

North Yorkshire County Council
Business and Environmental Services

Executive Members

26 October 2022

Local Electric Vehicle Infrastructure (LEVI) – Acceptance of Grant

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 To propose that the Executive Member for Highways and Transportation, in consultation with the Corporate Director - Business and Environmental Services, the Corporate Director - Strategic Resources and the Assistant Chief Executive (Legal and Democratic Services) agrees that the County Council accepts the grant monies and delegate authority to the Corporate Director - Strategic Resources to accept £2m Local Electric Vehicle Infrastructure grant funding from the Office for Zero Emission Vehicles.

2.0 Background

- 2.1 On 24 March 2022 the Local Electric Vehicle Infrastructure (LEVI) Fund was launched. This is a £400m capital grant scheme administered by the Office for Zero Emission Vehicles (OZEV) and supported by the Energy Saving Trust, Cenex and PA consultants. 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. To test the design of the new scheme Government have launched a £10 million pilot competition, which they expect will fund between three and eight projects between 2022/23 and 2024/25. This is a great opportunity to start delivering on the Council's draft EV Rollout Strategy.
- 2.2 We have been successful in our bid (the application for the bid can be found at **Appendix A**) for £2,000,000 which focuses on delivering solutions using renewable energy that are aesthetically sympathetic in deeply rural areas where grid upgrades would otherwise be prohibitive and unattractive to the private sector for investment. If successful, we will co-locate Electric Vehicle Charge Points (EVCP) with battery storage powered by renewables. We are committing to deliver 70 chargers (10 chargers per district) over two rural sites in each of our seven Districts/Boroughs.
- 2.3 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 region.

3.0 LEVI

- 3.1 To apply for LEVI funding we were required to be either a local authority in England or a partnership or consortium led by a local authority within England with permission

from the Local Highway Authority and we 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

3.2 We had to demonstrate:

- how the project would 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 We also had to demonstrate that we would 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; and
- Solar canopies and battery storage.

3.4 All new chargepoints must have a minimum payment method (a non-proprietary and non-phone payment method, such as contactless) installed.

3.5 Chargepoints and any associated infrastructure which is part of the project must be maintained by the owner, in this case NYCC via the chargepoint operator (CPO), for a minimum of seven years after installation.

3.6 By submitting our application we agreed:

- that we would be delivering the project in line with our procurement rules and within subsidy control rules
- we would share all invoices with the Office for Zero Emission Vehicles (OZEV) identifying
 - The chargepoint and any related technology hardware costs
 - The labour and installation costs (civils)
 - The electrical connection costs and associated labour
- We will maintain all EVCPs for a minimum seven years after commissioning
- We will make available, to OZEV in the specified format, usage data from the chargepoint or chargepoints for a minimum of seven years from activation
- We will provide OZEV with information regarding the arrangements put in place between the local authority, the chargepoint operator, and the end user. This includes reporting on charging tariffs, operational and revenue costs, and the structure of ownership of the assets
- We will keep OZEV and the support body updated with any changes to the staff lead and contact details for this project
- Schemes would be delivered by 2024/25

3.7 This is a pilot scheme to deliver an innovative scheme, with proposals that no other UK authority has delivered before. The funding is for trialling and testing new technologies and approaches to delivery of EVCPs and therefore a degree of flexibility is given to us by the awarding body.

4.0 Next Steps

4.1 Once agreement has been secured to accept the funding, the programme of work proposed within the bid will be reviewed and revised. Officers will begin by engaging with the Distribution Network Operator to confirm that the selected sites are

appropriate for delivery. Prior to procuring a delivery partner and preparing technical specifications for the solar panels, hydroelectric energy generation, EVCPs and any other associated technology. The delivery of the project will then be coordinated with the relevant Highways Area teams. This work will be undertaken in close partnership with the support body, Energy Savings Trust.

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. 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. A copy of the Equality Impact Assessment screening form is attached as **Appendix B**.

6.0 Finance

- 6.1 The Section 31 Award Letter attached at **Appendix C** confirms that a capital grant payment of £2,000,000 (Two Million Pounds) will be made to North Yorkshire County Council under Section 31 of the Local Government Act 2003 for the period to 2024/25. This funding will be used to implement our proposal to install public electric vehicle infrastructure only. This was presented in the proposal submitted to the Energy Saving Trust and the Office for Zero Emission Vehicles.
- 6.2 The funding will be provided as a non-ringfenced capital grant which must be used against capital expenditure. The conditions of the capital grant are outlined in the Grant Determination Letter which can be found at **Appendix D**. A Memorandum of Understanding outlining the agreement between North Yorkshire County Council and the Department for Transport is attached at **Appendix E**. The Award Letter states that additional guidance on best practice for the use of the grant and for agreed monitoring and evaluation reporting will be issued in due course, but the Head of Local EV Infrastructure Fund Commercial & Delivery for the Office for Zero Emission Vehicles and DfT confirms that they will take a pragmatic approach to monitoring and evaluation, with a light touch, expecting the supporting body to meet with the Local Authority once a quarter.
- 6.3 The project is expected to cost £2.2m in total. £200,000, or 10%, of the total project cost was committed in the bid submission report. Partner authorities on this project will be asked to contribute towards the 10% match funding with any shortfall being funded through the Civil Parking Enforcement surplus in the absence of any specific funding for EV charging infrastructure. An allocation of £200,000 from the CPE budget for the LEVI project was approved at your meeting of 21 October 2022.
- 6.4 Officers will continue to seek to attract a private sector Charge Point Operator (CPO) and we also expect to attract private sector investment beyond delivery by delivering the infrastructure to increase utilisation rates for both visitors and residents which increases the commercial case and will attract private sector investment in locations that would not otherwise be commercially attractive. The business case can also be used to go to market or develop it internally as a commercial venture, with a benefit back to the residents and businesses of North Yorkshire.
- 6.5 The scheme is scalable and therefore could be reduced to fit the capital funding available. The terms of the funding requires the facility to remain in place for at least seven years and it has been estimated that the maintenance costs associated with the scheme would be approximately £20,000 although this will be further refined as we procure a delivery partner. The County Council has no budget identified for the maintenance of EV chargepoints and the grant available is only for capital funding.

