

## MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 9 NOVEMBER 2023

CONTACT OFFICER: Stephen Brown, Chief Executive, Slough Borough Council

### Item 3 : Thames Valley Berkshire Capital Programme Update

#### ***Purpose of Report***

1. To report on the progress of the [Thames Valley Berkshire Local Growth Deal<sup>i</sup>](#), as amended by Growth Deal 2 ([£10.2 million further support to Thames Valley Berkshire<sup>ii</sup>](#)) and Growth Deal 3 ([Factsheet GD3<sup>iii</sup>](#)) with reference to the schemes included in the Transport Packages of the [Strategic Economic Plan<sup>iv</sup>](#); and on the progress of schemes funded by the Business Rates Retention Pilots (BRRP) of 2018/19 and 2019/20. This report also reports on the transport element of the [Getting Building Fund](#) (GBF) released in September 2020.

#### ***Recommendations***

2. That you note the progress made on the schemes previously given programme entry status, as set out in the accompanying summary report.

#### ***Background***

3. The headline figure for transport scheme grants under the three Local Growth Deals is £135.98m. This includes £24m of “DfT retained” allocation relating to the Wokingham Distributor Roads.
4. A further £25m has been released through BRRP1 (2018/19) and £11m from BRRP2 (2019/20).
5. Berkshire LEP has received £7.5m through the GBF, of which £2,093,000 has been allocated to two transport projects. GBF investment decisions were taken by the LEP through the Place Making Board (PMB) in consultation with senior officers from the six local authorities. The transport investments are reported to BLTB for information whilst the remaining GBF projects are reported to PMB. All projects are reported to the LEP Board.
6. £1.1m of BRRP has been allocated to two digital projects, including the TVB Smart City Cluster scheme, which was previously reported to BLTB. Digital projects are now governed by the Digital Infrastructure Group and not reported here.

#### ***Delivery Update***

7. As can be seen from the tables below the capital programme is being delivered according to plan, but there are two projects that are worthy of a more detailed update, one of which seeks BLTB approval of a capital swap.
8. Scheme 2.24 at Newbury Station was allocated £6.7m by BLTB in 2018 as part of the Local Growth Fund (LGF) 3 programme. It has been fully delivered by Great Western Railway (GWR) and consists of a package of enhancements at and around Newbury railway station. As GWR managed to source other external funding sources during the lifetime of the improvement project, GWR is estimating that £700k of the allocated LEP funds will be left unspent on 31 March 2024, when the current funding agreement terminates.

9. The opportunity has therefore been taken to enhance elements of the station, within the scope of the original business case to complement those that have already been delivered and maximise the benefits from the BLTB investment. They will also lead to safety and security improvements at the station, improvements to reliability of station systems to the benefit of the customers and enhance the customer experience at the station in line with the modernisation that has already been undertaken to the inside of the station. Appendix 1 provides more detail and illustrates what is proposed.
10. It is estimated that to complete the design, procurement and construction of these additional elements will take approximately 12 months, so this would lead to completion of the additional works by December 2024. It is proposed that the funding is extended until March 2025, to allow for any programme slippage or extended snagging and handover issues relating to assets being handed over to Network Rail that need to be resolved.
11. Scheme 2.52 Reading Civic Centre Decarbonisation is a grant to Reading Borough Council (RBC) of £825K from the Business Rates Retention Pilot capital fund (BRRP) to install Air Source Heat Pumps (ASHP) in the Civic Offices. This funding allows the Council to decarbonise the Civic Offices.
12. Unfortunately, there has been a delay to the works. This is due to the consultants appointed to deliver the project being unable to deliver it in its entirety. RBC have identified a solution which is to include the works within the wider Levelling Up Fund (LUF) Civic Library project. This simplifies the procurement process, but results in a revised delivery programme which sees practical completion by May 2025.
13. The initial estimated cost for the installation of the ASHP was £1.342m. With the £825k grant, the balance of £517k will come from RBC's sustainability budget. With the works not starting until May 2024, RBC is not able to defray the BRRP grant against the ASHP decarbonisation works in the Civic Office before 31 March 2024.
14. To ensure the BRRP funds are spent by March 2024, RBC is proposing to spend them as part of the wider council capital programme. By carrying out a capital swap, to retain the BRRP funds, RBC will ensure that the funds are reapplied to the decarbonisation project in Q1 2024/25.

