

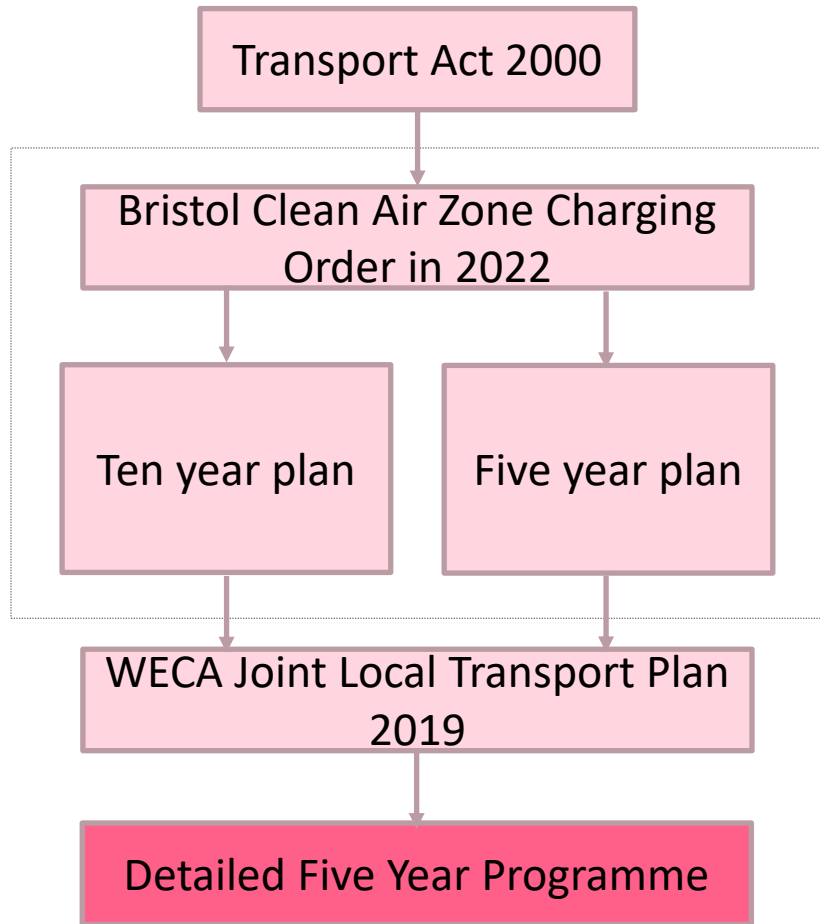


# **Overview and Scrutiny Management Board**

**Clean Air Zone – Detailed Five Year  
Programme for application of net proceeds**

**Thursday 18<sup>th</sup> January 2024**

# Legal and policy basis



← Primary legislation

← Bristol City Council legal basis

← Regional transport objectives and policies

← January 23<sup>rd</sup> Cabinet paper

## Net proceeds (income)

The council received **£7m net proceeds in financial year 2022/23**. Using this as a baseline, it is possible to forecast net proceeds over time as fewer non-compliant vehicles enter the zone.

A reasonable estimate is that by the end of the Clean Air Zone operation, a total of **£81m net proceeds can be expected to be collected**.

Net proceeds can continue to be invested after the Clean Air Zone is decommissioned.

Our modelling is verified by the council's strategic partner for finance and will continue to be refined and improved.

# Five year programme

- The Cabinet paper sets out our four thematic areas for application of the net proceeds to meet the provisions of the Joint Local Transport Plan and the Order.
  - **Improving Public Transport:** through funding the Transport Levy, and additional funding for supported services when contracts allow from 2025
  - **Match funding for City Regional Sustainable Transport Settlement (CRSTS):** £10m to help unlock an estimated £190m of new investment for bus, walking and cycling priority measures in the city by 2027
  - **Improving and Maintaining Infrastructure:** to ensure the highway network can continue to enable bus, walking and cycling against a challenging financial backdrop, with an additional £3.5m between 2024 and 2028
  - **Enabling Local and Neighbourhood Transport Schemes:** £10m new funding for schemes across the city including developed through communities and Area Committees and potential to maximise impact of CIL funded projects