

# Public Document Pack

**North Yorkshire County Council  
Business and Environmental Services - Executive Members & Corporate Director Meetings -  
Department**

**Tuesday, 19 April 2022 / 1.30 pm**

---

## **A G E N D A**

---

- 1 **Apologies for Absence**
- 2 **Declarations of Interest**
- 3 **Exclusion of the public from the meeting during consideration of item(s) # on the grounds that it/they each involve the likely disclosure of exempt information as defined in the paragraph(s) # of Part 1 of Schedule 12A to the Local Government Act 1972 as amended by the Local Government (Access to information)(Variation) Order 2006**

### **Items for Executive Member decision**

- 4 Local Electric Vehicle Infrastructure Funding - Expression of Interest (Pages 3 - 20)

### **Items for Corporate Director decision**

#### **Any Other Business**

- 5 Date of future formal meetings

### **Circulation:**

#### **Executive Members**

Don Mackenzie

#### **Officer attendees**

Karl Battersby

#### **Presenting Officers**

Keisha Moore / Louise Neale

This page is intentionally left blank

## North Yorkshire County Council

### Business and Environmental Services

#### Executive Members

19 April 2022

#### Local Electric Vehicle Infrastructure Funding - Expression of Interest

#### Report of the Assistant Director - Highways and Transportation

#### 1.0 Purpose of Report

- 1.1 For the Executive Member for Access, in consultation with the Corporate Director - Business and Environmental Services (BES) and the Corporate Director - Strategic Resources (SR) to authorise the submission of an expression of interest which is hoped to lead to submission of a bid for Local Electric Vehicle Infrastructure (LEVI) funding.

#### 2.0 Background

- 2.1 The Local Electric Vehicle Infrastructure (LEVI) Fund is a £400m capital grant scheme administered by Office for Zero Emission Vehicles (OZEV) and supported by the Energy Saving Trust, Cenex and PA consultants. The fund is supported by £50m of resource funding. LEVI is intended to encourage large scale, ambitious and commercially sustainable projects that leverage significant private sector investment. It is the intention that the LEVI will support a transition towards local chargepoint provision secured on a commercial basis without public funding.

- 2.2 The aims of LEVI are to:

- help enable strategic local provision of public Electric Vehicle (EV) infrastructure ahead of need and promote an equitable EV charging experience for those without off-street parking
- leverage additional private sector investment and promote sustainable and innovative business models to enable the delivery of local chargepoint projects that would not occur in the near-term without public support
- increase consumer confidence in transitioning to EVs across England, ensuring increased uptake across regions

- 2.3 As the rollout of EV charging infrastructure accelerates, Government is particularly interested in funding projects where there is scaled commercial innovation, such as new business models where multiple local authorities work together, or new charging technology.

#### 3.0 The Fund

- 3.1 To test the design of the new scheme Government have launched a £10 million pilot competition, which they expect will fund between 3 and 8 projects in 2022/23 and 2024/25.

3.2 To apply for LEVI funding you must be either a local authority in England or a partnership or consortium led by a local authority within England. You must be planning an electric vehicle charging infrastructure project that:

- supports the transition to EV use in a local area, with a particular focus on provision for those without off-street parking
- will provide an improvement in accessible EV charging provision that would not otherwise be met by current or planned EV chargepoint infrastructure
- shows innovation – this could be either technical or commercial innovation

You must be able to demonstrate:

- how the project will be delivered successfully
- the value for money offered by the project, including how the project minimises taxpayer funding and maximises private sector investment

3.3 The project must use technologies that meet the aims of the fund including:

- on-street slow and fast chargepoints
- rapid chargepoints, if installed as part of a wider project that includes on-street slow and fast chargepoints
- street or site adaptations
- solar canopies and battery storage

All new chargepoints must have a minimum payment method (a non-proprietary and non-phone payment method, such as contactless) installed and rapid-only projects will not be funded.

