, especially northbound traffic on Shakespeare Street's southern approach, due to the straight downhill grade leading to it.	Medium	The preliminary design and safety review attached in <a href="#">Appendix A</a> suggest several additional speed-calming measures, including implementing side islands and edge-line markings to provide horizontal deflections and visually narrow the lane width, as well as considering a concrete apron at the corners of the roundabout to encourage slower turning speeds.	Medium	High
12.	Vehicle Operations	Some abandoned road markings have not been fully removed, which could create confusion for drivers.	Very Low	Consider permanently removing the abandoned road marking to avoid confusion.	High	Low

#	Category	Safety Findings	Level of Safety Risk	Recommendation	Effectiveness	Cost
		 <p data-bbox="387 719 801 740">Figure 27: Abandoned Marking Remained On-Site</p>				
13.	Vehicle Operations	<p data-bbox="387 783 1070 874">The new kerb buildout constructed at the northwestern corner of the roundabout could be a hazard to approaching vehicles on Cook Street, as it creates an abrupt pinch point. This risk is exacerbated during low-light conditions, as the buildout may not be as visible to drivers.</p>  <p data-bbox="387 1385 846 1406">Figure 28: Kerb Buildout Forming an Abrupt Pinch Point</p>	Medium	Consider improving the delineation to the kerb buildout to reduce potential conflict with the hazard and assist vehicles in better aligning when navigating the roundabout.	High	Low



#	Category	Safety Findings	Level of Safety Risk	Recommendation	Effectiveness	Cost
14.	Vehicle Operations	<p>The R2-3 'Priority Give Way Roundabout' sign for southbound traffic on the northern approach of Shakespeare Street is missing from the left side. According to the TCD Rule, a controlled intersection sign must be installed on the left side of the approach lane to ensure a consistent message nationally and prevent potential driver confusion. Additionally, NZTA recommends installing a secondary R2-3 'Priority Give Way Roundabout' sign at the corner of the traffic median island to enhance visibility for approaching drivers.</p>  <p><b>Figure 29: Missing R2-3 'Priority Give Way Roundabout' Sign on the Right Side of the Approach</b></p>	Low	Consider installing a R2-3 'Priority Give Way Roundabout' sign on the left side of the Shakespeare Street northern approach. Additionally consider installing a R2-3 'Priority Give Way Roundabout' sign at all corners of the traffic median island.	Medium	Low
15.	Vehicle Operations	<p>Several signs at the roundabout may no longer be relevant or necessary, including:</p> <ul style="list-style-type: none"> <li>• 'Heavy Vehicle Route' sign on Cook Street</li> <li>• 'No Parking' sign on Cook Street, where 'No Stopping at All Time' marking is in place</li> <li>• Shared path sign installed on the light pole at the traffic median island on Cook Street</li> <li>• Shared path sign on Shakespeare Street southern approach</li> <li>• 'Indicate to communicate' sign on all approaches</li> </ul> <p>Excessive signage can overload drivers with information, potentially distracting them from responding to more critical cues, such as pedestrians crossing the road.</p> <p>Furthermore, the 'Heavy Vehicle Route' sign is currently restricting the visibility of eastbound traffic to pedestrian crossing point on Shakespeare Street northern approach.</p>	Medium	Identify all excessive signage and remove to avoid overloading information for drivers.	Medium	Low

#	Category	Safety Findings	Level of Safety Risk	Recommendation	Effectiveness	Cost
		 <p data-bbox="387 632 831 651">Figure 30: Excessive Signage at Cook Street Approach</p>				
16.	Walking and Cycling	<p data-bbox="387 692 1061 836">As discussed in Section 4.3.1, the sight distance between the pedestrian crossing point at the western side of Shakespeare Street northern approach and the northbound vehicles on Shakespeare Street is restricted by the plantings and Information Direction Sign at the roundabout median island, which reduce driver’s awareness of the crossing point increasing the risk of conflict between crossing pedestrians and vehicles.</p>	Medium	<p data-bbox="1223 692 1301 711">Consider:</p> <ul data-bbox="1249 730 1854 855" style="list-style-type: none"> <li>• Relocate the Information Direction Sign,</li> <li>• removing the planting in the roundabout island,</li> <li>• replacing the planting with low-level plantings that are below driver’s eye level, or</li> <li>• trim plantings to improve visibilities</li> </ul>	Medium	Medium
17.	Walking and Cycling	<p data-bbox="387 895 1061 1035">Vehicles were observed parked between the footpath and the property fence outside Total Event Hire on Cook Street. This could increase the risk of conflict between pedestrians on the footpath and vehicles entering or exiting the area. Furthermore, the parked vehicles are restricting visibility between the pedestrian crossing point on Cook Street and the southbound vehicles on Shakespeare Street, increasing the risk of conflict between crossing pedestrians and vehicles.</p>	High	<p data-bbox="1223 895 1877 959">Consider restricting parking in this area to minimise conflict with pedestrians on the footpath and to improve visibility of the pedestrian crossing point on Cook Street.</p> <p data-bbox="1223 995 1877 1059">Consider installing kerb buildouts or side islands at the pedestrian crossing point on Cook Street and relocating the advertising sign outside Total Event Hire to improve visibility.</p> 	High	Low
					Medium	Medium

## 5. CONCLUSIONS

In summary, the recent upgrade of the roundabout has achieved the following improvements:

- Reduced circulating speeds
- Slower turning speeds
- Better shared path space
- Slower vehicle speeds at pedestrian crossing points on the northern approach
- Improved pedestrian safety crossing at the northern approach
- Minimise disruptions and discomfort to all vehicle types

The following key findings resulted from the vehicle and pedestrian assessments undertaken in this report:

- Vehicles, including 22 m trucks and trailers were observed to safely navigate the upgraded roundabout.
- Approach sight distances are compliant for all crossing points.
- The crossing sight distances (CSD), including the 3 seconds for pedestrian start up/clearance time, are achieved at all crossing points except for the three locations detailed in [Appendix C](#), due to signs and plantings. However, they met the CSD requirements without the 3 seconds start up/clearance time.

The pedestrian desired line and appropriate facilities assessment has shown that:

- the northern approach on Shakespeare Street is better aligned with the pedestrian desired line than the southern approach.
- Raised Pedestrian Platform Crossing/Swedish-styled pedestrian crossing point) is the preferable crossing facility, as it prevents ambiguity in road users' priority, minimises delays at the roundabout, reduces the risk of heavy commercial vehicles queuing, and lowers the likelihood of rear-end crashes.

Safety treatments are recommended to address further safety issues identified during desktop studies and site observations. Refer to Section [4.4](#) for further details.



## Appendix A – Preliminary Design and Safety Review Report






## Appendix B – Site Visit



## Appendix C – Visibility Assessments

Table 6: Visibility Assessment for the New Crossing Point on Shakespeare Street Northern Approach




Crossing Point	Conflicted Vehicle Movement	Photo	Design Speed (km/h)	Sight Distance Achieved (m)	Crossing Sight Distance (m)				Approach Sight Distance (ASD)	
					NZTA Requirement (+3s <sup>6</sup> )	Pass/Fail	NZTA Requirement (+0s <sup>7</sup> )	Pass/Fail	NZTA Requirement	Pass/Fail
Shakespeare Street (N) – Western Crossing Point	Cook Street Eastbound		30	60	69	Fail (see Note 1)	43	Pass	22	Pass
Shakespeare Street (N) – Western Crossing Point	Shakespeare Street Northbound		30	45	68	Fail (see Note 2)	43	Pass	23	Pass
Shakespeare Street (N) – Eastern Crossing Point	Shakespeare Street Southbound		50	>150	73	Pass	48	Pass	21	Pass

<sup>6</sup> Includes 3 seconds pedestrian start up and end clearance time.

<sup>7</sup> Excludes 3 seconds pedestrian start up and end clearance time.

Although visibility assessment of the existing crossing points on Cook Street and Shakespeare Street southern approach was outside the scope of this review. However, it was still undertaken during the site visit. The key findings are summarised in [Table 7](#).


**Table 7: Visibility Assessment for the Existing Crossing Points on Cook Street and Shakespeare Street Southern Approach**

Crossing Point	Conflicted Vehicle Movement	Photo	Design Speed (km/h)	Sight Distance Achieved (m)	Crossing Sight Distance (m)				Approach Sight Distance (ASD)	
					NZTA Requirement (+3s) <sup>8</sup>	Pass/Fail	NZTA Requirement (+0s) <sup>9</sup>	Pass/Fail	NZTA Requirement	Pass/Fail
Cook Street – Northern Crossing Point	Cook Street Eastbound		50	>115	111	Pass	69	Pass	48	Pass
Cook Street – Southern Crossing Point	Shakespeare Street Northbound		30	65	80	Fail (see Note 3)	55	Pass	22	Pass
Shakespeare Street (S) – Western Crossing Point	Shakespeare Street Northbound		50	>150	133	Pass (see Note 4)	91	Pass	47	Pass

<sup>8</sup> Includes 3 seconds pedestrian start up and end clearance time.

<sup>9</sup> Excludes 3 seconds pedestrian start up and end clearance time.



Crossing Point	Conflicted Vehicle Movement	Photo	Design Speed (km/h)	Sight Distance Achieved (m)	Crossing Sight Distance (m)				Approach Sight Distance (ASD)	
					NZTA Requirement (+3s <sup>+</sup> )	Pass/Fail	NZTA Requirement (+0s <sup>+</sup> )	Pass/Fail	NZTA Requirement	Pass/Fail
Shakespeare Street (S) – Eastern Crossing Point	Shakespeare Street Southbound		50	>150	134	Pass	93	Pass	39	Pass

Note:


1. The crossing sight distance between the pedestrian crossing at the western side of Shakespeare Street northern approach and the eastbound vehicles on Cook Street is restricted by the “Heavy Vehicle Route” sign, and this is an existing situation. The visibility and awareness can be improved by removing the sign, installing crossing advance warning, and vertical displacement signs, which has been recommended in Section 4.4. Furthermore, as the eastbound vehicles approach the roundabout before the crossing point, they will encounter other hazards, such as other vehicles and the roundabout island, so it is expected that vehicles will be travelling at slower speeds with higher awareness. Therefore, the risk will be lower.
2. The crossing sight distance between the pedestrian crossing at the western side of Shakespeare Street northern approach and the northbound vehicles on Shakespeare Street is restricted by the plantings and Information Direction Sign in the roundabout median island, and this is an existing situation. The visibility can be improved by trimming, replacing or removing the planting, which has been recommended in Section 4.4. Furthermore, as the northbound vehicles will be approaching the roundabout before the crossing point, they will encounter other hazards, such as other vehicles and the roundabout island, so it is expected that vehicles will be travelling at slower speeds with higher awareness. Therefore, the risk will be lower.
3. The crossing sight distance between the pedestrian crossing at the southern side of Cook Street and the southbound vehicles on Shakespeare Street is restricted by the parked vehicles outside Total Event Hire and the advertising sign, safety recommended treatments including enforcement of illegal parking has been recommended in in Section 4.4. Furthermore, as the southbound vehicles will be approaching the roundabout before the crossing point, they will encounter other hazards, such as other vehicles and the roundabout island, so it is expected that vehicles will slow down before turning at the roundabout. Therefore, the risk will be lower.
4. The number of vehicles parked outside Total Event Hire could impact visibility between the pedestrian crossing on the western side of Shakespeare Street’s southern approach and the southbound vehicles on Shakespeare Street, depending on the number and location of the parked vehicles.



