



Annual Infrastructure Funding Statement Summary 2024/25

Education and Transport Developer Contributions



Lea Castle Village, Park Gate Road, Kidderminster

Published December 2025

Contents

Annual Infrastructure Funding Statement Summary 2024/25	1
Education and Transport Developer Contributions	1
Contents	2
1. Terms of Reference	3
2. Introduction	4
Table 1: Comparison Between First Six Years of the Infrastructure Funding Statement	4
3. Contributions agreed in signed agreements	4
Table 2: Contributions agreed in Section 106 Agreements signed in 2024/25	4
Major Infrastructure in Signed Section 106 Agreements	5
4. Received Contributions	6
Section 106 Contributions Received between 1st April 2024 and 31st March 2025	6
Table 3: Contributions received in 2024/25 through Section 106 Agreements	6
Notable Section 106 Contributions Received in 2024/25	6
5. Allocated and Spent Contributions	7
Section 106 Contributions Allocated and Transferred to Projects between 1st April 2024 and 31st March 2025	7
Table 4: Section 106 Funding Allocated in 2024/25 by Infrastructure Type	7
Section 106 Contributions Spent between 1st April 2024 and 31st March 2025	7
Table 5: Contributions Transferred/Spent in 2024/25 by Infrastructure Type	7
Projects funded from Section 106 Contributions in 2024/25	8
Highways Infrastructure	8
A38 Bromsgrove Route Enhancement Programme (BREP)	8
Figure 1 A38 BREP route	8
Public Bus Services	8
Community Transport	8
6. Conclusion	9

1. Terms of Reference

1.1. The Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019, require local authorities that receive developer contributions from Section 106 planning obligations and the Community Infrastructure Levy (CIL) to publish an annual infrastructure funding statement. In two tier local authority areas upper tier authorities such as Worcestershire County Council (WCC) can enter into Section 106 planning obligations directly or in conjunction with district councils to receive direct funding from the developer.

1.2. In a two-tier local authority area, the Local Planning Authorities¹ (district and borough councils) are responsible for implementing and collecting CIL. As a result, WCC is not a CIL collection authority. Within Worcestershire, three of the six district councils (Malvern Hills, Wychavon and Worcester City also referred to as the South Worcestershire Councils) collect CIL. WCC did not receive any CIL funding from these district councils for the financial year 2024/25. CIL funding is therefore not included in this report and the associated data.

1.3. WCC collects Section 106 contributions mainly from residential developments in Worcestershire. Some commercial and employment land developments may also contribute towards highways infrastructure. This statement provides further details on those contributions where applicable.

1.4. During the financial year 2024/25 no contributions have been returned to the payee.

1.5. In 2021, WCC and Worcestershire Children First² (WCF) / WCC Children Services introduced monitoring fee charges to aid with the cost of monitoring and managing planning obligations payable to WCC. Monitoring fees are also included in the terms of all Section 106 Agreements signed by WCC. The schedule of charges for monitoring fees is published on WCC's website, and the charges are reviewed annually³. Monitoring fees were applied to agreements signed during the financial year 2024/25. A total of £70,765 was received in monitoring fees from 30 agreements containing highways infrastructure and a further £8,895 was received in monitoring fees from 16 agreements containing education infrastructure.

1.6. The following definitions are used in this document to reflect the various stages of Section 106 developer contributions:

- Agreed – Contributions that have been agreed within a signed legal document but where the agreed sum has not yet been received. In most of cases this is due to the agreed payment points having not yet been met.
- Received – Contributions received by WCC.
- Allocated – Contributions that have been received by WCC and allocated to specific projects.
- Transferred – Contributions transferred to specific projects.

¹ The Local Planning Authorities in Worcestershire include Bromsgrove District Council, Malvern Hills District Council, Redditch Borough Council, Worcester City Council, Wychavon District Council and Wyre Forest District Council.

² Worcestershire Children First (WCF) was the company responsible for delivering children's services across Worcestershire. This company was dissolved in September 2024 with the responsibilities of the company returning in full to Worcestershire County Council.

³ [Section 106 monitoring fees | Section 106 monitoring fees | Worcestershire County Council](#)

- Spent – Contributions spent on infrastructure.

