



## P-21.12 Active & Clean Connectivity Project Highlight Report

<b>Project Name:</b>	<b>Active &amp; Clean Connectivity</b>	<b>Project Manager:</b>	Mike Auger	<b>Project Sponsor:</b>	Duncan Hall	<b>Report covers period of:</b>	March 2025
<b>Capital Code:</b>	C9063/71609	<b>Client Dept:</b>		<b>Lead Designer:</b>		LCWIP – Norfolk County Council ATH – Morgan Sindall	
<b>Project Code:</b>	P-21.12	<b>End User (if applicable):</b>	BCKLWN Commercial Services	<b>Cost Consultant:</b>		ATH – Andrew Morton Associates	
				<b>Contractor on Site:</b>		LCWIP – Norfolk County Council/Tarmac ATH – TBC	

### Management Summary

	1. Overall Status	2.1 Risks	2.2. Issues	3. Financials	4. Timelines	5. Resources
This Report	A	A	A	A	A	G
Last Report	A	A	A	A	A	G

### Project Strands Summary

	1. Overall Status	2.1 Risks	2.2. Issues	3. Financials	4. Timelines	5. Resources
Active Travel Hub Enterprise Park	A	A	A	R	A	G
Active Travel Hub Baker Lane	A	A	A	A	A	G
LCWIP Interventions	G	G	G	G	G	G
Active Travel Planning	G	G	G	G	G	G

### Project Definition

**Project Stage:** ATH - RIBA 3 / Tender, LCWIP - Delivery, ATP – Partial completion / behavioural change

**Objectives:** To deliver the vision of promoting active travel as a safe and attractive modal option, reducing congestion and improving air quality.

**Scope:** The project will deliver a package of measures including:

- Priority schemes identified in the Local Cycling & Walking Infrastructure Plan (LCWIP),
- King's Lynn Enterprise Zone Active Travel Hub (EZ ATH)
- Baker Lane Active Travel Hub
- Active Travel Plan Fund (revenue)

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

Overall RAG rating is AMBER.

- Active Travel Hub Enterprise Zone– remains under pressure both in terms of timeline and viability. Morgan Sindall are in the process of undertaking site investigation works which are due to complete in April 2025. Contamination/viability questions for the Enterprise Park Active Travel site can then be clarified.
- LCWIP work continues to track as per planned timeline and looks to complete by end of 2025.
- Active Travel Plans – Amalgamated report shared showing overall commuting habits for King's Lynn, 6 scoping reports complete / 1 at draft stage. Works started at QEH to incentivise active or shared commute via Mobility ways. College of West Anglia (CWA) progressing to encourage active travel among staff with funding request for £10,000 agreed at ACC Board. Sustainable Transport campaign being led by Norfolk County Council programmed for launch in May 2025 to encourage cycling.

### 1.1 Decisions required by the Town Board

- None

## 1.2 Achievements during this period

- **LCWIP**
  - All schemes continue to be in either final stages of design or with contractor to meet scheduled completion date of 2025.
- **Active Travel Plans**
  - Discussions ongoing between NCC, Lynx Go To Town bus services and QEH to discuss opportunities for improving bus options for users at the hospital. Discussions to also ascertain potential timetabling and ticketing options for staff to coincide with start of Multi-storey works.
  - CWA Active Travel plan work progressing with Mobility ways and programme of work identified for 2025.
  - Discussions ongoing with NCC comms team about sustainable travel campaign planned for May 2025 for journeys of 1-2miles. Campaign to utilise advertising space around the Borough and include case studies (two already identified) highlighting impact of work completed already.
- **Active Travel Hubs**
  - Site investigation work underway at EZ ATH to improve understanding on ground conditions and contamination. Results due in April 2025 when, depending on results, further PCSA to be progressed to develop design for EZ and Baker Lane ATH – it is hoped both sites can be developed together to enable efficiencies of scale to be realised.

