

North Yorkshire County Council
Business and Environmental Services

Executive Members

12 November 2021

**Department for Transport/Office for Zero Emissions Future of Transport Regulatory
Review: Electric Vehicles**

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

- 1.1 To seek approval from the Corporate Director, Business Environmental Services (BES) in consultation with the BES Executive Member for Access to provide a response to the Department for Transport (DfT) and Office for Zero Emission Vehicles (OZEV) Future of Transport Regulatory Review: Electric Vehicles

2.0 Background

- 2.1 Section 1 of the Climate Change Act 2008 sets out the Government's target for reducing emissions of greenhouse gases by 2050. The Climate Change Act 2008 (2050 Target Amendment) Order 2019 amended section 1 in June 2019 so that the target is for net zero greenhouse gas emissions to ensure the UK ends its contribution to climate change. In November 2020, the Government committed to ending the sale of new petrol and diesel cars and vans by 2030, with all vehicles required to have a significant zero-emissions capability (for example, plug-in and full hybrids) from 2030 and to be 100% zero emissions from 2035. The Government has committed £2.5 billion to support consumers to make this transition.
- 2.3 The Office of Zero Emission Vehicles (OZEV) is seeking views on new primary legislation that would give the government powers to introduce requirements in 4 areas. They are asking for views on whether to introduce:
- a statutory obligation to plan for and provide charging infrastructure
 - requirements to install chargepoints in non-residential car parks
 - new powers to support the delivery of the Rapid Charging Fund
 - requirements to improve the experience for electric vehicle consumers
- 2.4 The consultation is the third iteration of the regulatory review and is aimed at helping Government ensure that there is a sufficient charging infrastructure and appropriate consumer protections in place to meet the needs of electric vehicle (EV) drivers. It aims to address areas of transport regulation that are outdated, a barrier to innovation, or not designed with new technologies and business models in mind.
- 2.5 Officers have therefore drafted a response for the consultation, which is due for submission by 22 November 2021.

3.0 Consultation Response

- 3.1 A full copy of the consultation response is attached as **Appendix A**, however, the key points are highlighted below.

- 3.2 Statutory obligation to plan for and deliver a charging infrastructure
It is highlighted in the response there should be a statutory duty to plan for and make provision of infrastructure for residents, businesses and visitors. It is suggested that Local Authorities should have legal responsibility to plan for and make provision of electric vehicle charge points (EVCP's) to meet the needs of residents and visitors, however, central Government should have legal responsibility for businesses.
- 3.3 This enables a more coordinated approach to delivery, working with subnational transport bodies and neighbouring authorities to understand how best to deliver EVCP to meet the needs of residents and visitors. It enables alignment with local transport plans and other local planning policies. It also means that an LA can take a balanced approach to investment, inviting private investment but retaining control.
- 3.4 Charge points in non-residential car parks
We have responded that the government should seek powers to set a minimum level of EV charging infrastructure for all non-residential car parks which should include both publically accessible and not publically accessible (but provided for the use of a particular group for example workplace car parks) car parks. We have suggested that there should be 1 chargepoint per 10 spaces which supports current evidence which suggests there is 1 chargepoint available per 10 electric vehicles subject to regular review. We have suggested that exemptions should be made in cases where:
1. Costs to install EVCP's are excessive
 2. There is insufficient electricity supply
 3. In car parks with less than 10 spaces
 4. In parking locations with a maximum 30 minutes stay
- 3.5 The new powers will provide government with the option to intervene to ensure there is sufficient charging infrastructure to support the transition to EVs although Government do not have immediate plans to use these powers and will continue to monitor the delivery of charging infrastructure, using the powers if they deem it appropriate. It is expected the private sector will increasingly install chargepoints in their car parks as the EV transition accelerates, without the need of these regulations. If Government seek to introduce requirements and use these powers, they would have to introduce secondary legislation and run a further consultation.
- 3.6 Making the Rapid Charging Fund
The Rapid Charging Fund is a new £950 million fund to future-proof electrical capacity at motorway and major A road service areas to support the phase-out of petrol and diesel cars and vans. The fund will support the cost of providing additional or upgraded electrical connections at motorway and major A road service areas. The fund will be administered by an independent delivery body. There is a legal risk to the fund because the majority of motorway service areas in England have an exclusive provider of open access chargepoint services. This could lead to any funding being challenged on state subsidy or other grounds. Government are considering taking new powers to make the exclusive elements of existing chargepoint service arrangements void and unenforceable. To ensure long-term competition is maintained at such sites Government are considering requiring service area operators and large fuel retailers to tender chargepoint service contracts openly and to have a minimum of two different chargepoint operators which operate open access charging at a particular site.