2. Introduction

2.1. This report is the sixth Annual Infrastructure Funding Statement Summary setting out developer contributions secured and agreed by WCC and WCF between 1st April 2024 and 31st March 2025. This document gives summaries of the full data files (published separately) which list the transactions that have taken place between these dates. The data files comply with the format required by the Government, designed to obtain a national picture on the performance of local authorities on spending developer contributions⁴. The data is taken from WCC and WCF's records of Section 106 transactions. Further explanation on how data files are composed is available from the Planning Advisory Service.⁵

Table 1: Comparison Between First Six Years of the Infrastructure Funding Statement

<i>Funding Stage by Financial Year</i>	2019/20 (£)	2020/21 (£)	2021/22 (£)	2022/23 (£)	2023/24 (£)	2024/25 (£)
Agreed Contribution	£19,732,714	£30,348,455	£42,244,406	£36,739,329	£13,137,525	£19,816,102
Received Contribution	£7,332,920	£6,719,588	£6,526,759	£5,695,979	£12,529,821	£7,702,020
Allocated Contribution	£9,311,428	£8,516,268	£5,345,444	£2,818,857	£1,919,300	£8,351,790
Transferred/Spent Contribution	£4,673,252	£3,226,548	£2,800,170	£4,373,741	£7,023,162	£4,782,132

3. Contributions agreed in signed agreements⁶

3.1. WCC and WCF enter into Section 106 agreements on residential development sites for both highways and education infrastructure. WCC also enters into agreements on commercial/employment sites for highways contributions. These sites do not yield developer contributions towards education as it is unlikely the development will generate a demand for school places.

Table 2: Contributions agreed in Section 106 Agreements signed in 2024/25

Infrastructure Type	Monies Agreed (£)
Education	£16,641,521
Education Monitoring Fees	£8,895
Highways ⁷	£380,738
Transport & Travel ⁸	£2,708,763
Highways Monitoring Fees	£70,765
Total	£19,816,102

⁴ The government guidelines are available at: <https://www.gov.uk/guidance/publish-your-developer-contributions-data>.

⁵ https://www.local.gov.uk/sites/default/files/documents/PAS%20good%20practice%20for%20IFS%20part%201%20and%202_0.pdf

⁶ Contributions listed are subject to indexation and interest where applicable.

⁷ Highway's funding includes all contributions to physical transport infrastructure on the road network.

⁸ Transport and Travel funding includes contributions towards bus services, community transport, school transport, travel plan contributions, together with active travel routes and bridges. Please note this is not public transport physical infrastructure such as a bus shelters/bus stops which is included in highways.

3.2. WCC have successfully negotiated and entered into 3 new agreements in relation to education infrastructure during this reporting period. The total contributions are shown in [Table 1](#) and [Table 2](#) above. Monies agreed for education include contributions for all phases of education - early years, primary, secondary and Special Education Needs and Disabilities (SEND). This reflects the cost of education provision and new school settings on strategic sites.

3.3. Transport infrastructure contributions were included in 102 agreements signed and completed in 2024/25. This includes contributions for highways and transport and travel. These 102 agreements will provide contributions towards highway infrastructure projects, such as junction improvements and pedestrian crossings valued at £380,738. A further £2,708,763 has been secured for transport infrastructure projects and travel schemes, such as active travel schemes, passenger transport, personal travel plans and school transport. This data is shown in [Table 2](#) above.

Major Infrastructure in Signed Section 106 Agreements

The most notable agreements signed in this reporting period are:

21/01830 Hither Green, Redditch. This site will deliver up to 214 dwellings and includes Section 106 contributions for the following infrastructure:

- £10,000 Bus Infrastructure for 2 flagpole bus stops
- £439,576 Bus Service towards the diversion of an existing service through the site.
- £22,037 Community Transport to enable elderly and disabled residents to access essential services
- £993,859 First School for additional education facilities at nominated schools in the area
- £837,981 Middle School for additional education facilities
- £858,330 High School for additional education facilities
- £644,261 School Transport for school transport to Primary, Middle and Secondary schools
- £531,676 Special Educational Needs and Disabilities (SEND) to support education projects at SEND facilities

23/02112/OUT Orchard Farm, Defford Road, Pershore. This site will deliver up to 300 dwellings and includes Section 106 contributions for the following infrastructure:

