



Norfolk County Council



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## Grimston Road FAQs

### **Why is there a need for a bus lane?**

Buses are often delayed on the approach to Knight's Hill roundabout. The proposed bus lane will improve bus journey times and reliability at this pinch point encouraging more people to use this sustainable transport mode. Additionally, the scheme provides passengers better access to the Farm shop and Hotel.

### **What section of the road will be lost to the bus lane?**

There will be no road space loss. Land from the adjacent verge will be used to construct the new bus lane and pathways.

### **Why shouldn't this funding be used for other services or fixing pot holes?**

This funding has been allocated to Norfolk directly from the Department for Transport and can only be spent on improvements to local bus services. If the project does not go ahead the money will likely be given back to Government as cannot be used to support other frontline council services or wider highway improvements.

Any questions regarding the allocation of public funds should be directed to Members of Parliament.

### **Waste of money?**

The project is currently estimated to cost around £1.7 million to deliver and is recognised by government to demonstrate good value for money in terms of the benefits it would deliver for bus services.

All the proposed changes would be delivered with funding from the £49.6 million awarded by UK Government to Norfolk County Council for Norfolk's Bus Service Improvement Plan.

### **Why are you introducing no right turns?**

The banning of the right turns out of Knight's Hill Hotel & Spa, Rising Lodge Farm Shop and Lodge Lane will improve road safety by reducing traffic conflict points as well as reduce delays to westbound traffic.

### **There is no right turn out of the Knight's Hill Hotel & Spa. How far do I have to travel out of my way to turn right?**

Traffic wanting to go eastbound will be required to turn left out of the hotel exit, travel 380 metres along Grimston Road to the new roundabout, which is currently under construction, to get back eastwards towards the A149.

### **What traffic survey has been completed?**

A survey of traffic movements has been carried out to determine the impact of the proposed design. Bus journeys times during peak times could benefit up to 25 seconds by using the dedicated bus lane without causing any additional delays to general traffic.

### **Why has the road been reduced in speed to 40mph?**

As part of the Knight's Hill housing development, a populated residential area, there is a requirement to reduce the speed to 40mph under planning regulations.

### **Why is an uncontrolled crossing being planned and not a controlled crossing?**

An uncontrolled crossing has been determined appropriate for the number of expected movements making it easier and safer for pedestrians to cross. Currently there is no crossing provision at this location.

### **Why is there no pavement on Grimston Road between the hotel/ farm shop and South Wootton?**

As part of the Knight's Hill housing project a pathway will be provided from the housing development to the hotel. Pedestrians will be able to use the new crossing facilities from the hotel to the farm shop.

### **How will disruption be managed?**

We would seek to keep any disruption to a minimum but some temporary changes to traffic management etc would be needed whilst works take place.

We will be liaising closely with local businesses, residents and relevant groups throughout the projects development to minimise these impacts and this preliminary consultation will help to facilitate those further discussions.

Any temporary impacts would be communicated in advance.

### **What other schemes are currently proposed for King's Lynn under the Bus Service Improvement Plan?**

All improvements delivered under Norfolk's Bus Service Improvement Plan so far including those in King's Lynn can be viewed here: [How we're improving travel - Travel Norfolk](#)

Some changes relate to fare promotions, extension to operating hours, new or extended bus routes, while others relate to infrastructure changes that are designed to speed up bus travel, improve reliability or make services more accessible.