## 2. Risks and Issues

### 2.1 Key Risks [all red and increasing amber]

*A risk is something that may happen*

Risk ID (2/23)	Risk Title	Description	RAG Status	Risk Category	Mitigation	Dated Comments
37	EZ ATH Contaminated land issues	Changes to advice on contaminated land issue may lead to existing site becoming unviable for the funding window.	A	Programme and Financial	Morgan Sindall appointed to progress site investigation work to assess extent of contamination at NOEZ ATH site. Results due at end of April 25 at which impact to project costs should be understood.	05.02.2025
12	Financial pressures force changes to project scopes	Changes to project costs associated with EZ ATH and LCWIP schemes mean ACC programme unable to deliver full benefits of ACC programme.	A	Financial	Updated cost forecasts being received from NCC and Morgan Sindall through April 25 to allow review of ACC programme spend and determine deliverable projects as part of overall Town Deal programme.	02.04.2025

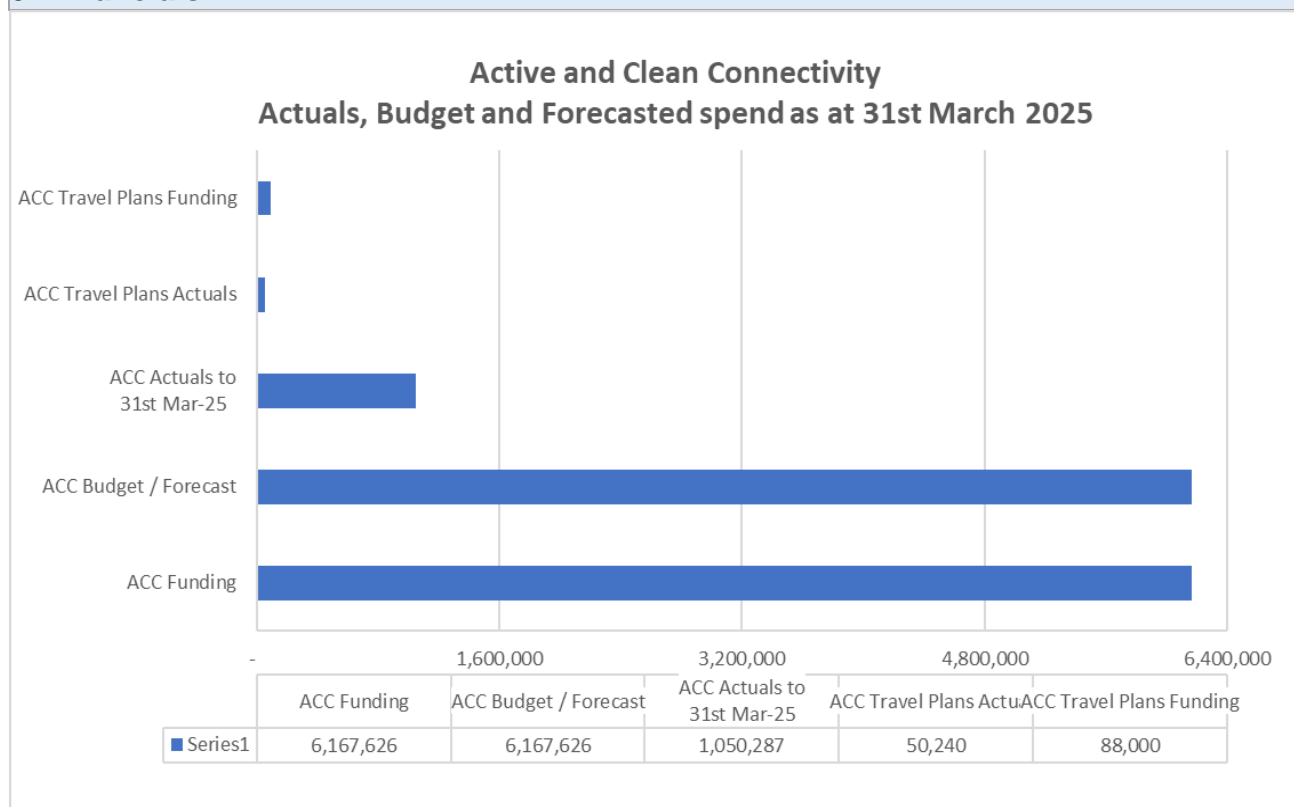
### 2.2 Key Issues [all red and increasing amber]

*An issue is something that has happened*

Issue ID (0/32)	Issue Title	Description	RAG Status	Issue Type	Resolution Plan	Dated Comments
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*Note: further detail on Project Risks and Issues can be found in the Risks and Issues Log.*

### 3. Financials



### 3.2 Financial Commentary

RAG rating is currently AMBER as spend lags, although spend is committed in terms of planned works and contractual commitments.

