

## HOUSING INFRASTRUCTURE FUND (HIF) - UPDATE

### Executive Summary

The Victoria Arch widening scheme is mainly funded by the government's Housing Infrastructure Fund and is project managed by Woking Borough Council with support from Surrey County Council, Network Rail and Homes England. The replacement bridge and improved infrastructure would secure an objective to provide additional road capacity, reduce air pollution, secure safer access for pedestrian and cycle journeys, provide more reliable bus journeys and secure the vitality of the rail network.

This report updates on the work progressed to date following on from the July 2022 Executive report which provided updates on the project and identified a number of key issues and actions in relation to the delivery of the project including:

- Land Acquisitions
- Utility Diversions
- Bridge Replacement
- Highway Works

The report also updates on the work done to date on sharing of risk with partners, and provides a programme update.

The Executive received an update on the Housing Infrastructure Fund at its meeting on 7 October 2021 where it agreed to a revised timetable for the project given a number of key issues. At the 22 July 2022 Executive it was reported that a revised cost position for the current project, if proceeded with in its current design, would place a significant forecast budget requirement of an additional £53-54m to complete the project, above the current £115m budget. These cost increases were due to the increase in project scope as well as heavily increased construction and inflation costs. It was therefore agreed to undertake a fundamental review of the project.

The Council administration is concerned about the scale of the budget deficit, risks to the Council and potential significant road closure involved in the proposed Victoria Arch widening scheme. This report gives an update to the fundamental review on the project to identify whether there is a viable project that can delivered without additional expense to Woking Borough Council.

The scale of the budget requirement has been communicated to Homes England alongside a request for greater project risk sharing with both Network Rail and Surrey County Council.

### Recommendations

The Executive is requested to:

#### **RESOLVE That**

- (i) an update on the transport modelling, design options and funding opportunities be presented to the Executive in the New Year 2023;

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- (ii) it be noted, the submitted planning applications which seek to secure a temporary access to the aggregates yard from York Road and the use of the current access to the yard from Guildford Road as a permanent access continue to be assessed by the Local Planning Authority and reach a decision to inform the project delivery;

And further to note the resolve made in July 2022:

- (iii) the commitment made by the Council and its partners to deliver a replacement bridge project and the risks accepted by the Council in its agreement with Homes England and that significant work has been progressed to date on the project, be noted;
- (iv) the additional costs associated with the current designed project based on land acquisitions, utility costs, bridge and highway costs and inflation meaning that further and substantial Government funding is needed before further significant expenditure can be undertaken which would be at the Council's risk, be noted;
- (v) the need for the continuation of high level meetings with Homes England and through them with key partners at the Department for Transport and Department for Levelling Up, Housing and Communities in order to secure additional funding for the project be supported; and
- (vi) given the likely exposure and scale of risk in committing to further expenditure at this stage, a fundamental review of the project continue in order to:
  - a. conclude discussions on the availability of additional funding to meet the current project design;
  - b. review with partners other design options to reduce the overall costs of the project including any proposals which remove the need to lower the road and / or reduce the road from a dual carriageway to a single carriageway;
  - c. ensure that any redesigned options meet with value for money requirements and achieve sufficient environmental and community benefits envisaged from the project; and
  - d. reassess highway capacity requirements under Victoria Arch through revisiting the transport modelling work previously undertaken to explore whether, through value engineering, a more cost effective bridge design can be achieved.

**Reasons for Decision**

Reason: In order to complete the review of the project to assess financial risks and opportunities to the Council in progressing with delivering the Housing Infrastructure Fund project, considering in full the alternatives and seek risk sharing with project partners/ opportunities for further funding bids.

The Executive has the authority to determine the recommendation(s) set out above.

