

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.

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.

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.

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.