

| ACTION | LEAD OFFICER/ MEMBER | PROGRESS <i>*Red text highlights updated information</i> |
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| 16/43/NAC Q5 Pavements to Arbury Road in poor state of repair. Raise as priority. | Cllr Scutt | Update 27 February 2020 Cllr Price confirmed that he had noted that some patching was being done on the worst areas. |
| 17/17/NAC <u>Open Forum</u> Repairs to the second half of French's Road. | Cllr Scutt | Update 17 February 2020 Site visit by officers and conclusions as to improvements/maintenance etc required. |
| 17/25/NAC <u>Open Forum</u> Councillor Scutt to investigate proposing an LHI Bid and investigate the possibility of funds being allocated for locally led highway improvements of Histon Road from the Highways and Community Infrastructure budget. | Cllr Scutt | Update 17 February 2020 LHIs have been assessed and await Cambridge Joint Area Cttee (CJAC) outcome and then Highways determination. |
| 17/26/NAC Cllr Manning to report back on any adjustments made to the parking review. | Cllr Manning | Update 27 February 2020 Cllr Dalzell confirmed that Cllr Manning had a meeting with the County Council Chief Executive and would provide an update following this meeting. |
| 19/5/NAC Q6 Open Forum – Relocation of County Council offices, access to services and design of office space Cllrs Meschini and Scutt to look into. | Cllr Scutt | Update 17 February 2020 Site: Proposed Lease of Shire Hall and Associated Buildings to Developer Brookgate. Mound and grassed forecourt in front of Shire Hall: Cllrs Richards (Castle County Division), Scutt (Arbury County Division) and Thornburrow (City Councillor and Executive Councillor for Streets and Open Spaces) have made application for the Mound = grassed |

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| | | <p>forecourt at Shire Hall to be made a town green. The application has been delegated by Cambridgeshire County Council to Suffolk County Council for determination and Suffolk is due to advertise with a 42-day limit on making objections and supporting submissions once the application is advertised.</p> <p>Jobs and Workers at Shire Hall: Cllrs Richards and Scutt are following up with discussions with Unison, and with County and residents re proposed transfer of Register Office to Roger Ascham Site, and have also obtained information from County that a daily bus is proposed from Shire Hall to Alconbury for 1 year only to take workers to and from the site – however, there are concerns about workers who have childcare responsibilities – such as delivering children to school, etc who will not be served by this single journey bus – Cllrs Richards and Scutt have raised this concern with County and following through (together with other matters) in discussions with Unison</p> <p>Cllr Richards is following up with Communities and Partnerships Committee.</p> |
| <p>19/17/NAC Q5 Open Forum: To approach Anglia Water regarding a utility cover on Histon Road / Brownlow Road</p> | <p>Cllr Scutt</p> | <p>Update 17 February 2020 Site visit undertaken with County officer who is following up and will check progress with County officer.</p> |
| <p>20/4/NAC</p> | <p>Cllr</p> | <p>Update 21 August 2020</p> |

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| <p>MOP asked when potholes on Kings Hedges Road, Milton Road and Histon Road were going to be repaired.</p> | <p>Meschini</p> | <p>Cllr Meschini reported the potholes at the time and these should be repaired in due course as part of the cycle of repairs. Of course the pandemic will have caused delays and a shifting in the priorities – if residents could please let me know where the worst potholes are, I'll report them anew.</p> |
| <p>20/7/NAC Q8 Cllr Bird to investigate whether a 'your speed is' sign could be put on Fen Road.</p> | <p>Cllr Bird.</p> | |
| <p>20/9/NAC Q1 Update on whether GCP will be able to present a temporary route replacing Citi8 bus during Histon Road inbound lane closure</p> | <p>Paul Van de Bulk, GCP</p> | <p>Update 20 August 2020 Bus Services The inbound closure of Histon Road will affect several current bus services including the Citi 8 service from Cottenham, and the Busway B service.</p> <p>The inbound Citi 8 service will be diverted via King's Hedges Road, Arbury Road, Mere Way, Carlton Way, Gilbert Road and Milton Road. This will include a stop quite close to Histon Road near the junction of Carlton Way and Gilbert Road.</p> <p>The outbound Citi 8 will use Histon Road as normal.</p> <p>The Busway B inbound service will divert via the Science Park and CRC stops then use Milton Road to access the city centre but will also continue to travel outbound on Histon Road serving Shire Hall and Orchard Park.</p> |