**Background Papers:** None.

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### 1.0 Introduction

- 1.1 On 13 February 2020, Woking Borough Council accepted a £95m grant administered by Homes England, to complete the acquisition of the Triangle site on the south side of the town, deliver the significant improvements to the town centre's road network and widening the out of date Victoria Arch by 2024. The total project cost was envisaged as £115m with the funding gap being met by support from Network Rail and developer contributions.
- 1.2 The project is complex not least due to its town centre location and resulting impacts on public, businesses, and residents, but also the interdependencies on adjacent infrastructure and stakeholders.
- 1.3 It was reported at the Council Executive meeting in July 2022 that the total budget for the project has risen by £53/54m over the original £115m budget, due to the original scope of the project extending with detailed construction design, as well as inflation and increased material and labour costs. For this reason a fundamental review of the project delivery is currently being undertaken with a pause on certain workstreams until there is greater certainty that the project can be delivered without additional expense to Woking Borough Council.
- 1.4 The project review objectives have been set out in categories in order to ensure all aspects of the project are assessed in this review. The various options available for the delivery of the infrastructure are:
  - Do Maximum (the currently designed scheme, which due to the increased construction costs and inflation is currently valued at £53-54m over the current budget);
  - Do Medium (a reduced scheme, which is to be determined and costed through this review process);
  - Do Nothing (not delivering an infrastructure scheme).

### 2.0 Project Workstreams Update

- 2.1 At the July 2022 WBC Executive meeting it was reported that the programme was set to see a completion in infrastructure delivery in early 2027 (Programme B), however due to the high and inflated costs of the utility diversion infrastructure and land acquisitions, these critical parts of the project have not been able to be progressed and so that programme is no longer achievable. An outline project programme has been created which can be initiated at any stage depending on progress of the project review (See appendix).
- 2.2 Despite not being able to go forward with Programme B, the project is still making progress within the current allocated project budget.
- 2.3 The planning applications for the Day Aggregates temporary and permanent access proposals have been submitted to the Local Planning Authority (LPA). The local residents received update letters and the LPA will assess the applications through due process following validation which was on 20 October 2022. The outcome of these applications will determine how the project can be delivered.
- 2.4 The Compulsory Purchase Order (CPO) has not been able to be progressed following the receipt of legal advice. The advice was clear in stating that the absence of planning permission for a development on the Triangle site and the uncertainty about the deliverability of the project, would present a risk to the successful completion of the CPO process.
- 2.5 The solution to this is that the Council could progress the CPO through the Highways Act 1980, which would not require planning permission on the Triangle site. Woking Borough Council officers have discussed with Surrey County Council legal services the principle of acting upon the previous resolution granted by the Cabinet Member for Transport, Infrastructure & Growth to "acquire land compulsorily as required by the Housing Infrastructure Fund project for Woking

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town centre using the Council's powers under the Highways Act 1980 if negotiation proves unsuccessful.”

- 2.6 The transport modelling work currently being undertaken by WSP (as explained later in this report) will be available early in the New Year 2023 and at that point the Council hope to be in a position to announce a firmer timetable for the CPO to bring forward with Surrey County Council as project partners under the Highways Act. This would give more certainty to the deliverability of the project.
- 2.7 The demolition and clearance of the Triangle site has been taken as far as possible. Discussions are still continuing with the outstanding third party landowners on the site to try to negotiate a reasonable acquisition. The Council has also tried to explore all options for demolition of the rest of the Triangle site, including demolition of the outstanding properties on behalf of the current property owners, however this has not been possible.
- 2.8 The Triangle site has now been fully secured with hoarding and made safe to ensure site safety. The hoarding will remain clear of visuals until the project is recommenced.
- 2.9 The trial holes carried out by Skanksa in June 2022 have been reported and the resulting programming for the statutory undertaker diversion work has been confirmed. The key outputs from the trial holes were to identify if there were any below ground risks which the project team were unaware of and to also ensure the soil sub-strata was as expected. This work confirmed the programme, based on the current design, would require a road closure of approximately 3 years (7 months of which would be closed for pedestrians and cyclists) and at this time is unable to be reduced.