**Recommendations:**

15. To agree to a capital swap between Scheme 2.52 Reading Civic Centre Decarbonisation and the wider Reading Capital Programme, so that the BRRP funding is spent in full this financial year, with Reading Borough Council committing to deliver the BRRP in Quarter 1 2024/25.

***Other Implications***

***Risk Management***

16. The delegation of programme management responsibilities to the LEP/BLTB brings risks. The well-established scrutiny of the transport projects given by both BST(O)F and BLTB meetings is designed to mitigate that risk.
17. There will be an element of risk for scheme promoters who invest in developing their schemes to full business case stage in accordance with the approved [Assurance Framework](#)<sup>v</sup>. However,

there is also risk involved in not developing the schemes; that risk is that any reluctance to bring the schemes forward will result in any final approval being delayed or refused.

18. The risks associated with each scheme are monitored locally. Appendix A below, shows the current risk rating of each of the live schemes, along with a comment relating to the status.

19. There are currently no transport projects rated with a red risk score.

### Financial

20. Berkshire LEP has been granted freedoms and flexibilities by Government in managing Local Growth Funds. This means that RBWM, as the LEP's Accountable Body, received an annual allocation and it was the LEP's responsibility, via BLTB, to manage the award of LGF to individual schemes. \*Digital infrastructure projects have been removed from the totals above as these are governed by the Digital Infrastructure Group.

*Table 1: Available Finance for Transport Schemes in TVB Local Growth Deal, BRRP and GBF*

<b>£m</b>	<b>2015/16 – 2022/23</b>
Growth Deal 1 “DfT Major Schemes”	24.00
Local Growth Deal	111.98
BRRP 2018/19 and 2019/20*	34.88
Getting Building Fund	2.10
<b>Grand Total</b>	<b>172.9</b>

21. The profile and status of the available money in each year is as follows:

*Table 2: Local Growth Deal, BRRP and GBF Financial Allocations for Transport Schemes by Financial Year*

<b>£m</b>	<b>2015 /16</b>	<b>2016 /17</b>	<b>2017 /18</b>	<b>2018 /19</b>	<b>2019 /20</b>	<b>2020 /21</b>	<b>2021 /22</b>	<b>2022 /23</b>	<b>2023 /24</b>	<b>Total</b>
<b>Combined Growth Deal 1, 2, 3 &amp; LTB Allocation</b>	<b>14.74</b>	<b>16.55</b>	<b>15.06</b>	<b>8.81</b>	<b>12.44</b>	<b>44.38</b>	-	-	-	<b>111.98</b>
<b>Growth Deal 1 (DfT Major Schemes)</b>	-	-	-	<b>0.87</b>	<b>22.13</b>	<b>1.0</b>	-	-	-	<b>24.0</b>
<b>Local Growth Deal Total</b>	<b>14.74</b>	<b>16.55</b>	<b>15.06</b>	<b>9.68</b>	<b>34.57</b>	<b>45.38</b>	-	-	-	<b>135.98</b>
<b>Business Rates Retention Pilot</b>	-	-	-	<b>11.45</b>	<b>9.31</b>	<b>1.46</b>	<b>2.60</b>	<b>2.1</b>	<b>8.38</b>	<b>34.8</b>
<b>Getting Building Fund</b>	-	-	-	-	-	<b>0.60</b>	<b>1.50</b>	-	-	<b>2.10</b>
<b>Grand Total</b>	<b>14.74</b>	<b>16.55</b>	<b>15.06</b>	<b>21.13</b>	<b>43.88</b>	<b>47.05</b>	<b>4.10</b>	<b>2.97</b>	<b>7.48</b>	<b>172.9</b>

22. The breakdown of types of projects with allocated LGF, BRRP and GBF monies is shown in Appendix B below.

23. The LGF programme closed on 31 March 2021. Where a project did not complete by this date and there was still outstanding expenditure, the LEP was allowed to use freedoms and flexibilities to temporarily allocate the funding to an alternative capital project that took place within the local authority during 2020/21. Once the original projects complete, the LGF will be reallocated back to the original project. This process is known as a capital swap and is an accounting process to ensure that capital grants are defrayed within the correct financial period. Delivery partners confirmed that by the end of March 2021, expenditure was at roughly £79m, against the £112m paid over the LGF period, with c.£33m reallocated as a capital swap.
24. The following table shows the outstanding amount of capital swap, as reported by transport officers for each local authority:

