

NORTH LINCOLNSHIRE COUNCIL

**HIGHWAYS AND NEIGHBOURHOODS
CABINET MEMBER**

**HUMBERSIDE INTERNATIONAL AIRPORT
SURFACE ACCESS IMPROVEMENTS**

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To update the Cabinet Member on the progress to date in relation to improvements to the access to Humberside International Airport (HUY).
- 1.2 To agree the way forward on designing and funding the improvements.

2. BACKGROUND INFORMATION

- 2.1 A study was completed in March 2011 that investigated travel patterns for employees and passengers accessing HUY. As part of this study, improvements to surface access through the local road network and sustainable modes were explored.
- 2.2 Since the completion of this study, further works have progressed. Three key elements of improvements to the highway network were investigated and further prioritised. This was based on future capacity and development. Road safety issues were also considered.
- 2.3 The three elements include an upgrade to a roundabout junction at the entrance to the Airport (costing approximately £350,000), improvements to Caistor Road including widening and a new, improved access into the Airport boundary for the Search and Rescue operations, due to commence in April 2015 (costing approximately £270,000) and improvements to Barnetby Top (from the A18 towards Brigg).
- 2.4 The Barnetby Top element has two potential solutions. Option one involves a signalised junction (costing approximately £300,000). Option two is to provide a roundabout junction (costing approximately £800,000).
- 2.5 The cost of the whole package of surface access improvements has been estimated based on the two options for Barnetby Top. The complete package of schemes with a traffic signal provision at Barnetby Top will cost approximately £1.5m rising to around £2m with a roundabout.

- 2.6 Whilst both the signalised junction and the roundabout option would work for highways purposes, it is felt that a roundabout junction would prove a better option for this area both in terms of traffic flows (particularly back to the junction with the M180 at Barnetby Interchange) and for safety reasons.
- 2.7 A bid was made to government through the Local Pinch Point Funding for the complete package with traffic signals at Barnetby Top. This option was submitted due to the 30% funding contribution requirement from the council. An announcement was made in May 2013. We were unsuccessful in our bid for this funding.
- 2.8 Officers have submitted a bid for funding to deliver the complete surface access scheme including a roundabout at Barnetby Top via the Local Majors Funding, devolved to the Humber Local Transport Board for spend during 2015-19. No confirmation on this being accepted will be given until after the prioritised list has been sent to the DfT at the end of July 2013. A full business case is needed to take the project forward.
- 2.9 A planning application has now been submitted by Deloitte, on behalf of Bristow Helicopters Limited for the new access into the airport from Caistor Road. (This does not include the widening of Caistor Road, only the access improvements).
- 2.10 The council has approved capital funding for the airport access improvement (roundabout) provision. The budget is £600,000 in 2013/14 of which currently only £83,000 is committed for survey works and design fees.
- 2.11 Highways are continuing the development of detailed surveys and designs for the improvements ready for construction. We are now at a point where we need to decide between continuing the detailed design elements for either a signalised junction or a roundabout for the Barnetby Top element of the whole surface access strategy package.

3. OPTIONS FOR CONSIDERATION

- 3.1 **Option one** – To note the work to date and continue to progress with the Local Majors Funding bid (including the roundabout option for Barnetby Top), whilst Bristow carry out some of the improvements to Caistor Road.
- 3.2 **Option two** – To note the work to date and continue with the detailed designs for an earlier start date and to prioritise the construction of a signalised junction at Barnetby Top funded from within the existing budget or the widening of Caistor Road. However, due to the accident history statistics at Barnetby Top it is essential, from the road safety viewpoint, that an engineering solution at this location takes preference.

3.3 **Option three** – To note the work to date and continue with the detailed designs for an earlier start date and to prioritise the construction of a roundabout junction at Barnetby Top funded from within the existing budget.

4. ANALYSIS OF OPTIONS

4.1 **Option one** – This would result in a delay to the scheme and at this time there is no guarantee that funding would be approved. This puts the scheme at risk.

4.2 **Option two** – This would enable the scheme to continue to progress and works to be carried out this current year in providing a signalised junction at Barnetby Top from within the current remaining budget. However, by completing these works together with Bristow carrying out improvements to the access from Caistor Road, our funding application to the Local Majors could be put at risk due to it not being at the threshold amount for approval.

4.3 **Option three** – This would enable the roundabout junction scheme to progress and works to be started this current financial year. However, this option would require an additional £400k -500k funding to be found. By completing this element of the whole surface access works and in addition to Bristows completing the new access from Caistor Road, our funding application to the Local Majors could be put at risk due to it not being at the threshold amount for approval.

5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)

5.1 Financial – The cost of the full surface access improvements is approximately £1.5m with a signalised junction at Barnetby Top or with a roundabout junction approximately £2m. Each element of the scheme has been shown above in points 2.3 and 2.4.

5.2 Staffing – no additional resources.

6. OUTCOMES OF INTEGRATED IMPACT ASSESSMENT (IF APPLICABLE)

6.1 No IIA has been written for this report however the associated issues were included within the Humberside Airport Transport Strategy and the potential risks and benefits have been considered.

7. OUTCOMES OF CONSULTATION AND CONFLICTS OF INTERESTS DECLARED

7.1 Consultation on all of the elements of the scheme has taken place with the Commercial Director of HUY. Copies of the funding bids for the

Local Pinch Point Funding and Local Majors have also been given to the Airport. The Local Pinch Point Funding bid is also on the council's website.

- 7.2 Through the development of the HUY Transport Strategy, staff and passengers were interviewed and consulted on travel to work patterns and potential improvements.

8. RECOMMENDATIONS

- 8.1 That the Cabinet Member acknowledges progress made to date on delivering this scheme.
- 8.2 That the Cabinet Member considers the options available and decides on how the scheme shall progress.

DIRECTOR OF PLACES

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Background Papers used in the preparation of this report:

Humberside Airport Transport Strategy
Humberside Airport Surface Access – Local Pinch Point Bid
Humberside Airport Access Improvements – Local Majors Scheme Proforma