### **3.0 Homes England funding position**

- 3.1 Homes England has commissioned Gleeds, an independent property and construction consultancy, to check costs and risks on all HIF forward funded projects. Gleeds will report to Homes England on costs and risk, to highlight cost increases between point of contract and current day. This, in turn, could support cases for additional funding. This review is currently being undertaken for the Woking HIF scheme and Homes England are waiting for the review to come back. WBC and Homes England will then prepare a joint action plan on any recommendations and the content of the report.
- 3.2 Once this review has been received, depending on the outcome, Woking Borough Council intend to also write to the Department for Transport (DfT) and Department of Levelling Up, Housing and Communities (DLUHC) seeking further opportunities for funding.

### **4.0 Review of Project objectives**

- 4.1 It is essential to review the originally set objectives of the HIF project to determine whether now is the correct time to be delivering this major infrastructure project, given the current time of UK high construction costs and inflation costs.
- 4.2 The table in the appendix summarises the objectives of the project and assesses the Red Amber Green (RAG) impacts on delivering different schemes, Do Maximum (the currently designed scheme), Do medium (a reduced scheme), Do nothing (not delivering a scheme). The main objectives being:
  - Increasing capacity for traffic
  - Increasing pedestrian/cycle routes for improved sustainable access
  - Improving air quality
  - Climate change benefits through the modal shift towards pedestrian and cycle movements.

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- 4.3 The table indicates that whilst a reduced Do Medium scheme may not offer the full benefits of the original Do Maximum scheme, it still offers 67% benefits to the town centre, which is much better than Do Nothing. This will be further quantified by the Quantitative Cost Risk Analysis being undertaken for the project.

### **5.0 Review of Highway Design Options**

- 5.1 In order to test out options for the bridge and road infrastructure to assess whether a reduced scheme at a lower cost and less disruption can be delivered, it is important that the road network is modelled to ensure that the housing being proposed for the town centre can be supported with the correct highway improvement.
- 5.2 WSP carried out the previous transport modelling work with the Woking Town Centre S-Paramics Model (WTCM) and further work has been instructed to update the information. The modelling outcomes need to be used to understand whether the design options are appropriate.
- 5.3 The consultants will include the impact on the network of the additional housing numbers as set out in the Local Plan plus additional housing numbers which have been referred to in the emerging Town Centre Masterplan and the higher originally planned HIF housing numbers. This work by WSP is due to be completed early in the New Year 2023 which will inform whether a reduced highway capacity scheme under Victoria Arch can be provided.

### **6.0 Review of Bridge Design Options**

- 6.1 The Housing Infrastructure Fund (HIF) project team, made up of the infrastructure project partners-Network Rail, Octavius, Surrey County Council and Woking Borough Council have undertaken scheme optioneering, in-depth consideration of various alternatives and options to find the best or preferred alternative, ensuring that the scheme to date has been the best fit and makes the best use of resources and budget. Unfortunately, as has been reported with the increased scope of works, construction costs (material and labour) and inflation, this scheme is no longer deliverable within the allocated budget.
- 6.2 Once the transport modelling has been undertaken to inform any possible reduction in highway capacity for the scheme, a review of the bridge design options to date will be undertaken.

### **7.0 Consider outcomes of SCC review of the project**

- 7.1 Surrey County Council (SCC) employed Atkins, who are on their Local Transport Framework, to undertake a review of the Woking HIF project.
- 7.2 The review considered the appropriateness of current budget, risks inherent with works cost estimate and delivery strategy given current project uncertainties and identified funding shortfall. The review was not intended to be a red / amber type assessment; but as an activity to add value to the project's delivery strategy. Where cost and budget pressures are identified possible mitigations would be suggested where practical.
- 7.3 The Executive summary of the Atkins review, dated November 2022, has been provided by Surrey County Council. The conclusion is that Atkins have undertaken a full review of the scheme within the scope and compressed duration of their commission. They have made several recommendations for improvements to the bridge construction methodology and design. They have suggested ways in which the programme could be shortened to reduce the cost of preliminaries. They have outlined opportunities to reduce the length of the closure of the A320 and the associated impact on traffic congestion.
- 7.4 The conclusion by Surrey County Council is that the project team have considered all the proposed recommendations by Atkins whilst carrying out their own review (to be concluded)

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of the scheme and where appropriate have taken these into account. With respect to the overarching design ethos, whilst there are some minor amendments with the methodology to bring the bridge construction forward, there are no fundamental changes to the design that can be recommended at this stage given the constraints that the project team are working within.

