

**PORTFOLIO: PLANNING, REGENERATION AND INFRASTRUCTURE**

**REVIEW OF TRANSPORTATION PROJECTS FUNDED VIA  
DEVELOPER CONTRIBUTIONS**

**1. RECOMMENDATIONS**

1.1. That the Panel:

- (i) note and support the contents of the report; and
- (ii) agree to the way forward proposed to review the current transportation allocations with a full report to Cabinet.

**2. INTRODUCTION**

- 2.1. New Forest District Council (NFDC) historically has collected contributions to mitigate the impacts of new developments on existing communities in the areas impacted by the development, these contributions have been collected through Section 106 Agreements.
- 2.2. Historically, contributions were pooled until there was sufficient money to implement a project. In May 2012 the Council approved a process for the allocation and spending of developers' contributions for inclusion in the Council's capital programme beginning in 2013/14. Each year a number of projects were agreed and implemented in collaboration with Hampshire County Council (HCC). The projects were then delivered under the Traffic Management Agency Agreement between NFDC and HCC. The last Cabinet paper approving projects was in February 2015, following which CIL was adopted and restrictions were introduced regarding the ability to collect pooled contributions.
- 2.3. NFDC now no longer has a Traffic Management Agency Agreement with the Highways Authority (HCC). Whilst HCC will deliver projects, they have to have fully designed schemes that comply with Cycle infrastructure Design LTN1/20. As the Council is still holding over £2.1m of S106 transportation contributions it is now appropriate to review the allocations made in 2015 and consider the deliverability of existing allocations and where appropriate identify new schemes that could be implemented in their place.

**3. BACKGROUND**

- 3.1. The Transport Contributions Policy (TCP) list of transport schemes was agreed by both NFDC and HCC in the summer of 2010.
- 3.2. The list of schemes included in the New Forest Transport District Statement was largely based on the Transport Contributions Policy (TCP) list of schemes jointly agreed by HCC and the District Council, District and local County Members, Town and Parish Councils, technical officers, and other stakeholder representatives as part of the development of the TCP schemes list:
  - a. The list of transport proposals were identified, as a basis for seeking developer contributions, to provide improvements within the District outside the National Park to promote walking and cycling, to assist public transport and mitigate against the adverse impact of traffic.

b. The implementation of individual proposals was dependent upon on a number of factors including:

- Availability of developers' contributions and other funds for detailed design and implementation
- Other priorities
- Safety audit approval
- Land acquisition etc. and special approvals/related measures (e.g. traffic regulation orders).
- Availability of non-financial resources for design and implementation.

3.3. In 2020 the Council adopted the Local Plan 2016-2036 Part 1: Planning Strategy. The Plan set out an approach to housing in the District setting higher targets than previous Local Plans and on which the TCP list of schemes was originally designed. Therefore, whilst the identified schemes were all relevant at the time there is a need to review these within the current context.

3.4. A summary of the current monies held, and the current allocations, is attached at Appendix 1.

#### **4. CURRENT LEGISLATION**

4.1. In July 2020, the Department for Transport (DfT) published Cycle Infrastructure Design LTN 1/20, This local transport note (LTN) provides guidance to local authorities on delivering high quality, cycle infrastructure including:

- planning for cycling
- space for cycling within highways
- transitions between carriageways, cycle lanes and cycle tracks
- junctions and crossings
- cycle parking and other equipment
- planning and designing for commercial cycling
- traffic signs and road markings
- construction and maintenance

#### **The Key Requirements of LTN1/20**

4.2. LTN 1/20 is now expected to be used by Local Authorities and Developers when designing cycle schemes and standards for their roads. Five fundamental design principles are identified, which state that networks and routes should be coherent, direct, safe, comfortable, and attractive. The key points are as follows:

- Coherent - people must be able to reach their destinations easily, along routes that connect, are simple to navigate and are of consistent high quality.
- Direct - routes should provide the shortest and fastest way of travelling from place to place.
- Safe - routes must be safe and crucially must also be perceived to be safe.
- Comfortable - routes should be good quality, well-maintained, smooth, have minimal stopping-starting and avoid steep gradients.
- Attractive - environment should be attractive, stimulating and free from litter.