Actuals to date are £1.1m against an overall budget of £6.2m and 2024-25 actuals in this financial year are £0.4m to 31<sup>st</sup> Mar-25.

The deep dive 2024-25 full year minimum spend requirements (75% of the full year budget) is £0.39m, current 2024-25 actuals are 0.4m and is just within the required target spend of £0.39m, therefore no deep dive would be triggered.

LCWIP and ATP work streams are programmed in to be completed by March 2026, however the ATH's delivery is likely to slip into financial year 26/27. Further clarity on programme and spend profile to be provided once Morgan Sindall complete site investigation works and are appointed to undertake the design work, currently programmed for May 2025.

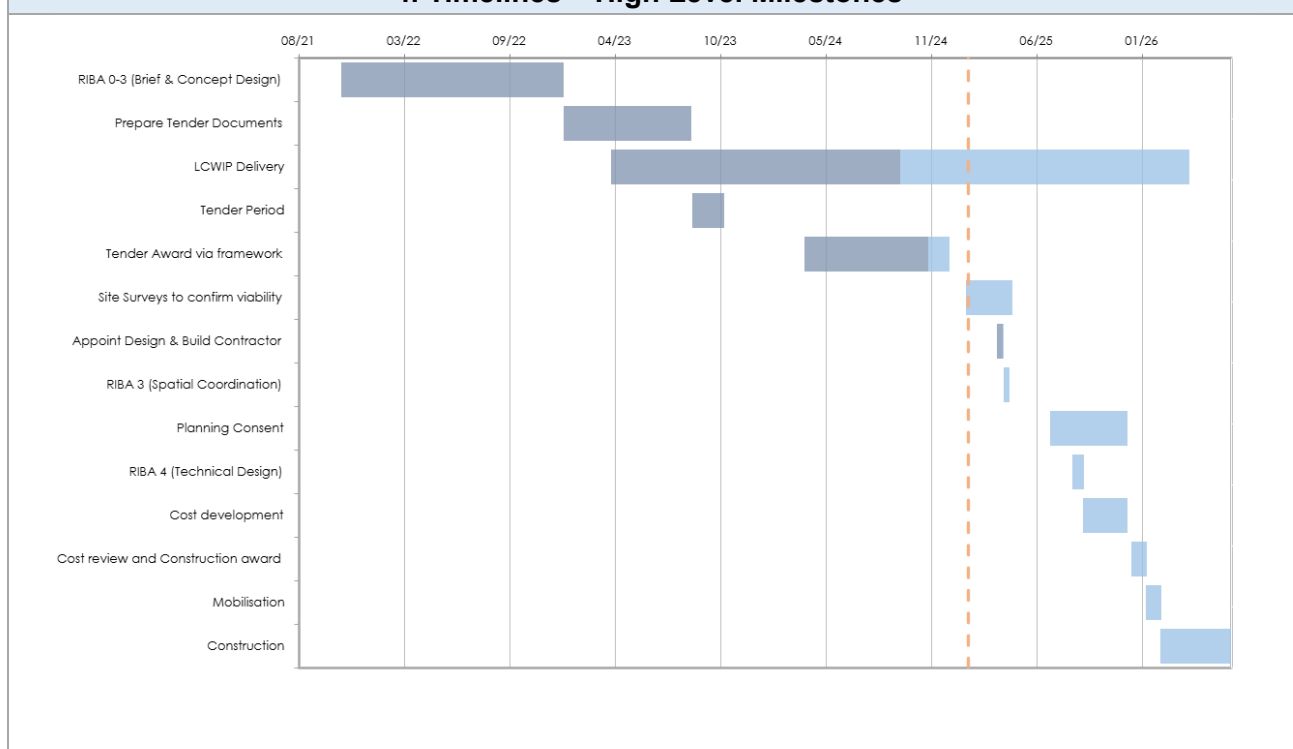
The RAG rating of red is for ATH work due to unknowns associated with the level of contamination and potential impact to budget. Clarity should be known following site investigation works.