3.4 Eligible costs for LEVI pilot funding are:

- the purchase cost of the charging unit, including wireless charging
- other hardware costs associated with the installation, for example, gullies, solar canopies or battery storage
- the cost of associated electrical connection components including distribution network operator (DNO) connection costs, smart charging and vehicle to grid technology costs
- the cost of civil engineering works related to the installation
- labour costs of the installation
- where applicable, the capital costs of a parking bay and traffic regulation orders (TROs) for example paint and signage

Chargepoints and any associated infrastructure which is part of the project must be maintained for a minimum of 7 years after installation.

## 4.0 Proposal

- 4.1 Expressions of Interest (EOI) via a pro-forma must be submitted by 22 April 2022. Completed applications must be submitted by midday on 17 June 2022. In the EOI we must outline how the project addresses the following items:
- supports the transition to EV use in a local area, with a particular focus on provision for those without off-street parking
  - will provide an improvement in accessible EV charging provision that would not otherwise be met by current or planned EV chargepoint infrastructure
  - shows innovation – this could be either technical (eg solar photovoltaics (PV)) or commercial innovation (low percentage grant proportion to overall project cost)
  - How developed is the project? e.g. design stage, internal approval stage, supplier and network engagement stages
  - the value for money offered by the project, including procurement model and how this minimises taxpayer funding and maximises private sector investment.
  - The project must be explicitly supported by the relevant highway authority (or landowner) with responsibility for maintenance of the areas where the chargepoints are to be located please indicate if this support is in place
  - A map of suggested locations for the charging infrastructure, (this map can be in any form or detail as long as general locations can be recognised)
- 4.2 Our proposal focuses on delivering solutions using renewable energy that are aesthetically sympathetic in deeply rural areas where grid upgrades would otherwise be prohibitive. We will co-locate Electric Vehicle Charge Points (EVCP) with battery storage powered by renewables. We are committing to deliver 140 chargers (20 chargers per district) over four rural sites in each of our seven Districts/Boroughs. At one site per district (7 sites in total) we will deliver an accessible electric vehicle that provides 'on demand' community transport. The full EOI can be found at Appendix A.
- 4.3 Although North Yorkshire County Council is leading the bid it is supported by our partner authorities; district and borough councils and the two national parks. Additionally, we will work with NYnet and Northern Powergrid. The project is estimated to cost £3,000,000.
- 4.4 This proposal enables delivery of the requests made by NYCC to the Department for Business, Energy and Industrial Strategy (BEIS) in November 2020 to work with us on an EV Rural Connectivity Pilot to help address the challenge of poor connectivity and the resulting lack of opportunities for our communities that live in the rural areas of North Yorkshire. See Appendix B.

## 5.0 Equalities

- 5.1 Consideration has been given to the potential for any equality impacts arising from the recommendations. It is the view of officers that at this stage the recommendations do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equality Impact Assessment screening form is attached as Appendix C.

## **6.0 Legal**

- 6.1 Consideration has been given to any legal implications in bidding for the funding, there are no requirements at this stage but it is acknowledged that legal implications may arise at the project planning and implementation stages.

## **7.0 Climate Change**

- 7.1 There are no climate change issues arising from this report. A copy of the Climate Change Impact Assessment screening form is attached as Appendix D.