- 3.7 We have responded that Government should have the power to mandate more competition between operators, remove existing exclusivity clauses and offer open access charging across all sites. Open access charging should be defined as “the ability to 'plug and play' at any chargepoint in the country using a single application/access card”. We have also suggested that Government should be able to act as freeholder of an electricity connection for such sites.
- 3.8 Improving the experience for electric vehicle consumers
Government are already introducing regulations to improve reliability and ease of payment on the public charging network. However, current legislation does not cover the full spectrum of EV consumer needs so they are proposing new primary powers to ensure that:
- Inclusively designed chargepoints are available for all
 - Consumers feel safe when charging on route
 - Consumers have rights to redress if something goes wrong.
- 3.9 Government are seeking primary powers to:
- Ensure adequate consumer protections when encountering issues using public chargepoints
 - Set accessibility (inclusive design) and safety requirements at public chargepoints
 - Mandate aspects of chargepoint design such as familiarity, look and feel and which will include accessibility and safety features.
- 3.10 We agree that Government should implement a consumer protection service including the option for financial redress. We agree that accessibility standards for public and private residential chargepoints should be mandated to make charging inclusive/accessible for all.
- 3.11 We agree that Government should mandate industry participants to provide a safe charging experience at public chargepoints and this might include, but is not limited to, provision of appropriate lighting, security and information on who to contact if you feel unsafe on/near the charge point.
- 3.12 We disagree that Government should mandate the recognisable design of chargepoints given that some market towns, heritage sites and national parks, for example, have environments where chargepoint design should be forgiving of their nature.
- 3.13 Call for Evidence; we have been asked to supply any data or evidence we have about any of the proposals discussed that we think would positively or negatively impact on individuals with protected characteristics. We looked for any reports of any incidents involving people with impaired hearing and electric vehicles as a result of their quieter engines. Additionally, we sought to identify any customer calls relating to footways being blocked or partially blocked by someone charging their vehicle on the street, for example, a wheelchair user or parent with a child in a pushchair. We do not have any evidence of either.
- 3.14 It should be noted that where a response states we “don’t know” it is because we do not feel the Local Authority can answer these questions.

4.0 Equalities

- 4.1 Consideration has been given to the potential for any adverse equalities impacts arising from the recommendation in this report. It is the view of officers that the recommendation included in this report does not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 or NYCC's additional agreed characteristics. The completed Equalities Impact Assessment Screening Form can be found at **Appendix B**.

5.0 Finance

- 5.1 There are no financial implications arising specifically from this report as it is providing a response to a consultation. There could be financial implications for NYCC in the future arising from any changes to legislation as a result of the consultation. Any financial implications would be highlighted in a further report for a decision at the appropriate time.

6.0 Legal

- 6.1 Consideration has been given to any legal implications in submitting a consultation response and none appear to arise at this stage but it is acknowledged that legal implications may arise at a future date.

Proper consideration as outlined in section 4 is being given to equalities issues that are pertinent to ensure due regard to the Public Sector Equality Duty.

7.0 Climate Change

- 7.1 There are significant funding programmes aimed at reducing carbon emissions and improving the environment. See **Appendix C**.

8.0 Recommendation(S)

- 8.1 It is recommended that the Corporate Director, BES in consultation with the BES Executive Member for Access approves the response to the consultation to be submitted to the Department for Transport and the Office for Zero Emission Vehicles by 22 November 2021 as detailed in Section 3 and Appendix A.

BARRIE MASON
Assistant Director - Highways & Transportation

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Background documents: None

Future of transport regulatory review: zero emission vehicles

Introduction

Thank you for responding to our survey your views will assist in making new primary legislation that would give us powers to introduce requirements to ensure that there is a sufficient charging infrastructure and appropriate consumer protections for electric vehicle drivers.

Closing date is 22 November 2021.

View all the questions

The survey provides questions based on user choice, a [full copy of the questions is available \(opens in a new window\)](#).

Print or save a copy of your response

At the end of this questionnaire, you may either print or save a copy of your response. The option appears after 'Submit your response'.

Save and continue option

You have an option to 'save and continue' your response at any time. If you do that you will be sent a link via email to allow you to continue your response where you left off.

It's vital you enter your correct email address as a mistake means you won't receive the link.

Accessibility statement

Read our [accessibility statement for SmartSurvey forms \(opens in a new window\)](#).

Confidentiality and data protection

This Department for Transport (DfT) consultation is about gathering views to in making new primary legislation that would give us powers to introduce requirements to ensure that there is a sufficient charging infrastructure and appropriate consumer protections for electric vehicle drivers.

We are asking for:

- your name and email address, in case we need to ask you follow-up questions about your responses (you do not have to give us this personal information, but if you do provide it, we will use it only for the purpose of asking follow-up questions)

- whether you are representing an organisation or yourself
- whether as an individual you own an electrical vehicle and the type of vehicle to better understand your personal implications
- the type of work of your organisation in order to better understand your relationship with the issue

Your consultation response and the processing of personal data that it entails is necessary for the exercise of our functions as a government department. DfT will, under data protection law, be the controller for this information. [DfT's privacy policy \(open in new window\)](#) has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer.

Your personal data is processed on behalf of DfT by Smartsurvey, with respect that they run the survey collection software only, your personal data will not be shared with any other third parties, even those employed for the purpose of analysis.

We will not use your name or other personal details that could identify you when we report the results of the consultation. Any information you provide through the online questionnaire will be moved to our internal systems within 2 months of the consultation end date. The information will be kept securely and destroyed within 12 months of the closing date, with the exception of information and evidence of the Public Sector Equality Duty.

You

1. Your (used for contact purposes only):

name?

email?