7.5 The recommendations within the report are being actioned by the project team.

### **8.0 Town Centre Masterplan**

8.1 Among other matters the Masterplan sets out what Woking's townscape could look like by 2030 and, once approved, will provide developers with detailed guidance relating to building heights, density, infrastructure, and environmental measures. The masterplan consultation ran for 12 weeks from 25 July 2022 to 17 October 2022. An update on the Masterplan is due to be reported to the Executive in the New Year 2023.

8.2 Should the housing numbers delivered in the town centre need to be reduced from the number in the HIF contract between WBC and Homes England, it is important that Homes England are satisfied that the new housing numbers still provide good value through a positive Benefit Cost Ratio (BCR). BCR is an indicator showing the relationship between the relative costs and benefits of a proposed project, expressed in monetary or qualitative terms. If a project has a BCR greater than 1.0, the project is expected to deliver a positive net present value to a firm and its investors.

8.3 In addition to this, it is important to use, alongside the Local Plan and higher HIF numbers, the proposed Masterplan numbers in the transport modelling work which will determine whether the width and capacity of the road infrastructure in the vicinity and under Victoria Arch can be reduced, as discussed above.

8.4 A possible reduction in the town centre housing numbers would also mean that the full HIF recovery strategy S106 tariff, which seeks to bridge the gap between the total scheme cost (£115 million) and the HIF grant (£95 million) will not be achieved. The current strategy seeks to secure a minimum standard contribution of £2,000 per unit for residential development within the town centre in order for the Council to achieve sufficient funds to bridge the gap between the total scheme cost and the grant, based on the original housing numbers (4,500) contained within the original HIF contract with Homes England.

8.5 At this time there is uncertainty on the overall number of homes proposed by the masterplan above the local plan allocations. The comments received from the consultation and the implications of the recent appeal at Crown Place, granting permission for 366 units will need to be considered. Should housing numbers be lower than the HIF proposals, other means of funding will therefore be sought, which primarily would be through the profits from the Triangle site. The need to ensure this site comes forward in the most viable way to buffer this potential loss from the recovery strategy is essential.

### **9.0 Risks of closing the project**

9.1 One of the options would be to 'do Nothing', however, this would require a termination of the contract between Homes England and Woking Borough Council.

9.2 The Grant Determination Agreement (GDA) signed in March 2020 between Woking Borough Council (WBC) and Homes England (HE) for the delivery of the Housing Infrastructure Fund and grant provides that if any Finance Document is terminated without the consent of Homes England then a Fundamental Default is considered to have occurred. The GDA itself is defined as a Finance Document. In the event that WBC were to terminate the GDA, assuming Homes England refused to consent to termination, then the provisions of Clause 12 would come into play. Pursuant to Clause 12.1.4 HE could issue a direction requiring WBC to repay any HIF Funding received to date plus interest (at RBS base rate).