## **8.0 Finance**

- 8.1 The proposal is for NYCC to submit an Expression of Interest. The project needs refinement ahead of a full bid being submitted, however, officers have estimated the project will cost £3.0m. Local contributions are encouraged, as such NYCC are recommending a minimum local contribution of 10% (£300,000) is made to the project which means the LEVI Fund application will be for £2.7m. The source of a local contribution has not yet been determined and will be established as part of the work up of the full bid. The funding available is capital only. There is a risk that this local contribution will be required to be funded from NYCC and at present there is no budget provision for this.
- 8.2 Consideration will be given to resource implications for the County Council and partners to prepare a bid beyond submission of this EOI and a programme of work will be drawn up to ensure NYCC meet the deadline. If at the next stage the bid is unsuccessful the effort would not be lost as we could continue to develop the project for future funding opportunities perhaps a second pilot or the main fund opening.
- 8.3 The project is expected to be completed within the 2022/23 financial year where possible, although this will depend on the size of the project, this is because OZEV want to do some assessment of pilot projects in order to make the business case for the full fund launching. The delivery timescale is challenging and through developing the bid we will determine a timetable that we are confident that we can follow to meet these timescales.
- 8.4 NYCC also expect to attract private sector investment as a result of this funding; companies will be invited come forward with innovative charge point designs that meet the needs of the unique characteristics of our selected sites giving them the opportunity to innovate, test and introduce new applications for SMART technologies, in an emerging market. Furthermore, an increase in visitor numbers is expected as a result of the investment. Increasing utilisation rates by delivering infrastructure to accommodate both visitors and residents increases the commercial case and will attract private sector investment in locations that would not otherwise be commercially attractive.
- 8.5 At this stage this report is simply seeking permission to submit an expression of interest. It is expected that any capital overspend once the programme reached delivery would be managed by reducing the scheme to fit the available funding.
- 8.6 There are no financial implications of submitting an Expression of Interest, only officer time to complete the bid. Full terms and conditions of the grant offer will need to be considered if NYCC were to be successful and the grant would only be accepted if the Terms and Conditions were acceptable to NYCC and appropriate match funding available.

**9.0 Recommendations**

9.1 It is recommended that:

the Executive Member for Access in consultation with the Corporate Director – BES and the Corporate Director - Strategic Resources, approves that an Expression of Interest is submitted for the LEVI Fund, which if successful will enable us to make a full bid for funding in June 2022 potentially bringing in £2.7m of capital funding into NYCC.

BARRIE MASON  
Assistant Director – Highways and Transportation

Author: Keisha Moore

Background documents: None

# Local Electric Vehicle Infrastructure (LEVI) pilot

## Tell us about your project

|   |   |
|---|---|
| Lead local authority in England and, if applicable, all local authorities involved: | <b>North Yorkshire County Council</b> <ul style="list-style-type: none"> <li>• Hambleton District Council</li> <li>• Richmondshire District Council</li> <li>• Harrogate Borough Council</li> <li>• Craven District Council</li> <li>• Selby District Council</li> <li>• Ryedale District Council</li> <li>• Scarborough Borough Council</li> <li>• North Yorkshire Moors National Park Authority</li> <li>• Yorkshire Dales National Park Authority</li> </ul> |
| Lead local authority contact details:   | <i>Keisha Moore, Senior Transport Planning Officer,<br/>Keisha.moore@northyorks.gov.uk &amp; 01609 536441</i>   |
| Estimated total project cost (£)  | <b>3,000,000</b>  |
| Estimated total LEVI funding requested (£)  | <b>2,700,000</b>  |
| Estimated number and type of charge points provide by the total scheme              | <i>140 residential slow and fast chargepoints in deeply rural areas</i>   |

## Project Summary 400 to 600 words

North Yorkshire (NY) is characterised by its rural nature, with 98% of the landscape classed as very rural or super-sparse. Approximately 46% of NY is designated as either a National Park or an Area of Outstanding Natural Beauty. Population density is five times below the national average, with just 76 people per square kilometre, compared to the English average of 430. This results in a number of transport issues, including a higher car dependency due to a lack of public transport options and the need for long drives. Range anxiety is exacerbated by such long trips. The current distribution of charge points in NY is lower than all other English regions with only 2.2 charge points per 10,000 people in the population.

Grid connection costs tend to be higher in rural areas, impacting commercial viability for private investors. NY has over 50 primary substations and a significant proportion of primary substations show no/limited spare capacity. High connection costs mean that the private sector is typically less interested in delivering rural EVCPs. As such, there is a risk of 'charging deserts' across NY, including at popular tourist locations, deterring EV uptake. Our intention is to create the conditions to allow residents and visitors to have confidence in electric vehicles and their ability to get between settlements in NY and beyond.

