



P-21.10b STARS Gyratory Plus scheme - Project Highlight Report

Project Name:	Southgates STARS Programme	Project Manager:	Ian Parkes (NCC)	Project Sponsor:	David Allfrey (NCC)	Report covers period of:	Q1 2025-26
Capital Code:	-	Client Dept:	-	Lead Designer:	NCC / WSP		
Project Code:	Southgates STARS Programme	End User (if applicable):	-	Cost Consultant:	-		
				Contractor on Site:	-		

Management Summary

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

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 to the town centre Gyratory one-way system
- Cycling and walking improvements to routes leading off the town centre Gyratory one-way system
- The Baxter's Plain public realm improvement

The scheme now no longer includes the road layout changes that facilitate the Southgates Masterplan. This is due to inflation since August 2022 being higher than predicted and DfT not being able to provide any further funding. Other local funding sources have also been explored but none have been identified.

We refer to this revised scheme as STARS Gyratory Plus.

Objectives: To 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. To enhance active travel provision on key routes from the gyratory and deliver the Baxter's Plain public realm scheme developed by BDP. 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) Gyratory Plus scheme comprises:

The gyratory element of the original STARS scheme:

- Bi-directional cycle lane on the eastern side of Railway Road which is segregated from traffic between Austin Street and Waterloo Street, but shared use with pedestrians down to Blackfriars Road where an enhanced crossing links it to The Walks public park and St Johns Walk.
- Contraflow westbound cycle lane on Norfolk Street between Blackfriars Road and Railway Road.
- Improved active travel links to the bus station on Albion Street and Old Market Street, that includes new footway and carriageway surfacing together with upgrades to the existing crossings.

The complementary elements we have added are listed below:

- John Kennedy Road – Provision of improved walking and cycling facilities between the existing gyratory proposals and Loke Road.
- Blackfriars Street – Provision of improved walking and cycling facilities between the existing gyratory proposals and Baxter's Plain. This includes the provision of potential new crossings at the Railway Road/Blackfriars Road/St James Road/Blackfriars Street junction.
- Baxter's Plain – Improved public realm and pedestrian environment in the area around the new Multi User Community Hub (MUCH), which is due to open later this year on Baxter's Plain. The proposals here seek to create an identity for Baxter's Plain linking it to King's Lynn's historic context, to improve walking routes and design a pedestrian friendly

environment, provide new trees and planting, rationalise the existing paving and street furniture palette, and provide opportunities for temporary events and art installations.

- Guanock Terrace/Windsor Terrace – Provision of improved walking and cycling facilities between London Road and The Walks. Although this element is separate from the other proposals it would provide an important link between the area around the Historic South Gate and walking/cycling routes through The Walks.

1. Overall Status (high-level summary)

Overall RAG rating is RED.

- DfT and MHCLG have confirmed that inflationary increases to the scheme cost should be addressed by de-scoping the scheme.
- De-scoping to deliver the Southgates element only is not an option as the economic case would have a poor Value for Money.
- However, to maximise our spend of the £24.1m government allocation, NCC Cabinet has agreed to pursue a revised scheme based on the town centre Gyratory one-way system element from the original scheme, but adding additional active travel elements and the Borough Council's Baxter's Plain public realm scheme developed by BDP.
- DfT have yet to agree that it would be permissible to add additional elements to the scheme.

1.1 Decisions required by the Officer Major Projects Board

- None

1.2 Achievements during this period

- There have been discussions between senior officers and members at both councils and there is a mutual understanding as to why we cannot submit a bid for the Southgates element alone (the economic dimension of the business case would not pass the DfT criteria for funding) and that our best option is to submit a business case for the Gyratory part but adding additional active travel elements and the Baxter's Plain public realm improvement.
- The STARS Gyratory Plus option has been devised
- A report has been taken to the NCC Cabinet seeking support for the STARS Gyratory Plus scheme and delegating Lead Director Infrastructure and Executive Director Strategy and Transformation, in consultation with the Cabinet Member for Highways, Infrastructure and Transport, the authority to agree the finalised Outline Business Case (OBC) for the revised STARS scheme and submit it to the DfT.

2. Risks and Issues

2.1 Key Risks [all red and increasing amber]

A risk is something that may happen

A new risk register for the STARS Gyratory Plus scheme will be developed. The key known risks are currently:

- DfT/MHCLG not allowing us to change the scheme
- DfT/MHCLG deciding enforce the original cut off date of March 2026 for all of the Levelling Up Funding (LUF) to be spent

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

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

3.1 Project Financials

This section will be updated after the further work on developing the STARS Gyratory Plus scheme has been completed

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 RED

- This is because we are unsure if the DfT/MHCLG will support the changes to the original scheme and allow us to submit an OBC for the STARS Gyratory Plus

4. Timelines – High Level Milestones

This section will be updated after the further work on developing the STARS Gyratory Plus scheme has been completed

4.1 Timelines Commentary

Timelines are currently RAG rated as RED.

- This is because DfT/MHCLG may decide to enforce the original cut off date of March 2026 for all of the Levelling Up Funding (LUF) to be spent. [Please note that our bid for the original STARS scheme indicated a completion date of summer 2027 and we were still awarded the £24.1m allocation].

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 for the STARS Gyratory Plus scheme as part of normal scheme delivery.

7. Outputs and Outcomes

7.1 Outputs

Description	Target	Notes
Revised highway layouts around the town centre Gyratory one-way system that incorporate improvements for buses, cyclists and pedestrians and enhancements to the public realm.		
Additional active travel improvements on routes that lead off the town centre Gyratory one-way system		
The Baxter's Plain public realm and pedestrian improvements devised by BDP		

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	It is envisaged that both elements can be delivered by the NCC highways service contractors. However, the current service contracts are due to expire on 31 March 2026. Work is ongoing to replace these contracts with effect from April 2026 and the re-procurement process for this has already commenced. Given the programme milestones below it is expected that the work would be undertaken under the new contracts.
Surveys Status	Geotechnical surveys are still required to be carried out.
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 [RIBA stages are not applicable to STARS]

	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