## Appendix D – Crossing Location Assessment

Table 8: Crossing Location Assessment on the Approaches of Shakespeare Street

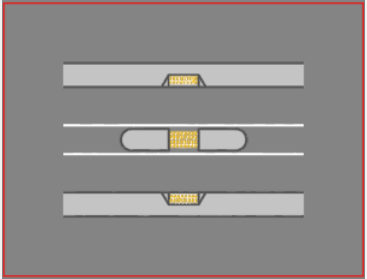
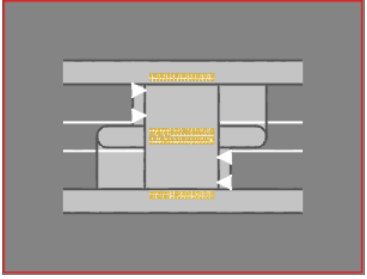
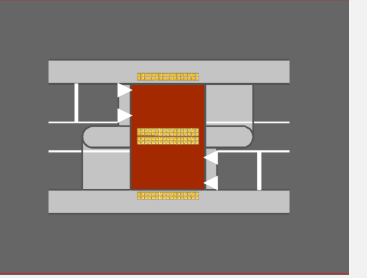
	Option 1 – Northern Approach (Current)	Option 2 – Southern Approach
<p><b>Crossing Location</b></p>		
<p><b>Benefits</b></p>	<ul style="list-style-type: none"> <li>• More pedestrians and cyclists were observed crossing here due to the close proximity of the access that connects Sheridan Crescent and Shakespeare Street, as well as the shared path located on the northern side.</li> </ul>  <ul style="list-style-type: none"> <li>• More pedestrians and cyclists from Cambridge Primary were observed using this crossing.</li> <li>• Cyclists using the shared path on the northern side of Cook Street can access the eastern side of Shakespeare Street without needing to cross Cook Street.</li> </ul>	<ul style="list-style-type: none"> <li>• The very wide median island can accommodate cyclists without the need to wait at an angle.</li> <li>• The crossing only requires pedestrians to check for traffic from one direction at each stage.</li> <li>• Compliant visibility.</li> </ul>

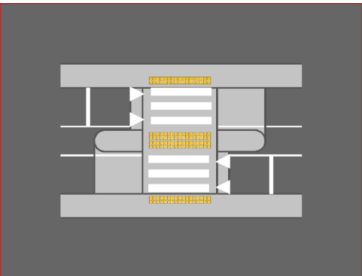
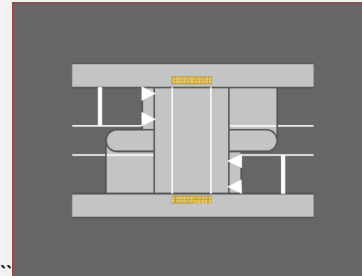
	Option 1 – Northern Approach (Current)	Option 2 – Southern Approach
	<ul style="list-style-type: none"> <li>• The vertical terrain at this section of Shakespeare Street is flatter, leading fewer speeding vehicles and reduced stopping distances.</li> <li>• Vehicles approaching from Cook Street and the southern approach of Shakespeare Street will be travelling at a slower speed due to the improved horizontal deflections from the recent upgrades.</li> <li>• Sufficient stacking space for one car length in both directions prevents cars from overhanging into the circulating lane or crossing point, reducing the risk of conflicts with vehicles and pedestrians.</li> <li>• Compliant approach sight distances.</li> <li>• Shorter crossing distances (6.2-6.9 m).</li> </ul>	
<p><b>Implications</b></p>	<ul style="list-style-type: none"> <li>• The width of the median island requires cyclists to wait at an angle.</li> <li>• Pedestrians crossing from the western side will have to check for traffic from two directions: Cook Street and Shakespeare Street southern approach.</li> <li>• Even though the intervisibility between vehicles approaching from Cook Street and pedestrians crossing from the western side is compliant, the presence of the crossing is not obvious to traffic on Cook Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Cyclists using the shared path on the northern side of Cook Street are required to cross at Cook Street to access the crossing point, increasing exposure to conflict with vehicles.</li> <li>• Fewer pedestrians were observed using this crossing during both pre-construction and post-construction site visits.</li> <li>• Wider crossing distance (7.9-8.0 m).</li> <li>• The vertical terrain at this section of Shakespeare Street is significantly steeper. Northbound traffic was observed travelling at high speeds towards the roundabout, increasing the risk of abrupt braking if a pedestrian steps out without checking. This may lead to pedestrian crashes at higher than survivable speed threshold and /or increased rear end crashes. High-friction surfacing can be considered to improve skid resistance. However, the high volume of heavy commercial vehicles at this location could increase wear and tear on the high-friction surfacing and deteriorate quickly after implementation.</li> </ul>  <ul style="list-style-type: none"> <li>• Path is not on the pedestrian desire line. This can lead to an increase of pedestrians crossing at locations without safety infrastructure to limit risk.</li> </ul>



## Appendix E – Crossing Type Assessment

Table 9: Crossing Facility Analysis for the Northern Approach

Type of Crossing Facility	Benefits	Implications	NZTA PNG Recommended Parameters
<p><b>Pedestrian Refuge (Previous Facility)</b></p> 	<ul style="list-style-type: none"> <li>Provides a smooth transition between the footpath and roadway.</li> </ul>	<ul style="list-style-type: none"> <li>Does not give pedestrians priority.</li> <li>Does not slow vehicle speeds.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Only appropriate for low vehicle volume environments.</li> <li>✗ Only appropriate on their own for low pedestrian demands.</li> <li>✓ They are only appropriate where crossing distance is 9m or less. For longer crossing distances, consider kerb extensions.</li> <li>✓ Ensure on-street parking does not block access or visibility from the crossing point.</li> </ul>
<p><b>Pedestrian Safety Platform/ Swedish-Styled Pedestrian Crossing (Current Facility)</b></p> 	<ul style="list-style-type: none"> <li>Slows down vehicles approaching the pedestrian crossing.</li> <li>Minimises traffic delays.</li> <li>Reduces the risk of vehicles overhanging and queuing across the roundabout.</li> <li>Directs pedestrians to safer crossing locations.</li> <li>Eliminates grade changes in the pedestrian route, providing a smooth transition from the footpath.</li> <li>Prevents discomfort for drivers and passengers when buses or heavy commercial vehicles traverse over the raised platform.</li> <li>Avoids delays for buses and heavy commercial vehicles.</li> <li>Prevents safety issues as passengers may be standing or moving around the bus.</li> </ul>	<ul style="list-style-type: none"> <li>Does not prioritise pedestrians.</li> <li>Can lead to unsafe situations if pedestrians mistakenly believe they have the right of way.</li> <li>May increase noise levels as vehicles brake, slow down, pass over them, and then accelerate, especially heavy vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Traffic volumes less than 3000vpd</li> <li>✓ For low pedestrian volumes (most of the day).</li> <li>✓ Should be combined with kerb extensions to minimise crossing distance.</li> <li>✓ Vehicle operating speeds less than 50km/h (the platform should be designed to slow vehicle speeds to 30km/h)</li> <li>✓ On a platform with approach ramps to reduce vehicle speeds</li> <li>✗ Likely to be found on Local Streets and Activity Streets where the pedestrian volumes are low</li> <li>✓ Crossing should be of an appearance that is clearly distinguishable from the footpath to indicate that pedestrians do not have priority.</li> <li>✓ Crossing colour/texture should contrast with the footpath to indicate that pedestrians do not have priority and ideally be the same material as the road.</li> </ul>
<p><b>Courtesy Crossing</b></p> 	<p>In addition to Pedestrian Safety Platform:</p> <ul style="list-style-type: none"> <li>Can encourage courteous behaviour, prompting drivers to give way to pedestrians.</li> <li>Designed to facilitate eye contact between pedestrians and drivers, allowing them to negotiate who proceeds first.</li> <li>Contrasted colour surfacing highlights the presence of the crossing and enhance driver awareness.</li> </ul>	<ul style="list-style-type: none"> <li>The right of way is ambiguous, creating uncertainty and potentially making it unsuitable for less able or less confident pedestrians.</li> <li>May lead to unsafe situations if pedestrians mistakenly believe they have the right of way.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Ideally on a platform with steep approach ramps to reduce vehicle speeds</li> <li>✓ Vehicle volume less than 7500vpd (could be higher if a median refuge is provided and an alternative crossing provided nearby).</li> <li>✓ Vehicle operating speeds very low, at most 30km/h, ideally 20km/h or less. The lower the speed the more effective the crossing as vehicles are going to slower so are more likely to be courteous to pedestrians wishing to cross.</li> <li>✓ Only appropriate for crossing distances 7m or less (can be combined with kerb extensions to achieve) as only used in slow speeds where people cycling, and motor vehicles share the roadway.</li> </ul>

Type of Crossing Facility	Benefits	Implications	NZTA PNG Recommended Parameters
<p><b>Raised Zebra Crossing</b></p> 	<ul style="list-style-type: none"> <li>• Prioritises pedestrians, resulting in minimal delays for them.</li> <li>• Clearly indicates a designated pedestrian crossing for all road users.</li> <li>• Reduces vehicle speeds and enforce slower speed environment, increasing drivers' likelihood of give way.</li> <li>• Eliminates grade changes in the pedestrian route, providing a smooth transition from the footpath.</li> <li>• Is more suitable for less able or young pedestrians.</li> </ul>	<ul style="list-style-type: none"> <li>• Zebra crossings may not improve pedestrian safety or could even result in reduced safety unless they are on a platform or accompanied by measures such as kerb extensions and refuge islands.</li> <li>• High pedestrian demand, especially during school peak times, can dominate the flow and cause vehicle delays and queuing across the roundabout.</li> <li>• Higher construction cost due to additional signages and streetlight upgrade.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Likely to be found on Activity Streets, Main Streets and Civic Spaces where pedestrian volumes are high</li> <li>✓ Can be combined with kerb extensions.</li> <li>• Crossing colour/texture should contrast with the road and footpath to indicate both users are guests over the crossing</li> </ul>
<p><b>Raised Signalised Crossing</b></p> 	<ul style="list-style-type: none"> <li>• Provides clear signals for when pedestrians can cross, making it more suitable for less able or less confident individuals.</li> <li>• Encourages pedestrians to cross in groups rather than individually, minimising overall vehicle delays.</li> <li>• Eliminates grade changes on pedestrian routes, removing the need for kerb ramps.</li> <li>• Reduces vehicle speeds and enforce slower speed environment, increasing drivers' likelihood of give way.</li> <li>• Eliminates grade changes in the pedestrian route, providing a smooth transition from the footpath.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires removing the roundabout and convert into a signalised intersection, which may result in substantial intersection delays.</li> <li>• Pedestrians may experience delays when vehicles are given longer green phase, potentially leading to frustration and crossing while the pedestrian signal is still red.</li> <li>• Slower pedestrians might struggle to cross within the allocated time.</li> <li>• There may be increased risk for pedestrians crossing near the signals due to drivers not expecting them.</li> <li>• Frequent activation can disrupt vehicle flows on Shakespeare Street.</li> <li>• Frequent stopping and braking movements may pose challenges for heavy vehicles such as 22 m trucks and trailers.</li> <li>• Noise levels may increase as vehicles brake, slow down, pass over, and accelerate, especially with heavy vehicles.</li> <li>• Very high construction costs due to the new traffic signal infrastructures.</li> </ul>	<ul style="list-style-type: none"> <li>• Suitable for high pedestrian demand so signals are activated regularly.</li> <li>✓ Can be combined with kerb extensions and/or pedestrian refuge.</li> <li>• Allows pedestrians to cross unhindered by vehicles</li> <li>• Different signal display, activation and detection options are available</li> <li>• For locations with lower pedestrian demand conspicuous advance signal display is recommended.</li> </ul>

<sup>10</sup> Medium pedestrian volume only during school peak periods, with low pedestrian volume outside of these times.



Shakespeare Street/Cook Street Roundabout Post Construction Safety  
Assessment | 48

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## **APPENDIX 2**

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### **Waste Minimisation – Event Details**

### WasteMINZ Conference Presentations

Council’s Waste Minimisation Advisor represented Waipā District Council at two separate speaking opportunities during this year’s WasteMINZ Conference. Topics included:

- a) A collaborative cross-Council approach for Circular Economy Internships in Waikato
- b) Working alongside the Cambridge group ‘Street Harvest’ to establish community berm gardens.