- £113,068 Bus Service towards diverted bus service through development
- £4,573 Community Transport to enable elderly and disabled residents to access essential services
- £3,000 Footway Enhancements for dropped kerb and tactile paving
- £5,000 Pedestrian Signage to direct pedestrians to town centre facilities
- £4,500 Traffic Regulation Order for Henderson Drive (Emergency Access)
- £15,000 Traffic Signal Enhancement at the junction of Worcester Road/Station Road/High Street
- £58,500 Demand Responsive Transport⁹ service to ensure adequate access to development by non-car modes. To provide additional public transport options to residents.
- £2,344,932 Early Years contribution for children aged two to five to increase the number of early years places in 2-mile radius of development.
- £3,229,812 Primary Education for additional education facilities at nominated schools in the area
- £508,768 SEND to support education projects at SEND facilities

⁹ Demand-responsive transport (DRT) refers to all types of transport services that adapt their routes and/or schedules to answer their passengers' needs, aiming to provide a cost-efficient service that is also convenient for users. DRT can be used in many different settings and can be adapted to local requirements:

They may use different vehicle types based on demand (usually minibuses or cars, rather than buses)

They may have set pick-up and drop-off points, or otherwise offer door-to-door service

They may be booked in different manners, such as website, application, or telephone

M/22/00289/OUT Land at Terrills Farm, Terrills Lane, Tenbury Wells – 125 dwellings

- £10,000 Public Transport for provision of a new bus stop
- £6,690 Community Transport to enable elderly and disabled residents to access essential services
- £4,500 Traffic Regulation Order to formalise the proposed vehicle prohibition/cross over on Terrills Lane
- £323,582 Education towards setting within a 2 mile walking radius of the development or the creation of a new Early Years setting within a 2 mile radius of the development
- £993,859 Education for provision of additional education facilities at Tenbury C.E Primary School
- £794,750 Education for improvement & provision of existing educational facilities at Tenbury High Ormiston Academy
- £7,000 Quiet Lane Order to formalise the approach to Terrills Lane to become a quiet lane allowing for shared use between pedestrians, cyclists & motor vehicles or implementation of a 20mph speed limit
- £219,612 Education to provide SEND facilities within a mainstream or specialist school.

4. Received Contributions

Section 106 Contributions Received between 1st April 2024 and 31st March 2025

4.1 As a result of trigger points either having been met or due to be met during the reporting period, WCF / WCC Children Services received Section 106 contributions from 15 agreements totalling £5,695,752. The highways contributions received in the reporting period 2024/25 were £1,966,565. The split by infrastructure type of the totals received is broken down in [Table 3](#) below.

Table 3: Contributions received in 2024/25 through Section 106 Agreements

Infrastructure Type	Monies Received (£)
Education	£5,695,752
Education Monitoring Fees	£4,520
Highways	£795,754
Transport & Travel	£1,170,811
Highways Monitoring Fees	£40,703
Total	£7,707,540

Notable Section 106 Contributions Received in 2024/25

4.2 Notable contributions received in this reporting year were £989,925 and £329,185 (Education) from MH/16/01168/OUT land to the north of Oldbury Road and south of Martley Road, Lower Broadheath. These funds will contribute towards the cost of construction and provision of a new primary school to be provided as part of the West of Worcester Urban Extension allocated within the South Worcestershire Development Plan, to support the development. The funds also go towards additional educational facilities at two high schools, Christopher Whitehead Language College and/or The Chantry School, Martley.

4.3 A further large contribution payment was received for WF/23/0200/FUL land at Habberley Road, Kidderminster for £235,410 for provision of school transport from the development homes to Upper Arley Church of England Voluntary Controlled Primary School.

4.4 The remaining contributions totalling approximately £4m were made of much smaller values individually from multiple categories. Education and Transport and Travel made up the bulk of the rest of the contributions.

5. Allocated and Spent Contributions

Section 106 Contributions Allocated and Transferred to Projects between 1st April 2024 and 31st March 2025

5.1 WCF / WCC Children Services have allocated Section 106 contributions for education from 34 agreements totalling £5,941,788 and spent Section 106 contributions from 6 agreements totalling £4,593,756 These are funds that have been allocated either to future education projects or transferred to fund education projects that have recently undergone construction. Details of some of the allocations are:

- £1,332,553 towards expansion of Wolverley Church of England Secondary School, Kidderminster
- £617,226 towards nurse at St Andrew's Church of England First School, Evesham
- £429,099 towards expansion at Kempsey Primary School.