2. Are you responding: *

- as an individual?
- on behalf of an organisation? (Go to 'Organisational details') ?

Individual details

3. Do you own:

- no type of electric vehicle?
- an electric car?

- an electric van?
- an electric motorcycle?
- another type of electric vehicle?

[After answering go to 'Zero emission vehicles']

Organisational details

4. Your organisation is:

- a chargepoint manufacturer?
- a chargepoint operator?
- a chargepoint installer?
- a local authority?
- a vehicle manufacturer?
- a consumer group?
- a non-governmental organisation?
- a motorway service area operator?
- a car park operator?
- a landlord or car park owner?
- a large fuel retailer?
- another type of organisation?

Zero emission vehicles

We have committed to phasing out the sales of new petrol and diesel cars and vans by 2030 so that all new cars and vans will be fully zero emission at the tailpipe from 2035.

The rollout of charging infrastructure is critical to achieving this ambition.

We are seeking views on new primary legislation that would give us powers to introduce requirements in 4 areas to ensure that there is:

1. a sufficient charging infrastructure
2. appropriate consumer protections in place to meet the needs of electric vehicle (EV) drivers

We would consult on the detail of any secondary legislation to use these powers.

The 4 areas are:

1. local authorities and charging infrastructure
2. chargepoints in non-residential car parks
3. supporting the delivery of the [Rapid Charging Fund \(opens in a new window\)](#)
4. improving the experience for electric vehicle consumers

A statutory obligation to plan for and create charging infrastructure

Planning and delivering EV infrastructure that meets the current and future needs of residents, businesses, and visitors is critical to making the government's 2030 and 2035 phase out dates and levelling up across the country. EV infrastructure is particularly important for the [8 million households \(opens in a new window\)](#) who cannot install a home chargepoint, as well as businesses and visitors needing access to chargepoint infrastructure while travelling.

Currently, local charging infrastructure provision (on-street and rapid hubs) is installed at the discretion of local authorities (LAs). Many LAs have taken positive steps towards planning for this infrastructure provision. However, others are yet to begin identifying what is needed and many risk not meeting the current and future needs of their communities. LAs primarily deliver charging infrastructure where it is expected that private chargepoint operators may not invest due to current low demand and a lack of commercial viability. Delivery is particularly focussed on on-street locations. However, as the EV transition accelerates it is expected that there will be increasing viability for chargepoint operators to deliver at these locations. In this scenario, we expect there would be an important role for LAs to plan for the best locations for chargepoint operators to install, to support their residents.

Due to varying population densities, the mixture of urban and rural areas, and the nature of local economies, there is unlikely to be a single chargepoint provision solution that meets the needs of every LA area. Further, local communities will rightly expect to be closely involved in the planning and delivery of EV infrastructure in their areas. As the pace of the transition to EVs increases, charging infrastructure provision needs to be available, affordable, and secure, right across the country. Doing so will reduce the country's impact on climate change, improve air quality and create economic opportunities.

What requirements are we consulting on for England and Wales?

We are seeking views on introducing a statutory duty to plan for and provide EV infrastructure. Ahead of any secondary legislation to introduce the statutory requirement, we will consult on the duty, including any relevant definitions, metrics, and other measures applicable.

One option is to place this duty on the LAs in England and Wales. This would help ensure that measures align with wider local transport planning and that local resident and stakeholder views are embedded in the process. Other options include placing the duty on chargepoint operators themselves, or energy companies.

5. Do you agree or disagree that there should be a statutory duty to plan for sufficient provision of electric vehicle chargepoints to meet the needs of:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know?
residents in a given geographical area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
businesses in a given geographical area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
visitors in a given geographical area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Do you agree or disagree that there should be a statutory duty to provide sufficient electric vehicle chargepoints to meet the needs of:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know?
residents in a given geographical area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
businesses in a given geographical area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
visitors in a given geographical area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Who, in your view, should be legally responsible for planning sufficient provision of electric vehicle chargepoints to meet the needs of residents in a given geographical area?

- Local authorities
- Chargepoint operators
- Energy sector
- A specific part of the energy sector, or another body:

8. Who, in your view, should be legally responsible for planning sufficient provision of electric vehicle chargepoints to meet the needs of businesses in a given geographical area?

- Local authorities
- Chargepoint operators
- Energy sector
- A specific part of the energy sector, or another body:

9. Who, in your view, should be legally responsible for planning sufficient provision of electric vehicle chargepoints to meet the needs of visitors in a given geographical area?

- Local authorities
- Chargepoint operators
- Energy sector
- A specific part of the energy sector, or another body:

10. Who, in your view, should be legally responsible for providing sufficient electric vehicle chargepoints to meet the needs of residents in a given geographical area?

- Local authorities
- Chargepoint operators
- Energy sector
- A specific part of the energy sector, or another body:

11. Who, in your view, should be legally responsible for providing sufficient electric vehicle chargepoints to meet the needs of businesses in a given geographical area?

- Local authorities
- Chargepoint operators
- Energy sector
- A specific part of the energy sector, or another body:

12. Who, in your view, should be legally responsible for providing sufficient electric vehicle chargepoints to meet the needs of visitors in a given geographical area?