There would therefore be a potential revenue pressure of a maximum of £20,000 throughout the first seven years (£2,857 per year) although there is potential to offset this through fee income associated with using the charge points. Any residual amount, which is expected to be minimal, would need to be met from within existing BES revenue budgets.

- 6.6 The full LEVI fund is expected to launch in 2023. As inclusion in the pilot scheme does not preclude future bidding, we anticipate preparing further bids to support the Council's EV charging strategy
- 6.7 In addition, a dedicated project management resource is required to deliver the Council's EV charging strategy. OZEV are expected to launch a fund early in 2023 to support the resourcing of EV projects over a number of years. Whilst the detail of such a fund is yet to be published, it is the Council's intention to submit a bid for this funding to support the cost of recruiting a dedicated resource. Until such time, officer and recruitment costs will need to be met from within existing service revenue budgets. Future EV related bids will include, where permissible, funding for a Project Manager to lead on the Council's EV charging strategy.

7.0 Legal

- 7.1 There are no legal implications arising from the acceptance of the Grant. Expenditure of the Grant shall be in accordance with the Council's Procurement and Contract Procedure Rules and where relevant the Public Contracts Regulations 2015.

8.0 Climate Change

- 8.1 A climate change impact assessment has been carried out, see **Appendix F**. Accepting the recommendation to accept the grant will have no direct climate change impact. However, the delivery of the project using the grant funding will have a positive impact by encouraging and facilitating greater use of electric vehicles. Prior to construction of any EVCPs, a report will be written, and an associated climate change impact assessment completed.

9.0 Recommendation

- 9.1 It is recommended that the Executive Member for Highways and Transportation, in consultation with the Corporate Director - Business and Environmental Services, the Corporate Director - Strategic Resources and the Assistant Chief Executive (Legal and Democratic Services) agrees that the County Council accepts the grant monies and delegate authority to the Corporate Director - Strategic Resources to accept £2m Local Electric Vehicle Infrastructure grant funding from the Office for Zero Emission Vehicles.

BARRIE MASON
Assistant Director – Highways and Transportation

Author of Report: Keisha Moore

Background Documents: None

Application form – the £10m Local Electric Vehicle Infrastructure pilot

Closing date is 17 June 2022.

Your response and the processing of personal data that it entails is necessary for the exercise of our functions as a government department.

In the application we are asking for the name and contact details of the lead individual within the local authority. DfT will, under data protection law, be the controller for this information. [DfT's privacy policy \(opens in new window\)](#) has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer.

Any personal information you provide will be kept securely and destroyed within 24 months after submission. Any information provided through the online system will be moved to the internal systems within 2 months of the competition end date.

Part A: Applicant(s) information and eligibility

A1	Lead local authority in England and, if applicable, all local authorities involved:	<ul style="list-style-type: none"> • North Yorkshire County Council: Lead • Hambleton District Council • Richmondshire District Council • Harrogate Borough Council • Craven District Council • Selby District Council • Ryedale District Council • Scarborough Borough Council • North York Moors National Park Authority • Yorkshire Dales National Park Authority <p>In April 2023 a new unitary council will come into effect, North Yorkshire Council, so the County Council and District / Borough Councils will cease to exist.</p>	
A2	Address of the lead local authority:	North Yorkshire County Council County Hall Romanby Road Northallerton DL7 8AE	
A5	Does the lead local authority have responsibility for the maintenance of the public highway/residential street where the proposed chargepoints are to be located?	YES	NO
		<i>Highlight the box above that applies to you</i>	
A6	If 'no', provide details of permission from the relevant Highway Authority.		