To ensure full coverage we will deliver 140 chargers (20 chargers per district) over 4 or 5 sites per district. We have selected locations in each district where connection costs will be high, two locations per district which are rural tourist destinations and at least two other more deeply rural locations with a lack of off street parking. We will deliver solutions using renewable energy sources that are aesthetically sympathetic in deeply rural areas where grid upgrades would otherwise be prohibitive. We will co-locate EVCPs with battery storage powered by renewables. Innovations such as water turbines will be promoted for sites with constrained grid capacity. At one site per district (7 sites in total) we will deliver an accessible electric vehicle that provides 'on demand' community transport. The paradigm shift to on-demand transport for remote rural areas is dependent on digital connectivity to enable the customer to book their local vehicle therefore we will link with [NYnet](#); a company which was set up by NYCC to deliver high-speed connectivity to the public and private sector. NYnet are also one of NYCC's key partners in the [Stronger Communities](#) programme which will compliment this investment.

We will take a place-led approach to deliver a different solution at each of the 4 sites per district but all will use battery storage techniques to power the EVCPs. We are seeking to include:

- Small scale hydro solutions
- Solar Canopies / panels



- A solar array
- Investigating the opportunity to use agricultural waste to generate power in consultation with our DNO
- An 'on-demand' transport model - we will explore V2G technology in locations where the project is associated with a community owned building.

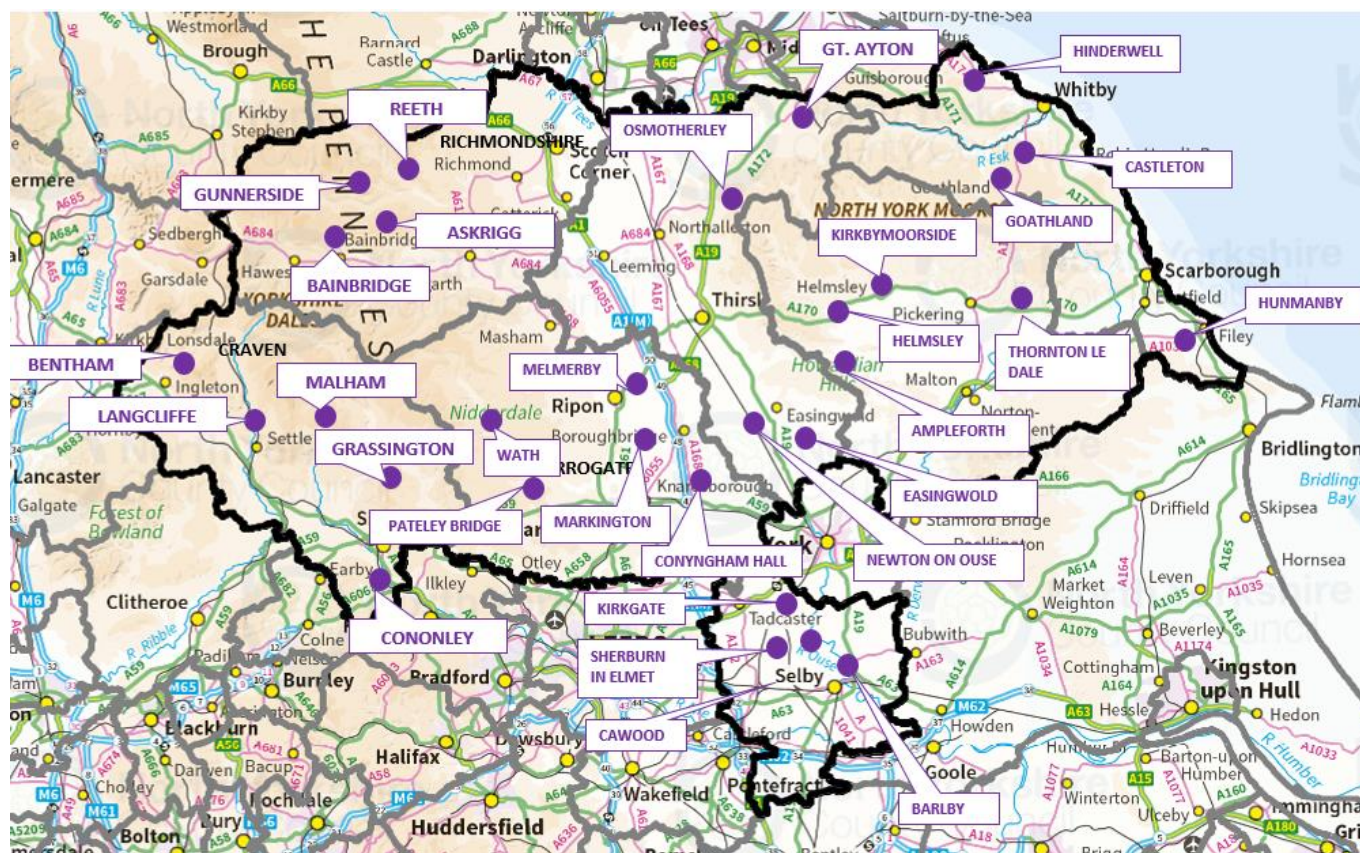
The project is in its design phase although initial community engagement has taken place. We have feasibility studies and plans linked to each of the items we intend to deliver through NYCC and its partner authorities. This project will consolidate those plans and provide a long-term solution to mobility issues in our most rural communities which we can then scale up. The York and North Yorkshire (Y&NY) Routemap indicates commitment to 'demonstrator' projects to enable transformation, all partners are signed up to learn from demonstrator projects and scaling up.