### Food Waste Stall at Pak n Save

Staff put together an engaging and eye-catching display of “What’s in our bins?” to talk to residents about reducing food waste. Composting and worm farming resources were distributed to support at-home education, and free stickers were given away, provided by *Love Food Hate Waste* to reduce food waste. Whilst a simple intervention, using stickers to illustrate which food needs to be used up first in the fridge and pantry saw a 40% reduction in food waste during a similar project in Australia.



The display illustrates that food waste makes up almost 47% of all household rubbish bags in Waipā.

### Make and Donate Programme Launch at Enrich+

Staff launched this project alongside a small group of clients at Enrich+, which was a valuable community partnership event and provided great learnings before presenting to a much larger audience. This project aims to teach people to make their own low-cost, low-waste household cleaning products using repurposed packaging, and then encourages them to make another serving to donate to a person or organisation in the community. All ingredients, resources, labels and a bespoke recipe book were provided to workshop attendees, who really appreciated the opportunity to take home purposeful resources they had made themselves. This project enables people to make their own:

- Washing powder
- Cleaning paste
- Bench spray
- Dishwasher powder



### Plastic Free July

Staff planned a raft of events to mark Plastic Free July this year, which were very well utilised by the community. The month kicked off with a heavily subsidised 'Waste-free Living' workshop in Cambridge, presented by the popular and very experienced Kate Meads. Residents paid only \$5 per person to attend the two hour workshop, and took home a resource pack and manual valued at \$45. The event was sold out with 50 registrations.

A 'Design your Own Poster' competition was held in conjunction with local primary schools, to encourage students to share their ideas for how we can have cleaner streets, waterways and beautiful communities. Children were asked to drop off their completed entry forms to one of our Waipā District Libraries, where an information board, book display and further resources were available to reinforce the messaging. One student will win \$1,000 for their school to spend on waste minimisation projects, and three family movie passes to our local cinemas acted as an incentive to enter as well. The number of completed entries was not available at the time of writing.

The team held two free ‘Make and Donate’ weekend sessions in the Te Awamutu Library meeting room, teaching participants how to make their own low-waste and low-cost household cleaners (as outlined above). The two sessions initially reached capacity of 50 people for each timeslot, illustrating a fantastic communications and promotion plan! Due to staff and participant illness, numbers on the day reached a much more manageable level of 20 people per session. Feedback was overwhelmingly glowing and there is already demand to host more workshops later in the year.

Lastly, the Waste Minimisation Team put together a targeted social media education campaign encouraging residents to decrease their use of plastic products, which averaged two posts per week throughout the month.



### Te Awamutu Food Forest

Staff were proud to support the Te Awamutu Food Forest and their ongoing development of the Pekapekarau Reserve by funding hot compost bins to handle their large amount of clippings, damaged fruit, and vegetable peelings from the community and ‘Garden to Table’ participating schools. They are also able to accept food waste from the community, in consultation and within reason. Council has also provided funding for a six month composting and soil regeneration workshop trial, which has seen on average 20 participants attend each monthly session.



### Recycling and Waste Minimisation Seminars

Staff have been approached by a number of community groups requesting recycling education sessions. The community of retirement villages has been particularly interested, with three different sites booking our newly-developed seminar that addresses:

- Recycling right: what's accepted, and why
- What happens to our recycling in Waipā
- The waste hierarchy: Rethink, reduce, reuse, recycle, rot
- How to minimise waste in your daily life.





## APPENDIX 3

### Shakespeare Street/Cook Street Roundabout – Post Construction Safety Assessment – Staff Response to Recommendations

The safety review team provide 17 recommendations for further risk reduction. Recommendations for 1 high and 11 medium risks and staff responses are shown in the following table.

Safety Findings and Recommendation (Paraphrased)	Council Staff Response
(1) Rubber speed bumps are not typically used in installations like this and could cause vehicle instability or may come loose. Recommend an alternate material.	<p>Staff acknowledge that the rubber bumps are not a permanent solution to increase the centre island diameter and slow circulating speed, but they are proving to be effective. Vehicles are not expected to be driving over the bumps and the slow speeds mean that any inadvertent travel over the bumps should not cause instability. Rubber bumps were used as they could be installed overnight at low cost and with no disruption to this busy roundabout, noting the interim nature of the works.</p> <p>While the bumps remain secure and effective they can be left in place. Alternate materials can be explored if this proves necessary.</p>
(2) Recommend permanent warning signs pedestrian and hump be installed before or at the raised crossing.	<p>While these signs are often used, the crossing is in an urban environment where pedestrians are expected, and the raised crossing is at the entry/exit of a roundabout where speeds are already low.</p> <p>Staff prefer not to install four additional signs at the intersection which already has 24 signs in place on approach or in the roundabout. Additional signs can be a distraction or can block drivers' and pedestrians' views.</p>
(4) Consider markings to highlight path use at high use vehicle crossings.	The project did include some markings on the path at high use entranceways, but of a different type to indicate shared use.

Safety Findings and Recommendation (Paraphrased)	Council Staff Response
	
<p>(5 &amp; 13) Check vehicle turning paths as trucks are tracking over the kerb for the left turn from Cook into Shakespeare St. And new kerb creates a pinch point on Cook Street.</p>	<p>Turning paths were checked for this movement during the design phase with accurate survey information. However, staff agree that a change to the lane markings on approach on Cook Street will help drivers align themselves better to make the turn. This is planned to be done. This action also responds to recommendation (13).</p>
<p>(8) Tactile studs on the crossing paths could be slippery when wet.</p>	<p>These types of studs are in common use around NZ and do not ordinarily present a risk. Consideration will be given to using anti-skid paint.</p>
<p>(9) Vehicle speeds may be higher over the raised crossing as grades are flatter than 1:15.</p>	<p>The high volume of heavy traffic and proximity to the roundabout led designers to adopt flatter than 1:15 ramps. Nonetheless, vehicle speeds across the ramp are appropriately slowed, and we are mindful that this is a crossing where pedestrians are required to give way to traffic.</p>
<p>(10) Check that lighting provided at the roundabout allows drivers to see pedestrians in low light situations.</p>	<p>Lighting was checked at the design phase and considered appropriate for a crossing where pedestrians are required to give way to traffic.</p>
<p>(11) Some vehicles travel at speed into the roundabout on the down hill approach from the south. Additional speed calming measures could be employed.</p>	<p>This risk was considered but is out of scope for the interim works to create a safer crossing point on the north side of the roundabout.</p>
<p>(15) Remove excessive signage or relocate any that may block views of the crossing point. (16) trim plantings to improve views.</p>	<p>Staff are reviewing signage and will remove excessive signage and relocate any that block views, including vegetation on the centre island.</p>
<p>(17) Ad-hoc parking arrangement on Shakespeare Street berm could conflict with path users or view lines for pedestrians crossing Cook Street. This was identified as the one high risk.</p>	<p>This informal parking is seen in aerial photographs as far back as 2006 and does not appear to have caused an issue to date. However, it is informal and could be removed if need arises.</p>

# COMMITTEE REPORT



## INFORMATION ONLY

**To:** The Chairperson and Members of the Service Delivery Committee  
**From:** Manager Community Services  
**Subject:** **Community Services Activity Report to 31 July 2024**  
**Meeting Date:** 20 August 2024

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### 1 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

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The purpose of this report is to provide information on the activities of the Community Services Unit from 1 April to 31 July 2024.

This report contains matters that are of a purely administrative nature or information that does not require a decision from Council. As such, this report does not address any matters that are significant in terms of Council's obligations as set out in the Local Government Act 2002.

### 2 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

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*That the Service Delivery Committee receives the report of Brad Ward, Manager Community Services, titled Community Services Activity Report to 31 July 2024 (document number 11253929).*

### 3 COMMENTARY - KŌRERO

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#### COMMUNITY ASSETS AND PROJECTS

##### **Play Spaces Renewal and Development**

The Kings Garden playground approved through the Enhanced Annual Plan was designed in June 2024 and construction will commence in August 2024. One engaged resident who had offered to fundraise for additional equipment via the Cambridge Community Board has offered to raise funds for shade sails (which do not form part of the renewal project). Staff continue to work with this resident, and the shade sails will be installed after the playground renewal when fund raising is complete.



Site optioneering continues for the provision of a skate park in Kihikihi. Progress has been delayed due to the interdependence of another project at one of the sites of interest, however staff anticipate gaining momentum in the coming months.

In Pirongia, skate park concept designs will be finalised after additional engagement with immediate neighbours, the wider community and local school children was completed in July 2024. The design will enable the Pirongia community to increase their efforts to fund the proposed skate park.

Staff are working with developers in Te Awamutu and Cambridge where playgrounds will be delivered for Waipā District Council as part of their Infrastructure Works Agreements. The developer has commenced construction of the playground in Bridleways Estate, Cambridge and is making good progress. Designs for the playground at Whakahaumako in the C4 growth area are being developed.

New play provision in Hannon Industrial Estate, Hautapu (June) and Frontier Estate, Te Awamutu (July) opened to the community. Installation of the toilet at Hannon Industrial Estate is currently underway.



*New playground in Frontier Estate, Te Awamutu.*

### **Security Improvement Programme**

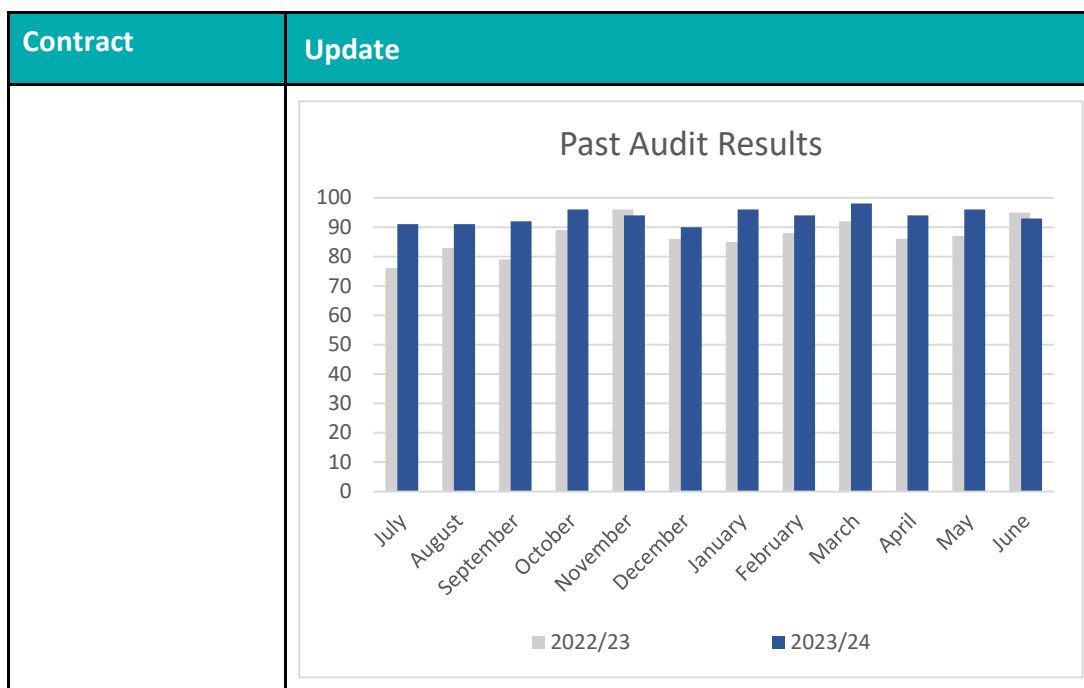
A security camera has been installed at Bulmer’s Landing and antisocial behaviour has decreased at this reserve since the installation, proving the deterrent value of cameras on site.