Part B: Project proposal

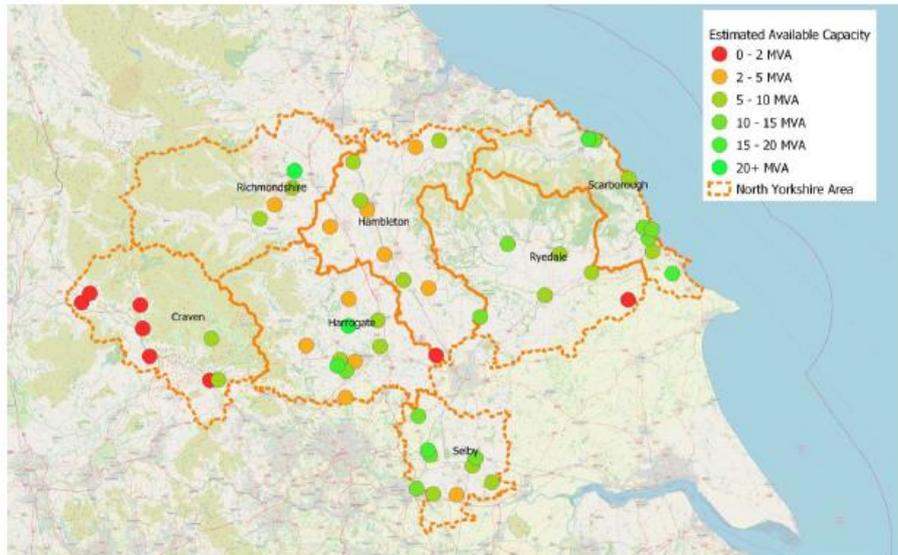
B1	Provide a summary (400 – 600 words) of your proposed project:
	<p>We are currently developing an Electric Vehicle Charge Point (EVCP) Rollout Strategy which will inform the required numbers of chargers between now and 2030, priority locations for delivery, barriers to delivery and how to overcome them, this is expected to be adopted by the Council in autumn 2022. North Yorkshire County Council (NYCC) are delivering this project in partnership with district and National Park authorities in the county.</p> <p>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 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 journeys to access services which exacerbates range anxiety. Additionally, historic and traditional rural settlements and housing stock have constrained on street parking, causing particular difficulties in visitor/tourist locations.</p> <p>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. NY has over 50 primary substations and a significant proportion show no/limited spare capacity (see figure 1.0 below). Grid connection costs tend to be higher in rural areas (see case study summary table below) and these costs mean the private sector is typically less interested in delivering rural EVCPs (CMA 2021). As such, there is a risk of ‘charging deserts’ across NY, including at popular tourist locations, deterring EV uptake. This has been found locally in the development of an EVCP Rollout Strategy. Our intention is to create the conditions to allow residents and, potentially, visitors to have confidence in EVs and their ability to get between settlements in NY and beyond through testing innovation in delivery in deeply rural settings including renewable energy and community ownership models.</p>

Figure 1.0 – Constraint Map of North Yorkshire showing estimated available capacity at primary substations from NYCC’s EV Charging Deployment Study

Table 12: Available Electrical Capacity Banding

Estimated Available Capacity (MVA)	Implications on capacity
0-2 MVA	Highly utilised, limited spare capacity
2-5 MVA	Fairly utilised, adequate spare capacity
5-10 /10-15 /15-20 /20+ MVA	Significant spare capacity

Figure 13: Constraint map of North Yorkshire, showing the estimated available capacity at each primary substation



We aim to deliver 70 chargers (10 x 7kw chargers per district) over 2 sites per district, with selected sites being rural areas lacking off-street parking within a 10 minute walk and with high grid connection costs. Some locations are tourist destinations with residential areas and others are more deeply rural. We will deliver solutions using renewable energy generation, linked to battery storage that are aesthetically sympathetic in protected landscapes to minimise the impact on the grid. Consumer prices will likely be set at 10p/kWh above the rate charged by the energy supplier, with utilisation of generated electricity reducing the cost. Excess energy may also be able to power local assets at a lower cost.

A place-led approach will be taken to deliver appropriate solutions at each site, with the ambition to deliver small scale hydroelectric solutions at 6 sites and solar panels on community assets at 8 sites.

Small scale hydroelectric solutions will reduce the need for costly grid upgrades by supplying power locally through a predictable, renewable and continuous supply of energy. The proposed turbines are capable of generating between 5 and 15kW per hour, depending on the water flow and turbine size. A 15 kWh turbine would be able to supply two 7kWh charging points consistently 24 hours a day without needing to be connected to the local grid. Potential sites have been identified that are under local authority ownership and are nearby or adjacent to existing car parks in market towns with limited off-street parking, but also regular visitor turnover to help boost the potential utilisation of the charging points and long term financial viability.

Where it is not feasible or practical to install hydro, we will install solar panels on local authority/community-owned land with adjacent car parking. The proposed

amount of PV's that can be installed will depend on the size of the facility and its land. Chargepoints will generally be 7kW due to the lack of three-phase supply, but where this exists we will explore the use of 22kw chargepoints. We will seek to support this delivery by using agile streets technology as a method of managing a congested grid.

A place-based community ownership model will be established based on the following:



The diagram above demonstrates that NYCC will fund the solar panels, electric vehicle charging points and battery and will also pay the local community group a ground rent for car parking spaces. NYCC and the CPO, therefore, get income through the fees paid by users and the community organisation gets some of that income back from us in terms of the ground rent. It is expected that each model will be tailored to best meet the needs of the local community, however, working with the CPO on this would constitute initial private sector investment for our bid.

Due to the link with EVCPs the local planning authority confirmed these projects could be installed under permitted development regulations.