Y&NY Carbon Abatement Pathways study evidences 36% of greenhouse gas emissions are from road transport. The funding will allow NYCC to deliver CO2 reductions through delivery of EV infrastructure. Transitioning from a fossil fuel car to electric equals a saving of 2.4 metric tons per vehicle, per year. If 25% of North Yorkshire's cars transitioned to electric by 2030, this would equal a reduction 200,400 TONS of CO2.

We are exploring various delivery options and our procurement team are fully engaged in this process, however, we do expect to attract private sector investment as a result of this funding; companies will be invited come forward with innovative charge point designs that meet the needs of the unique characteristics of our selected sites giving them the opportunity to innovate, test and introduce new applications for SMART technologies, in an emerging market. Furthermore, we expect an increase in visitor numbers as a result of the investment. Increasing utilisation rates by delivering infrastructure to accommodate both visitors and residents increases the commercial case and will attract private sector investment in locations that would not otherwise be commercially attractive. Multiple districts and stakeholders have raised the impact on tourism due to the lack of EV charge points in North Yorkshire.

With the issues of social isolation, poor digital connectivity, poor public transport provision, small schools, a lack of affordable housing and the challenges and opportunities of climate change in our rural areas, there is a need for action now to overcome these issues.

A list of suggested locations, subject to refinement, is included below;



Submit to [LEVI@est.org.uk](mailto:LEVI@est.org.uk) by 22 April 2022



Alex Chittenden & Dorota Czuperska

**Karl Battersby**

Business and Environmental Services  
 North Yorkshire County Council  
 County Hall  
 NORTHALLERTON  
 North Yorkshire  
 DL7 8AD  
[karl.battersby@northyorks.gov.uk](mailto:karl.battersby@northyorks.gov.uk)

Tel: 01609 780780

Web: [www.northyorks.gov.uk](http://www.northyorks.gov.uk)

**Date** 1 November 2021

Dear Alex and Dorota,

### **North Yorkshires Rural Connectivity Electric Vehicle Pilot**

I am writing to ask you to work with us to help address the challenge of poor connectivity and the resulting lack of opportunities for our communities that live in the rural areas of North Yorkshire. We would like to address this with a "Rural Connectivity Electric Vehicle Pilot" to enable us to facilitate the switch to zero emission vehicles and allow our rural communities to be more productive, prosperous, quieter and safer.

### **North Yorkshire's Rural Challenge**

Covering over 3,000 square miles, North Yorkshire ranges from isolated rural settlements to market towns and larger urban conurbations. North Yorkshire is sparsely populated with 54.5% of the population living in rural areas and 16.9% living in areas defined as super sparse. Consequently, population density in North Yorkshire is more than five times lower than the England average. The national average number of people per square-KM in England is 430 compared with just 76 for North Yorkshire and as low as 36 in some of its districts.