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- 9.3 Notwithstanding the above, the Council has worked very closely with Homes England on the project, holding regular meetings them and project partners Surrey County Council and Network Rail. Homes England have been fully sighted on and have understood the complexities and reasons for the change in project scope and have equally understood the more recent issues of increased material and labour costs and how these have had an impact on the budget. In this context the Council has acted reasonably to deliver the project and should the project ultimately need to close, a high level conversation with Homes England would need to take place with a negotiation on how to close the project.
- 9.4 Homes England have agreed to provide an estimate of the financial consequences of WBC terminating the GDA so this figure will be reported as soon as it has been shared with WBC.
- 9.5 The current total spend on the HIF project to end of October 2022 is

Total Budget	Total Spend to date	WBC Spend	HIF Spend	Anticipated Spend
<b>£115m</b>	<b>£41,231,487.55</b>	<b>£5,826,763.50</b>	<b>£35,404,724.05*</b>	<b>£2,374,345**</b>

\*Includes 2021/2022 Homes England capacity claim fund (additional to £95m budget)

\*\*Additional costs relating to the Triangle land acquisition costs will be incurred

Where anticipated spend is the cost of:

- costs to complete outstanding contracts with consultants;
- costs to gain planning permission for housing on the Triangle site, to establish the value of the land and secure a housing development.

### 10.0 Network Rail

- 10.1 The current works for the HIF scheme will deliver a renewed bridge asset and passive provision for the future Woking Area Capacity Enhancement (WACE) scheme. However the Department for Transport has not prioritised the Woking Area Capacity Enhancement rail scheme at this time. It will be revisited as funding returns to the south and passengers return to the railway.
- 10.2 Victoria Arch is in Network Rail's renewal plan because a proportion of the bridge is understrength. If the HIF project does not go ahead, then NR will have to provide strengthening for the existing bridge which would obviously come at a cost to them (one that they were including back into their contributions to the HIF project) and disruption, while they carried out this strengthening.
- 10.3 Network Rail confirm that one of the key benefits is that the current design, when partnered with the road levels, will mitigate the risk of bridge strikes and therefore disruption caused both at road and track level. Between 2012 and 2019 there have been 15 bridge strikes of varying impact between 20 minutes to 90 minutes disruption to rail and road.

### 11.0 Risk Sharing

- 11.1 The significant increased cost to deliver the Woking HIF project (projected to be £53-54m), in light of recent construction cost increases and unprecedented inflation rises, has given cause for concern over WBC being the sole risk owner for the delivery of the project. Consequently discussions have been held by WBC with project partners, Homes England, Network Rail and Surrey County Council on risk sharing.
- 11.2 The current status of this is that Homes England are doing their own review of all HIF projects to understand what actions could be taken to deliver the schemes.
- 11.3 SCC have been asked to risk share given the highway improvements provided as a result of the benefits provided by the HIF project. SCC are currently considering this decision following the recent outcome of the Atkins review.

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11.4 Network Rail (NR) have been asked to risk share on a project which would potentially provide benefits to them in terms of opportunities it brings for future capacity to the rail network as a whole and not just in Woking, potentially improving headroom clearance, thereby reducing the chance of bridge strikes and so reducing cost impacts for NR at this bridge. They have confirmed they are not able to take on any risk liability.

### 12.0 Project Cost benefit

12.1 A risk register is provided for the project, however this is not costed. A consultant is undertaking a Quantitative Cost Risk Analysis (QCRA) which will provide a quantified risk evaluation.

### 13.0 Economic/social impact of road closing

13.1 The QCRA will contribute to informing on the economic impact of closing the road.

13.2 The information provided above in the Network Rail Section shows the impact during bridge strikes at Victoria Arch.

13.3 The WBC HIF Project team have prepared a Road Diversions Mitigation Strategy, which is currently in draft, however the likely costs of this road diversion strategy are in the region of £3m. This is subject to many factors, such as finalising what road closures are needed.

13.4 It is important to reduce the impacts of the road closure on the town centre and surrounding area so as to enable the town centre to be rebuilt and regenerated as much as possible post pandemic. This is why a Do Medium bridge option is being considered with the intention of reducing the road closure duration.

### 14.0 Corporate Strategy

14.1 The Woking for All Strategy 2022-27 Supplementary and Amended Priorities 2022-23 sets the strategic priorities for the Council against the current overarching strategic themes of: Healthier Communities, Engaged Communities, Greener Communities, Prospering Communities and High Performing Council.