- Local authorities
- Chargepoint operators
- Energy sector
- A specific part of the energy sector, or another body:

13. How might placing this statutory requirement on the organisations you have selected affect:

provision of chargepoints?

There will be a need for additional resource/cost
A requirement for acceleration of existing activities such as strategy/policy development and EVCP rollout.

chargepoint investment?

It means that an LA can take a balanced approach to investment, inviting private investment where they want it but retaining control. More, funding allocations that are less specific would be required to be released by Central Government. If the funding does not take into account the size/nature of the area, it could be difficult for larger areas to rollout at the required scale. In the case of County Councils, it would enable a LA wide procurement strategy delivering better value for money. Savings could also be made by freeing up LA owned land.

14. What views do you have on how the statutory duty to:

plan for sufficient chargepoints should be enforced?

An independent body should be used to enforce statutory duty to plan for sufficient EVCP's (a division OZEV/DCLG?)

provide sufficient chargepoints should be enforced?

An independent body should be used to enforce statutory duty to provide sufficient EVCP's (a division of OZEV/DCLG?)

15. In your view do other obligations placed on the organisations you've selected:

complement with the proposed duties?

conflict with the proposed duties?

Explain why?

LA's are already responsible for statutory planning in relation to relevant items such as development control, building control, street parking and traffic regulations. LA's also have active, interested and committed members of the public to become members and represent their constituents ensuring solutions to local problems/challenges are met, EV Charging is an item we are now receiving increasing requests to address.

16. What, in your view, are the:

benefits expected as a result of introducing a statutory duty to plan for and ensure adequate charging infrastructure provision in a given geographical area?

A requirement for an LA to plan for and provide EVCP's enables a more coordinated approach to delivery. Working with subnational transport bodies and neighbouring authorities will help LA's knowledge share and understand where demand is greatest. It also enables alignment with local transport plans and other local planning policies.

The statutory requirement implies a need to develop a strategy/policy to recognise the number of charge points, barriers to delivery and locations to deliver for the individual authority, which means there approach is not piecemeal.

It also means that an LA can take a balanced approach to investment, inviting private investment but retaining control. In the case of County Councils, it would enable a LA wide procurement strategy delivering better value for money. Savings could also be made by freeing up LA owned land.

costs expected as a result of introducing a statutory duty to plan for and ensure adequate charging infrastructure provision in a given geographical area?

Don't know

17. What level of additional resource would be needed to plan for and provide sufficient charging infrastructure and how does this vary depending on who this obligation is placed upon?

At least two dedicated officers responsible for planning for and delivery of EV's who would be responsible for establishing a working group to avoid siloed work streams. Leads for residents, fleet and public transport would also be required.

Chargepoints in non-residential car parks

A strong attraction of electric vehicles is that they can be charged wherever they are parked provided there is a suitable chargepoint. Drivers without off-street parking at home are restricted to the use of public chargepoints on:

- streets
- the wider road network
- car parks

We propose to require landowners in England to provide a minimum level of EV charging infrastructure in existing non-residential car parks and also new non-residential car parks not covered by other legislation.

This would build upon [our proposals consulted on in 2019 \(opens in a new window\)](#) to require new residential and non-residential buildings with car parks to have EV charging infrastructure.

18. Should, in your view, we seek powers to set a minimum level of EV charging infrastructure for all non-residential car parks?

- Strongly agree (Go to 'Chargepoints in non-residential car parks')
- Agree (Go to 'Chargepoints in non-residential car parks')
- Neither agree nor disagree (Go to 'Chargepoints in non-residential car parks')
- Disagree
- Strongly disagree
- Don't know? (Go to 'Chargepoints in non-residential car parks')

Continuing in chargepoints in non-residential car parks

19. Why not?

N/A

20. As you are against the proposal, and other question are about implementation of that proposal, you may now either: *

- continue answering questions about chargepoints in car parks?
- go to the next on the Rapid Charging Fund? (Go to 'Making the Rapid Charging Fund')

Chargepoints in non-residential car parks

21. Should, in your view, these powers apply to all car parks that are:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know?
publicly accessible (for example retail, leisure and healthcare car parks)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
not publicly accessible but provided for the use of a particular group	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree Don't know?

(for example as a workplace car park)?

We will consider whether there will be exemptions to installing chargepoints in non-residential car parks in certain circumstances. For example, exemptions may be considered where:

- costs to install are excessive
- where there is insufficient electricity supply

We will also consider whether there should be a minimum number of spaces in a car park before the regulations apply for example only in car parks with more than 10 parking spaces.

22. Should, in your view, there be exemptions to the requirements for chargepoints in car parks?

Yes

No (Go to 'Chargepoints in non-residential car parks')

Don't know? (Go to 'Chargepoints in non-residential car parks')

Exemption groups and types

23. In your view which groups, types of car park or circumstances should be exempt from the requirements?

Circumstances:

1. Where costs to install are excessive
2. Where there is insufficient electricity supply

Types of car park:

1. In car parks with less than 10 parking spaces
2. Parking locations with a maximum 30 minutes stay

Chargepoints in non-residential car parks

We are not currently specifying a proposed minimum level of infrastructure, this will be considered at a later stage taking into account consultation responses.