As you will be aware, there are a number of transport issues which affect rural communities, including a higher reliance of private car ownership (due to lack of public transport options), transport poverty (due to a lack of public transport options and high cost of car ownership) and decreased access to services and opportunities. With the associated issues of social isolation, poor digital connectivity, poor public transport provision, small schools, and a lack of affordable housing, not to mention the challenges and opportunities of climate change, there is a clear need for action now to overcome these issues.

To respond to the climate change challenge in particular we have committed to deliver a carbon reduction plan with an aspiration to achieve net carbon neutrality by 2030. This will support a sustainable, growing, green economy that benefits all within the County, and enables North Yorkshire to make a positive contribution to the rest of the country in return. In order to achieve carbon neutrality, the transport to more sustainable fuels is key and we recognise that, as a local

authority, we must work to help facilitate the transition to electric vehicles (EV).

An Electric Vehicle Charging Deployment Study commissioned by North Yorkshire County Council (NYCC) and the York North Yorkshire Local Enterprise Partnership (YNY LEP) identifies measures NYCC and the district/borough councils and National Park Authorities (NPAs) can, or should, be taking to overcome barriers to electric vehicle charge point (EVCP) rollout. The study also identified the number of EV charge points required between now and 2030 based on a forecasted uptake of EV Vehicles. It identified the key barriers of EV charge point rollout to be:

1. The rural nature of North Yorkshire and the associated grid constraints and connection costs
2. The lack of off street parking

### **Rural Electric Vehicle Connectivity**

The sparse population in North Yorkshire means that commercial provision of publicly available EV charging facilities in North Yorkshire is near negligible and unlikely to change significantly in the near future. The large number of small communities in our region means that delivery of EV charging facilities is difficult and costly with a large number of dispersed sites required. Our initial research suggests that even in our largest towns (e.g. Harrogate) the electrical grid network has insufficient capacity to accommodate the necessary numbers of the latest ‘fast chargers’ (up to 25kW) and ‘rapid chargers’ (up to 50kW); the situation is even worse in our smaller rural communities.

Significant electric grid infrastructure costs are therefore also a major constraint on the provision of EV chargers in North Yorkshire. The current distribution of charge points is sparse and lower than all other English regions with only 2.2 charge points per 10,000 people in the population. North Yorkshire in particular is a ‘not-spot’ for charging infrastructure within the region and the majority of existing charge points are not openly available to the public as they are offered at locations such as hotels, public houses and car dealerships. The private sector are typically less interested in the rural sites where there is limited commercial opportunity.

Additionally, in communities that do receive a public transport service, the largely rural characteristics of our bus market mean we face unique challenges in the transition from diesel-engine road vehicle (DERV) buses to zero exhaust emission vehicles in our region, specifically:

Our small, independent bus operators face commercial viability challenges and lack the ability to fund the increased capital costs of buying zero or low exhaust emission vehicles over standard DERV vehicles, as well as the relatively higher costs of infrastructure necessary to operate such buses.

Operators prefer overnight charging over opportunity charging (as it affects bus workings by needing to build in ‘down time’ to schedules), but there is often an impact on depot operations and loss of parking availability. Depot locations, ages, layouts and distance from suitable power supplies are a constraint on Zero Emission Buses (ZEB) deployment.

Our dispersed population requires longer-distance bus services in areas that are poorly served by traditional charging infrastructure. The existing EV range (c180-190 miles) limits deployment across the rural passenger transport network where service mileage can be up to 250 miles. This requires smaller, but more widely dispersed charging facilities to support the uptake of zero exhaust emission buses, rather than traditional charging infrastructure alone (e.g. in bus stations and depots within

towns). The issue is likely to be exacerbated by the low capacity of the electrical grid in the more rural areas which may require upgrading to accommodate electric bus charging.

All operators require support to transition to ZEBs, particularly around funding. NYCC can assist by leading funding bids. Operators are supportive of leasing ZEBs from the local authority as a means to making them more affordable to introduce. Operators are supportive of local authority owned or run shared charging sites to enable the transition to ZEB where upgrades to existing bus depot locations would be prohibitively expensive.