## **Other Key Points Identified in LTN1/20**

- Minimum width for cycle tracks and lanes of 1.5m, rising to 3 metres for high flow two-way traffic, is recommended.
- Designers should aim to provide geometry to enable most people to proceed at a comfortable speed, typically around 20mph.
- Aim is to create a densely spaced network (typically with 250m to 1km spacing between routes) depending on the density of land use.
- Minimising effort should be a key consideration in the design of any infrastructure
- New junctions should be designed to provide good conditions for cycling in all permitted directions, regardless of whether they are on a designated route, unless there are clearly defined and suitable alternatives.
- Cycle parking should be provided at the following locations: Places of residence; Interchanges with other modes of transport; Short stay destinations such as shops and cafes; and Long-stay destinations such as for work and education.
- Appropriate cycle facilities should be provided within all new and improved highways in accordance with the guidance contained in this document, regardless of whether the scheme is on a designated cycle route, unless there are clearly defined and suitable alternatives

## **5. CURRENT ALLOCATIONS**

- 5.1. There are currently 47 schemes for which developer contributions have been allocated and were all allocated between 2012 and 2015.
- 5.2. It is proposed that an audit of the schemes is undertaken to identify schemes that are unable to progress for valid reasons or are undeliverable.
- 5.3. Following this review a further paper will be brought back to this Panel with the next steps in the review of the allocations. It is acknowledged that there is on going work on the Local Walking and Cycling Investment Plan for the Waterside and the rest of the New Forest, and this work could be used to identify further projects.

## **6. FINANCIAL IMPLICATIONS**

- 6.1. Developers' transport contributions must only be spent on transport proposals. Any identified proposals will only be funded through these contributions without any requests for capital funds.
- 6.2. Transport schemes funded from developers' contributions will be progressed by HCC or, subject to HCC's agreement, NFDC. Design work can be paid for from contributions.
- 6.3. The proposals in this report to carry out an audit of existing allocations will need to be funded and this can be met from the existing held transportation contributions.

## **7. CRIME & DISORDER IMPLICATIONS**

- 7.1. There are no crime and disorder implications associated with this report.

## **8. ENVIRONMENTAL IMPLICATIONS**

- 8.1. Walking, cycling and the use of public transport offers an alternative to reliance on the private car especially in larger settlements where the local facilities and amenities are within a reasonable distance for walking and cycling and accessible by public transport.
- 8.2. Schemes that mitigate against the adverse impact of traffic can also improve the local environment by reducing congestion and ensuring the transport network runs in a more efficient manner.

## **9. EQUALITY & DIVERSITY IMPLICATIONS**

- 9.1. Improvements to walking routes and some public transport infrastructure improvements will assist those with mobility impairments. Otherwise, there are no equality and diversity Implications associated with this report.

## **10. DATA PROTECTION IMPLICATIONS**

- 10.1. There are no data protection implications

### **For further information contact:**

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### **Background Papers:**

None

**Overview of S106 Transportation Projects**

Many of the identified projects (those not specifically stated in an agreement were agreed via Portfolio Holder approval on 24/6/2010 in the following reports:

- [Transport Proposals to Promote Walking & Assist Public Transportation in the District Outside the National Park \(24-06-10\)](#)
- [Cycle Route Provision - Local Cycle Networks for Everton Hordle and Milford-on-Sea Outside the National Park \(24-06-10\)](#)
- [Transport Schemes to Reduce the Adverse Impact of Traffic in the District Outside the National Park \(24-06-10\)](#)