24. What, in your view, would a suitable minimum provision of charging infrastructure be in non-residential car parks (for example one chargepoint for every 10 spaces)?

1 charge point to every 10 spaces to be reviewed as soon as 2025.

We are proposing that the duty to provide EV chargepoints will fall on the landowners of the car park. Landowners would be able to work in collaboration with:

- leaseholders
- car park operators
- developers

- other bodies to install and manage the EV infrastructure

They would not be able to pass on their duty to ensure provision. Landowners may be able to share cost depending on their contractual arrangements.

25. Should, in your view, the landowner of the car park be responsible for ensuring there is the required level of charging infrastructure provision?

- Yes (Go to 'Chargepoint implementation')
- No
- Don't know? (Go to 'Chargepoint implementation')

Alternative to landowner

26. Who would you have responsible instead of the landowner?

Chargepoint implementation

If we use these powers, we would seek to identify an appropriate enforcement body that can operate at a local level to monitor compliance with the requirements. For example, we are currently considering [local weights and measures authorities \(opens in a new window\)](#) or [Local Authority Building Control bodies \(opens in a new window\)](#). It is proposed that enforcement bodies will be able to apply a scheme of penalties.

27. Who, in your opinion, would be an appropriate body to operate at a local level to enforce the proposals?

28. Do you agree or disagree that the requirements be enforced with a scheme of penalties?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree

Don't know?

Why?

Yes, because otherwise there are no consequences for non-compliance.

Penalties should be considered with exemptions mentioned at Q23 in mind.

Chargepoint impact assessment

29. What, in your view, are the benefits expected as a result of requiring landowners of non-residential car parks to install EV charging infrastructure?

We believe it should be the developer that is legally responsible, however, the benefits are the reduced burden on the Local Authority to deliver chargepoints in new car parks/developing areas. Installation in all new developments could future-proof and provide charge points of at least the minimum standard.

It would be necessary to assess the demand continually to ensure not over providing.

30. What, in your view, are the costs expected as a result of requiring landowners of non-residential car parks to install EV charging infrastructure?

don't know

31. How many current non-residential car parks, are there in the UK?

don't know

32. How many new non-residential car parks, not associated with a building and not falling under our building regulations proposals, do you think will be built over the next 10 years in the UK?

don't know

We are suggesting using the [2019 consultation impact assessment \(opens in a new window\)](#) which was an analysis on non-residential chargepoint regulation impacts for future impact assessment.

33. Do you agree with the costs, assumptions and impacts set out in the impact assessment?

Yes (Go to 'Chargepoint impact assessment evidence')

No

Don't know? (Go to 'Chargepoint impact assessment evidence')

Disagree with impact assessment

34. Why not?

Chargepoint impact assessment evidence

35. Provide any supporting impact assessment evidence.

[Attach any evidence to your response]

Comments:

Making the Rapid Charging Fund

The [Rapid Charging Fund \(opens in a new window\)](#) is a new £950 million fund to future-proof electrical capacity at motorway and major A road service areas to support [the phase-out of petrol and diesel cars and vans \(opens in a new window\)](#).

The fund will support the cost of providing additional or upgraded electrical connections at motorway and major A road service areas.

The fund is England-only as the provision of transport infrastructure is devolved.

The fund will be administered by a delivery body, which will:

- accept funding applications from motorway and major A road service areas
- examine the applications to ensure the requested connection size is based on robust estimates of expected demand from a 100% zero emission vehicle fleet
- potentially act as the owner of the new/upgraded connection, leasing capacity to applicants

There is a legal risk to the fund because the majority of motorway service areas in England have an exclusive provider of open access chargepoint services. This could lead to any funding being challenged on state subsidy or other grounds.

The Competition & Markets Authority completed [a study of the EV charging market in July 2021 \(opens in a new window\)](#) and decided to open an investigation into these existing agreements at 3 of the major motorway service operators under the [Competition Act 1998 \(opens in a new window\)](#) we await the outcome of this investigation.

Because of the strategic importance of these sites, and to avoid any delay to the Rapid Charging Fund, we have concluded we will need to act to reduce any potential risk to the fund in the future.

We are considering taking new powers to make the exclusive elements of existing chargepoint

service arrangements void and unenforceable.

To ensure long-term competition is maintained at these sites, we are considering requiring service area operators and large fuel retailers to:

- tender chargepoint service contracts openly
- have a minimum of 2, and at some sites more than 2, different chargepoint operators at any particular site

The effect of this will be create more competition between chargepoint service providers at these sites for the benefit of consumers, and to reduce the legal risk to the fund.

We are considering requiring existing providers of chargepoint services at motorway service areas to make their chargepoints open access rather than only open to an exclusive network or group of networks or manufacturers. This would also extend to existing agreements for such services, which would be rendered void and unenforceable if the network were not to be opened.

In order to ensure there is sufficient chargepoint availability at these strategically important sites on the network, we are considering further extending the powers of government to mandate that service area operators and large fuel retailers must meet minimum chargepoint numbers at specific sites, and at increasing levels over a period of time.