We expect to attract private sector investment, beyond delivery, as a result of this funding; we will use the business case to go to market or develop it ourselves as a commercial venture, with a benefit back to the residents and businesses of NY, that could be sold by the council once a coherent and dependable network had been built up.

Evidence of rural vs urban grid connection costs

Table 13: Grid Constraints Case Study Summary

Case Study Example Sites		1	2	3	4	5	6
		Strategic Road Network	Rural town Centre	Remote Secondary Road	Town Centre	Suburbs	Remote Tourist Site
Short term Requirement	Fasts	2	2 to 3		3 to 4		2
	Rapids	2		1		1	
	Potential Connection Cost	£150k	£20k	£150k	£10k	£22k	£10k
Medium term Requirement	Fasts	4	4 to 6		6 to 8	3 to 4	4 to 6
	Rapids		1 to 2	2	1 to 2	2	1 to 2
	Ultra Rapids	4					
	Potential Connection Cost	£200-300k	Up to £500k	-	£150k	£150k	£150k
Indicative Connection Cost per Charger		£62.5k	£62.5k	£75k	£18.8k	£25k	£18k

B2 What are the postcodes of the proposed installations?

It should be noted that these locations are provisional and subject to further engagement/refinement with the DNOs and partner CPO.

Scheme Location	Postcode for renewable
Hellifield	BD23 4HT
Cononley	BD20 8LX
Reeth	DL11 6SP
Askrigg	DL8 3BJ
Pateley Bridge	HG3 5BD
Knaresborough	HG5 8DF
Hinderwell	TS13 5HP
Danby	YO21 2LY
Ampleforth	YO62 4DU
Thornton le dale	YO18 7RR
Cawood	YO8 3SP
Fairburn	WF11 9LA
Swainby	DL6 3EG
Osmotherley	DL6 3BD

B3 Provide evidence (such as a photograph/map of relevant locations) of how the project supports an area without suitable access to off-street parking

Please see extract from the draft North Yorkshire Electric Vehicle Strategy document which highlights the availability of off-street parking in north Yorkshire

followed by a map of locations where we plan to install charge points.

Availability of Off-street Parking

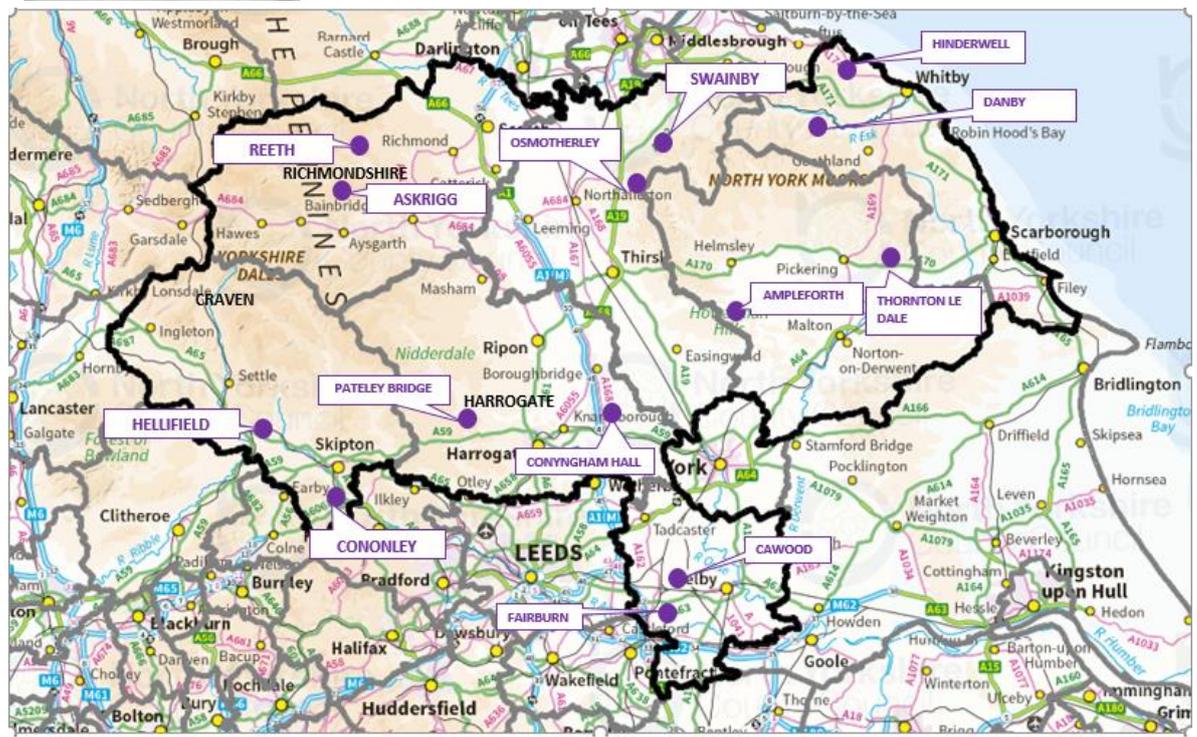
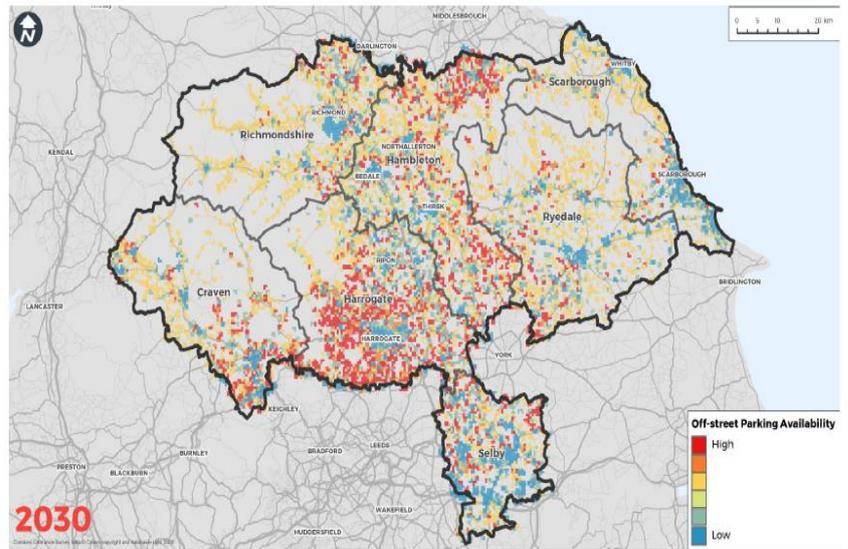
Figure 20 reports the average share of households with access to off-street parking at a postcode level, based on the typical property types of the local population and their profile. This approach serves as a proxy to identify areas of greater reliance on on-street parking.

