



P-21.10b STARS scheme - Project Highlight Report

Project Name:	Southgates STARS Programme	Project Manager:	Ian Parkes (NCC)	Project Sponsor:	David Allfrey (NCC)	Report covers period of:	February & March 2024
Capital Code:	-	Client Dept:	-	Lead Designer:	NCC / WSP		
Project Code:	Southgates STARS Programme	End User (if applicable):	-	Cost Consultant:	-		
				Contractor on Site:	-		

Management Summary

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Project Definition

Project Stage: Scheme and business case development to gain funding approval from DfT and the subsequent construction of cycling, walking and bus priority improvements including public realm enhancements to the Southgates area and the town centre Gyratory one-way system.

Objectives: To facilitate the adopted Southgates Masterplan and implement bus priority and active travel measures in line with the adopted LCWIP. In combination with the Southgates Masterplan STARS will transform King's Lynn's principal southern gateway into the town. It will also significantly transform parts of the town centre gyratory one-way system, particularly at the northern end of Railway Road where public realm is dominated by vehicular traffic and is hostile for pedestrians and cyclists. The stated objectives in the Outline Business Case will be:

- Enhance connectivity and accessibility for all within King's Lynn
- Encourage greater use of public transport in King's Lynn
- Encourage modal shift from private car to active travel in King's Lynn
- Support the delivery of planned housing growth and development in the Borough
- Protect and enhance King's Lynn's heritage and cultural environment through place-making
- Improve local air quality and King's Lynn's natural environment
- Improve road safety in King's Lynn

Scope: The King's Lynn Sustainable Transport and Regeneration Scheme (STARS) comprises changes to the town centre Gyratory to implement bus priority and active travel measures in line with the adopted LCWIP, and bus priority and active travel highway changes in the Southgates area to enable the adopted masterplan devised by the Borough Council of King's Lynn and West Norfolk.

1. Overall Status (high-level summary)

- Scheme development and OBC preparation under way. WSP designers have worked with NCC Network Management and public transport staff to finalise Southgates element of the scheme and provided information setting out the impacts on general traffic. This now needs to be presented to decision makers, members and relevant stakeholders as part of the engagement process. Work is still required to satisfy conservation and heritage interests in relation to the London Road diversion around the South Gate and the treatment of the area between the existing Victorian bridge which has a brick parapet and the new structure required to carry the road over the Middleton Stop Drain.
- The OBC submission is likely to be in May now rather than February 2024 due to delays in commissioning the topographical, drainage and ground penetrating radar (GPR) surveys.

1.1 Decisions required by the Officer Major Projects Board

- n/a

1.2 Achievements during this period

- Conservation interests have requested that the London Road diversion is moved further east to provide a greater separation between the old and new bridge structures.
- WSP and NCC engineers, with input from WSP heritage experts have prepared a technical note in the form of a table on the

road alignment. This will ultimately feed into the Heritage Impact Assessment (HIA) that will be required for the planning application. This shows the evolution of the scheme proposals from the LUF bid in summer 2022, and includes other options that provide greater bridge separation, and sets out the pros and cons of different alignments. To support this work a 3D model has been built and we have generated images of how the South Gate, Victorian parapet, new parapet and landscaping will look in relation to each other using 3 vantage points agreed with KLWN conservation officer. These images have recently been enhanced by BDP to include images of the likely regeneration proposals and showing the proposed public realm palette.

- WSP feedback on impacts of the London Road southbound bus lane at the Working Group meeting on 19 December and it was decided to retain the bus lane as queuing was similar with and without it and inclusion of a bus lane sends out the right sustainable transport message.
- The Appraisal Specification Report (ASR) was sent to DfT on 11 December and verbal feedback was given at the ATE/DfT meeting on 9 January followed up by some written clarification questions. WSP are formulating responses to these questions and we are expecting some further clarification questions on modelling. The Options Appraisal Report (OAR) is being finalised and we hope to submit it early in February 2024.
- The Gyratory issues at Austin Street with regard to the northbound cycle lane have been resolved. It has also been agreed that the cycle route will not go through the Sainsbury car park, but instead will be a shared use facility on the western side of Railway Road.
- NCC and WSP met Freebridge who are supportive of the proposal for a cycle route through Kirby Street
- Initial traffic modelling has been carried out using the latest strategic model used for the WWHAR OBC. This cannot be finalised until the further gyratory option work is completed and a conclusion reached and agreed upon for the scheme.
- A separate WSP team have carried out an independent check on the LTN 1/20 credentials of the STARS scheme using Active Travel England (ATE) toolkit. A meeting will be arranged to discuss this and any desirable changes to the proposals before we submit drawing to ATE for approval.
- The Topographical, Drainage and Ground Penetrating Radar (GPR) surveys arranged by the Norfolk Partnership Laboratory (Norse) are complete and some data has been supplied to WSP. Some issues have been identified with the GPR surveys and Norfolk Partnership Laboratory (Norse) are following this up.
- The drainage survey contractor has gone bankrupt and their operations have been taken over by a new company and at present there is no indication as to when the data can be released to NCC/WSP. In the meantime WSP will progress with the design based on existing data from as built drawings and gully locations from the topographical survey.
- A meeting of the Southgates Regeneration Board was held on 29 January and David Allfrey (SRO) attended and was brought up to date with the project activities.
- Further to agreeing with DfT on 16 November 2023, the principle swapping of funding between projects and years to ensure the LUF is all paid out by March 2026, and we complete our project to realistic timescales, we have just been advised on 25 January 2024 by DfT that this agreement will need to be approved by Ministers and the Treasury when the OBC is assessed, unless some wider agreement is reached between, DfT, Ministers and the Treasury before that time. In the meantime, to assist in a wider agreement being reached, we will supply an updated spend profile.
- A further £506k sum for development funding has been offered for Q4 2023/24 and Q1 2024/25 and the signed S151 officer form has been returned to DfT.