36. Do you agree or disagree that we should have the power to mandate more competition between chargepoint operators at:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Don't know?
service areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
large fuel retailers?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

37. Do you agree or disagree that we should have the power to remove existing exclusivity clauses between chargepoint operators at:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Don't know?
service areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
large fuel retailers?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

38. How might restrictions on exclusivity at large fuel retailers and service areas affect:

chargepoint investment?	Prevents monopoly demonstrating better Value for Money Could support service operator/fuel retailer relationship with existing exclusive providers as they develop relationships with new suppliers i.e. existing retailer won't walk away because the service operator/retailer is being forced to introduce a new provider
provision of chargepoints at these locations?	Provides greater reliability of charge points for customers
other issues?	

39. Do you agree or disagree that we should have the power to require chargepoint operators to offer open access charging at:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Don't know?
service areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
large fuel retailers?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

This will reduce range anxiety, giving EV drivers the confidence to make longer journeys. It also means they do not have to have multiple applications or access cards.

40. How do you think we should define open access charging?

Consumers should be able to locate and access chargepoints with ease. The definition of open access charging should be *"the ability to 'plug and play' at any chargepoint in the country using a single application/access card"*.

41. Do you agree or disagree that we should be able to act as the freeholder of an electricity connection for:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Don't know?
service areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
large fuel retailers?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

42. Do you agree or disagree that we should be able to make a body to administer, operate and own these connections?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree
- Don't know?

Comments:

43. Do you agree or disagree that we should have the power to require a progressive increase in the number of chargepoints provided at:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Don't know?
service areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
large fuel retailers?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

This will enable the operator/fuel retailer only having charge points with older/outdated technology, investment for additional future chargers can be made in newer technologies when it

becomes available at the recommended progressive intervals.

44. What do you think are the costs expected as a result of getting powers to:

mandate more competition between chargepoint operators at service areas?

Don't know

mandate more competition between chargepoint operators at large fuel retailers?

Don't know

remove existing exclusivity clauses between chargepoint operators and service area operators?

Don't know

remove existing exclusivity clauses between chargepoint operators?

Don't know

remove existing exclusivity clauses between large fuel retailers?

Don't know

require a progressive increase the number of chargepoints provided at service areas?

Don't know

require a progressive increase the number of chargepoints provided at large fuel retailers?

Don't know

require chargepoint operators to offer open access charging at service areas?

Don't know

require chargepoint operators to offer open access charging at large fuel retailers?

Don't know

45. What do you think are the benefits expected as a result of getting powers to:

mandate more competition between chargepoint operators at service areas?

Prevents monopoly demonstrating better Value for Money

mandate more competition between chargepoint operators at large fuel retailers?

Prevents monopoly demonstrating better Value for Money

remove existing exclusivity clauses between chargepoint operators at service areas?

Prevents monopoly demonstrating better Value for Money

remove existing exclusivity clauses between chargepoint operators at large fuel retailers?

Prevents monopoly demonstrating better Value for Money

require a progressive increase the number of chargepoints provided at service areas?

Investment is staggered
Prevents facilities having outdated charge points, investment for additional future chargers can be made in newer technologies when it becomes available

require a progressive

Investment is staggered

increase the number of chargepoints provided at large fuel retailers?

Prevents facilities having outdated charge points, investment for additional future chargers can be made in newer technologies when it becomes available

require chargepoint operators to offer open access charging at service areas?

Prevents monopoly demonstrating better Value for Money
Ensures a more reliable service by providing a 'backup option'
Reduces range anxiety

require chargepoint operators to offer open access charging at large fuel retailers?

Prevents monopoly demonstrating better Value for Money
Ensures a more reliable service by providing a 'backup option'
Reduces range anxiety

46. What in your view are the costs, including operator costs, of implementing open access charging at:

large fuel retailers?

Don't know

service areas?

Don't know

47. What, in your view, are the likely costs that will be incurred by mandating 2 or more open access chargepoint operators at:

large fuel retailers?

Don't know

service areas?

Don't know

48. What in your view are the likely consumer price impacts of mandating two or more chargepoint operators at

large fuel retailers?

Don't know

service areas?

Don't know

Improving the experience for electric vehicle consumers

We propose to improve EV consumers' experience and ensure there are appropriate consumer protections for users of public charging infrastructure. It is essential that as the charging network expands and evolves, consumer needs are kept central.

We know from the [consumer experience at public chargepoints consultation \(opens in a new window\)](#) that there are emerging issues which can negatively affect consumers. We are already

introducing regulations to improve reliability and ease of payment on the public charging network. However, current legislation does not allow us to cover the full spectrum of EV consumer needs and we are proposing new primary powers to ensure that:

- inclusively designed public chargepoints are available for all
- consumers feel safe when charging on-route
- consumers have rights to redress if something goes wrong

Our starting assumption is that these powers are needed for UK public chargepoints, but we also see a case for strengthening provisions for private charging and welcome views on this.

A chargepoint is a ["public chargepoint" if it is provided for use by members of the general public, as per the Alternative Fuel Infrastructure Regulations 2017 \(opens in a new window\)](#).

Ahead of introducing secondary legislation, we would consult on any proposed approaches, including provisions relating to:

- standardised definitions and specifications
- any exemptions

We hope these provisions will improve the individual user's experience and increase wider public engagement with EV charging.