*Table 3: LGF Capital Swap by Local Authority*

<b>Local Authority</b>	<b>Amount</b>
West Berkshire Council	£6.532m
Slough Borough Council	£2.586m
Royal Borough of Windsor and Maidenhead	£1.347m
Wokingham Borough Council	-
Reading Borough Council	£0.467m
Bracknell Forest Council	-
<b>Total</b>	<b>£10.932m</b>

25. Government expectations are that LEPs should complete their capital programme of investments by the end of financial year 2023/24. Berkshire LEP will write to the scheme promoters with outstanding projects to outline that this is an immovable deadline, and that funding is at risk and may be recovered if projects are delayed beyond March 2024.

#### Human Rights Act and Other Legal Implications

26. The [Assurance Framework](#)<sup>vi</sup> referred to above identifies the steps that scheme promoters should take to secure financial approval from the LTB. There are, in effect, two layers of scheme approval. The first, and primary layer rests with the scheme promoter (all the schemes referred to in this report are being promoted by Local Authorities). To implement the schemes in question, each promoter will need to satisfy themselves that all the legal implications have been considered and appropriately resolved. The secondary layer of approval, given by the LTB, is concerned with the release of funds against the detailed business case. The arrangements for publication of plans via the LEP and promoters' websites, the arrangements for independent assessment and the consideration of detailed scheme reports are appropriate steps to ensure that any significant Human Rights Act or other legal implications are properly identified and considered.

### Monitoring and Evaluation

27. The Monitoring and Evaluation Plan for the Thames Valley Berkshire Growth Deal has now been agreed with government. In addition to the need for transport scheme promoters to collect and publish monitoring and evaluation reports that comply with DfT guidance for capital schemes, there will be requirements to cooperate with the overall monitoring and evaluation plan for the Growth Deal.
28. The difference between the two processes is that one concentrates on the transport impacts and the other on the economic impacts. The basic information required from each scheme promoter is set out in the scheme proformas. This requirement is less onerous for schemes under £5m Growth Deal contribution and runs to much more detail for the larger schemes.
29. For most schemes there will be little or no additional Growth Deal monitoring burden beyond that already signalled. Extra effort may be required to comply with the standard set out in the Monitoring and Evaluation plan which is “accurate, timely, verified and quality assured monitoring data.”
30. For schemes mentioned by name in the Monitoring and Evaluation Plan (see list below) there will be a separate discussion about the duties on the scheme promoter:
  - 2.01 Newbury: King’s Road Link Road
  - 2.04 Wokingham: Distributor Roads Programme
  - 2.06 Reading: Green Park Railway Station
  - 2.08 Slough: Rapid Transit Phase 1

