



P.21-12

Active & Clean Connectivity Project Highlight Report

Project Name:	Active & Clean Connectivity	Project Manager:	Mike Auger	Project Sponsor:	Duncan Hall	Report covers period of:	February 2026
Capital Code:	C9063/71609	Client Dept:		Lead Designer:	LCWIP – Norfolk County Council ATH – Morgan Sindall		
				Cost Consultant:	ATH – Andrew Morton Associates (AMA)		
Project Code:	P-21.12	End User (if applicable):	BCKLWN Commercial Services	Contractor on Site:	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	R	A	A	G
Last Report	A	A	G	A	G	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	R	A	A	G
Active Travel Hub Baker Lane	G	G	G	G	G	G
LCWIP Interventions	G	G	G	G	G	G
Active Travel Planning	G	G	G	G	G	G

Project Definition

Project Stage: ATH - RIBA 4 / 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 Status is AMBER.

- Active Travel Hub Enterprise Zone – Planning permission denied for Baker Lane Active Travel Hubs at March 2026 committee. King's Lynn Enterprise Park (KLEP) Active Travel Hub (ATH) continuing consultation with Lead Local Flood Authorities (LLFA) regarding application with report to reach committee in May 2026.
- LCWIP – Final LCWIP scheme, the Gayton Road crossing progressing well and due to complete in March 2026.
- Active Travel Plans – Work ongoing with College of West Anglia (CWA) and Queen Elizabeth Hospital (QEH).
- With the remaining budget, the project team are assessing options for additional activities to encourage active travel in 2026.



1.1 Decisions required by the Neighbourhood Board

- N/A

1.2 Achievements during this period

LCWIP

- Gayton Road, final LCWIP scheme progressing well and due to complete in early March 2026.

Active Travel Hubs

- Planning Application for Baker Lane ATH denied at March 2026 planning Committee.
- Discussions still ongoing with Lead Local Flood Authority regarding KLEP ATH – likely to now reach Planning Committee in May 2026.
- Feedback on RIBA Stage 4 proposals by Borough Council property and Operation teams.
- Discussions with Norfolk County Council (NCC) Active Travel Team, Alive, and BCKLWN teams regarding promotional opportunities to launch Travel Hubs.
- Pricing exercise starting in February 2026 with supplier returns due in early March to confirm contract price. Contracts due to be signed in May 2026.

2. Risks and Issues

2.1 Key Risks [all red and increasing amber] – A risk something that may happen

Risk ID (2/24)	Risk Title	Description	RAG Status	Risk Category	Mitigation	Dated Comments
12	ACC Financial	Increasing project costs require changes to project scope and deliverables meaning programme unable to meet programme outcomes and deliver full benefits of the project.	A	Financial	Morgan Sindall are finalising end of stage design costs, which will inform the end of design stage decision process and help identify any necessary amendments to the project scope to remain within budget. Alongside this work, it is noted that project costs may be impacted due to the ongoing discussions relating to the KLEP ATH and the planning application for the Baker Lane ATH being denied.	03.03.26



24	ATH Planning	Ongoing planning discussions with LLFA may extend the overall programme timeline coupled of discussions resulting in additional information requests leading to redesign work, increased consultant fees, and potential uplift in construction costs.	A	Programme / Financial	Design team engaging the LLFA to clarify areas of concern and ensure timely submission of required information to minimise further delays	03.03.26
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2.2 Key Issues [all red and increasing amber] – An issue something that has happened