The majority of properties within North Yorkshire have ready access to off-street parking, reflecting the low density of household across much of the County.

The exceptions are the denser urban areas, with a greater proportion of terraced dwellings and converted flats, which are assumed to be more reliant on on-street parking. This is particularly evident in Scarborough and Harrogate, and to a lesser extent in parts of Selby and Skipton.



Figure 20: Availability of Off-street Parking



B4

What are the measures that you will take to ensure that local residents will have access to the chargepoints?

To meet our vision and objectives outlined in the NY EV Rollout Strategy, we are committed to ensuring that, by 2030, no resident within NY with a reliance on on-street parking is more than a 10-minute walk from a publicly accessible electric vehicle charging point. We will make sure this is the case for all sites selected for this project.

Additionally, we will look to offer discounted rates for residents to try and help with the difference between on and off street parking. Approximately 5p/kWh will be

	<p>reduced from the charging rate for those that signed up for a permit. We will also ensure that the sites where the EVCPs are located are available 24 hours a day.</p> <p>The UK Infrastructure Strategy (2022) states that residents should be engaged/consulted to ensure that EVCP's that are delivered meet their needs; by trialling a community partnerships model we expect the community group to be the voice of the residents and use their knowledge and connections with local residents to work with us, explore options for ownership and management of the charge points that are installed, and help us provide a solution that meets the needs of the residents. We will also engage/consult with residents near to locations with hydroelectric schemes prior to installation.</p>																																										
B5	<p>What type of land will the chargepoints proposed in this project be installed on?</p> <p>The land arrangements for each site will be different, there will be a combination of local-authority owned land and community owned land, please see table below;</p> <table border="1"> <thead> <tr> <th>Location</th> <th>Land Type</th> <th>Landowner</th> </tr> </thead> <tbody> <tr> <td>Hellifield - BD23 4HT</td> <td>LA owned car park</td> <td>Craven District Council</td> </tr> <tr> <td>Cononley - BD20 8LX</td> <td>LA owned car park</td> <td>Craven District Council</td> </tr> <tr> <td>Reeth – DL11 6SP</td> <td>LA Owned</td> <td>Richmondshire District Council</td> </tr> <tr> <td>Askrigg – DL8 3BJ</td> <td>community owned land</td> <td>Askrigg & Low Abbotside Parish Council</td> </tr> <tr> <td>Pateley Bridge - HG3 5BD</td> <td>LA Owned</td> <td>Harrogate Borough Council</td> </tr> <tr> <td>Knaresborough - HG5 8DF</td> <td>LA Owned</td> <td>Harrogate Borough Council</td> </tr> <tr> <td>Osmotherley - DL6 3BD Swainby - DL6 3EG</td> <td>community owned land community owned land</td> <td>Osmotherley Parish Council Swainby Parish Council</td> </tr> <tr> <td>Hinderwell - TS13 5HP</td> <td>community owned land</td> <td>Hinderwell Village Hall Trust</td> </tr> <tr> <td>Danby - YO21 2LY</td> <td>community owned land</td> <td>Danby Village Hall Trust</td> </tr> <tr> <td>Ampleforth YO62 4DU</td> <td>community owned land</td> <td>Ampleforth Village Parish Council</td> </tr> <tr> <td>Thornton le dale - YO18 7RR</td> <td>LA Owned</td> <td>North York Moors National Park Authority</td> </tr> <tr> <td>Cawood YO8 3SP</td> <td>LA Owned</td> <td>NYCC</td> </tr> <tr> <td>Fairburn WF11 9LA</td> <td>community owned land</td> <td>Fairburn Community Centre and Recreation Ground</td> </tr> </tbody> </table>	Location	Land Type	Landowner	Hellifield - BD23 4HT	LA owned car park	Craven District Council	Cononley - BD20 8LX	LA owned car park	Craven District Council	Reeth – DL11 6SP	LA Owned	Richmondshire District Council	Askrigg – DL8 3BJ	community owned land	Askrigg & Low Abbotside Parish Council	Pateley Bridge - HG3 5BD	LA Owned	Harrogate Borough Council	Knaresborough - HG5 8DF	LA Owned	Harrogate Borough Council	Osmotherley - DL6 3BD Swainby - DL6 3EG	community owned land community owned land	Osmotherley Parish Council Swainby Parish Council	Hinderwell - TS13 5HP	community owned land	Hinderwell Village Hall Trust	Danby - YO21 2LY	community owned land	Danby Village Hall Trust	Ampleforth YO62 4DU	community owned land	Ampleforth Village Parish Council	Thornton le dale - YO18 7RR	LA Owned	North York Moors National Park Authority	Cawood YO8 3SP	LA Owned	NYCC	Fairburn WF11 9LA	community owned land	Fairburn Community Centre and Recreation Ground
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B6	<p>Confirm the chargepoints you plan to install will have Pay as You Go (ad hoc access) functionality For further information see: Alternative Fuel Infrastructure Regulations 2017</p>																																										

