

East Kirkby Queries

Total carriageway length 8,833km (5488 miles)

A roads: 1075km (667 miles)

B roads: 780km (484 miles)

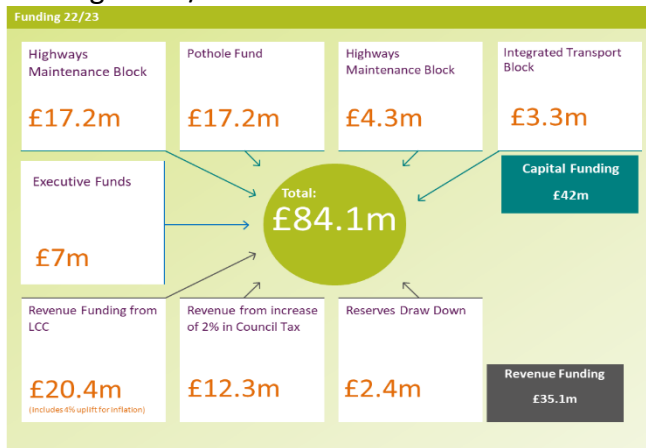
C roads: 2914km (1810 miles)

Unclassified roads: 4064km (2525 miles)

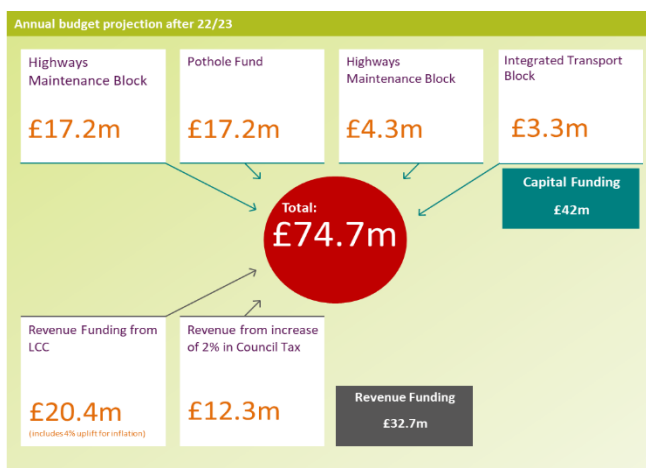
Road Class	Very Poor	Poor	Fair	Good	Very Good
A Roads	0%	3%	17%	51%	28%
B Roads	1%	6%	26%	47%	20%
C Roads	1%	4%	13%	23%	59%
Unclassified	18%	10%	12%	4%	56%
Whole Network	6%	6%	15%	24%	49%

Current Condition:

With the £12.3 increase and the additional Executive funds granted in 2021/22 the in funding for 22/23 is outlined as below. This is the highest it has ever been:



For financial years 22/23, 23/24 and 24/25 the anticipated funding (assuming that the £12.3m remains funded by LCC) is as follows:



Investment Scenario	Funding Need	Description
5. Accelerated improvement: Accelerate backlog reduction and condition improvement	£93.2m	Backlog – reduce by c.£14m per annum, backlog removed in 10yr Evident improvement to all asset condition and network performance
4. Gradual improvement: Start to address backlog and gradually improve network	£85.8m	Backlog – reduce by c.£6.5m per annum, backlog removed in 20yr Address risks and start to move to a planned/proactive management strategy
3. Maintain: Investment required to maintain a basic highway service	£78.3m	Backlog – holding at current level and prevents increase Condition generally remains as is (B, C and Unclassified roads in poor condition), large backlog of bridge and structure works, and substandard drainage
2. Managed decline: Investment below required level to maintain the current levels of service	£70.8m	Backlog – unsustainable and growing by c.£6.5m per annum Network condition will slowly decline leading to a reactive management strategy
1. Decline: Investment levels significantly below required level	£64.3m	Backlog – unsustainable and growing by c.£14m per annum Network condition will decline, will be evident through bridge restrictions, flooding, more footway and carriageway defects; and a reactive management strategy

- This leaves us with an expected shortfall of around 10m per year to get into an improvement scenario over 20 years, or 20m over 10 years.
- The current total backlog including all highway assets is between £400m and £500m (this would be to have everything in “very good” condition rather than just get rid of the poor and very poor.
- Lincolnshire County Council continues to lobby central funding for more capital allocation, we have met with all MPs who wrote to Treasury around last year’s cuts and contributed to the “Fix our Funds to Fix our Roads campaign”.
- We don’t know the exact number of potholes on the network at any given time, as they can literally form overnight, but based on what we repair and what is reported there are around 48,000 per year so in very broad terms, maybe 8000 at any one time which equates over the whole network to 1 per mile. As the condition above shows, that will be more per mile on the unclassified and fewer per mile on the classified roads.

- Planned and preventative maintenance is the most cost-effective way of dealing with potholes. “Prevention is better than the cure”. However as we aren’t able to resurface every road with the annual budgets we have, it means we have to do reactive pothole filling. We have shifted to doing as many as we can as proper saw-cut repairs which are overbanded and thus last longer without repeat interventions.

Specific questions:

Q1. When will the footpath between EK village and Park Lane be reinstated to its full width and proper walking surface?

We are currently looking to fund this after it was pulled so have no specific date.

Q2. The remaining footpaths around our village are becoming increasingly overgrown with grass/vegetation making them extremely difficult to access, particularly the section from opposite Maiden’s garage to Cobblers Corner – what is Highways’ proposal for maintaining these footpaths now, and in the future?

We can get them “sided” back in the short term, however future maintenance will mean they will need to be resurfaced, which is budget dependent and would mean more money out of carriageways.

Q3. Does ‘FixMyStreet’ have an impact on the way highways problems are resolved?

Yes. As well as lab condition data as a starting point through various surveys, scheme selection and prioritisation adds in the number of reactive repairs, insurance claims and public reports by phone or on Fix My Street to add a weighting to them. Any local priorities highlighted to the Local Highways Manager through the County Councillor also have a bearing, but to be equitable we work from condition and also usage first and foremost.

Q4. Does using my ‘Councillor’ appellation, through ‘FixMyStreet’, have an impact on the way highways problems are resolved?

There is no weighting differentiation between who is logging something, but going through the County Councillor makes sure it is considered a local priority.

Q5. What are the criteria we need to meet to get the speed limit through the village on the A155 reduced to 30 mph?

The Speed Limit Policy is available online:

[Speed limit policy – Lincolnshire County Council](#)

It is currently being re-written. Predominantly it is based on number and type of properties fronting the road, and accident data for the last 5 years (anything reported to the police). Sadly speed limits are not set pre-emptively (on a national basis, not just Lincolnshire).

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