## PARK OPERATIONS AND CEMETERIES

### Contract Management

An update on individual contracts follows:

Contract	Update
Rural Open Space Maintenance Contract	<p>A number of sites have been audited and scored well with the areas looking good. Water Services has requested extra work be done at both Te Tahi sites, namely removing gorse from the bush line next to the ponds.</p> <p>This contract was anticipated to be brought in-house following a Local Government Act Section 17A Review. The recommendation is dependent on appropriate accommodation for the new resources which will require additional depot space not currently available. Staff are currently working to develop the 2025-34 Long Term Plan and any potential implications and impacts it may have on long term contract options.</p>
Tree Maintenance Contract	<p>286 trees were pruned as planned maintenance over the last quarter, with 19 receiving powerline clearance.</p> <p>11 trees were removed, predominantly due to tree health and/or safety issues.</p> <p>The contractors have successfully transitioned to Council's new asset management system (Enterprise Asset Management), training staff to update our database directly from the field.</p>
Public Convenience Cleaning Contract	<p>Some facilities (mainly lakeside/rural based toilets) switched to the reduced winter season cleaning programme, and it is these sites where quality has been impacted over the past quarter.</p> <p>The rubbish bins at Ngā Roto were removed in December as these were attracting fly tipping at the site. Subsequently, rubbish was being dumped close to the dog bin, so this was relocated within the park and rubbish issues have reduced to an acceptable level.</p>



**Public Toilets**

The facility at Horahora Domain is receiving a minor plumbing makeover to make the facility more accessible as currently children cannot reach flush buttons. The improvements will also help reduce water usage. A similar minor refurbishment will be undertaken at Keeley’s Reserve and Moana Roa over the next quarter as they face similar issues.

Terry Came Drive is constantly facing a range of vandalism with the current being damage to the wrap. The rear panel has now been removed and unfortunately will not be replaced until September when warmer/dryer conditions allow repairs to occur. Staff are investigating the feasibility of installing security cameras at this site and have fitted a temporary camera in the interim.



*Damage to the wall wrap at Terry Came Drive, Cambridge*

**Parks and Reserves**

The Park Operations teams have been using the winter to infill plant and complete new plantings with mulching. The new plants will have a great start settling into their new space with steady rain and cooler weather experienced.



*St Kilda planting*

The winter rose pruning has been completed with the opportunity taken to bring the garden teams from Cambridge and Te Awamutu together to prune the over 1,000 roses in the Te Awamutu Rose Garden within three days.

Winter illness has hit the operational staff with a number of staff taking time out to recover.

The Parks Operations team is seeing vandalism in the parks, with some of the new plants being stolen after planting, vehicles driving over parks and general damage to park property.

The Waters team has finished a repair project on a stormwater outlet below Cook Street in Leamington; this involved removing six large Eucalyptus trees.

*ANZAC Green rose pruning*



Premier Parks Update	
<b>Lake Te Koo Utu</b>	Conversations have continued with Ngāti Korokī Kahukura and Ngāti Hauā regarding the design and implementation of a Waharoa (gateway) at the Albert Street entrance to Lake Te Koo Utu.

<b>Premier Parks Update</b>	
	<p>A consultant has been engaged and has prepared a draft Heritage Management and Maintenance Plan for Lake Te Koo Utu, which has been provided to mana whenua to seek their input.</p> <p>The Cambridge team completed a planting project alongside some members of the Cambridge Tree Trust below the Lakewood development site. This was a fantastic opportunity to bring staff and volunteers together to achieve a great outcome.</p> <p>Large areas of the reserve overtaken with weed growth have generated concern from the community. These are areas staff do not have resources to manage and includes Bamboo, Convolvulus and Jasmine on the steep banks above the lake. These areas will be incorporated into the Vegetation Management Plan to be developed as part of the Concept Plan implementation. Timing of this work will be considered in the 2025-34 Long Term Plan.</p>
<b>Te Awamutu War Memorial Park</b>	<p>The renewed playground at Te Awamutu War Memorial Park opened to the public on 8 May 2024. There was a great turnout by the community for the opening celebration and staff have received lots of positive feedback.</p> <p>The Heritage Management and Maintenance Plan and a Vegetation Management Plan for Te Awamutu War Memorial Park have been developed and will be presented to partners and stakeholders at their next meeting in August.</p> <p>More native planting has been added between the pond and the netball courts. Unfortunately the staff have seen some of these plants pulled out and dumped around the shrubbery.</p> <p>There were three large trees removed due to tree health issues. Staff are planning to replace these within the planting season, following engagement with the Te Awamutu War Memorial Maintenance Group.</p>

### **Playgrounds**

The ongoing damage at the new playground in Terry Came Drive, Cambridge, includes plants being removed, the BBQ turned on with shoes and other plastic material left on the hot elements. The BBQ has been turned off and a camera with signage installed.

The leg press module in the fitness equipment section on Thornton Road at Te Koo Utu, Cambridge, has been removed for refurbishment and is expected to be reinstalled prior to spring. Staff have a planned programme to remove one element at a time to make the respective refurbishments of these popular pieces of equipment.

Contractors have completed the top up of cushion-fall in playgrounds that needed more.

### Other reserves

The last new dog off-lead areas have been opened to the public in Waipuke park. This completes all dog-off lead areas as defined by the updated Dog Policy Bylaw and schedule.

The Te Awamutu Food Forest group has continued to build on strong community support and has developed more garden beds for vegetables in Pekarau Reserve. A wastewater upgrade project has also started in this reserve and is due to be finished by October 2024.

### Cemetery Operations

At the close of June 2024, ash burials and lawn burials both finished down on the previous year. They had both been tracking slightly higher than the previous year, but a quieter last quarter saw the final interment number finish lower than 2022/23. With this slower final quarter, staff are expecting a busier start to 2024/25 as the winter season sets in.

	2022/23	2023/24	Difference
Ash interment	103	94	-9
Lawn interment	172	162	-10

Further detail regarding cemeteries can be found in Appendix 1.

## MUSEUM AND HERITAGE

### Museum and Heritage April – May 2024 Statistics Overview

Alongside 1,563 visitors to the Te Awamutu Museum and Education Centre (Museum), the Research Room was booked for 96 hours (across 55 users), mainly using the Ancestry.com and self-digitisation services. There were 593 interactions with the Museum collection via Digital NZ and 776 students engaged in the education programmes.

Further detail regarding Museum Statistics can be found in Appendix 2.

### 2023/24 Statistics Summary

Number participating through Enriched Local Curriculum (ELC):

Year	Target	Result
2022/23	4,400	2,920
2023/24	4,400	4,452

Student numbers for the ELC programme returned to their normal volume in 2023/24. The lower numbers in the previous year were negatively impacted by the Museum closure and the on-going impacts of COVID-19 on school programmes. There has been

recent growth in children attending from Early Childhood Centres which is a new addition to the contract.

Visitors to the Te Awamutu Museum Education and Research Centre:

Year	Target	Result
2022/23	>5,000	2,920
2023/24	>5,500	6,058

The low numbers in 2022/23 reflect the closure of the Te Awamutu Museum at Roche Street in October 2022 before the Te Awamutu Museum Education and Research Centre (Centre) opened in March 2023. Visitor numbers to the Centre are continuing to increase with peak visiting times over weekends and school holidays.

### **Te Awamutu Museum Education & Research Centre**

Museum staff attended the Waipā Heritage Forum at the Cambridge Museum in May and hosted an additional meeting in June 2024. The forum meets quarterly and consists of staff and/or volunteers from the Te Awamutu Museum, Cambridge Museum, Pirongia Heritage Centre, and Kihikihi Police Temple Cottage focusing on collaboration and support for heritage across the district. The Forum members are currently working on developing a mission statement and goals.

The Te Papa Touring Exhibitions Team was impressed by the additional programming and display signage produced by staff for the Squid and Crustaceans exhibition, which created a local flavour and had a positive impact on visitor numbers. Subsequently, staff were invited to attend a meeting with the Head of Te Papa Touring Exhibitions to provide feedback for the development and design of their new touring exhibition 'Natural Hazards of Aotearoa'. Te Awamutu will be one of the first Museums to host this new touring exhibition in early 2025.

The producer of the film Ka Whawhai Tonu met with staff to discuss collaborating on the development of a website about the Waikato Wars using the film as a conduit. Some items from the Museum Collection may be included to assist with understanding weaponry used at the time. These items will be attributed to the Te Awamutu Museum and the website will complement Te Ara Wai Journeys. The opportunity for the Museum to possibly have a small exhibition of film paraphernalia was also explored.

The offering of self-digitisation and Ancestry.com programmes continues to ensure the research room facilities and resources are well utilised during the week, including a regular weekly meeting of the Te Awamutu Genealogy Society.

### **Public Programmes and Tui & Tama Kids' Club monthly activities**

Families with young children continue to visit and encourage other families and friends to visit, ensuring a sustained level of sign-ups for new members to the Tui & Tama Kids' Club, with membership being at an all-time high. Children's activities are regularly refreshed and are closely associated with current exhibitions and significant public occasions/events/holidays.

### April 2024

- Resthaven Rest-home Programme on the Natural World
- Tui & Tama Club Event – Legends Unleashed Dinosaur Programme. An encore of the event in January was held due to its success. 404 visitors attended the encore event compared to 245 visitors at the January event
- DIY Jewellery Workshop - ANZAC themed, with Re Creators
- Te Awamutu Kids' Zone visit for School Holiday Programme.



*Legends Unleashed Dinosaur Programme*

### May 2024

- Dot Art Workshop with Re Creators
- Te Awamutu Cubs visit: eight young Cub Scouts came to explore our space and see how museums work. They did our Tui & Dinosaur hunt to introduce them to the space and explored the Crustaceans exhibition.

### June 2024

- Make an Upcycled Matariki Journal Workshop with Re Creators
- Free Matariki activities for the whole whānau started in time for the public holiday on 28 June 2024 and continued for the month of July.



*Matariki craft activities*



### **Enriched Local Curriculum (ELC)**

- 136 students in April
- 355 students in May
- 285 students in June

There was a slightly lower number of students than the same period last year, offset by strong student numbers at the start this year. The two weeks of school holidays in April have contributed to the lower student numbers this quarter. The Museum has achieved over 50% of the contract target required by Ministry of Education at the halfway point of the 2024 academic year.

The Educator often receives positive feedback, highlighting the value of the programme. Feedback from St Paul's Collegiate School - *"The Educator's knowledge and expertise was greatly appreciated by our akonga. We have noticed a great improvement in our students overall understanding and performance in examinations as a result of our involvement with this program."*

### **Museum Collections**

On 10 June 2024, staff ran a community outreach event with the Te Awamutu Brass Band to help the group catalogue, condition check and digitise their historic photograph collection of over 70 photographs.

Eight images of collection objects and historic photographs were provided for a new publication focused on the history of the Waikato Wars by Vincent O'Malley entitled The Invasion of Waikato: Te Riri ki Tainui. The publication is due for release in August 2024.

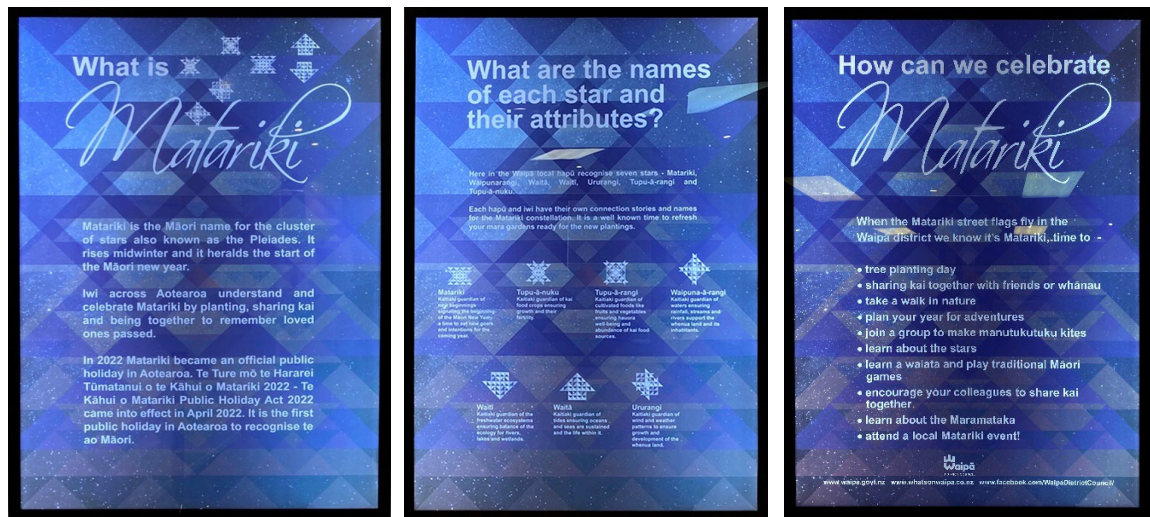
The cataloguing and digitisation of a large collection of over 700 35mm slides taken by local historian Jim Mandeno has recently been completed. The slides taken by Mandeno capture various local events and sites from the 1960-80s and are now accessible to view on the Museum's Collections online website.