### **Rural Connectivity EV Pilot**

Although there are many challenges, there is also an opportunity to be innovative in rural areas, helping develop closer community ties where people and businesses can work together to overcome these challenges. Taking a place-led approach is an imperative given that each community is different, with different needs and different existing infrastructure and services. Working together, we could:

- Develop an 'on-demand' transport model, similar to a community run uber-style transport service. The paradigm shift to on-demand transport for remote rural areas is dependent on digital connectivity to enable the rural dweller to dial up their local uber-share vehicle to take them to their destination. There is an opportunity to link with NYnet; a company which was set up by NYCC to deliver high-speed connectivity to the public and private sector. NYnet is also the delivery agent of Superfast North Yorkshire delivering next generation access to the whole of North Yorkshire.
- Develop EV mobility hubs through community and church halls, shops, village squares, healthcare facilities, pubs that many rural areas already have. Other innovations could include using these hubs for energy generation or providing access to opportunities through physical "mobile" services (such as healthcare providers or libraries) coming into communities.
- Join up investment opportunities between the public and private sector to upgrade existing DERV buses to zero exhaust emission buses which could be complemented by installation of electric car charging points for public car charging and council fleet vehicles.
- Develop a community transport and / or internal fleet initiative. Working with 'micro operators' / community transport operators to test roll out of small buses and their operation in a rural environment. This could include a trial of financing options through NYCC (to overcome capital outlay challenge stated above).

I believe that now is the time to do things differently for mobility and our rural communities to bring about lasting change. We look forward to the opportunity to explore this further.

Yours sincerely

---

KARL BATTERSBY

Corporate Director – Business & Environmental Services

| <b>Initial equality impact assessment screening form</b>  |  |    |                              |
|---|--|----|------------------------------|
| <b>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</b>  |  |    |                              |
| <b>Directorate</b>  | BES  |    |                              |
| <b>Service area</b>   | H&T  |    |                              |
| <b>Proposal being screened</b>  | Local Electric Vehicle Infrastructure Fund - Eol   |    |                              |
| <b>Officer(s) carrying out screening</b>  | Keisha Moore   |    |                              |
| <b>What are you proposing to do?</b>  | <ul style="list-style-type: none"> <li>Submit an expression of interest to OZEV to deliver EVCP in rural locations across the county</li> </ul>  |    |                              |
| <b>Why are you proposing this? What are the desired outcomes?</b>   | <ul style="list-style-type: none"> <li>To address issues of social isolation, poor digital connectivity and climate change in our rural communities</li> </ul>   |    |                              |
| <b>Does the proposal involve a significant commitment or removal of resources?</b><br>Please give details.  | <p>No, at this stage the bid for funding does not require significant commitment or removal of resources</p> <p>In order to make a full submission to OZEV on 17<sup>th</sup> June more resource will be required to manage competing priorities</p> |    |                              |
| <p><b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</b></p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p><b>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</b></p> |  |    |                              |
| Protected characteristic  | Potential for adverse impact   |    | Don't know/No info available |
|   | Yes  | No |                              |
| Age   |  | X  |                              |
| Disability  |  | X  |                              |
| Sex   |  | X  |                              |
| Race  |  | X  |                              |
| Sexual orientation  |  | X  |                              |
| Gender reassignment   |  | X  |                              |
| Religion or belief  |  | X  |                              |
| Pregnancy or maternity  |  | X  |                              |
| Marriage or civil partnership   |  | X  |                              |
| <b>NYCC additional characteristics</b>  |  |    |                              |
| People in rural areas   |  | X  |                              |
| People on a low income  |  | X  |                              |
| Carer (unpaid family or friend)   |  | X  |                              |
| <b>Does the proposal relate to an area where there are known inequalities/probable</b>  | No.  |    |                              |

|   |   |                                     |                       |  |
|---|---|-------------------------------------|-----------------------|--|
| <b>impacts</b> (e.g. disabled people's access to public transport)? Please give details.  |   |                                     |                       |  |
| <b>Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion. | No  |                                     |                       |  |
| <b>Decision (Please tick one option)</b>  | EIA not relevant or proportionate:  | <input checked="" type="checkbox"/> | Continue to full EIA: |  |
| <b>Reason for decision</b>  | In all cases, the schemes being developed should enhance, not inhibit, people's ability to access travel options and opportunities. This includes people with reduced mobility. |                                     |                       |  |
| <b>Signed (Assistant Director or equivalent)</b>  | <b>Barrie Mason</b>   |                                     |                       |  |
| <b>Date</b>   | <b>14/04/2022</b>   |                                     |                       |  |



## Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk)

**Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:**

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

|   |   |
|---|---|
| <b>Title of proposal</b>  | Local Electric Vehicle Infrastructure Fund - Eol    |
| <b>Brief description of proposal</b>  | <b>Deliver EVCP interventions across the county</b> |
| <b>Directorate</b>  | <b>BES</b>  |
| <b>Service area</b>   | <b>Highways and Transportation</b>                  |
| <b>Lead officer</b>   | <b>Keisha Moore</b>                                 |
| <b>Names and roles of other people involved in carrying out the impact assessment</b> |   |
| <b>Date impact assessment started</b>   | <b>08/04/2022</b>                                   |

**Options appraisal**

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

A range of schemes that fit the criteria and locations were explored with Climate Leads within North Yorkshire and its partner District and Borough authorities, further information will be provided beyond submission of the expression of interest.

**What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?**

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

No funding is being offered at this stage.



| <p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p> | <p><b>Positive impact</b><br/>(Place a X in the box below where relevant)</p> | <p><b>No impact</b><br/>(Place a X in the box below where relevant)</p> | <p><b>Negative impact</b><br/>(Place a X in the box below where relevant)</p> | <p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul> | <p>Explain how you plan to mitigate any negative impacts.</p>   | <p>Explain how you plan to improve any positive outcomes as far as possible.</p> |  |
|---|---|---|---|---|---|--|--|
| <p>Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>  | Emissions from travel   |   | *   |   |   |  |  |
|   | Emissions from construction   |   | *   |   | This bid is for further appraisal of a short list of schemes and locations for EVCP installation, and does not involve physical construction at this point. |  |  |
|   | Emissions from running of buildings   |   | *   |   |   |  |  |
|   | Other   |   | *   |   |   |  |  |
| Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic  |   |   | *   |   |   |  |  |
| Reduce <b>water</b> consumption   |   |   | *   |   |   |  |  |
| Minimise <b>pollution</b> (including air, land, water, light and noise)   |   |   | *   |   |   |  |  |

| <p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p> | <p><b>Positive impact</b><br/>(Place a X in the box below where relevant)</p> | <p><b>No impact</b><br/>(Place a X in the box below where relevant)</p> | <p><b>Negative impact</b><br/>(Place a X in the box below where relevant)</p> | <p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul> | <p>Explain how you plan to mitigate any negative impacts.</p> | <p>Explain how you plan to improve any positive outcomes as far as possible.</p> |
|---|---|---|---|---|---|--|
| <p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>  |   | *   |   |   |   |  |
| <p>Enhance <b>conservation</b> and wildlife</p>   |   | *   |   |   |   |  |
| <p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>  |   | *   |   |   |   |  |
| <p>Other (please state below)</p>   |   | *   |   |   |   |  |

**Are there any recognised good practice environmental standards in relation to this proposal?** If so, please detail how this proposal meets those standards.

N/A

**Summary** Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

Accepting the recommendation to put forward an EOI will have no climate change impact. Prior to construction of any EVCPs, a report will be written and an associated climate change impact assessment completed. The intended overall outcome of the bid, if successful, is to have a positive impact by encouraging and facilitating greater use of electric vehicles.

**Sign off section**

This climate change impact assessment was completed by:

|                        |                                    |
|------------------------|------------------------------------|
| <b>Name</b>            | <b>Keisha Moore</b>                |
| <b>Job title</b>       | <b>Transport Planning Officer</b>  |
| <b>Service area</b>    | <b>Highways and Transportation</b> |
| <b>Directorate</b>     | <b>BES</b>                         |
| <b>Signature</b>       | <b>Keisha Moore</b>                |
| <b>Completion date</b> | <b>08/04/2022</b>                  |

**Authorised by relevant Assistant Director (signature): Barrie Mason**

**Date: 14/04/22**