14.2 The Woking for all Strategy 2022-27 commits to the Council to work in partnership with Homes England and Network Rail to deliver a replacement for the Victoria Arch bridge and transport connectivity within Woking Town Centre.

14.3 The Executive's Amended Priorities 2022-23 sets out the intention to review the Victoria Arch project and the recommendation set out in this report accords with that priority.

14.4 Further to the above, the objectives of the project would secure environmental enhancements and promote active travel supporting other key green and healthier community themes.

### 15.0 Implications

#### Finance and Risk

15.1 The Council's assessment work undertaken in the Spring 2022 highlighted significant additional budget requirements. Given the scale of the budget requirement and risks to the Council the fundamental review is being undertaken and there is a pause on certain workstreams until there is greater certainty that the project can be delivered without additional expense to Woking Borough Council.

15.2 The impacts of time required to review the project is likely to add additional delay costs to the project.

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- 15.3 The risk if this review is not carried out is that the additional project cost increases set out within this report are solely at risk to this Council and the financial risks are not shared or met by other project partners.
- 15.4 Risks are partially mitigated by the continuation of certain workstreams including the discussion with land owners to acquire the land necessary to complete the project and the submission and determination of the planning applications for the access road to Days Aggregates.

### Equalities and Human Resources

- 15.5 An Equalities Impact Assessment was carried out for the project originally in 2021 and was reviewed again in 2022.

### Legal

- 15.6 Legal Services have been consulted on this report. A Compulsory Purchase Order will need to be secured in order to progress the acquisition of the outstanding areas of land which are required for the project to be delivered successfully and cannot reasonably be acquired by mutual agreement.

## **16.0 Engagement and Consultation**

- 16.1 The Council consulted on the HIF housing numbers as part of the town centre masterplan. In accepting the HIF grant, the Council made a commitment to deliver housing on a number of its own sites (including land owned by wholly owned companies) and a further commitment to use 'best endeavours' to secure the delivery of other housing sites in order to secure around 3,300 new homes in the town centre above the housing numbers set out in the Council's Local Plan.
- 16.2 A 12 week consultation programme on the masterplan has already taken place.
- 16.3 The Day Aggregates goods yard applications have been submitted to the planning authority and statutory consultation has taken place as part of that process.

## **17.0 Victoria Way Highway Works update**

- 17.1 Victoria Square Woking Limited are carrying out highway works for Victoria Way under a Section 278 agreement. The final phase of S278 works has commenced and will be completed by summer 2023. These highway works facilitate the Housing Infrastructure Fund project completion works such as a permanent pedestrian crossing at the end of the High Street to Goldsworth Road albeit with the ability to remove equipment should the implementation of the HIF project require such. Any abortive works to the highway will be kept to a minimum. It is considered important that the highway is 'finished' given the importance of an attractive gateway to the town, encouraging visitors to the centre and to return again.

## **18.0 Conclusions**

- 18.1 There are still elements of the review which need to be completed to be able to understand whether a reduced scheme, at a lower cost, and less disruption can be achieved. As well as whether WBC are able to risk share with project partners. A lot of this work relies on project partners timescales.
- 18.2 Despite not being able to go forward with Programme B, the project is still making progress within the current allocated project budget by progressing with the Day Aggregates planning applications, the transport modelling, and options to take forward the CPO which is all within the current project budget.