### **Exhibitions**

The 'Clever Crustaceans' travelling mini exhibition from Te Papa Museum, supplemented by inhouse designed graphic panels, opened in April 2024 and continued on until mid-June 2024. Along with the Curioseum display of seashells from the natural history section of Museum's collection, this display continued to educate and inspire visitors including the Tui & Tama Club members. Over 1,500 visitors experienced the exhibition.



*Pupils from the Te Awamutu Crackerjacks Preschool interact with the ‘Clever Crustaceans’ exhibit.*



*Matariki exhibition*

**LIBRARIES**

**Library Statistics April – June 2024 Summary**

- 43,657 visitors into the libraries
- 635 new memberships
- 117,593 physical items issued
- 2,592 eResources issued
- 3,519 patrons attending Library programmes.

More information can be found in Appendix 3.

### 2023/24 year Summary

- There was a minimum of 161,349 (80,351 in Cambridge and 80,998 in Te Awamutu) visitors to the libraries. These numbers don't capture all visits as the visitor counter is unable to capture every person (that is, if they walk in side by side) and the numbers don't capture those who attended Library programmes not held in the libraries – for example, in an activity room, meeting room or outside programmes.
- Library cards were used 140,828 times (84,025 in Cambridge and 56,803 in Te Awamutu).
- Library physical issues – 471,054 (304,814 in Cambridge and 166,240 in Te Awamutu).
- 9,848 eResources issued – 7,832 eBooks and 2,016 eAudiobooks.

The end of year data identifies the different ways the libraries are used. While visitor numbers are relatively even across the two libraries, the card and issue numbers are higher in Cambridge indicating patrons are coming in mostly to borrow items compared to Te Awamutu where people come in to make use of the chairs and tables for business, study and meet others socially.

The Libraries experienced positive increases in all loans. A comparison to the 2022/2023 year identifies:

- Cambridge issues increased by 11,181
- Te Awamutu issues increased by 6,699
- eBook issues increased by 397
- eAudiobook issues increased by 557

Average issue numbers for each library for the 23/24 year		
	<i>Weekday</i>	<i>Saturday</i>
<b>Cambridge</b>	1,142	602
<b>Te Awamutu</b>	682	460

Across both libraries the age group borrowing the most books was people in their 40s, followed by people aged under 14 and then people in their 50s.

### Events

Staff are in a recruitment process for the Library Events Co-ordinator (formerly Outreach Librarian) which has been vacant since March. As a result, there are less public programmes currently on offer.

### Library User Survey

For four weeks from mid-March, the libraries conducted the annual library user survey. As part of this survey, patrons are asked:

- How do they use the libraries?
- Their main reason for using the libraries ?

- Did they find what they were looking for and if they did not, an explanation of why not?

This year we also asked two additional questions to help build a better picture of what the libraries mean to the community:

- Can you please share with us if an item (book, magazine, DVD, puzzle, e-Book) you've borrowed has made a difference in your life, and how it has done so?
- Can you please share what the library means to you and what impact it makes in your life?

A summary of the results from this survey can be found in Appendix 3.

## RESERVES PLANNING

### Lake Ngā Roto Recreation Reserve Management Plan Review (RMP)

The RMP project has formally commenced. Staff are being supported in this work by Anna McElrea of Xyst Limited. On 7 May 2024 a workshop to discuss scope and approach for the review was held with the Strategic Planning and Policy Committee, followed by a report on 5 June 2024.

A focus group has been formed, comprised of two councillors, a representative from the Pirongia Ward Committee, members of the Waipā Peat Lakes and Wetlands Accord and Sport Waikato. The first round of public consultation inviting feedback/suggestions on what should be considered in the review ran from 27 June to 28 July 2024, with key stakeholder engagement to occur in July and August 2024. Good progress is being made against key milestones in the approved Project Plan.

### Ngā Pae Whenua (NPW) Reserve Management Plan

Staff have continued support to NPW (the Joint Management Body appointed to control and manage the four reserves vested in Ngāti Koroki Kahukura as part of their treaty settlement) with work on the development of a Reserve Management Plan. GMD Limited was engaged by NPW and commenced work on the RMP development with meetings occurring with Ngāti Koroki Kahukura to identify objectives to form the Project Plan.

### Te Awamutu War Memorial Park Concept Plan

A meeting was held in May 2024 between representatives of staff, Elected Members, key interest groups/stakeholders and mana whenua as a response to outcome of the 5 March 2024 Strategic Planning and Policy Committee meeting, which requested engagement with the partners and stakeholders to clarify outstanding issues with the Concept Plan. The meeting resulted in an agreed way of working, moving forward on any implementation works occurring out of the Concept Plan. A further meeting is to be held with the same group of representatives in August to discuss ongoing work in this regard.

## **Biodiversity**

Biodiversity work within our reserves continued as business as usual. Some of the key work undertaken during this quarter included:

- Weed control programmes through conservation reserves
- A draft Lake Mangakaware Restoration Plan has been prepared for the purpose of engaging with mana whenua
- Staff progressed the Waikato Biodiversity Accord to receiving Council resolution to becoming a signatory to the Accord on 5 June 2024
- Predator control in conservation reserves through efforts of volunteer groups and contractors
- Implementing planned planting within the Karāpiro Gully and Lake Ngā Roto reserves
- Minor track repairs/improvements at Kakepuku to address identified health and safety concerns raised by volunteers and recreational users.

Following the resignation of Council's Biodiversity Planner in May 2024, successful recruitment was undertaken with a replacement joining the team in late August.

## **Arboriculture planning**

Staff have made plans to mitigate the impact of Dutch Elm Disease by undertaking a first-year vaccination programme for all recorded Council owned Elm trees (located in road reserve and within parks) as well as the five protected Elm trees identified in the Waipā District Plan. This work is anticipated for November 2024 as the beetle becomes active again. Staff will be developing a method of prioritisation so we can assess which trees should continue to be administered with the vaccine on a long-term basis.

Approximately 90 new street trees have been planted around the district, and a number of additional trees are to be planted by Cambridge Tree Trust in the new McLean Street dog exercise area at the beginning of next quarter.

Earlier in the year an independent arborist provided an updated assessment of the Standard Tree Evaluation Method (STEM) score for each Protected Tree identified in the Waipā District Plan. This is a requirement to be undertaken every five years. Subsequent changes to address the updated assessments will need to be undertaken via a future plan change. All owners of Protected Trees were notified in July 2024 of any proposed change to the status of these trees as a result of this review, and advised there will be a formal opportunity to submit on the changes as part of the future plan change process.

## **Concessions**

During this period three concessions were sought and issued for filming and research work at Maungatautari. Council staff have continued to work with Maungatautari Ecological Island Trust and mana whenua to ensure these concession applications are considered in a timely manner.

## 4 APPENDICES – ĀPITITANGA

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No:	Appendix Title
1	Cemetery Statistics
2	Museum Statistics
3	Library Statistics



Brad Ward  
**MANAGER COMMUNITY SERVICES**



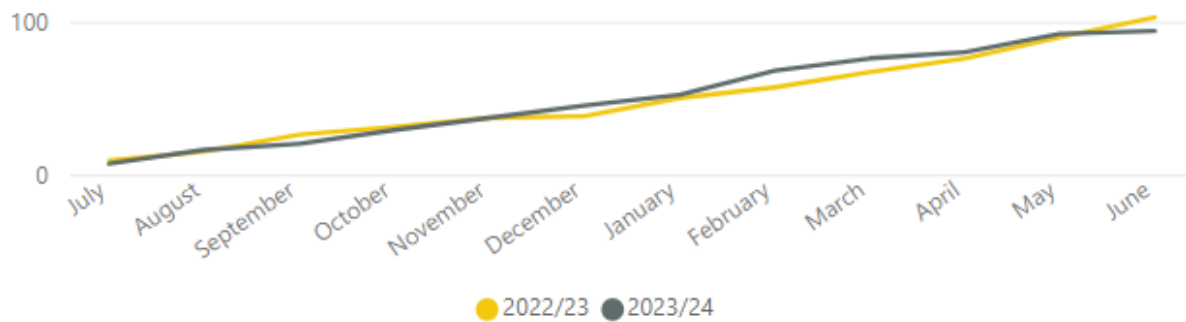
Approved by Sally Sheedy  
**GROUP MANAGER CUSTOMER AND COMMUNITY SERVICES**

## APPENDIX 1

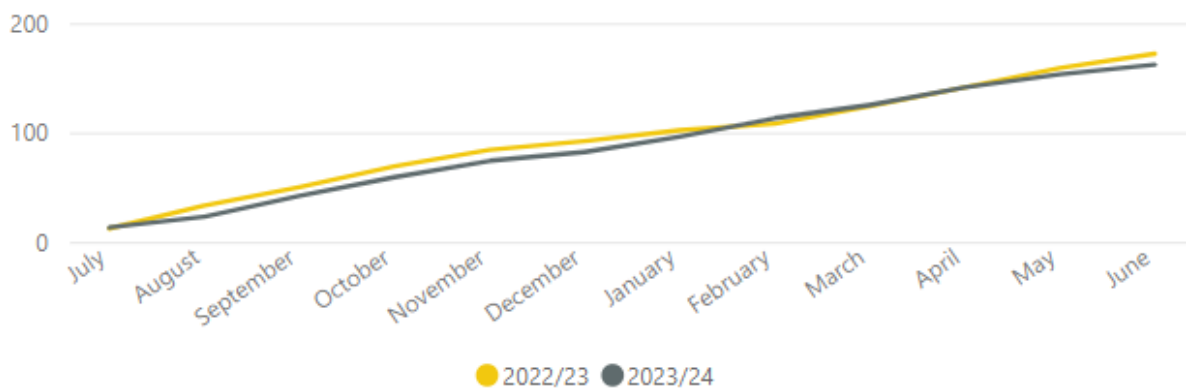
### Cemetery Statistics

	2022/23 Quarter 4	2023/24 Quarter 4	Difference
Ash interment	103	94	-9
Lawn interment	172	162	-10

All ashes interments (YTD)



All lawn interments (YTD)