	I confirm 'yes' to the above:	Yes - this will be possible depending on suppliers developing technology for 7KW chargepoints which are not currently being supported by CPO's
B7	Confirm the chargepoints that you plan to install will have a minimum payment method.	
	Confirm 'yes' to the above	Yes
B8	Confirm that a project timeline highlighting any dependencies has been included in your application package, referencing question B8.	
	I confirm 'yes' to the above:	Yes
B9	Confirm that a risk register has been included in your application package, referencing question B9.	
	I confirm 'yes' to the above:	Yes

Part C: Project funding

C 1	What is the total project cost and the total funding being requested?																																					
	<p>The total project cost is £2.2m and we are requesting £2m from this fund. Scheme costs will be refined once we go to procurement and select the appropriate option for each site.</p> <p>Indicative costs, derived from existing schemes, for individual components of the project have been provided below. We recognise that the market and inflation has driven prices up recently and so we can expect these costs to be higher.</p> <p>Solar Schemes Components for the solar schemes include the solar array/canopy, a battery for storage, potentially a battery booster (see ads-energy solutions for example) and EVCP's. The cost for solar PV's will be largely dependent on the number of panels purchased for each scheme, an example of a high medium and low range has been provided below (it should be noted that these are 2021 prices);</p> <table border="1"> <thead> <tr> <th>PV Array KWp</th> <th>anticipated annual KWh</th> <th>battery Kw</th> <th>cost solar</th> <th>cost battery</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>3600</td> <td>5</td> <td>£ 5,450</td> <td>£ 1,750</td> <td>£ 7,200</td> </tr> <tr> <td>8</td> <td>7075</td> <td>10</td> <td>£ 7,400</td> <td>£ 3,500</td> <td>£ 10,900</td> </tr> <tr> <td>9.9</td> <td>9100</td> <td>10</td> <td>£ 9,110</td> <td>£ 3,500</td> <td>£ 12,610</td> </tr> <tr> <td>12</td> <td>6735</td> <td>15</td> <td>£ 11,000</td> <td>£ 4,500</td> <td>£ 15,500</td> </tr> </tbody> </table>									PV Array KWp	anticipated annual KWh	battery Kw	cost solar	cost battery	Total	4	3600	5	£ 5,450	£ 1,750	£ 7,200	8	7075	10	£ 7,400	£ 3,500	£ 10,900	9.9	9100	10	£ 9,110	£ 3,500	£ 12,610	12	6735	15	£ 11,000	£ 4,500
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Hydro-electric schemes are also very much dependent on the size of the hydroelectric generator are included below:

Small scale hydro vortex generators are estimated, by manufacturer Turbulent, to cost £75,000 - £100,000 for a 15kW generator including civil works. This would be sufficient power to charge two vehicles simultaneously or more with load balancing. Compared to grid connection costs in some areas of North Yorkshire this is a substantial saving. We intend to use these to boost local resilience as they should continue to generate power even when the grid is unavailable, for example after storm damage.

Smaller scale turbines, in the 5kW range, are cheaper but only offer a third of the generation ability. 5kW generators would be appropriate in some areas where there is a lower water flow rate and drop; they also be clustered to produce more energy. If we link the generators to battery storage we could renewably and continuously charge EVs in areas with high grid connection costs. Further investigation has found that there are large scale battery solutions that require only a 4kW supply but can discharge at a substantially higher rate when linked with EV charging points. These are an option for piloting in areas where there is a lower flow rate/drop and high grid connection costs. This technology has been estimated by ADS Energy to cost around £60,000 including installation.

For EVCPs an indicative cost has been included below; it should be noted that this is for 10 sockets (5 dual socket chargers) which is likely to be more than we will be installing at a single site. These costs are from a recent procurement exercise carried out by Harrogate Borough Council.