### 3.3 Project Contingency and Change Control

Change Ref	Description	Cost Impact	Programme Impact	Other Impact	RAG Status	Approval given by	Date of change
1	LCWIP reprioritisation of interventions	N/A – preserves budget and contingency	N/A	Clarifies delivery expected from NCC	G	David Ousby	02.12.22

2	Removal of 2 LCWIP schemes from programme to be delivered by alternative funding.	Allocated budget repurposed to wider ACC programme.	N/A – works part of current programme of LCWIP works.	N/A	G	TDB	26.04.24
3	Tennyson Avenue scheme removed from LCWIP interventions to be taken by future funding.	Allocated budget repurposed to wider ACC programme.	N/A	N/A	G	TDB	23.08.24

#### 4. Timelines – High Level Milestones



#### 4.1 Timelines Commentary

The current timeline has an AMBER RAG rating due to risks associated with the delivery of the Enterprise Park ATH. The timelines have been updated to reflect latest programme which indicate that construction should start in financial year 2025/26 however this will be closely monitored once Morgan Sindall commences design work.

LCWIP works remain underway broadly in line with agreed revised timetable with capital works due to complete by end of 2025.

#### 5. Resources Commentary

Resources showing as GREEN to reflect Pulse Project Management support to the project and the appointment of Morgan Sindall to progress site investigation works to progress the ATH projects.

Representative from Town Board being identified for ACC Project Board.

#### 6 Communications and Engagement

Activity programmed for forthcoming months:

- LCWIP programmed works item to be highlighted on social media by NCC and BCKLWN
- NCC Sustainable Transport Communications Campaign planned for May 2025
- Case study for organisations and employees undertaking active travel to be developed further.
- QEH scheme to be highlighted once launched as an organisational case study / stand-alone article.

## 7. Outputs and Outcomes

### Outputs

Description	Target	Notes
Total length of new cycle ways	3.555km	1.55Km
Total length of pedestrian paths improved	5.601km	0.7km complete
Alternative fuel charging / re-fuelling points	6	
New out of town car parking spaces	50	
Cycle parking spaces	48	
New transport nodes with new multimodal connection points	2	

### Outcomes

Description	Notes
Improve affordability, convenience, reliability and sustainability of travel options to and from places of work and places of interest (especially shops and amenities)	
Reduce congestion within the town	

## 8 Other Matters

Item	Comment
General stage progress	Completing site investigation works at the Enterprise Zone to establish project viability ahead of progressing RIBA 3 / Detailed Design Stage for ATH works through SCAPE framework.
Procurement progress	ATH – contract to be progressed via Scape Framework PCSA LCWIP – being progressed via NCC Highways Team and Service Term Contract
Proposed form of contract (e.g. JCT, NEC, Traditional, D&B)	ATH – Scape Framework NEC4 D&B, LCWIP – NCC Service Term Contract NEC4.

## 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 [pretender]	Final PID [post tender]
Status:	Nora ATH ✓ Baker Lane ✓	Nora ATH ✓ Baker Lane ✓	Nora ATH ✓ Baker Lane ✓	Nora ATH ✓ Baker Lane ✓	Nora ATH ✓ Baker Lane ✓	Nora ATH ✓ Baker Lane – Draft 1	ATH PID final Draft - 20.03.23	n/a
Date Approved:				NORA 31.01.22 Baker Lane 19.08.22	NORA 07.03.22 Baker Lane – RIBA combined	NORA 15.07.22 Baker Lane draft issued 16.12.22	Project board approval 20.03.23	
Approved by:	Project Board	Project Board	Project Board	Project Board	Project Board	Project Board	Project Board	

Last approved document: Various, see above

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