## APPENDIX 2

### Museum Statistics

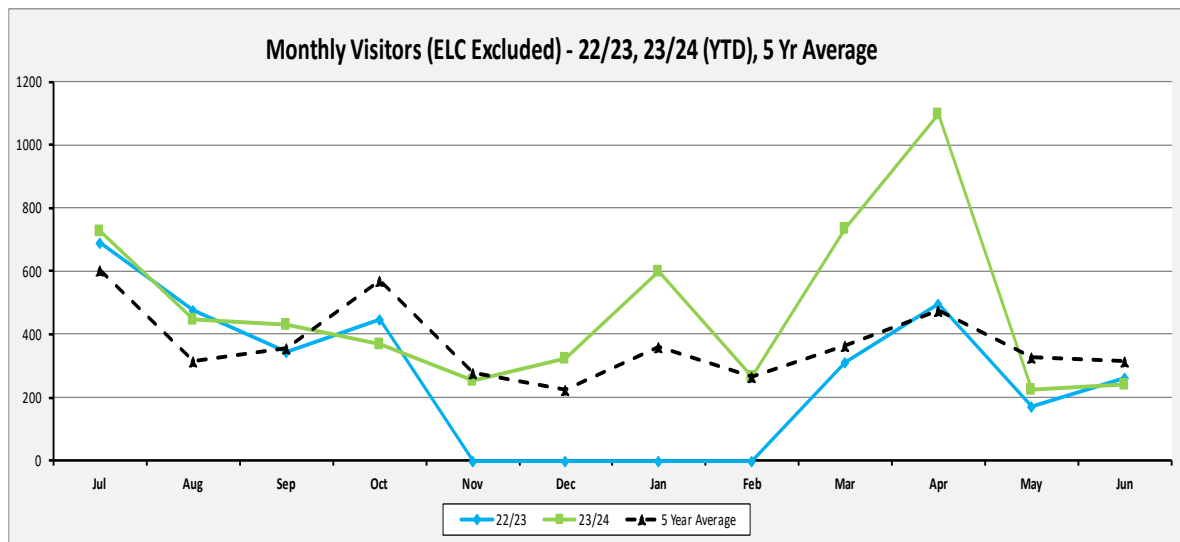
April – June 2024

<p><b>Te Awamutu Museum Education and Research Centre Engagement</b></p>	<p><b>Visitor Numbers:</b> 1,563  <b>Tui and Tama Club:</b> 35 new members, 711 active members  <b>Exhibitions:</b> 2  <b>Public Programmes:</b> 8  <b>Around Town Display Cases:</b> 3</p> <ul style="list-style-type: none"> <li>▪ Te Awamutu Library <ul style="list-style-type: none"> <li>○ April – ANZAC display</li> <li>○ May – NZ Music Month display</li> <li>○ June – Craft Month display</li> </ul> </li> </ul>
<p><b>Museum Collection Engagement</b></p>	<p><b>Collections Online:</b> 593 interactions with Te Awamutu Museum collection objects via Digital NZ. 820 new records added to Collections Online.  <b>Image Requests:</b> 9  <b>Research Enquiries:</b> 40  <b>Loans:</b> 0  <b>Ancestry.com + Self-Digitisation:</b> 96 hours of research room usage (or 55 users), including regular bookings by the Irish and Scottish Ancestry/Genealogy Groups.  <b>Acquisitions:</b> 10  <b>Deposits of Taonga Tuturu:</b> 3  <b>Collection Rationalisation:</b> 128 items assessed.  <b>Outreach Projects:</b> 1</p>
<p><b>Education</b></p>	<p><b>Student Numbers:</b> 776  <b>Schools:</b> Onewhero School, Waihi College, Te Awamutu College, Tauranga Boys High, St Pauls Collegiate, Whangamata School, Cambridge High, Havelock North High, Cargill School Tokoroa, Te Kowhai School, Rototuna Junior High, Te Kuiti High School, Rangitoto School, Te Awamutu Home School Group.  <b>ECEs:</b> Leamington Kindergarten, James Grey Kindergarten, Cracker Jacks Early Learning Centre (ECE), Te Awamutu Learning Links, Flourish ECE, Pirongia Play Centre, Whitiara Kindergarten, Miropiko Kindergarten,  <b>Programmes:</b> NZ Land Wars, Taonga/Tuna ECE Program, Bugs ECE Program, Art Local Stories, Local history and our place within it, Turangawaewae/Guardians/Te Ao Māori, Matariki.</p>
<p><b>Te Ara Wai Journeys</b></p>	<p><b>New sessions:</b> 3,341  <b>New users:</b> 2,021</p>

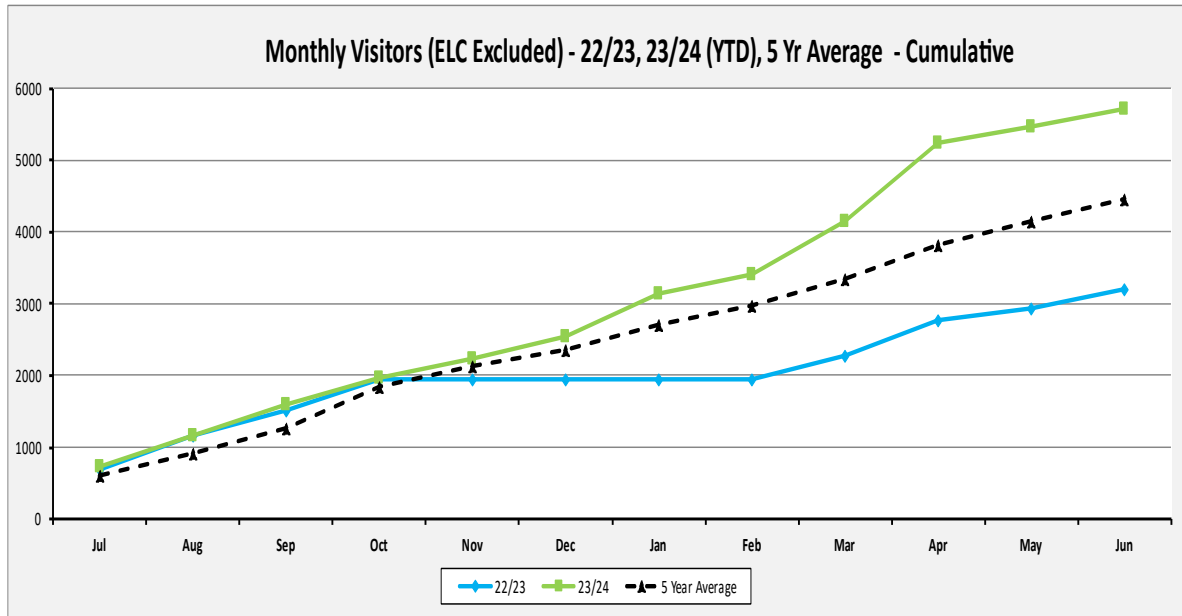


	<b>Total users:</b> 34,105
<b>Heritage Fund</b>	<p><b>New Applications:</b> Round 23 closed 30 June 2024 with three applications – one built and two natural heritage.</p> <p><b>Projects completed:</b> 2</p> <ul style="list-style-type: none"> <li>▪ Lectorium Rosicrucianum NZ Inc: Electrical Rewiring of Main building and Hostel</li> <li>▪ Maungatautari Ecological Island Trust; Light Utility Vehicle (LUV) Trailer purchase</li> </ul>
<b>Public Art</b>	Staff are currently working on a brochure and webpage highlighting the Council’s Outdoor Public Art Collection, these are due to be launched in the Spring.

**Te Awamutu Museum Education & Research Centre General Visitor Numbers**

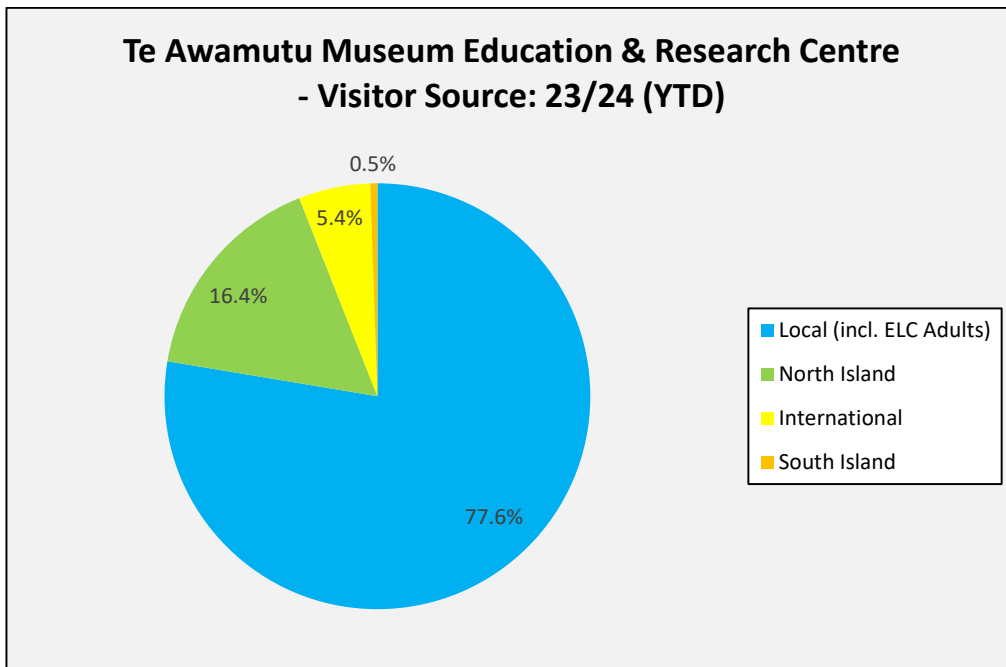


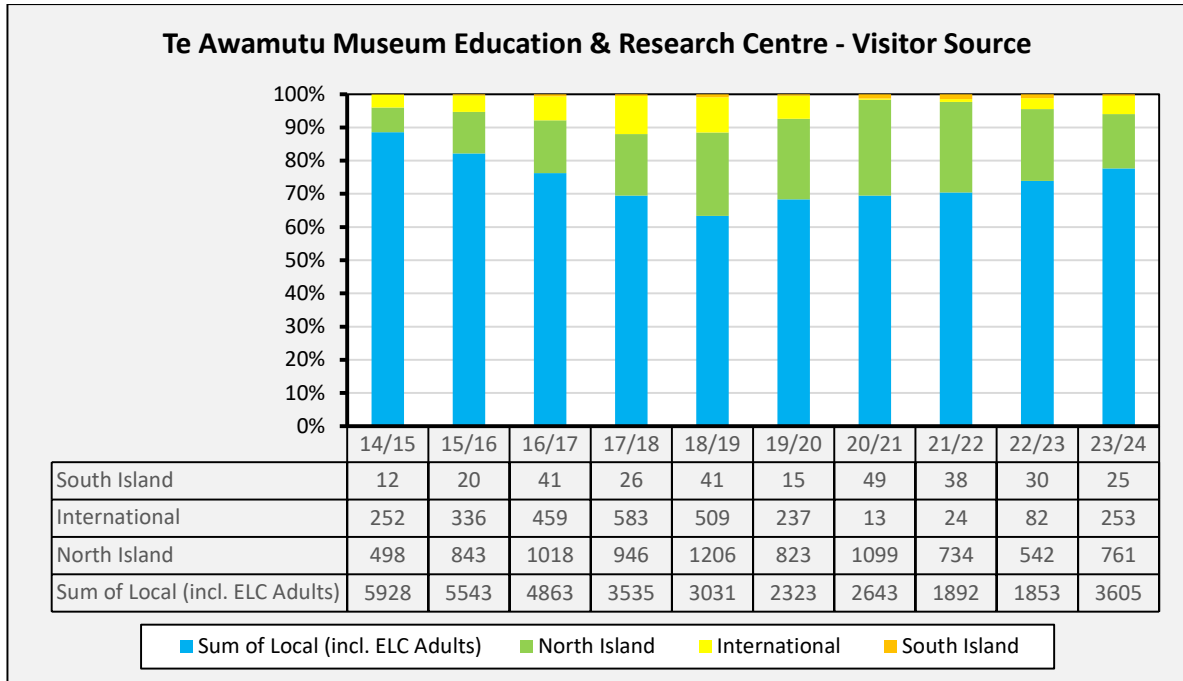
The graph above shows the Museum closure in late 2022 and early 2023.



Museum patronage is trending in line with the five-year average, outside of the COVID-19 impacts (2022) and Museum closure (2022 and 2023).