5.2 The Economy and Infrastructure Directorate has allocated Section 106 contributions from 26 agreements totalling £2,410,002 towards highway infrastructure, which includes substantial allocations to:

- £409,814 Active Travel Scheme which could include toucan crossing on the Redditch Ringway, travel information kiosks, pedestrian and cycle signage to Redditch Railway Station and cycle parking facilities
- £295,981 Public Transport services contribution towards new 21 bus service between Worcester and Lower Broadheath.

Alongside this £188,346 has been spent from 58 agreements including monitoring fees.

5.3 The splits by infrastructure type from the totals allocated is broken down in [Table 4](#) below.

Table 4: Section 106 Funding Allocated in 2024/25 by Infrastructure Type

Infrastructure Type	Monies Allocated (£)
Education	£5,941,788
Highways	£1,123,791
Transport & Travel	£1,286,211
Total	£8,351,790

Section 106 Contributions Spent between 1st April 2024 and 31st March 2025

Table 5: Contributions Transferred/Spent in 2024/25 by Infrastructure Type

Infrastructure Type	Monies Spent (£)
Education	£4,593,756
Highways	£176,553
Highways Monitoring Fees	£11,823
Total	£4,782,132

5.4 WCC have spent £4,782,132 Section 106 contributions from 84 agreements. The split by infrastructure type of the totals spent is broken down in [Table 5](#) above. The value of the contributions transferred/spent in this reporting period is lower than the previous year as no large-scale strategic infrastructure money was spent in the reporting period.

Projects funded from Section 106 Contributions in 2024/25

Highways Infrastructure

A38 Bromsgrove Route Enhancement Programme (BREP)

5.5 The A38 is one of Worcestershire's most important strategic transport routes, connecting northern Worcestershire with key destinations throughout the region including the wider West Midlands and the Strategic Road Network (the M5 and M42).

5.6 Significant congestion within the area not only impacts on journey times and journey time reliability but also creates poor environmental conditions. An additional key issue that is often overlooked is the impact of congestion on economic activity and growth and how this hinders the wider prosperity of the area.

5.7 The total cost of the A38 BREP Phase 3 works is just over £50 million, with the Department for Transport committing to provide just over £43 million and the remainder from local developer contributions.

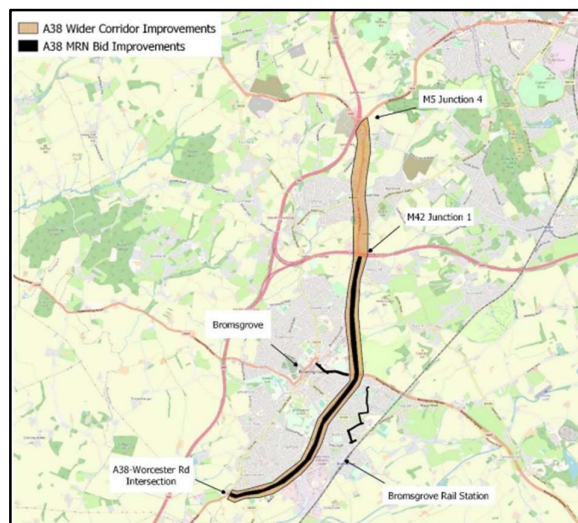


Figure 1 A38 BREP route

Public Bus Services

5.8 The S106 funds for public bus provide sustainable travel opportunities for commuting, education, retail and social links for residents of new developments. The land at Brockhill East 19/00976/HYB has provided funds for an enhanced bus service operating between Bromsgrove and Redditch providing connections at Longbridge Rail Station but also great accessibility to Bromsgrove at peak times.

Community Transport

5.9 Section 106 funds have supported the provision of Community Transport services in several locations, enabling residents of new residential housing development sites to make essential journeys that they cannot undertake by other means. Community Transport is for the benefit of those people who are unable to access a bus service due to disability or mobility impairment or because there is no suitable service available. Fully accessible minibuses or multi person vehicles are provided, alongside volunteer-driven cars

to take qualifying residents to medical appointments, retail opportunities, day centres and other social/leisure activities.