## APPENDIX A Summary of all Transport Projects (funding in £m)

### LEP Capital Infrastructure Programme Summary

16/10/2023

Ref.	Scheme Name	Growth Deal	RAG	Notes	*LTB Funding Approval	Start on Site	Completi on date	2015/ 16	2016/ 17	2017/ 18	2018/ 19	2019/ 20	2020/ 21		Total
	<b>LOCAL GROWTH FUND</b>														
2.01	Newbury: King's Road Link Road	GD1	AG	Vehicle road access to site is currently blocked by a road closure from Boundary Road westwards for major gas main replacement works. These could last until Dec / Jan. Road itself is complete apart from top dressing. Planning condition remains that occupation can't happen until road is completed AND open.	Mar-15	Oct-16	Due March 24	0.000	1.335	1.000	0.000	0.000	0.000		2.335
2.02	Bracknell: Warfield Link Road	GD1	C	1-yr impact report published Mar 20	Jan-15	Feb-15	Apr 17; open Oct 18	3.500	0.000	0.000	0.000	0.000	0.000		3.500
2.03	Newbury: London Road Industrial Estate	GD1	C	1-yr impact report published Jul 18 Delays to linked housing	Mar-15	Feb-16	Mar-17	0.500	1.400	0.000	0.000	0.000	0.000		1.900
2.04	Wokingham Roads -Arborfield Cross Relief Rd	DfT major	C	1-yr impact report due March 2023	Jul & Aug 19 via DfT	Aug 19 enabling	Nov-20	0.000	0.000	0.000	0.874	22.126	1.000		24.000
2.05	Newbury: Sandleford Park	GD2	C	Final works underway	Jul-16	Aug-18	Dec-21	0.000	0.000	0.000	2.000	0.000	0.000		2.000
2.06	Reading Green Park Railway Station	GD1	C	Station opened to public in June 23	Nov 14 & Jul 19	Mar-18	Dec-22	0.000	0.000	4.575	0.000	4.575	0.550		9.700
2.07	Bracknell: Coral Reef Roundabout	GD1	C	1-yr impact report published Nov 17, 5 yr report due Nov 2023	Jan-15	Apr-15	Apr-16	2.100	0.000	0.000	0.000	0.000	0.000		2.100
2.08	Slough Rapid Transit Phase 1	GD1	C	1-yr impact report published Mar 20	Jul-14	Dec-15	Dec 17; buses Mar 19	3.100	2.500	0.000	0.000	0.000	0.000		5.600
2.09.01	Sustainable Transport: NCN 422	GD1	C	1-yr impact report due Nov 2022	Nov-15	Jan-17	Dec-20	0.000	2.100	1.500	0.200	0.400	0.000		4.200

2.09.02	Sustainable Transport: A4 Cycle (with Bucks)	GD1	C	1-yr impact report published July 2021	Nov-15	Feb-17	Sep-18	0.000	0.483	0.000	0.000	0.000	0.000	0.000	0.483
2.10	Slough A332 Improvements	GD1	C	1-yr impact report published Nov 2021	Nov-14	Dec-15	Sep-19	1.267	1.433	0.000	0.000	0.000	0.000	2.700	
2.11	South Reading Mass Rapid Transit Phase 1	GD1	C	1-yr impact report published Nov 21	Nov-15	Aug-16	Jan-00	0.000	2.970	0.000	0.000	0.000	0.000	2.970	
2.12	South Reading Mass Rapid Transit Phase 2						Jan-00	0.000	0.000	1.530	0.000	0.000	0.000	1.530	
2.13	Wokingham Thames Valley Park and Ride	GD1	C	1-yr impact report published Nov 2022	Jul-17	Feb-18	Nov-20	0.000	0.000	0.000	2.000	0.900	0.000	2.900	
2.14	East Reading MRT Phase 1	GD1	Project withdrawn												
2.25	East Reading MRT Phase 2	GD3	Project withdrawn												
2.15	Bracknell: Martins Heron	GD1	C	1-yr impact report due published Nov 2021	Apr-17	Apr-17	Apr-19	0.000	0.200	2.700	0.000	0.000	0.000	2.900	
2.16	Maidenhead: Station Access	GD 1	C		Nov-17	Jan-19	Oct-21	0.000	0.000	0.000	0.690	1.666	1.394	3.750	
2.17	Slough: A355 route	GD 1	C	1-yr impact report published Jul 18	Nov-14	Dec-15	Feb-17	2.275	2.125	0.000	0.000	0.000	0.000	4.400	
2.18	Not used														
2.19	Bracknell: Town Centre Regeneration Infrastructure	GD 2	C	1-yr impact report published Mar 19	Nov-15	Apr-15	Sep-17	2.000	0.000	0.000	0.000	0.000	0.000	2.000	
2.20	Not used														
2.21	Slough: Langley Station Access	GD 2	C	1-yr impact report published Nov 2021	Nov-16	Mar-18	Feb-20	0.000	0.000	1.500	0.000	0.000	0.000	1.500	
2.22	Slough: Burnham Station Access	GD 2	C	1-yr impact report published Jul 20	Mar-16	Jan-17	Apr-19	0.000	2.000	0.000	0.000	0.000	0.000	2.000	
2.23	Reading: South Reading MRT Ph 3-4	GD 3	C	1-yr impact report due Nov 2023	Nov-17	Mar-18	Due Mar 22	0.000	0.000	2.250	0.090	0.000	0.000	2.340	
2.24	Newbury: Railway Station	GD 3	G	The scope of this project has now been completed within budget with some funds remaining. GWR have suggested using these for additional small-scale upgrades and to resurface the south side car park.	Cond Jul 18, lifted Feb 19	Jan-19	Due Mar 24	0.000	0.000	0.000	3.630	0.000	3.061	6.691	
2.25	East Reading MRT Phase 2 - See 2.14 above														
2.26	Wokingham: Winnersh Relief Road Phase 2 - See BRRP below														