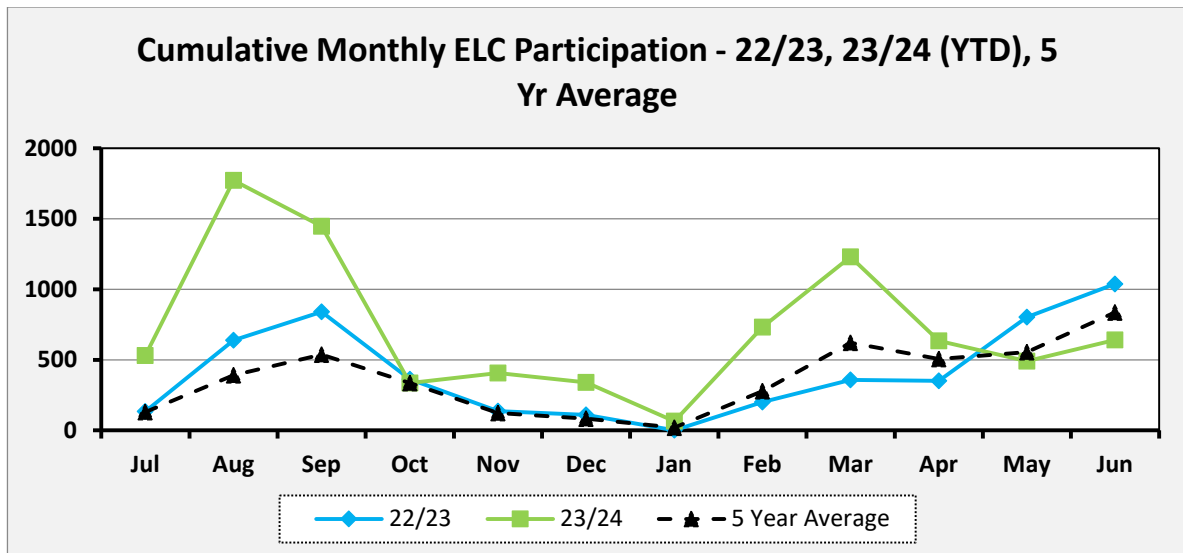
**Te Awamutu Museum Education & Research Centre Visitor Source**





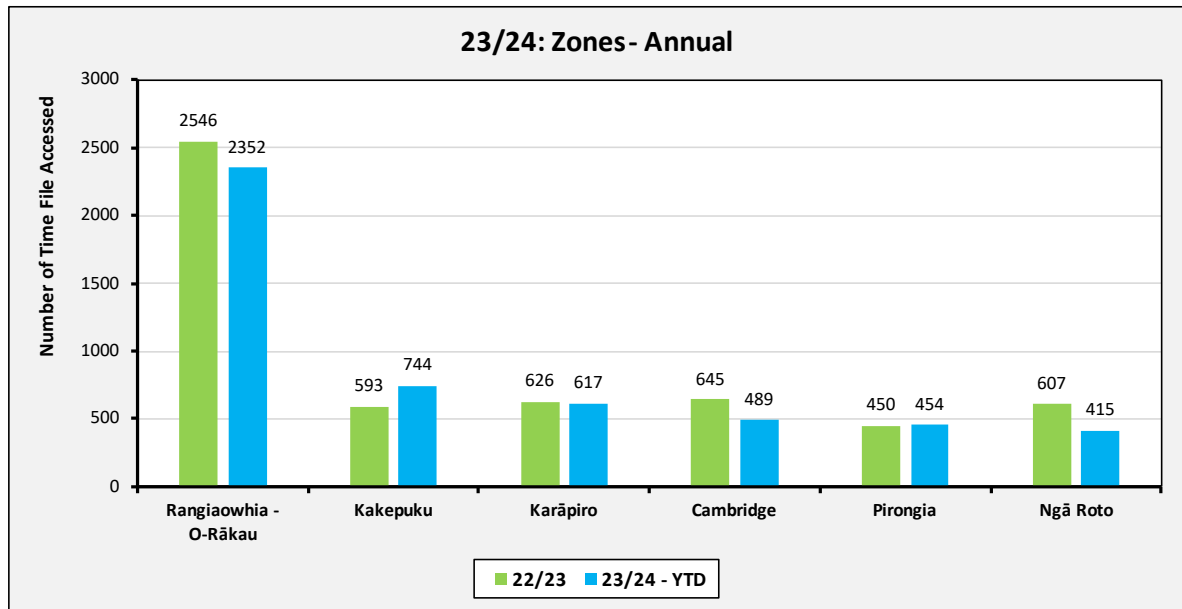
These graphs show the impact of COVID-19 on international visitor numbers, and the increase in local visitor numbers since the opening of the Te Awamutu Museum Education & Research Centre in March 2023.

#### Enriched Local Curriculum (ELC) Student Numbers

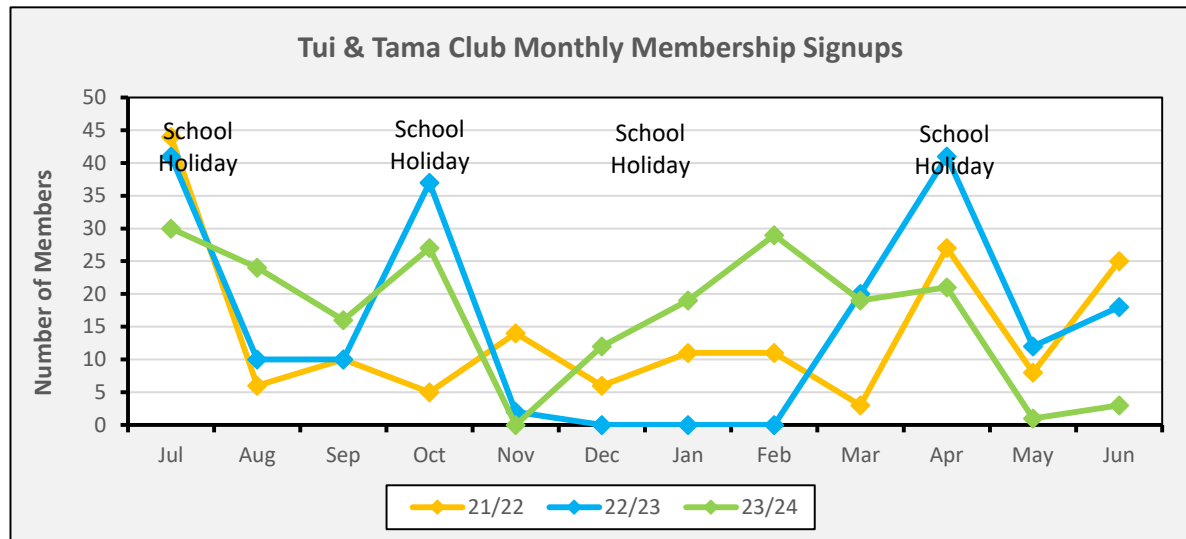


This year has seen an increase in the Enriching Local Curriculum programmes.

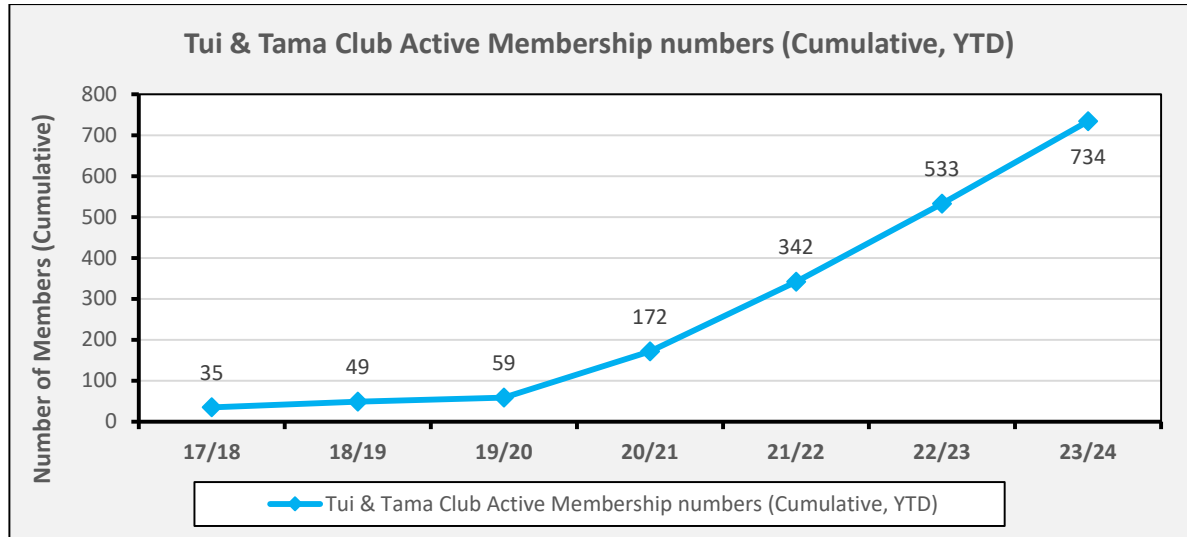
### Te Ara Wai Journeys engagement



### Tui & Tama Kids' Club Membership numbers



The graph above identifies the peak times of school holidays for the Tui and Tama Kids' Club interaction.



## APPENDIX 3

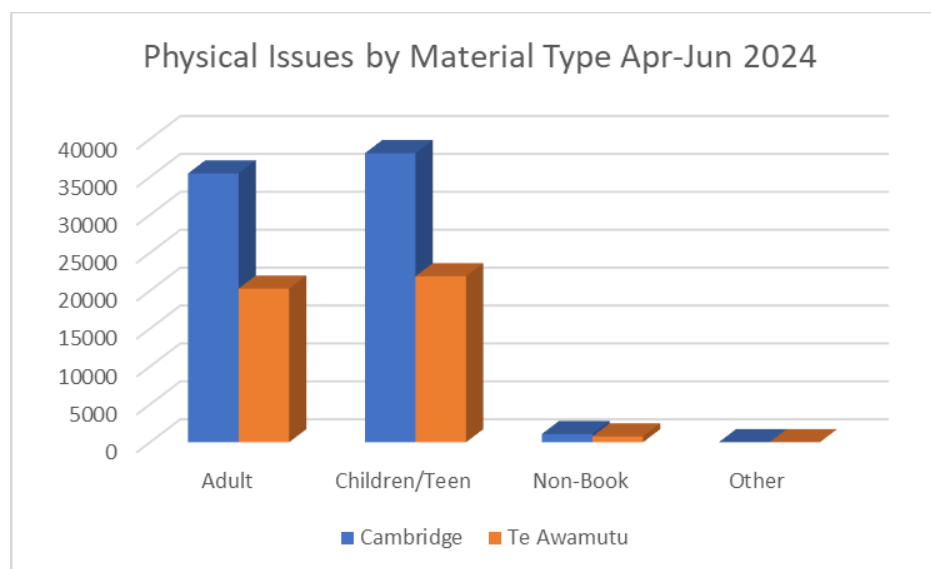
### Library Statistics

#### Membership numbers April – June 2024

During this quarter there were 319 new patrons at Cambridge Library and 316 at Te Awamutu Library. At the end of this period the number of registered patrons were recorded as:

- Cambridge – 23,480
- Te Awamutu – 17,675

#### Total number of issues



Material type	Cambridge	Te Awamutu
Adult	35,455	20,265
Children/Teen	38,130	21,890
Non-Book	1,088	765
Other	0	0
<b>Total</b>	<b>74,673</b>	<b>42,920</b>

#### Programmes – Apr-Jun 2024

Wriggle & Rhyme  
 Lego Club  
 Toddler Time  
 Homemade : let's cook  
 Culprits in Cambridge (mystery author night)  
 Makerspace  
 Bookclub  
 Mini Makers  
 Saturday storytime

Music in the library – Holly Christina, Bowstring, Open mic.  
 National simultaneous storytime  
 Worldwide knit in public day  
 Jigsaw art competition  
 Mother’s Day cards by Heidi  
 Let’s talk about anxiety  
 School holiday programme

### Total Visitor numbers for the 2023/2024 year

Count of library visitors	Cambridge	Te Awamutu
July	7,172	6,907
August**	5,702	6,804
September	7,289	7,274
October	6,838	6,895
November	6,884	6,788
December	5,330	5,187
January	6,018	5,751
February	6,525	6,498
March	7,216	7,178
April	7,216	7,101
May	7,878	7,971
June	6,847	6,644
<b>Total**</b>	<b>80,351</b>	<b>80,998</b>

The libraries restarted recording visitor numbers in November 2022 when new technology was installed, so a full comparison to the previous year cannot be made.