5.10 Two examples of this are for developments at:

- Hollins Lane, Martley which contributed a sum of £13,608 over 3 years.
- East Banks Close, Hallow which contributed a sum of £11,562 over 5 years.

5.11 These contributions allowed WCC to award contracts to Worcester Wheels, a well-established Community Transport operator who delivers a minibus, multi-purpose vehicle or car scheme depending upon the passenger's needs.

Worcester City Active Travel funding

5.12 S106 funding can be used in contribution with other grants or funding sources. In Worcester Town Fund, s106 has been used in conjunction with the Active Travel Fund (ATF4e) to deliver the following:

- 2.6km of canal towpath widening and resurfacing
- Widening, upgrading and resurfacing of several footpaths within Worcester City limits in order to increase the accessibility options for Active Travel. These works also involve the removal of barriers.
- Installation of two Toucan crossings (Woodgreen Drive and Bath Road). This has reduced the severance caused by the B4638 and the A38 respectively and made Active Travel more accessible around the City.
- Upgrade of existing Zebra Crossing (St. Peters Drive) to a Toucan Crossing and the resurfacing of Old Norton Road.
- New lighting has been installed on some of the above routes to increase the feeling of safety for users.
- Installation of sinusoidal ramps to encourage lower vehicular speeds (to be carried out in January/February 2026).

5.13 The Works have been carried out over the last four years and have seen a total of £2.1Mn spent on Active Travel improvements. Before and after monitoring is being undertaken to capture the predicted uplift in Active Travel.

6. Conclusion

6.1. The information presented above is designed to highlight the key data regarding WCC's position on Section 106 developer contributions for the financial year 2024/2025. All the information has been calculated and is presented using the Government's templates. These files have been sent to the Department of Housing, Communities and Local Government and published on WCC's website in accordance with national statutory requirements and best practice.

6.2. Section 106 agreements continued to be utilised extensively as highlighted throughout this document. Overall, the infrastructure funding statement this year shows the number of new Section 106 agreements containing education contributions being signed in 2024/25 in comparison with 2023/24 decreased from 15 to 3. The number of agreements containing highway and/or transport, and travel contributions increased from 21 to 33.

6.3. The contributions secured in new agreements increased from £13,137,524.00 in 2023/24, to £19,816,102.00 in 2024/25 because the size of the development sites and corresponding level of infrastructure was greater in 2024/25. This reflected the size of planning permissions and in particular education cost rises experienced in the last two years.

- 6.4. In the 2024/25 period a higher value was allocated which reflects the flow from previous already signed agreements, in the reporting periods of previous Infrastructure Funding Statements. The allocation of funds to projects by Worcestershire County Council increased from £1,919,300 in 2023/24 to £8,351,790 to 2024/25. This was in part due to programming of projects, funding towards schemes already delivered and waiting for other funding streams from large scale sites. It also reflected improved work outcomes related to the Bus Service Improvement Plan and two large school projects having funding allocated to them.
- 6.5. Infrastructure costs continued to rise sharply in the last two financial years covering this and previous statements. Therefore the need to secure additional funds from grants and other sources has provided uncertainty in respect of when schemes could feasibly be undertaken, programmed and implemented. The expenditure of Section 106 receipts in some cases will be reliant on WCC's ability to secure these additional funds. Where additional funding sources are affected, there is likely to be a knock- on effect on projects and a delay in spending Section 106 developer contributions.
- 6.6. WCC expects levels of section 106 activity including received, allocated and spent contributions to fluctuate each year as many of the projects are long term and large scale. Figures also reflect fluctuations in the national economic cycle including build costs and house prices.
- 6.7. Negotiation to secure contributions from large scale sites can be complex and lengthy, in some cases a number of years will elapse from providing a response to the planning application to the signing of a Section 106 agreement. WCC aims to future proof Section 106 contributions from all sites by utilising forward funding clauses and indexation. This enables contributions to be used reducing the potential of refunding unspent contributions.
- 6.8. Contributions from large scale sites can take several years to be received due to the length of time to build out these types of sites. WCC expect strategic site payments to increase over the next few years as building commences on strategic sites and trigger points are met.