REPORT ENDS

APPENDIX 1

**PROJECT BENEFITS**

PROJECT BENEFITS	Outcome of providing full HIF scheme (Do maximum)	Outcome of providing reduced HIF scheme (Do medium)	Outcome of providing no HIF scheme (Do nothing)
Substantial improvement to movement within the town centre	The current designed scheme provides full and safety compliant movement improvement for all modes of transport, vehicles, buses, cycles and pedestrians. SCORE = 2	A reduced scheme may only provide approx. 50% of the benefits to movement within the town centre.  SCORE = 1	Delivering no scheme would not make any improvements to movement within the town centre  SCORE = 0
Reduced town centre highway congestion which will improve vehicle journey times and reliability, including bus journeys.	The transport modelling for this full scheme shows that the highway infrastructure to be delivered will provide for an additional 3,304 new houses within the town centre and so reduce the town centre highway congestion.  SCORE = 2	Transport modelling for a reduced scheme needs to be carried out to determine whether a reduced scheme can be provided which will still support additional housing within the town centre, as set out in the Masterplan. This modelling work is being scoped and costed SCORE = 1	Delivering no highway infrastructure improvements at Victoria Arch would not provide any support for additional housing within the town centre, which would mean the Council is unable to provide further much needed housing.  SCORE = 0
Improved safer cycling and walking facilities linking the town centre under Victoria Arch to the southern part of Woking town centre and around the railway station, thereby reducing the reliance on the private car, and improving air pollution.* (In Surrey, 41% of carbon emissions come from transport, with around half of that coming from private vehicles)	The current designed scheme provides 2 culverts under Victoria Arch one on either side which each provide a 5 metre wide segregated footway and cycleway. This is a fully compliant safe method of travel improvement for cyclists, pedestrians and mobility impaired.  SCORE = 2	Considering options for a reduced scheme, such as: <ul style="list-style-type: none"> <li>• reduced width cycleway/footways under the Arch - this would have to be provided as shared links rather than segregated links which may not meet policy guidance for safety;</li> </ul> or <ul style="list-style-type: none"> <li>• one culvert on one side of the Arch – which would lead to a reduced connectivity improvement on the other side of the Arch.</li> </ul> SCORE = 1	There would be no improvement to cycling and walking facilities linking to the town centre, which would mean policies relating to sustainable travel, air pollution and climate change agenda are not met.  SCORE = 0
An enhanced railway bridge, funded and delivered as part of this project, supports future Network Rail objectives such as Woking Station redevelopment, and future Flyover (yet to be approved by the Department for Transport), will significantly increase passenger capacity on the	The full scheme would deliver a new railway bridge which would then have an extended lifetime and would not need to be maintained for many years to come.	Although there are a few options which may be considered as a reduced scheme, which would then need to be agreed, costed and assessed in terms of deliverability, it may still mean that a new bridge does deliver this objective.	There would be no new bridge delivered by the project and so ongoing bridge maintenance at cost and disruption would be required.

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Wessex Region rail network which will underpin both local and regional growth.	SCORE = 2	SCORE = 2	SCORE = 0
Improvement to the town centre highway will unlock housing development potential as 13 town centre brownfield sites, which will provide up to 3,304 extra town centre apartments and above existing commitments.	The full scheme would provide road infrastructure to unlock the full 3,304 additional housing units in the town centre, as referenced in the Housing Infrastructure Fund grant contract with Homes England.  SCORE = 2	A reduced scheme will not be able to deliver the full 3,304 housing units within the town centre, however it may be that a reduced width scheme can still support a reduced level of housing in the town centre which maybe agreed as part of the Masterplan process and which may also be acceptable to Homes England. SCORE = 1	Delivering no scheme would mean that additional housing would not be supported within the town centre.  SCORE = 0
Continues the regeneration of Woking town centre, which benefits the wider borough and supports the Council's ambition of being a regional focus of economic prosperity.	The full scheme continues regeneration of the town centre and supports the Council's ambition of being a regional focus of economic prosperity.  SCORE = 2	Providing a reduced scheme could still support the economic benefits of regeneration of Woking town centre. If it a reduced scheme is possible, which is cheaper and takes less time to build, it could be an improved short term option for the town centre. SCORE = 2	Delivering no scheme would mean that the regeneration of this part of Woking town centre is not achieved and is likely to reduce the opportunity for economic prosperity.  SCORE = 0
	TOTAL SCORE = 12 (100%)	TOTAL SCORE = 8 (67%)	TOTAL SCORE = 0 (0)%