**Status of Projects:**

Specific project identified in Legal Agreement



Project Complete and only residual funds remaining



Schemes being implemented by HCC

Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
<b>Totton</b>						
TE/T/06	Calmore to Water Lane via Hammonds Green: Cycle route.	Not specific to any one agreement. allocated via PFH on 20/10/2014, £14k then reallocated to different project in 17/8/17	Project not proceeding at present. Road humps at Goodwood Gardens not yet installed, TM meeting agreed not to progress at moment.	£24,509.10	£918.79	£23,590.31
TE/T/39	A36 Commercial Rd/Salisbury Rd/Ringwood Rd/Library Rd Junction improvements (World Stores).	Not specific to any one agreement. Allocations made via PFH on 18/2/11, 18/4/11 and 1/8/12 and via Cabinet on 4/2/15	HCC were progressing project. Funds held in 2016 transferred to HCC, however HCC have stated that scheme unlikely to proceed	£163,035.30	£39,000.00	£124,035.30
TE/T/46	Calmore Road including Michigan Way Junction: Speed reduction features where pedestrians/cyclists cross and junction improvement / modification	Not specific to any one agreement. Allocations made via PFH on 1/8/12 and via Cabinet on 5/2/14	Phase 1 complete, Phase 2 works ready to go once detailed spec drawn up.	£65,911.16	£43,276.06	£22,635.10
<b>Hythe</b>						
HY/T/02	Hythe/Dibden - Cycle Improvements	Not specific to any one agreement. allocated via PFH on 01/02/12 and 5/12/12	Project completed in 2012/13, only residual amount remaining	£91,529.33	£89,959.40	£4,800.34
HY/T/52	Langdown Lane Pedestrian Crossing	Not specific to any one agreement. allocated via PFH on 20/9/10,	Project largely completed by HCC without S106 monies, potential to reallocate S106 money	£16,336.28	-	£16,336.28

## Appendix 1

Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
		18/7/11 and via Cabinet on 5/2/14				
HY/T/65	Hythe - Roman Road Cycle Route	Not specific to any one agreement. allocated via PFH on 01/02/12 and 1/8/12	Project not proceeding any further by HCC. Potential to reallocate monies. Spend includes the £15k to Hythe Ferry	£48,292.49	£19,903.36)	£34,288.55
HY/T/47	Bus / Ferry Interchange	Not specific to any one agreement allocated via PFH on 01/02/12 .	Larger project implemented, small link corridor still outstanding	£1,434.79	-	£1,434.79
HY/T/64	Cumberland Way – traffic calming to replace temporary build outs.	Not specific to any one agreement. Allocated by Cabinet on 5/2/14 and on 4/2/15	No detailed work undertaken.	£20,880.02	-	£20,880.02
-	Butts Bridge Hill - – improved pedestrian facilities incorporating crossings on Butts Bridge Hill	Not specific to any one agreement. Allocated by Cabinet on 4/2/15 and by PFH on 25/3/15	Concept plan produced in 2015 and some lining work was undertaken but no detailed work undertaken.	£40,356.61	-	£40,356.61
-	(a) a new footway/cycleway link including an on-road cycleway from New Road to South Street (b) improvements to existing bus infrastructure on South Street (c) footway improvements on School Road (d) the provision of traffic calming on South Street to include the following:- 1) improvements to the existing crossing point in South Street between Spring Road and the railway bridge 2) improvement of the South Street/Mariners Mews junction (likely to include a raised table and potentially block paving similar to the St John's Street/Shore Road/South Street junction) 3) traffic calming feature (similar to existing) on South Street north of Mariners Mews	Specific to Lidl application at St Johns Street 17/10943	No work undertaken	£100,000	-	£100,000

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Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
<b>Fawley</b>						
FA/T/43	Fawley - Church Lane / Marsh Lane	Not specific to any one agreement allocated via PFH on 01/02/12 .	scheme finished, monies can be reallocated	£3,874.51	-	£255.17
FA/T/44	Fawley - Chapel Lane / Fawley Rd	Not specific to any one agreement allocated via PFH on 01/02/12 and 5/12/12.	scheme finished, monies can be reallocated	£12,149.96	-	£199.84
-	Rollestone Road / Long Copse / Newlands Road / Hampton Lane crossroads: addition of pedestrian crossing phase to the signalled junction	Not specific to any one agreement allocated via PFH on 9/12/14	scheme finished, monies can be reallocated	£29,562.40	£21,509.69	£8,052.71
FA/T/33	Uncontrolled crossing on Fawley Road (near Infants School)	Not specific to any one agreement allocated via PFH on 9/12/14	No work undertaken, although may not be the correct location.	£25,808.56	-	£25,808.56
FA/T/5	Whitfield Road / Cadland Primary School crossing	Not specific to any one agreement allocated via PFH on 18/2/11	scheme finished, monies can be reallocated	£2,000.08	-	£2,000.08
<b>Lymington</b>						
-	Ampress Improve Cycle Network	Not specific to any one agreement allocated via PFH on 8/3/07, 20/9/10, 18/7/11, 1/2/12, 1/8/12, 5/12/12 and 20/10/14	Scheme complete. Only residual amounts left.	£255,422.19	£253,724.99	£1,697.20
-	Ampress Enhance Public Transport	Specific allocation in accordance with application 01/70346	Monies should be passed to HCC	£79,329.05	£45,190.07	£34,138.98
LP/T/09	Wainsford Road speed reduction measures/cycle route	Not specific to any one agreement allocated via PFH on 18/4/11 and 18/7/11	Scheme completed. Monies can be reallocated	£18,474.64	£10,466.14	£8,008.50
LP/T/02	Pennington Centre CR	Not specific to any one agreement allocated via PFH on 18/4/11, 1/8/12, 13/6/14, 20/10/14, 9/12/14 and Cabinet of 5/2/14	Scheme completed. Monies can be reallocated	£144,942.49	£81,095.32	£63,847.17
LP/T/25	Milford Rd Pennington Bus Shelter	Not specific to any one agreement allocated via PFH on 18/4/11	Not yet implemented	£1,000	-	£1,000
LP/T/20	Lymington Bus Improvements – including upgrade of existing Bus Departure Information System	Not specific to any one agreement. Allocated by PFH report of 5/12/12	Following bus station closure project not to proceed	£41,301.15	£500.50	£40,800.65