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| | | <p>Shuttle Bus</p> <p>A new shuttle bus, route 8H, will be provided to compensate for the loss of inbound services on Histon Road. This will circulate from the city centre via Victoria Road to Histon Road and then via King's Hedges Road to Orchard Park where it will operate via an anticlockwise loop of Chieftain Way, Circle Drive and Chariot Way to Arbury Road and then as the diverted route 8 back to the city centre.</p> <p>Full details of these services including a map and timetables will be available at www.stagecoachbus.com/promos-and-offers/east/Histon-Road-closure</p> <p>How do I keep up to date with the project?</p> <ol style="list-style-type: none">1. To receive regular updates, please register at www.greatercambridge.org.uk/subscribe2. Visit the Greater Cambridge Partnership (GCP) Histon Road project web pages for further details and updates www.greatercambridge.org.uk/histon-road3. Any concerns during the construction, please do get in touch with Skanska's project team on histonroad.contact@skanska.co.uk or telephone the 24-hour |
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| | | contact centre on 0330 105 1980. |
| <p>20/9/NAC Q2</p> <p>Obtain update from Network Rail on barrier downtime and business case to amend North Cambridge train station layout.</p> | Committee Manager | <p>28 February 2020</p> <p>Emailed Network Rail Officers – (chased 2/4/2020) no response to date.</p> <p>Chased 5/8/2020.</p> |
| <p>20/11/NAC Q1 – Air Quality Histon Road</p> <ol style="list-style-type: none"> 1. When will GCP publish the proper reports? 2. When will particulate monitoring be installed on Histon Road? | Cllr Todd-Jones | <p>Update 9 April 2020</p> <p>Histon Road has two diffusion tubes which provide a monthly data point for Nitrogen Dioxide (NO₂) concentrations and are part of our passive NO₂ network of more than 70 locations across the City. Nitrogen dioxide concentrations are the reason for our designating an Air Quality Management Area for central Cambridge and remain close to national objective levels in some city locations although in recent years have generally been below the annual mean objective of 40ug/m³. In terms of the Histon road tubes levels are in the mid to high 20s over the last few years so well below the objective.</p> <p>Particulate matter which is measured at two size fractions (PM₁₀ and PM_{2.5}) at a limited number of fixed monitoring stations in the City and South Cambridgeshire appears to be of more concern to residents and has a stronger association with health impacts.</p> <p>The City Council operate particulate monitors at Gonville Place, Newmarket Road,</p> |

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| | | <p>Montague Road and Parker Street. There are also particulate monitors run by third parties through section 106 agreements at Addenbrookes and on Tenison road in the CB1 development. A further monitor is operated by Highways England at the Junction of Histon Road and Huntingdon Road required by the DCO for the A14 improvement project.</p> <p>South Cambridgeshire district Council also run monitoring stations on Huntingdon road near Girton and within Orchard Park</p> <p>In terms of a City the Size of Cambridge this is a very comprehensive monitoring provision for particulate matter.</p> <p>There are legal health based objectives only for PM10 in the UK and monitoring in the City shows we are well within those objectives at sites with far greater local emissions than those experienced at Histon Road.</p> <p>The cost of representative particulate monitoring which can be used to assess levels against the legal standard are expensive and resource intensive to provide. A single monitoring station needs a suitable permanent location and capital costs are in the order of £50000 per site with an additional £20000pa running</p> |
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| | | <p>cost.</p> <p>Whereas there are a proliferation of sensors and monitors on the market at a lower cost these are currently not sufficiently reliable or accurate enough to provide data suitable for measurement against the legal objectives and can also be expensive in the order of £5-10K plus running costs. (This may be the sort of monitoring referred to by Cllr Manning in the minutes)</p> <p>The proposed works by GCP will likely have two competing impacts on pollution levels. Firstly the prolonged temporary works will restrict flows on Histon road and are therefore likely to be avoided by some road users leading to fewer vehicles per day – this will have a small beneficial impact on pollutant levels.</p> <p>Secondly the likely imposition of temporary traffic lights and restrictions will likely increase queuing and idling for certain affected road sections which will change over time as the works progress. This will likely have a small detrimental impact on pollutant levels at these locations.</p> <p>In terms of the Annual mean national objectives these impacts are very likely in our view to be within the normal</p> |
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| | | <p>weather related variations experienced from year to year and therefore fairly insignificant in health terms as well as being very difficult to attribute to the works themselves. If there are significant changes these would be picked up in the monthly data available from the existing diffusion tubes.</p> <p>Our advice therefore is that the monitoring in place is sufficient to give a good measure of any significant impact of the work and the likelihood is that concentrations of key pollutants will remain well within the current legal health based objectives.</p> <p>Secondly:</p> <p>In terms of the points raised by the The Histon Road Resident's Association (HRARA) firstly there are a number of inaccuracies that need to be addressed:</p> <p>Particulate Matter is not increasing; overall in the City it is about the same year on year over the past few years.</p> <p>From the Annual Status Report 2019 we provide to DEFRA the following excerpts are relevant: “.. recorded levels of particulate matter in 2018 have risen slightly (PM10) or remained the same (PM2.5). “</p> <p>“Mean annual PM10 levels</p> |
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increased slightly at all sites. This could be accounted for by the increase in older buses entering the city as highlighted above. However Figure 3.7 demonstrates that despite small fluctuations both up and down the trend in the annual mean PM10 concentration remains stable with levels for PM10 remaining well below the National Air Quality Objective.”

“Mean annual PM2.5 levels remained stable at Gonville and decreased slightly at Newmarket Road. Figure 3.9 shows the overall trend in concentrations remaining stable despite small fluctuations both up and down from year to year. This is in line with PM10 results.”

The 2019 data for the 2020 report (currently being compiled) is broadly similar. PM10 up at Montague, same at Gonville, down at Parker, PM2.5 same at Gonville, down at Newmarket.

Diffusion Tubes

In terms of the siting of diffusion tubes they are not located at roof height - they are in the breathing zone generally at a height of 2m and representative of exposure.

Finally (HRARA) have stated that GCP have promised monthly reports on air quality and additional monitoring – this

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| | | <p>may have been promised but the City Council have not been asked to provide or specify monitoring for this project or deliver regular reports over and above our normal monitoring activities.</p> <p>If this has indeed been promised the GCP would need to either procure this privately or provide the City Council with funding and instruction to deliver this and that has not happened. In any event there is little to be gained by what would need to be significant investment in further monitoring around this project as set out above.</p> |
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