



## P-21.10b STARS scheme - Project Highlight Report

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

### Management Summary

	1. Overall Status	2.1 Risks	2.2. Issues	3. Financials	4. Timelines	5. Resources
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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 two key areas of the town. The first is around the town centre Gyratory (one-way system) and will implement bus priority and active travel measures in line with the adopted King's Lynn Local Walking and Cycling Infrastructure Plan (LCWIP). The second is bus priority and active travel highway changes in the Southgates area to enable a masterplan for regeneration of this important entry point into the town devised and formally adopted by Borough Council of King's Lynn and West Norfolk.

### 1. Overall Status (high-level summary)

Scheme development and the outline Business Case (OBC) preparation is under way. The details of the road alignment in the Southgates area are still being finalised with regard to satisfying conservation and heritage interests.

Because, the new government body Active Travel England (ATE) is the modal sponsor for the Department for Transport (DfT), who are assessing our business case and providing the funding, we are in a dialogue with ATE to get their approval for our proposals. This is a new stage in the process for major schemes like this and reflects governments commitment to wanting to see 50% of all short local journeys being made by walking and cycling. To date we have carried out independent checks of our proposals against the new government guidance for walking and cycling schemes and submitted our proposals to ATE. They have made some high level comments and we met ATE for a site visit on 5 June where they made some helpful suggestions to improve the scheme which we intend to follow up in the detailed design stage after the OBC submission.

Traffic modelling is being finalised and this will feed into the economic appraisal and enable us to fully understand the Value for Money (VfM) of the scheme and the impacts on general traffic. When this information is available it will be presented to decision makers, members and relevant stakeholders as part of the engagement process.

The OBC is being prepared and it is envisaged that the submission to DfT can be made in August/September, rather than February 2024. This is in part due to delays in commissioning the topographical, drainage and ground penetrating radar (GPR) surveys, but more significantly due to the extra time it is taking to finalise the Southgates proposals to ensure they can be

supported by conservation and heritage interests.

## 1.1 Decisions required by the Officer Major Projects Board

- None

## 1.2 Achievements during this period

- A meeting was held on 19 March to update the KLWN conservation officer to gain their tacit approval of the preferred option of abutting the new bridge over the Middleton Stop Drain with the existing bridge, prior to meeting the Historic England Buildings Inspector. They did not approve of this option and further work has been carried out to see if different highway alignment standards could be used to enable alternative alignments. They were particularly keen to see Options 5 and 2 examined further.
- We consulted with the NCC Infrastructure Delivery team and agreed with Mark Kemp that we could move away from Design Manual for Roads and Bridges (DMRB) and redraft the London Road alignments on the basis of
- Sight Stopping Distances (SSD) for largest vehicles
- Tracking for the largest vehicles (check of overhang on curves)
- Alignment options 3 and 5 (abutting the existing bridge and with a 3m gap) have now been revised, using SSD and vehicle tracking as governing criteria, but for option 2 it was not possible to devise an alignment that met the criteria. An heritage assessment of Option 5 has been incorporated into the Heritage Statement document and the results were discussed with the Borough Council and their planning advisers at a meeting on 21 May.
- The results of this work on alternative alignments were shared with the King's Lynn Principal Conservation Officer on 21 June. They have agreed to provide written comments on these options by 25 June so that they can be reported to the Joint (KLWN/NCC) Southgates Regeneration Project Board on 26 June 2024, as part of an update report on the London Road alignment options.
- Three meetings have been held with the Department for Transport (DfT)/Active Travel England (ATE) on 9 April, 10 May and 11 June and will be held monthly thereafter for discussing progress and the timing of the OBC submission. It was agreed that to expedite OBC approval, we would provide early drafts of OBC documents to DfT prior to the formal OBC submission which will require NCC Cabinet approval.
- The Options Appraisal Report (OAR) was sent to DfT on 22 February 2024 and at a meeting on 9 April DfT confirmed they were happy with this and had no clarification questions.
- To date we have sent the following additional information to DfT
  - Responses to the Appraisal Specification Report (ASR) Clarification Questions (CQ's)
  - An Updated ASR to reflect those responses
  - A skeleton template for the OBC
- On 21 March we sent drawings of our (STARS) Active Travel proposals, including a narrative on their development and compliance with Local Transport Note (LTN) 1/20, to ATE for their approval. At a meeting on 10 May DfT/ATE requested a site visit and workshop which was held on 5 June. At that workshop they made some helpful comments about specifying shared use areas around the Southgates which has been welcomed by KLWN planning advisers BDP. They also suggested the use of a bi-directional cycle lane on Railway Road on the Gyratory to enable better links to Waterloo Road and the railway station.
- Gavin Broad (GB) from NCC Highways has been getting involved in the scheme and will take over the lead from Ian Parkes in due course.
- An internal NCC meeting took place on 10 April to discuss procurement with Al Collier, Brett Rivett, Mark Kemp and Gavin Broad.
- Principally due to the additional work on options, the earliest we are likely to be able to formally submit the OBC to DfT is August/September and DfT/ATE were made aware of this on 11 June.
- Currently we are anticipating taking a report to the NCC 5 August Cabinet meeting getting them to agree to delegate the approval to submit the OBC to the portfolio holder in conjunction with the relevant assistant directors
- The final quarterly report for 2023/24 was submitted to DfT including an updated Development Funding Profile spreadsheet to reflect actual spend up to 31 March 2024 as advised at our meeting with DfT/ATE/DLUHC on 9 April.