2. Risks and Issues

2.1 Key Risks [all red and increasing amber]

A risk is something that may happen

Risk ID	Risk Title	Description	RAG Status	Risk Category	Mitigation	Dated Comments
1	Road design	Designs that re-allocate road space from vehicular traffic to active travel may not be politically or publicly acceptable and could be challenged through the consultation process	A	Viability	Consultation activities are planned	31/01/24
3	Public inquiry	Potential public inquiry required to determine more details about how the scheme's future transport operations will be considered.	A	Programme	Programme to be updated	31/01/24
5	Collaboration with Historic England	Ineffective or inconclusive collaboration with Historic England, meaning heritage benefits are not fully realised.	A	Outputs / Outcomes	Early and ongoing engagement with Historic England required	31/01/24
6	Construction delays	Delays to construction processes and activities	A	Programme	Procurement approach to identify optimum suppliers. Regular monitoring and meetings with site stakeholders accompanied by careful scheduling.	31/01/24

7	Public / stakeholder objection	Amidst mixed messaging from Government about motorists and pedestrians/cyclists the public objects to the scheme and there is lack of support for it amongst external stakeholders	A	Viability	Communications and stakeholder engagement strategy to be developed and adopted to manage support	31/01/24
8	LTN1/20 compliance	DfT requires design of schemes that are compliant with LTN1/20 and Gear Change guidance and advice. Full LTN 1/20 compliance may not be possible on all streets	A	Outputs / Outcomes	Initial meeting with ATE scheduled for 9 January and WSP will be asked to carry out LTN 1/20 checks using ATE toolkit	31/01/24

2.2 Key Issues [all red and increasing amber]

An issue is something that has happened

Issue ID	Issue Title	Description	RAG Status	Issue Type	Resolution Plan	Dated Comments
	No red or increasing amber					

Note: further detail on Project Risks and Issues can be found in the Risks and Issues Log.

3. Financial Summary (BCKLWN only)

	Total approved budget (Includes contingency) £	Total spend to date £	Total variance to date <i>Underspend</i> <i>(Overspend)</i> £	Approved budget 2023/24 £	Total spend 2023/24 £	Current year forecast 2023/24 £	Current year variance between budget and forecast £	Total remaining contingency budget £
Current Month:								
Capital Expenditure	0	0	0	0	0	0	0	0
Revenue Expenditure	0	0	0	0	0	0	0	0
Grant Income	0	0	0	0	0	0	0	0
Other Income*	0	0	0	0	0	0	0	0
Net position	0	0	0	0	0	0	0	0
Last Month:								
<i>Net position</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>

*will vary for each project

3.1 Project Financials

Capital cost (includes development of business cases)

- Gyrotory £5.8m Including risk and inflation
- Southgates £21.1m Including risk and inflation
- Total £26.9m

How this is being met

- DfT contribution £24.11586m
- NCC contribution £2.02604m (includes NCC contributions to OBC/FBC)
- KLWN land value contribution £0.6525m
- Total £26.9m

3.2 Project Contingency and Change Control

Change Ref	Description	Cost Impact	Programme Impact	Other Impact	RAG Status	Approval given by	Date of change
	N/A						

3.3 Financial Commentary

RAG rating is currently Green.