\* The numbers in the table above are the minimum number of those who have come into the libraries. Due to how the visitor counter works, not every person entering the library can be recorded. It also does not allow for those who attended Library programmes not held in the libraries, for example, an activity room, meeting rooms or outside (Wriggle and Rhyme in the park).

\*\* August numbers for Cambridge are not correct as the door counter was out of alignment for a week, which meant no numbers were recorded for the week.

**Total Number of library cards used for the 2023/2024 year**

Count of library cards used	Cambridge	Te Awamutu
July	7,267	4,837
August	7,370	4,798
September	7,181	4,667
October	7,123	4,663
November	7,117	4,773
December	6,162	3,376
January	7,189	4,844
February	6,851	4,865
March	6,769	4,829
April	7,199	5,126
May	7,265	5,224
June	6,532	4,441
<b>Total**</b>	<b>84,025</b>	<b>56,803</b>

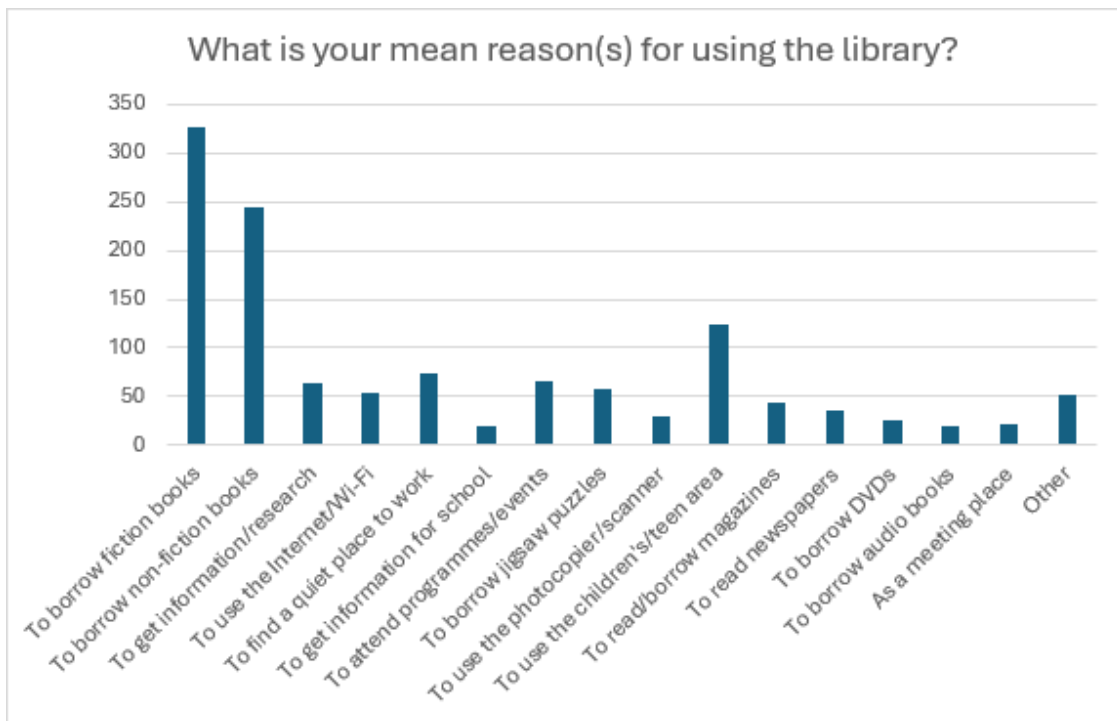
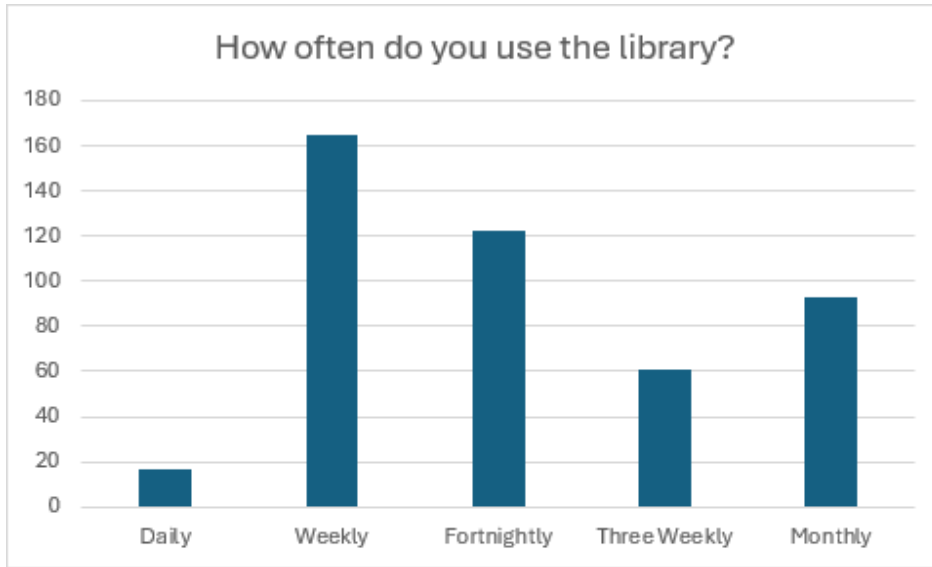
This helps gather a clearer picture of how many people use the libraries each day. There is a discrepancy between the visitor numbers and card uses due to the method of counting as not every person is detected. The expectation is the visitor counts are higher than the card counts as not everyone who comes into the libraries uses a library card. As we only started recording these numbers in March 2023 we cannot make a good comparison to the previous year.

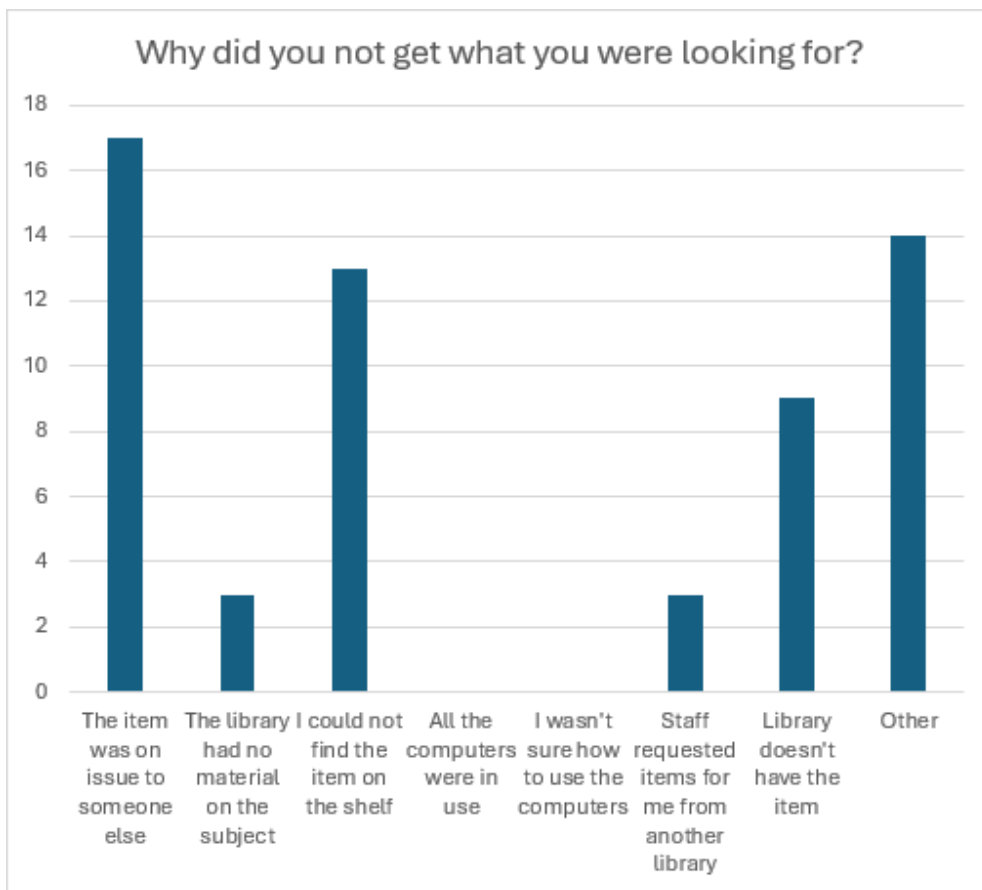
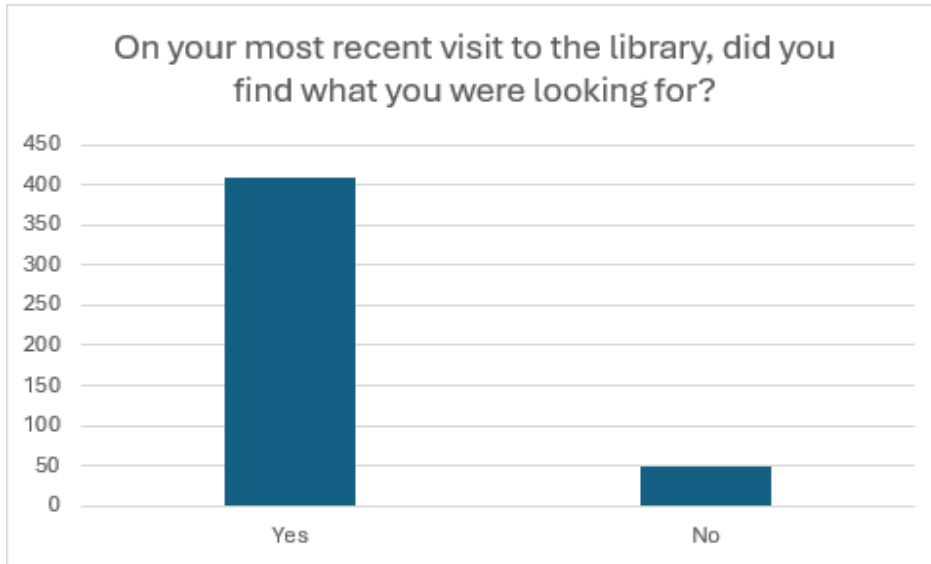
**Total Issues for the 2023/2024 year**

Month	Cambridge	Te Awamutu	eBooks	eAudiobooks
July 2023	27,894	15,077	710	124
August	26,696	13,906	657	129
September	26,342	14,952	688	138
October	27,313	13,126	599	158
November	26,541	13,156	573	170
December	21,325	11,275	639	190
January	26,650	13,785	756	201
February	24,636	13,767	586	173
March	22,744	14,276	579	186
April	24,546	15,465	602	182
May	26,919	14,488	711	194
June	23,208	12,967	732	171
<b>Total</b>	<b>304,814</b>	<b>166,240</b>	<b>7,832</b>	<b>2,016</b>



### 2024 Annual Library User Survey Results







# COMMITTEE AGENDA



**To:** The Chairperson and Members of the Service Delivery Committee  
**From:** Governance  
**Subject:** **RESOLUTION TO EXCLUDE THE PUBLIC**  
**Meeting Date:** 20 August 2024

## 1 EXECUTIVE SUMMARY – WHAKARĀPOPOTANGA MATUA

A local Authority may, by resolution, exclude the public from the whole or any part of the proceedings of any meeting under section 48(1) of the Local Government Official Information and Meetings Act 1987.

## 2 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

***THAT the public be excluded from the following parts of the proceedings of this meeting.***

*The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:*

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48(1) for the passing of this resolution</b>
<i>12. Confirmation of Public Excluded Minutes – 18 June 2024</i>	<i>Good reason to withhold exists under section 7 Local Government Official Information and Meetings Act 1987</i>	<i>Section 48(1)(a)</i>

*This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act, or Sections 6, 7 or 9 of the Official Information Act 1982, as the case may be, which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, are as follows:*

<b>Item No.</b>	<b>Section</b>	<b>Interest</b>
12	7(2)(i)	<i>To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</i>