## 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 in conjunction with work on the wider masterplan so we can present the combined impact of the STARS scheme and the Southgates regeneration to statutory	24/06/24

					stakeholders.	
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 would be updated	24/06/24
5	Collaboration with Historic England	Ineffective or inconclusive collaboration with Historic England, meaning heritage benefits are not fully realised.	A	Outputs / Outcomes	Engagement with KLWN conservation planned prior to engagement with Historic England (HE). Consultation activities are planned in conjunction with work on the wider masterplan so we can present the combined impact of the STARS scheme and the Southgates regeneration to statutory stakeholders.	24/06/24
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.	24/06/24
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	24/06/24
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	Subsequent to DfT/ATE meetings a site visit and workshop has been arranged for 5 June.	24/06/24

## 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)

*\*will vary for each project*

### 3.1 Project Financials

Capital cost (includes development of business cases)

- Gyratory £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
- Clarification was received from DfT regarding the capital swap between projects and years. This freedom will give us the ability to complete the project after the LUF March 2026 cut off date. The initial programme showed scheme completion in June 2027, but the agreed mechanism should give us the flexibility to slip that end date if it becomes necessary. DfT have now revised their stance on our proposal to swap funding between projects and years to allow draw down of all LUF funding by March 2026. A mechanism for this will either be agreed globally across the LUF programme or we will be required to get our proposal approved by ministers and the HM Treasury during their assessment of the OBC.

## 4. Timelines – High Level Milestones

Milestones to Outline Business Case submission **[This needs updating to reflect latest view on OBC submission data].**

### 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 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

Consultation activities are planned in conjunction with work on the wider masterplan so we can present the combined impact of the STARS scheme and the Southgates regeneration to statutory stakeholders.

## 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. <a href="https://www.visionkingslynn.co.uk/projects/active-and-clean-connectivity/">https://www.visionkingslynn.co.uk/projects/active-and-clean-connectivity/</a> 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)		Milestone Delivery RAG Status		Risks & Issues RAG Status	
R	More than 10% over or under budget	R	13 weeks or more behind the critical path	R	Needs immediate attention
A	Between 5% & 10% over or under budget	A	4 to 12 weeks behind the critical path	A	Needs attention before next project review
G	Within 5% of budget or less than £10k	G	4 weeks or less behind the critical path	G	Can be managed