2.27	Maidenhead Town Centre: Missing Links	GD 3	C	1-yr impact report due March 2024	Cond Nov 18, lifted Sep 19	Nov-20	Dec-22	0.000	0.000	0.000	0.000	0.000	2.242		2.242
2.28	Bracknell: A3095 Corridor	GD 3	C	1-yr impact report published Nov 2022	Jul-18	Oct 18 enabling	Nov-21	0.000	0.000	0.000	0.200	1.800	3.519		5.519
2.29	Wokingham: Winnersh Triangle Park & Ride	GD 3 resrv.	A	Work Complete	Cond Mar 19, lifted May 19	Apr-21	Mar-23	0.000	0.000	0.000	0.000	0.000	4.240		4.240
2.31	Slough: Stoke Road Area Regeneration	GD 3 resrv.	G	All work reported on track.	Jul-19	Aug 19 enabling	Due Mar- 24	0.000	0.000	0.000	0.000	1.000	6.650		7.650
2.32	Maidenhead: Housing Sites Enabling Work Ph. 1	GD 3 resrv.	A	Largely on track. Getting approval from councillors in October for new roundabout at junction of A3 and Holyhead Road. Roundabout at risk for delivery by end of March.	Cond Jan 19, lifted Jul 20	Nov-20	Due Mar- 24	0.000	0.000	0.000	0.000	0.000	4.271		4.271
2.33	GWR: Maidenhead to Marlow Branch Line Upgrade	GD 3 resrv.	Project withdrawn												
2.34	Slough MRT Phase 2 – see BRRP below														
2.35	Reading: Reading West Station Upgrade	GD 3 resrv.	G	Only minor snagging work outstanding. Opening dependent on Network Rail certification process (4-6 weeks)	Nov-19	Feb-21	Due December 23	0.000	0.000	0.000	0.000	0.000	3.100		3.100
2.36	Wokingham: Coppid Beech Park and Ride	GD 3 resrv.	C	1-yr impact report published Jul 18 Delays to linked housing	Mar-20	Feb-21	Mar-22	0.000	0.000	0.000	0.000	0.000	2.400		2.400
2.37	Bracknell: A322 A329 Corridor Improvements	GD 3 resrv.	C	Work back on site.	Nov-19, amended Jun 20	Nov-20	Nov-21	0.000	0.000	0.000	0.000	0.000	0.400		0.400
2.38	Theale Station Upgrade	GD 3 resrv.	A	BLTB approval to extend to Dec 2024. Access for All Bridge erected and GWR tendering for car park. Currently on track	Cond June 20, lifted Dec 20	Mar-21	Due Dec 24	0.000	0.000	0.000	0.000	0.000	4.000		4.000

