



P-21.10b

Revised STARS scheme Project Highlight Report

Project Name:	Southgates STARS Programme	Project Manager	Ian Parkes (NCC)	Project Sponsor:	David Allfrey (NCC)	Report covers period of:	Q3 2025-26
Capital Code:	-	Client Dept:		-		Lead Designer:	NCC / WSP
						Cost Consultant:	
Project Code:	Southgates STARS Programme	End User (if applicable):		-		Contractor on Site:	

Management Summary

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

Project Definition

Project Stage: Scheme and business case development to gain funding approval from Department for Transport (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.

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.

Scope: The King's Lynn Sustainable Transport and Regeneration Scheme (STARS) Gyratory Plus scheme comprises:

- 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.
- 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 Status is AMBER.

- This remains at AMBER until the DfT have approved our Project Adjustment Request (PAR) form to secure the funding and we have signed a Memorandum of Understanding (MoU).

1.1 Decisions required by the Officer Major Projects Board

- None



1.2 Achievements during this period

- Prepared a draft Project Adjustment Request (PAR) for DfT and made adjustments in response to minor queries they raised
- Engaged with key stakeholders and obtained letters of support to accompany the PAR form from:
 - James Wild MP
 - The Leader of the Borough Council of King's Lynn and West Norfolk
 - King's Lynn and West Norfolk Bicycle User Group
 - Discover King's Lynn, the Business Improvement District (BID)
 - Chamber of Commerce
 - King's Lynn Civic Society
 - Active Norfolk
 - The Queen Elizabeth Hospital
 - The College of West Anglia
 - Transport East
- The economic appraisal note shows a BCR of 2.1 which puts the scheme in the High VfM category
- Submitted the final PAR to DfT on 19 December 2025

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 Revised STARS scheme is being developed.

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Risk ID	Risk Title	Description	RAG Status	Risk Category	Mitigation	Dated Comments

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 for the Revised STARS scheme in future reports

3.2 Financial Commentary

RAG Status is currently AMBER

- This is because the Department for Transport have yet to agree our Project Adjustment Request.

3.3 Project Contingency and Change Control

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

4. Timelines – High Level Milestones

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

4.1 Timelines Commentary

Timelines are currently RAG rated as AMBER.

- This is because as we no longer need to submit an OBC and FBC we will have more time for delivery



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 PAR

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	Note
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 the various scheme 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)		Milestone Delivery RAG Status		Risk & Issue RAG status	
R	More than 10% over or under budget	R	13 weeks or more behind the critical path	R	Need 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 to 12 weeks less behind the critical path	G	Can be managed