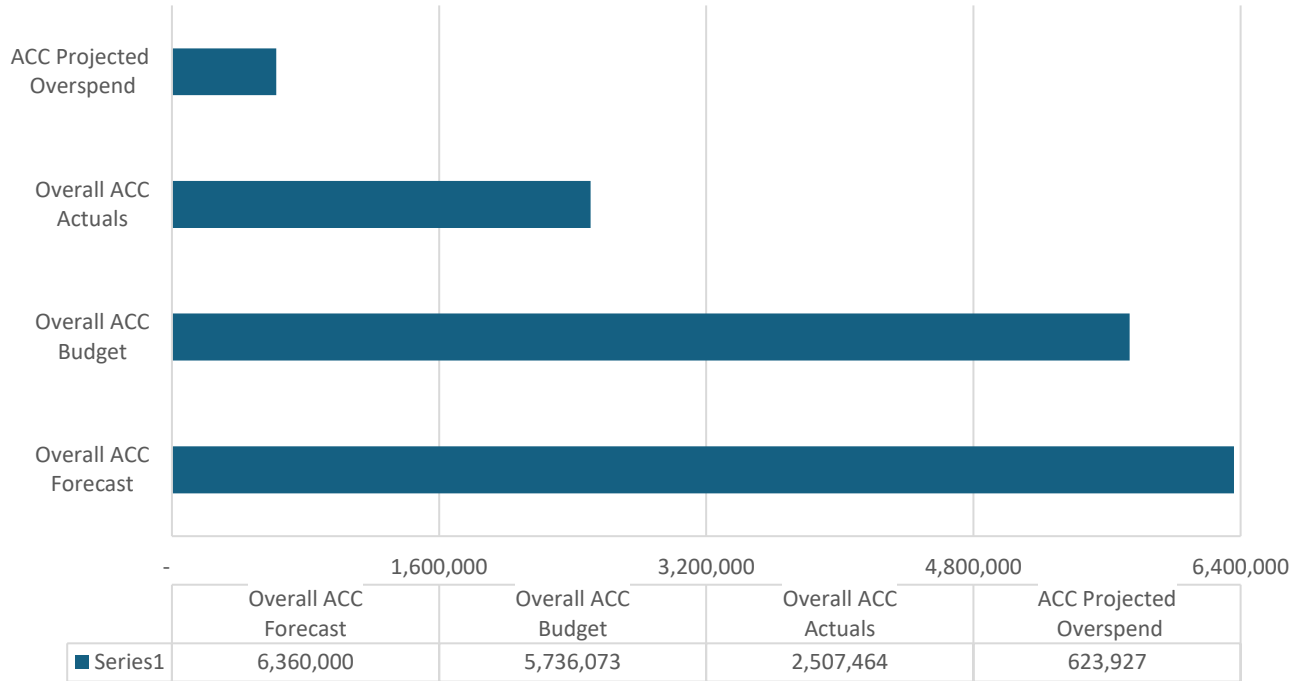
Issue ID (1/12)	Issue Title	Description	RAG Status	Issue Type	Resolution Plan	Dated Comments
12	Planning	The Baker Lane planning application has been denied by the planning authority. This decision prevents progression to the construction phase and places significant risk on the programme timeline, budget, and deliverability of the intended project outcomes.	R	Programme / Financial / Project Outcomes	The project team will analyse the planning authority's reasons for refusal in detail and develop a strategy for the next steps including any financial/programme and output impacts for the project.	3.03.26

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



3. Project Financials

Active and Clean Connectivity Actuals, Budget and Forecasted spend as at 28th February 2026



3.1 Financial Commentary

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

- Actuals to date from inception in 2021 to 28th February 2026 are £2.5m against an overall budget of £5.7m.
- Costs in this 2025-26 financial year, 2025-26 from 1st April 2025 to 28th February 2026 total's £1.45m primarily related to £0.9m of LCWIP Norfolk County Council costs, main contractor costs and consultancy costs.
- There is an overall projected overspend of £0.6m, this deficit is included within the Enterprise Zone cabinet paper, if approved the project will then become fully funded.
- Active Travel Plans - Work ongoing with CWA and QEH. Potential walking campaign to follow in early 2026.