				for revised timeframe but being closely monitored.													
2.39	Wokingham: Coppid Beech northbound on-slip widening	GD 3 resrv.	Project withdrawn														
2.40	Windsor: Town Centre Package	GD 3 resrv.	G	Work on site and progressing at pace	Jul-20	Mar-21	Due Jan 24	0.000	0.000	0.000	0.000	0.000	1.563				1.563
2.41 Not used																	
2.42 South Wokingham Distributor Road – Eastern Gateway – see BRRP below																	
2.43	Wokingham: Barkham Bridge	GD 3 resrv.	C	1-yr impact report published July 2022	Nov-19	Nov-19	Feb-21	0.000	0.000	0.000	0.000	2.100	2.136				4.236
2.44	Reading Buses: Completing the Connection	GD 3 resrv.	C	1-yr impact report published July 2022	Cond July 20 lifted Nov 20	Nov-20	Mar-21	0.000	0.000	0.000	0.000	0.000	1.541				1.541
2.45	Slough Langley High Street phase 1	GD 3 resrv.	C	1-yr impact report due March 2024	Cond June 20 lifted Oct 20	Feb-21	Dec-22	0.000	0.000	0.000	0.000	0.000	1.324				1.324
2.46	Slough Langley High Street phase 2	GD 3 resrv.	C	1-yr impact report due March 2024	Cond Jul 20 lifted Oct 20	Feb-21	Dec-22	0.000	0.000	0.000	0.000	0.000	1.033				1.033
2.47	Bracknell Town Centre The Deck	GD 3 resrv.	C	1-yr impact report published Nov 2022	Cond Nov 20, lifted Dec 20	Feb-21	Aug-21	0.000	0.000	0.000	0.000	0.000	0.956				0.956
N/a	Independent assessment costs	GD 3 resrv.	N/a					0.000	0.000	0.000	0.000	0.000	0.004				0.004
								<b>14.742</b>	<b>16.546</b>	<b>15.055</b>	<b>9.684</b>	<b>34.567</b>	<b>45.384</b>				<b>135.978</b>
																	<b>0.000</b>
	<b>BUSINESS RATES RETENTION PILOT</b>																

Ref.	Scheme Name	Growth Deal	RAG	Notes	LTB Funding Approval	Start on Site	Completi on date				2018/19	2019/20	2020/21	2021/22	2022/23	Total
	<b>Capital Projects</b>															
2.23	Reading: South Reading MRT Ph 3-4	BRRP	C	n/a	Nov-17	Mar-18	Due Mar 22				7.808	0.000	0.000	0.000	0.000	7.808
2.26	Wokingham: Winnersh Relief Road Phase 2	BRRP	C	1-yr impact report published July 2022	Conds. Nov 18, lifted Feb 19	Jan-19	May-21				3.000	3.260	0.000	0.000	0.000	6.260
2.32	Maidenhead: Housing Sites Enabling Work Ph. 1	BRRP	A	Getting approval from councillors in October for new roundabout at junction of A3 and Holyhead Road. Roundabout at risk for delivery by end of March.	Conds. Jan 19, lifted Jul 20	Nov-20	Due Dec 23				0.000	0.000	0.000	0.000	1.010	1.010
2.34	Slough MRT Phase 2	BRRP	G	Final Snagging on main highway. Cycle route still to be designed as final element of MRT. P&R funding removed	Jan-19	Aug-19	Due Mar 24				0.000	1.000	1.000	2.600	4.003	8.603
2.42	South Wokingham Distributor Road – Eastern Gateway	BRRP	C		Nov-19	Oct-19	Mar-22				0.000	5.000	0.000	0.000		5.000
	<b>New BRRP Capital Projects</b>														<b>2023/24</b>	<b>Total</b>
2.48	M3-M4 Smarter Corridors	BRRP	G	Due to start construction in Jan 24	Mar-23	Sep-23	Due Mar 24								0.200	0.200
2.49	The Avenue Multi-Storey Car Park	BRRP	G	Progressing well - Contractor to be appointed 29/9 and Construction to commence 9/10.	Mar-23	Sep-23	Due March 24								0.600	0.600
2.50	Toutley Depot Refurbishment	BRRP	G		Mar-23	Sep-23	Due Mar 24								0.800	0.800
2.51	Newbury - London Road Industrial Estate Regeneration	BRRP	G	Work starting on site Oct-23; beginning with pilot holes for environmental improvements on highway	Mar-23	Sep-23	Due Mar 24								0.375	0.375