5 dual socket 7kW chargers. Max capacity 100A 3 Phase Supply - 10 bays				
Equipment	Quantity	Unit	Unit Cost	Total
Electricity Board Civils	1	Item	£0.00	£ -
Lucy 20-HDG-5 Feeder Pillar + Accessories	1	Nr	£6,127.20	£ 6,127.20
250A TP&N 4 TP Way MCB Board	1	Nr	£226.07	£ 226.07
250A TP&N Isolator for above	1	Nr	£456.00	£ 456.00
SP MCB/RCBO for above (trip curve to suite charger)	10	Nr	£110.43	£ 1,104.30
Feeder Pillar Civils	1	Item	£0.00	£ -
Charger Plinth	10	Nr	£282.00	£ 2,820.00
Ducting	100	m	£15.00	£ 1,500.00
10mm 4 core XLPE/SWA/LSZH cable	200	m	£6.24	£ 1,248.00
6mm earth	200	m	£1.95	£ 390.00

Design works	1	Nr	£600.00	£	600.00
DNO Connection Studies	1	Nr	£252.00	£	252.00
Dual socket 7kWh charging point	5	Nr	£2,724.00	£	13,620.00
Suitable size concrete plinth from schedule of rates to match the size of Lucy Service Pillars	1	Nr	£672.00	£	672.00
Trenching - hardstanding surface	25	m	£119.98	£	2,999.50
1m Cabling for 7kWh charging point	25	m	£25.81	£	645.30
1m ducting for 7kWh charging point cable	25	m	£15.00	£	375.00
Making good - hardstanding surface	25	m	£73.60	£	1,840.00
EV Charging Bay marking	10	Nr	£250.00	£	2,500.00
Labour	86	Hours	27	£	2,322.00
			Total	£	39,697.37

**C
2 Provide evidence of how you have maximised value for money in this project**

We are exploring various delivery options and our procurement team are fully engaged in this process; it is expected that the first thing we will do beyond submission is procure a partner supplier. We would have already done this but there was not sufficient time owing to the tight turnaround times for the bid. A competitive cross-county procurement process will mitigate the risk of paying too much for the service, and ensuring we achieve value for money. We have put forward a programme of delivery for EVCPs that will add value to communities in our rural areas that want to use an electric vehicle. The bid totals £2m and includes delivery of 70 new EV chargers (10 x 7kw chargers per district) in rural areas where grid connection capacity and costs are currently prohibiting upgrades.

Hydroelectric schemes have the potential to generate more electricity than is required for the charge points, so there is an opportunity therefore to provide resilience by storing the generated electricity to supply the local community in the instance of an outage and even help us meet our carbon emission targets while reducing the need for investments into transmission infrastructure.

Evidence that the private sector has limited interest in delivering EVCPs at the selected rural sites can be found in the NYCC EVCP Deployment Study, analysis was undertaken to consider the relative attractiveness of sites across NY for private sector EVCP investments. To inform these assessments, a number of CPOs were consulted to understand their deployment strategies, and the key parameters they consider when determining the likely commercial viability of a site. The key findings of this engagement include:

- Commercial charge point deployments are typically focused on destinations and intermediate sites (i.e. service stations, petrol stations, roadside cafes).
- Chargers are more likely to be delivered on a fully funded basis where demand is high, with high traffic volumes or reasonable dwell times.
- Prime sites and strategic partnerships with major chains are a key driver of commercial charge point delivery, including sites that provide attractive waiting facilities/ amenities.
- Rapid chargers are more likely to be commercially deliverable by the private sector than standard/ fast chargers.
- Around 33-50% of sites considered typically do not have sufficient electrical capacity to deliver fast / rapid charging hubs, and the cost of upgrading the connection makes them commercially unviable.
- On-street residential chargers are challenging to deliver on a commercial basis, and so are generally grant funding led, though some CPOs will part fund on-street chargers (up to 25%) where the remainder is covered through grant funding, provided they can be incorporated as part of a wider network.
- CPOs preference is typically for off-street car parks, due in part to delivery issues over on-street EVCPs, including resident objections to TROs.
- For commercial deployments, CPOs may seek to avoid over-saturating markets with chargers and risking cannibalising their own charge point utilisation.

Therefore value for money can be offered by delivering chargepoints where they wouldn't otherwise be delivered. Initial conversations have taken place with a single supplier to gauge interest and 'the art of the possible' in relation to solar and hydroelectric schemes and we have used that to inform our project proposal.

In creating the proposals for this bid we have carefully considered which schemes would meet the criteria for the funding and also our own criteria which are;

- Are they rural? (under 3k population)
- Is there a lack of off street parking?
- Do the estimated grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?
- Is the area a 'tourist location'?
- Suitability for testing their linked renewable generation capability and rural nature eg ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.

Please see Table 2.0 below for project assessment. It is felt that the schemes taken forward for the bid not only meet the criteria listed above and of the Local Electric Vehicle infrastructure fund but also offer;

- An increase in the number of EV Charge Points across the county that will not otherwise be delivered by the private sector - Intervention in the market will bridge the gap until we demonstrate this works when the private sector can then step in
- A reduction in carbon emissions from transport and improved air quality
- Electric Charge Data – We will be able to use the usage data as an evidence base for future schemes
- Economic growth and improved accessibility for people in rural areas of our county
- A solution to social inequality in our county - Any social inequalities impact transport choices. Therefore EV charging needs to be in locations accessible to everyone and affordable.

