		Agenda Item 9: Better Public Transport Project – Waterbeach to Science Park and East Cambridge Corridors	
1	Mal Schofield	" 4.5 The Transport Strategy for Cambridgeshire and South Cambridgeshire (TSCSC), prepared in parallel with the submitted Local Plans, was adopted in March 2014" The Cambridge Corridor Area Transport Plan (April 2014) defines 4 Corridors, Northern, Eastern, Southern and Western. Two different corridors are now delineated in Agenda Item 9 Figure 1 Waterbeach to Science Park Corridor Figure 2 East Cambridge Corridor Two other corridors are referenced - "Work is already underway on developing and delivering proposals for two key corridors; the A428 Cambourne to Cambridge and the A1307 Cambridge South East corridor." **Question. How many corridors to/from Cambridge are defined and what is their relative significance in terms of congestion/commuting traffic flows?** There was a similar question raised earlier this year at the GCP Assembly, concerning the need for a high level strategic context for all transport projects. It follows a request for an outline of travel hub/park and ride locations at the February 2018 Assembly Meeting "question related to agenda item 8 (Western Orbital: Progress on Additional Park and Ride Capacity and Submission to Highways England")	Mal Schofield plans to attend the meeting to ask his question in person.

Relates to Agenda Item 11: Quarterly Progress Report [to be asked under item 4: Public Questions]			
2	Yunus Bostanci	My name is Yunus Bostanci. I am 10. I live with my family in Meldreth, and I am a Junior Travel Ambassador at Meldreth Primary School. I think cycling is important because it avoids CO2 emissions and is enjoyable. I think Melbourn Greenways is important, in particular the Melbourn to Royston link, because fewer people from Meldreth would have to drive and more would be able to cycle, without fearing for their safety, to go to Tesco, to go to the Leisure Centre, or to just go shopping or for a tea in Royston. Next year, I will go to school at Melbourn Village College and I will have friends from Melbourn, from Royston as well as other surrounding villages. Safe Melbourn Greenways cycle paths would mean that I can visit my friends independently. My question is: **Do you want me to grow up being a cyclist and active commuter, or do you want me to grow up getting in the habit of driving everywhere?**	Yunus Bostanci plans to attend the meeting and ask his question in person
3	Iris Bostanci	My name is Iris Bostanci. I am 7 years old. I go to Meldreth Primary School, and I am a Mini Junior Travel Ambassador. I don't like cars because they are bad for the environment, animals often get killed by cars, and driving makes me car sick. I enjoy cycling because when I cycle I feel free, and I have participated in the annual A10 Bike Awareness Ride twice already. Last time, I cycled the 11km from Cambridge to Melbourn by myself and was the youngest person to do so, as reported in the local newspapers. My question is: **How old do you think I will be by the time the Melbourn to Royston bike path is finished?**	Iris Bostanci plans to attend the meeting and ask her question in person

4	Dr Adam Bostanci	My name is Dr Adam Bostanci. I am a Science Writer with a technology company and a Research Associate at the University of Cambridge. I live in Meldreth with my family. We do not own a car, mainly to minimise CO2 emissions. As part of my work, I have been involved with the Commuting and Health in Cambridge research project at Cambridge University. I use the A10 cycle path 2 days each week (both to cycle into Cambridge and home again), and my partner uses it more frequently than that. The Melbourn to Royston link, as part of Melbourn Greenways, would be transformational because residents of Meldreth and Melbourn could become much less car-dependent. Above all, it would enable safe and convenient cycle access to Royston, our nearest town, for shopping and leisure, as well as safe and convenient cycle access to fast commuter trains to and from London and safe cycle access for school students travelling in both directions. Further, it would complete the cycle link between Cambridge and Royston, providing the spine of a much-needed local network of cycle paths, with all attendant benefits. Based on my experience with the Commuting and Health in Cambridge project, I am conscious that active commuting options and an active lifestyle have health and, separately, wellbeing benefits. Safe and convenient bike paths can have a catalytic effect in promoting active commuting and a more active lifestyle, in particular among people who were previously inactive. Moreover, one can envisage that Melbourn Greenways would have other intangible community benefits for our villages. My question is about the less tangible benefits of cycling infrastructure: **how do health, wellbeing and community benefits factor in the benefit cost analysis that accompanies your decision making?**	Dr Bostanci plans to attend the meeting and ask his question in person

5	Alfie Richardson	My name is Alfie Richardson and I'm a Junior Travel Ambassador at Meldreth Primary School. My job is to persuade more people to walk, scooter and cycle to school. Our Deputy Headteacher Mr Jones has mostly given up driving to work and cycles from Shelford, though he had to drive today in order to get us to Cambourne. I cycle with my Dad as much as possible but in many places the roads are too dangerous. My question for you is: **What ideas do you have for getting children involved in making decisions about improving cycle links between villages?**	Alfie Richardson plans to attend the meeting and ask his question in person