2.52	Civic Centre Decarbonisation	BRRP	A/G	Procurement issues meant this is now included as an enabling package in wider LUF Civic contract. Main contractor appointment is imminent, with design works to complete end Nov 23. Works contract to be awarded Feb 24, with works to start May 24, for Oct 24 completion. Capital transfer agreed in principle but needs to go through BLTB for approval	Mar-23	Sep-23	Due October 24							0.825	0.825				
2.53	Parlaunt Road Traffic Signals and Highways Improvement	BRRP	G	The designs are still in progress, including details on the traffic signals element. We are currently still awaiting responses with quotes for this work from traffic signal companies. The project is still on course overall for completion by March 2024.	Mar-23	Sep-23	Due Mar 24							0.750	0.750				
2.54	Windsor Welcome	BRRP	G	Project planning ongoing to ensure timely delivery across the remainder of the financial year	Mar-23	Sep-23	Due Mar 24							0.785	0.785				
2.55	Newbury - Newbury Wharf	BRRP	A	Currently in planning stage. Certificate of lawfulness application for works submitted, expecting to start on site Dec-23	Mar-23	Sep-23	Due Mar 24							0.375	0.375				
					<b>Tot. BRRP Spend – Capital</b>									<b>10.808</b>	<b>9.260</b>	<b>1.000</b>	<b>2.600</b>	<b>9.723</b>	<b>33.391</b>
	<b>Revenue Projects</b>																		
N/a	BLIS development	BRRP	N/a	Work completed										0.044	0.046	0.000	0.000		0.090

N/a	Business Case Preparation	BRRP	N/a	6 proposals approved						0.600	0.000	0.000	0.000		0.600
N/a	Forward Plans Team	BRRP	N/a	Proposals being developed	Mar-20	Oct-20	Mar-21			0.000	0.000	0.065	0.685	0.684	0.750
N/a	Independent assessment of 1 & 5 year evaluations	BRRP	N/a	Transferred from LGF by adjusting LGF / BRRP proportions for project 2.32	Due Jul 21	Due Nov 21	Due Mar 27			0.000	0.000	0.000	0.041	0.044	0.041
					<b>Tot. BRRP Spend – Revenue</b>					<b>0.644</b>	<b>0.046</b>	<b>0.065</b>	<b>0.726</b>	<b>0.728</b>	<b>1.481</b>
					<b>Tot. BRRP Spend</b>					<b>11.452</b>	<b>9.306</b>	<b>1.065</b>	<b>3.326</b>	<b>0.004</b>	<b>34.872</b>
					<b>Unallocated BRRP</b>										<b>0.000</b>
	<b>GETTING BUILDING FUND</b>											<b>2020/21</b>	<b>2021/22</b>		<b>Total</b>
GBF 1	Slough Langley High Street phase 3	GBF	C	n/a	Cond. Nov 20; lifted May 21	Oct-21	Dec-22					0.593	1.050		<b>1.643</b>
GBF 15	Bracknell A322 A329 Corridor Improvements	GBF	C		Jul-21	Nov-21	Mar-22					0.000	0.450		<b>0.450</b>
					<b>Total GBF Spend</b>							<b>0.593</b>	<b>1.500</b>		<b>2.093</b>

*\*Funding has on occasions been granted with conditions, which have subsequently been lifted*

**Appendix B: Breakdown of schemes by type by funding allocated**

<b>£m</b>	<b>LGF</b>	<b>BRRP</b>	<b>GBF</b>	<b>Total</b>
MRT / P&R projects	23.5	16.4	-	39.9
Railway projects	30.7	-	-	30.7
Highway improvements	24.6	0.95	2.1	27.6
Unlocking direct housing	21.7	12.3	-	33.9
Regeneration	4.5	2.9		7.5
Active travel	6.9			6.9
Environmental	0.5	0.83		1.3
Revenue projects	0.004	1.5	-	1.5
DfT retained	24.0	-	-	24.0
Unallocated	0	0	0	0
<b>Total funding</b>	<b>135.9</b>	<b>34.9</b>	<b>2.1</b>	<b>172.1</b>

<sup>i</sup>[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/327587/35\\_Thames\\_Valley\\_Berkshire\\_Growth\\_Deal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf)

<sup>ii</sup>[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/399438/Thames\\_Valley\\_Berkshire\\_Factsheet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/399438/Thames_Valley_Berkshire_Factsheet.pdf)

<sup>iii</sup>[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/589268/170202\\_Thames\\_Valley\\_Berkshire\\_LEP\\_GD\\_factsheet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589268/170202_Thames_Valley_Berkshire_LEP_GD_factsheet.pdf)

<sup>iv</sup><http://www.thamesvalleyberkshire.co.uk/documents?page=1&folder=192&view=files>

<sup>v</sup><http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>

<sup>vi</sup><http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>