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Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
LP/T/07	Lymington Bath Road	Not specific to any one agreement. Allocated by PFH report of 1/8/12	Scheme completed. Monies can be reallocated	£5,031	£2,500	£2,531
LP/T/42	Lymington/Pennington Speed Reduction	Not specific to any one agreement. Allocated by PFH report of 5/12/12 and 9/12/14	Scheme ready to go	£147,710.42	-	£147,710.42
	Webbs Footbridge	Specific to agreement for application 97849		£179,600	-	£179,600
LP/T/43	pedestrian improvements at Captains Row junction pedestrian improvements and speed reducing features	Not specific to any one agreement. Allocated by PFH report of 9/12/14	Pending decision on 1 way trial, postponed by HCC	£50,000	£861.66	£49,138.34
-	Additional Fingerposts - pedestrian enhancements	Not specific to any one agreement. Allocated by PFH report of 9/12/14	Scheme not proceeding following consultation with Town Council	£4,238.81	-	£4,238.81
-	South Street: proposed signalised junction including pedestrian crossing phase	Not specific to any one agreement. Allocated by PFH report of 9/12/14	Scheme not started yet. Further funding required if going to go ahead.	£74,321.92	-	£74,321.92
-	Highfield: footpath extensions	Not specific to any one agreement. Allocated by PFH report of 9/12/14	Scheme completed using TM budget. Monies can be reallocated	£18,166.62	£400.00	£17,766.62
-	Public Footpath within site of 92/50213 (off Ridgeway Land, Woodside)	Specific project in agreement for 92/50213	No works undertaken	£2,154.69	-	£2,154.69
	Unallocated contributions from 14/10770 and 14/10934	-	No specific project identified in agreements	£11,210.93	-	£11,210.93
	Public footpath improvements between Paddock Gardens and Alexandra Road	Specific project in agreement for 97/61166	Possibly link to works already undertaken by Mitigation strategy	£4,607.80	-	£4,607.80
<b>Hordle</b>						
HO/T/07	Bus stop improvement, near WI Hall, Ashley Lane, Hordle including a bus lay-by, raised kerbs and bus shelter	Not specific to any one agreement. Allocated by Cabinet of 4/2/15	Works completed	£37,489.30	£35,319.92	£2,169.38