- Funding has been allocated by government from the Levelling Up Fund (LUF) subject to satisfactory business case submissions to DfT.
- As advised in the LUF bid and subsequently to DfT we will draw down all the funding by the March 2026, but the project will not be completed until June 2027
- Discussions or ongoing with DfT as to the precise finance mechanism NCC will use to achieve this. Have sent a proposal and awaiting a response. ATE contact supports principle of allowing sufficient time to get the scheme right rather than meeting an arbitrary funding deadline

4. Timelines – High Level Milestones

Milestones to Outline Business Case (OBC) submission

	Task Description	Estimated Duration	Earliest Start	Latest Finish
1	Gap analysis	1 month	Feb-23	Apr-23
2	Survey Scoping & procurement (topographical, drainage, GPR)	2 month	Feb-23	Apr-23
3	Agree Design Principles	1 month	Feb-23	Mar-23
4	Modelling & Design Iterations	3 months	Feb-23	Aug-23
5	Final Modelling for Business Case / Environment	1 month	Sep-23	Nov-23
6	Topographical surveys	10-12 weeks	Sep-23	Nov-23
7	Drainage Surveys	4-6 months	Sep-23	Dec-23
8	GPR Surveys	4-6 months	Sep-23	Dec-23
9	GI Surveys	TBC	Sep-23	TBC
10	Ecology / Environment Surveys	TBC	Sep-23	TBC
11	Receipt of surveys	1 month	Oct-23	Nov-23
12	Finalise Design work - Highways / ITS / Drainage/ Structures	3 months	Nov-23	Jan-24
13	Cost Estimates / Land / QRA	1 month	Jan-24	Jan-24
14	Consultation/ Engagement	1 month	Feb-24	Mar-24
15	Main Environment work for Business Case	3 months	Dec-23	Feb-24
16	Business Case	2 months	Jan-24	Apr-24
17	Southgates & Gyrotory OBC Submission		Apr-24	May-24

4.1 Timelines Commentary

Timelines are currently rated as RAG Green as is at a current expected level.

5. Resources Commentary

Resources are currently RAG rated as Green.

Norfolk County Council are working collaboratively with the Borough Council and are effectively co-clients for the work WSP are undertaking to develop the scheme and business case.

6. Communications and Engagement

A draft communication and engagement plan has been produced for the STARS project by the NCC Communication Officer and there are monthly meetings of a comms group for the wider Southgates regeneration project.

NCC and KLWN officers are keen to commence some engagement as soon as they are comfortable with the proposals to be able to share them. Options are being considered and may include making use of the Town Deal Active and Clean Connectivity (A&CC) stakeholder group

7. Outputs and Outcomes

7.1 Outputs

Description	Target	Notes
Revised highway layouts around the town centre Gyrotory one-way system that incorporate improvements for buses, cyclists and pedestrians and enhancements to the public realm.		
Removal of the existing signalised Southgates roundabout and a reconfigured signal controlled junction with bus priority measures and dedicated cycling and walking improvements. This includes diverting London Road to the east of the historic South Gate but retaining an active travel route under the gate to emphasise its historic role as an entry point to the town.		

7.2 Outcomes

Description	Target	Notes
Increased levels of walking and cycling- increased living standards and well-being	2027	
Shorter and more direct journeys for pedestrians and cyclists.	2027	
Reduction in accidents and improved safety.	2027	
Improved local heritage offer.	2027	
Improved perception of place and public realm.	2027	

8. Other Matters

Item	Comment
General stage progress	On track
Procurement progress	Discussions are underway between NCC and WSP in relation to the procurement approach to feed into the Commercial and Management cases of the OBC
Surveys Status	Topographical, drainage and GPR surveys have been completed by Norse but there are issues with the supply of the drainage survey data.
Local schemes / dependencies	P-21.10a Southgates Placemaking Highlight Report (overall delivery of Masterplan and dev sites). Active and Clean connectivity. https://www.visionkingslynn.co.uk/projects/active-and-clean-connectivity/ Local Cycling and walking Infrastructure Plan (LCWIP) - Bus Service Improvement Plan (BSIP) – proposals for Hardwick Road

9. Approved Documents

	OBC [RIBA 0 Approval]	Client Brief [RIBA 1 Initiation]	Resource Brief	PID [RIBA 1 Gateway]	PID Update [RIBA 2 Gateway]	PID Update [RIBA 3 Gateway]	PID Update [pre tender]	Final PID [post tender]
Status:		✓						
Date Approved:								
Approved by:								

N/A as standard DfT major scheme approval process is being followed rather than the Royal Institute of British Architects (RIBA) stages

Spend - Budget Variance (inc. contingency)	
R	More than 10% over or under budget
A	Between 5% & 10% over or under budget
G	Within 5% of budget or less than £10k

Milestone Delivery RAG Status	
R	13 weeks or more behind the critical path
A	4 to 12 weeks behind the critical path
G	4 weeks or less behind the critical path

Risks & Issues RAG Status	
R	Needs immediate attention
A	Needs attention before next project review
G	Can be managed