

Conservative Group Highways Briefing from Stuart Hughes CC

January 25

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In December the DfT announced the 25/26 capital settlement. Devon will receive £83.6m, which is a healthy increase on this year's budget. The team had already developed a budget scenario based on an £80m settlement and had been discussing resources and capacity with contractors ahead of the announcement. More detailed programmes of work are being developed which will see an increase across all road classifications plus a significant investment in preventative treatments to help extend the life of existing carriageways and other assets. Additional monies will also be directed to bridges and structures.

Pothole number remain relatively low when compared to previous years. However, this situation may change following the recent cold, wet and snow we have experienced. It is hoped that the investment in serviceability patching and drainage will help contribute to the positive position.

Storm expenditure is high due to the number of named and damaging storms. The impact of this spend is to put pressure on the revenue budget which in turn holds back further spending on drainage cleaning.

The project to remark all roundabouts and pedestrian crossings is nearly complete. The team have recorded a number of issues with the quality of work and are working with the contractor to address certain sites.

The Exeter Energy Network project being delivered by 1 Energy has engaged their public communications plan. This is a project that is being delivered by others on behalf of others but will be very disruptive to traffic in Exeter for an extended period and is likely to lead to significant frustration for the travelling public. The project will provide a district heating network for a number of public sector partners based on a green energy centre adjacent to Marsh Barton Rail Station

The project information is found at <https://1energy.uk/networks/exeter-energy-network/> or <https://www.exeter.ac.uk/research/exeterenergy/>

The first phase of delivery will take place in Belle Isle Park itself then moving to Belle Isle Drive in March and on to Trews Weir Reach up to Topsham Rd in the summer.

The project has employed a communications team to manage all public contact/complaints about access issues etc but DCC will need to deal with anything which relates to its specific highway authority responsibilities (coordination/TTRO's).