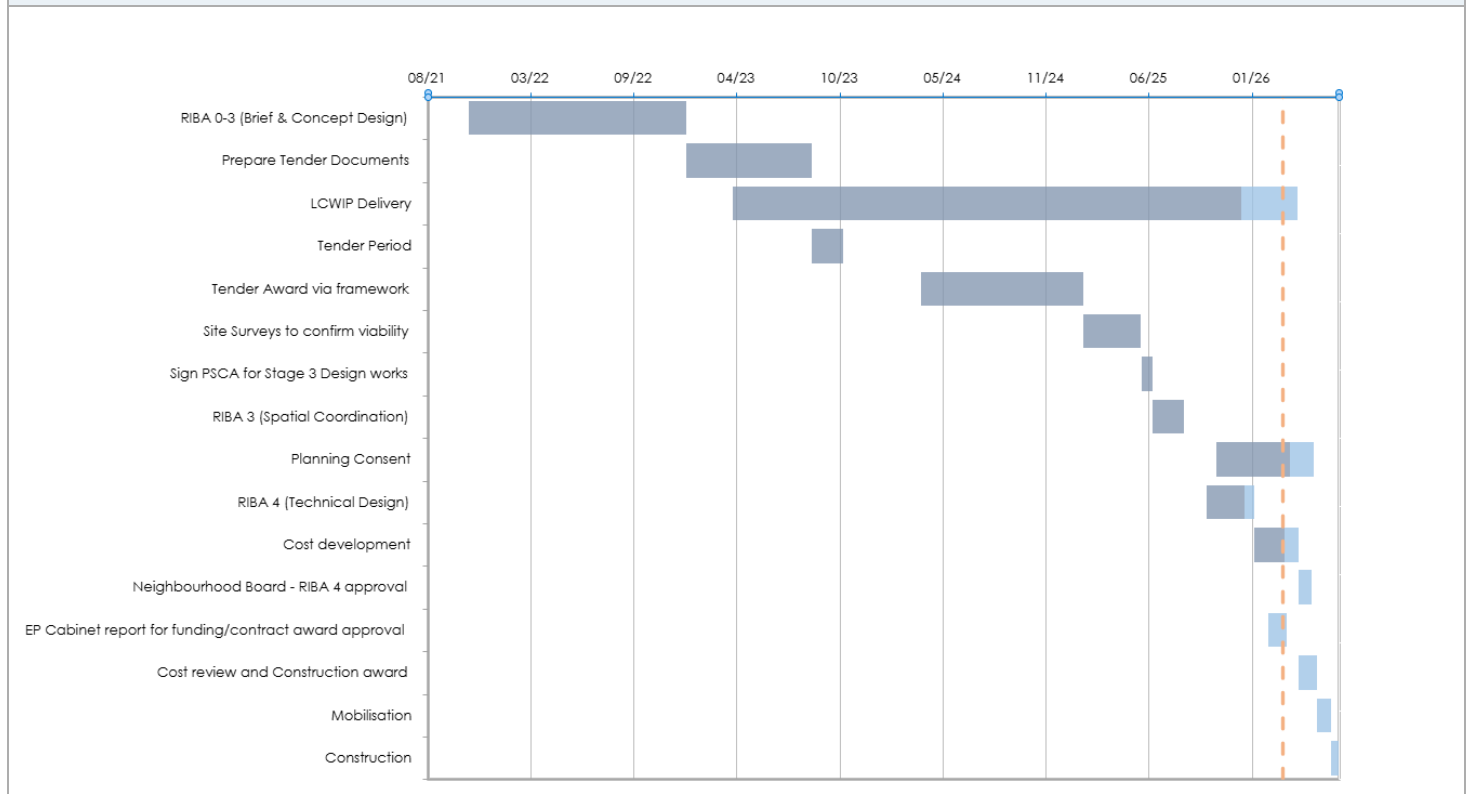
3.2 Project Contingency and Change Control

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	Allocated budget repurposed to wider ACC programme.	N/A – works part of current programme of LCWIP works	N/A	G	TDB	26.04.24



	by alternative funding.						
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	Old Meadow Road removed from LCWIP interventions with associated budget transferred to Riverfront Project.	Allocated budget repurposed to wider Town Deal programme.	Reduction in length of new footway/cycle way to be delivered.	N/A	G	TDB	24.10.25

4. Timelines – High Level Milestones



4.1 Timelines Commentary

The current timeline RAG rating is AMBER.

- This is due to the ongoing planning discussions with LLFA regarding the KLEP ATH which may delay the proposed start of works and therefore extend the overall programme timeline.
- The Baker Lane planning decision prevents the planned progression to the construction phase and places significant risk on the programme timeline while the reasons for refusal are assessed and the resolution route identified.
- Final LCWIP works, Gayton Road Toucan Crossing, are progressing well and are due to complete by end of March 2026.



5. Resources Commentary

Resources RAG rating maintains as GREEN due to the following:

- Pulse Project Management support to the project.
- Appointment of Morgan Sindall to progress the site investigation works to progress the ATH projects

6. Communications and Engagement

Activity programmed for forthcoming months:

- Update on progress of Active Travel Hub schemes being developed following recent planning progress.
- NCC Sustainable Transport Communications Campaign - "Real People on Bikes" evaluation due with walking campaign being scheduled early 2026.
- Work to showcase the successful delivery of the LCWIP schemes being developed with NCC communications team.

7. Outputs and Outcomes

Outputs

Description	Target	Note
Total length of new cycle ways	3.555km	Following the stopping of Old Medow Road, the project is now expected to deliver 0.44 km of new cycle ways.
Total length of pedestrian paths improved	5.601km	7.7 km delivered
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	

In addition to the outputs set out in the application the project has delivered 7 schemes to provide improved connectivity through improved crossing facilities and removal of barriers

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	ATH works being progressed through RIBA Stage 4 by Morgan Sindall procured through SCAPE framework NCC delivering final LCWIP scheme in January 2026. Mobilityways delivery Travel Plans with QEH and CWA with potential to recruit additional workplaces. Option being explored if can also support delivery of ATHs.
Procurement progress	ATH – contract being progressed with Morgan Sindall via Scape Framework LCWIP – being progressed via NCC Highways Team and Service Term Contract Project Management & QS – Pulse Consult and Andrew Morton Associates appointed through Borough Councils PM and QS framework.
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 [RIBA 4 Design]	Final PID [pre-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 ✓	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		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