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Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
	Unallocated contribution from 14/11160	No specific schemes identified in agreement.	Proposed scheme needed – could potentially be added to Milford scheme budget.	£11,007.21	-	£11,007.21
<b>Milford</b>						
HO/T/A&B	A337/B3058 X Everton. Traffic signals incorporating controlled crossing facilities for pedestrians and cyclists on the eastern side of the junction	Not specific to any one agreement. Allocated by PFH of 18/11/11, 1/8/14, 25/3/15 and Allocated by Cabinet of 4/2/15	Further funds needed to progress	£54,942.05	-	£54,942.05
MF/T/16	High St Zebra Crossing	Not specific to any one agreement. Allocated by Cabinets of 5/2/14 and 4/2/15	Scheme completed using TM budget	£15,558.44	-	£15,558.44
<b>New Milton</b>						
NM/T/04	A337/Church Lane (Old Milton) to Naish Holiday Park via A337 Christchurch Road service road - Bramshaw Way to Naish Farm. On and off road cycle Route.	Not specific to any one agreement. Allocated by Cabinet of 5/2/14	Scheme complete. Monies to be reallocated	£1,787.80	£1,775.86	£11.94
NM/T/05	Gore Road West of Milton Mead Pedestrian / Cycle - This proposal has not been implemented but has been part designed by Hampshire County Council (HCC). Potential link to Christchurch	Not specific to any one agreement. Allocated by PFH on 20/9/10, 18/4/11, 5/12/12, 13/6/14, 20/10/14 and via Cabinets of 5/2/14 and 4/2/15	Allocation greatly reduced as original Caird Avenue application expired. Scheme part complete	£54,566.84	£40,745.89	£13,820.95
NM/T/18	Station Road / Manor Road Junction Improvements including junction realignment	Not specific to any one agreement. Allocated by PFH on 17/11/10, 1/2/12, 20/10/14 and via Cabinets of 5/2/14 and 4/2/15	HCC not progressing with scheme following safety audit.	£192,185.14	£62.96	£192,122.18
NM/T/41 and NM/T/45	Uncontrolled crossing improvements at junction of A337 and Old Milton Road. Junction improvement (possibly including provision of a roundabout) at A337 and Old Milton Road junction together with improved pedestrian crossing facilities.	Not specific to any one agreement. Allocated by PFH on 20/9/10 and 1/8/12 and via Cabinet on 4/2/15	Decision awaited from HCC on whether to proceed	£77,735.66	-	£77,735.66
	Unallocated contributions from schemes 14/11405, 14/10115 and 11/98101	No specific schemes identified in agreements.	Proposed scheme needed.	£56,094.90	-	£56,094.90
<b>Bransgore</b>						

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Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
BR/T/01	Ringwood Rd Bransgore	Not specific to any one agreement. Allocated by PFH on 17/2/11	Design ideas were developed in 2016 but not wanted by Parish Council			£3,245.71
<b>Ringwood</b>						
RI/T/40	The Bickerley, footpath improvements	Not specific to any one agreement. Allocated by PFH on 19/6/07	No work undertaken on scheme at present	£10,000	-	£10,000
PC11	Ringwood - Castleman Way Cycle Route	Not specific to any one agreement. Allocated by PFH on 1/8/12, 5/12/12 and Cabinet on 5/2/14	Scheme Complete	£15,447.02	£13,635.31	£1,811.71
PC14	Ringwood - Carvers	Not specific to any one agreement. Allocated by PFH on 1/8/12, 13/6/14, 20/10/14 and Cabinet on 5/2/14	Scheme being progressed by HCC for implementation shortly	£62,418.62	£1,058.82	£61,359.80
-	(1) Junction improvements at Christchurch Road/Castleman Way/Bickerley Road roundabout; (2) Improve signage of pedestrian and cycle routes within Ringwood; (3) Uncontrolled Crossing at junction of Christchurch Road and access to Millstream Trading Estate; and (4) Improvement to existing pedestrian crossing facilities at Christchurch Road/Castleman Way/Bickerley Road roundabout.	Specific to Lidl application 15/11745	Scheme being progressed by HCC for implementation shortly for uncontrolled crossing at CC Rd and Millstream Trading Estate	£152,000.00	£100,000.00	£52,000.00
PC4/ PC15/ PC11	Cycle Route and Pedestrian improvements	Not specific to any one agreement. Allocated by Cabinet on 5/2/14 and PFH 13/6/14	Scheme complete. Monies to be reallocated	£254,975	£231,250.43	£23,724.57
	Cycle Route schemes around Ringwood	Not specific to any one agreement. Allocations made via Cabinet on 4/2/15	No work undertaken	£11,137.01	-	£11,137.01
PC1, 4, 6, 8, 10, 13,	Various schemes around Ringwood	Specific to RING3 application (outline 13/11450). However,	2nd transportation contribution has just been received for RING3.	£664,326.84	£50,000	£614,326.84

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Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
15, 20		flexibility in S106 to spend on other projects if agreed.	£50,000 passed to HCC for pedestrian link at top of RING3 site.			
<b>Fordingbridge</b>						
-	Public Transport improvements around Burgate School	Not specific to any one agreement. Allocations made via PFH on 13/6/14 and via Cabinet on 4/2/15	Scheme complete in 2014/15	<b>£67,401.65</b>	<b>£27,556.49</b>	<b>£39,845.16</b>