What requirements are we proposing?

We are seeking primary powers to:

- ensure adequate consumer protections when encountering issues using public chargepoints
- set accessibility (inclusive design) and safety requirements at public chargepoints
- mandate aspects of chargepoint design such as familiarity, look and feel, and which will include accessibility and safety features

Ensure adequate consumer protections when using public chargepoints

We would take powers to require financial redress for consumers and penalties if bodies breach requirements. When developing supporting secondary legislation we will consult on arrangements for complaints and redress management. These arrangements would include a mechanism for an enforcement body to impose penalties and sanctions on industry participants for poor consumer service. The energy market is a useful comparison of where consumers can escalate complaints to an independent body able to require financial redress. In the energy market a regulated body found in breach can be penalised.

Setting accessibility and safety standards at public chargepoints

We would take primary powers to require operators and installers to mandate accessibility (inclusive design) and safety standards for UK public chargepoints, including around the parked vehicles and chargepoints. This includes the requirement that:

- adequate, accessible, standardised signage and information is provided at all public chargepoints
- chargepoints are situated in safe locations and/or that mitigations are provided, such as adequate lighting and weatherproofing

Mandating aspects of chargepoint design

To ensure chargepoints are easy to use, recognisable and provide a consistent consumer experience, we propose taking a primary power to mandate certain aspects of chargepoint design.

Consumer protections

Consumers should be able to contact a complaints service easily if something goes wrong while using public charging infrastructure. The current legislative framework does not allow us to ensure that EV consumers have adequate rights to redress when experiencing issues charging their vehicle. We are therefore seeking views on how we might strengthen protections for consumers of public charging infrastructure.

49. Do you agree or disagree that we should implement a consumer protection service, including the option of financial redress to consumers?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree
- Don't know?

50. Should, in your view, there be a mechanism for an enforcement body to impose penalties and sanctions on chargepoint operators for a poor consumer service?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree
- Don't know?

51. What, in your view, are the cost implications of establishing a new consumer protections system, including complaints and redressing services (whether government-led or an independent entity)?

Don't know

52. What, in your view, do you think will be the financial cost to the consumer of these consumer protection powers?

don't know

Accessible, inclusively designed chargepoints

We want all EV consumers to be able to easily locate and use public charging infrastructure. We are therefore seeking views on how to ensure that inclusively designed chargepoints are available so that all consumers, including those with visible and non-visible disabilities, can easily charge their vehicle. This could take into account aspects such as height of chargepoint, kerb height, cable weight and space between bollards.

53. Do you agree or disagree that we should mandate accessibility standards for public chargepoints that includes the area around the parked car and the chargepoint?

- Strongly agree
- Agree
- Neither agree nor disagree (Go to 'Accessible, inclusively designed chargepoints')
- Disagree (Go to 'Disagree with accessibility standards')
- Strongly disagree (Go to 'Disagree with accessibility standards')
- Don't know? (Go to 'Accessible, inclusively designed chargepoints')

Agree with accessibility standards

54. What, in your view, are the benefits to mandating accessibility standards?

Charging is inclusive/accessible for all. It supports the ambition to encourage the widespread uptake of EVs.

[After answering go to 'Accessible, inclusively designed chargepoints']

Disagree with accessibility standards

55. What, in your view, are the constraints to mandating accessibility standards?

N/A

Accessible, inclusively designed chargepoints

56. In your view, what are the costs of mandating accessibility standards?

Don't know

57. To what extent do you agree that we should mandate accessibility standards for private residential chargepoints?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly agree
- Don't know?

Personal safety at chargepoints

We want all consumers to feel safe when using public charging infrastructure. We are therefore seeking views on how we might ensure that consumers do not feel their personal safety is at risk while charging their vehicle. This would include considerations as to where chargepoints should be situated and the provision of mitigations such as adequate lighting and weatherproofing.

58. Do you agree or disagree that we should mandate industry participants to provide a safe charging experience at public chargepoints?

- Strongly agree
- Agree

- Neither agree nor disagree (Go to 'Personal safety at chargepoints')
- Disagree (Go to 'Disagree with mandating industry participants')
- Strongly disagree (Go to 'Disagree with mandating industry participants')
- Don't know? (Go to 'Personal safety at chargepoints')

Agree with mandating industry participants

59. What, in your view, are the benefits to mandating industry participants to provide a safe charging experience?

It will encourage widespread uptake of EVs. It could encourage use of charge points when costs of electricity are cheaper i.e. during the night, when people might ordinarily avoid charging if they do not feel safe accessing their vehicle.

[After answering go to 'Personal safety at chargepoints']

Disagree with mandating industry participants

60. What, in your view, are the constraints to mandating industry participants to provide a safe charging experience?

N/A

Personal safety at chargepoints

61. In your view, what are the costs to implementing any mandatory requirements on industry participants to provide a safe public charging experience?

don't know

62. What, if any, measures do you think we should introduce to make people feel safe while charging their vehicle?

Appropriate lighting, appropriate security e.g. covered by CCTV, delivery in open areas where possible, information on who to contact if you feel unsafe on/near the charge point, for delivery in car parks consider how it meets the national safety standard such as the 'safer parking scheme' through a 'park mark' initiative or similar, enforcement.

63. To what extent do you agree that we should take the powers to mandate requirements on industry participants to provide a safe charging experience for private residential chargepoints?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know?

Recognisable chargepoint design

Consumers should be able to easily recognise public EV chargepoints and have a consistent experience when using the public charging infrastructure. To ensure chargepoints are easy to use, recognisable and provide a consistent consumer experience, we would take a primary power to mandate aspects of chargepoint design.

64. Do you agree or disagree that we should have the power to mandate the entirety of, or defined aspects of, the recognisable design of public chargepoints?

- Strongly agree (Go to 'Agree with recognisable chargepoint design')
- Agree (Go to 'Agree with recognisable chargepoint design')
- Neither agree nor disagree (Go to 'Equalities information')
- Disagree
- Strongly disagree
- Don't know? (Go to 'Equalities information')

Disagree with recognisable chargepoint design

65. Why not?

Some market towns, heritage sites and national parks, for example, have environments where designs of charge points should be forgiving of their nature.

66. What, in your view, are the constraints to mandating a recognisable design?

Some market towns, heritage sites and national parks, for example, have environments where designs of charge points should be forgiving of their nature.

[After answering go to 'Equalities information']

Agree with recognisable chargepoint design

67. Which, if any, aspects of the design should we be able to set (for example size, colour, form and shape)?

N/A

68. What, in your view, are the benefits to mandating a recognisable design?

N/A

69. In your view, what are the costs to implementing any recognisable design?

N/A

70. Do you agree that the mandated recognisable design should apply to all public chargepoints in:

all locations?

only specific locations?

Equalities information

The [Public Sector Equality Duty \(PSED\) \(opens in a new window\)](#) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities.

As a part of this duty we are asking for any evidence on the potential impacts of these zero emission vehicle proposals on individuals or groups within society. The [Equality Act \(opens in a new window\)](#) lists the protected characteristics of:

- age
- disability
- gender reassignment
- marriage and civil partnership
- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation

This evidence will be anonymised and retained after the retention period of this consultation information.

71. Supply any data or evidence you have about any of the proposals discussed that you think would positively or negatively impact on individuals with protected characteristics.

[Attach any evidence to your response]

Comments:

Final comments

72. Any other comments?

All statutory regulations should be established in partnership with central government. Where statutory regulations affect businesses i.e. their need to plan for charge points the LA should work with/offer support and guidance to the businesses in the planning process. There needs to be co-ordination with sub national transport bodies and enterprise partnerships where possible.

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
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.			
Directorate	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Response to the consultation to be submitted to DfT/OZEV Future of Transport Regulatory Review: Electric Vehicles		
Officer(s) carrying out screening	Keisha Moore		
What are you proposing to do?	Respond to the consultation to be submitted to DfT/OZEV Future of Transport Regulatory Review: Electric Vehicles		
Why are you proposing this? What are the desired outcomes?	To help Government ensure that there is a sufficient charging infrastructure and appropriate consumer protections in place to meet the needs of electric vehicle (EV) drivers.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics? As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? If for any characteristic it is considered that there is likely to be a significant 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 Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	

Appendix B

People on a low income		✓	
Carer (unpaid family or friend)		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	The consultation has considered how the outcomes of the consultation may impact positively or negatively impact on individuals with protected characteristics and seeks any data or evidence we have to support this.		
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? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision			
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	03/11/21		



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

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 for advice.

Title of proposal	DfT/OZEV Future of Transport Regulatory Review: Electric Vehicles Consultation Response
Brief description of proposal	To provide Members with outline details of the Department for Transport (DfT) and Office for Zero Emissions (OZEV) Future of Transport Regulatory Review: Electric Vehicles response proposed to be submitted by the County Council.
Directorate	BES
Service area	Highways and Transportation
Lead officer	Keisha Moore
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	26/10/2021

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.

No

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.

None, no funding is being requested as a result of this report however, the Corporate Director – BES and BES Exec Member for Access may wish to use the report to consider the opportunities to deliver the Council's climate change objectives and when prioritising investment.

Appendix C

<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>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	<p>X</p>				
	<p>Emissions from construction</p>	<p>X</p>				
	<p>Emissions from running of buildings</p>	<p>X</p>				
	<p>Other</p>	<p>X</p>				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>X</p>				
<p>Reduce water consumption</p>		<p>X</p>				

Appendix C

<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>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 pollution (including air, land, water, light and noise)</p>		<p>X</p>				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>X</p>				
<p>Enhance conservation and wildlife</p>		<p>X</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>X</p>				
<p>Other (please state below)</p>		<p>X</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.

This consultation is aimed at helping Government ensure that there is a sufficient charging infrastructure and appropriate consumer protections in place to meet the needs of electric vehicle (EV) drivers to ensure that we reach net zero greenhouse gas emissions and the UK ends its contribution to climate change.

Sign off section

This climate change impact assessment was completed by:

Name	Keisha Moore
Job title	Transport Planning Officer
Service area	Highways and Transport
Directorate	BES
Signature	K Moore
Completion date	26/10/2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 03/11/21