It should be noted that at Reeth, where there is extremely scarce grid capacity, we have been quoted £636,000 by the DNO for grid upgrades required to facilitate any new connections. Value for money will be provided here by significantly reducing the cost and installing new charging infrastructure. This is one of the most important sites for delivery through this project.

Table 2.0

	Locations	Criteria	Y/N
Craven	Hellifield	Deeply rural? (under 3k population)	Y
		Lack of off-street parking?	Y
		Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y
		Considered a 'tourist location'?	N
		Is there evidenced community buy in – e.g. how many requests do we have from public/parishes	Y
		Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.	
	Cononley	Deeply rural? (under 3k population)	Y
		Lack of off-street parking?	Y
		Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y
		Considered a 'tourist location'?	N

		Is there evidenced community buy in – e.g. how many requests do we have from public/parishes	Y
		Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.	
Richmondshire	Reeth	Deeply rural? (under 3k population)	Y
		Lack of off-street parking?	Y
		Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y
		Considered a 'tourist location'?	N
		Is there evidenced community buy in – e.g. how many requests do we have from public/parishes	Y
		Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.	Y
	Askrigg	Deeply rural? (under 3k population)	Y
		Lack of off-street parking?	Y
		Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y
		Considered a 'tourist location'?	N
		Is there evidenced community buy in – e.g. how many requests do we have from public/parishes	Y
		Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.	Y
Harrogate	Pateley Bridge	Deeply rural? (under 3k population)	Y
		Lack of off-street parking?	Y
		Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y
		Considered a 'tourist location'?	Y
		Is there evidenced community buy in – e.g. how many requests do we have from public/parishes	Y
		Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.	
	Waterside Car Park, Knaresborough	Deeply rural? (under 3k population)	N
		Lack of off-street parking?	Y
		Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y
		Considered a 'tourist location'?	Y

Hambleton		Is there evidenced community buy in – e.g. how many requests do we have from public/parishes	Y
		Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.	
	Osmotherley	Deeply rural? (under 3k population)	Y
		Lack of off-street parking?	Y
		Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y
		Considered a 'tourist location'?	N
		Is there evidenced community buy in – e.g. how many requests do we have from public/parishes	Y
		Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.	Y
	Swainby	Deeply rural? (under 3k population)	Y
		Lack of off-street parking?	Y
		Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y
		Considered a 'tourist location'?	N
Is there evidenced community buy in – e.g. how many requests do we have from public/parishes		Y	
Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.		Y	
Scarborough	Hinderwell	Deeply rural? (under 3k population)	Y
		Lack of off-street parking?	Y
		Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y
		Considered a 'tourist location'?	N
		Is there evidenced community buy in – e.g. how many requests do we have from public/parishes	Y
		Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.	Y
	Danby	Deeply rural? (under 3k population)	Y
		Lack of off-street parking?	Y
		Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y

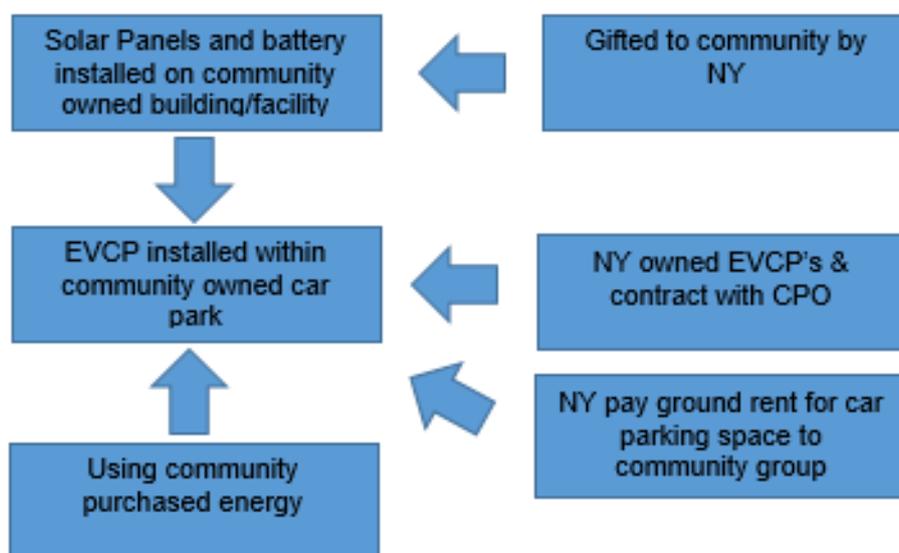
Ryedale		Considered a 'tourist location'?	Y	
		Is there evidenced community buy in – e.g. how many requests do we have from public/parishes	Y	
		Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.	Y	
	Ampleforth	Deeply rural? (under 3k population)	Y	
		Lack of off-street parking?	Y	
		Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y	
		Considered a 'tourist location'?	N	
		Is there evidenced community buy in – e.g. how many requests do we have from public/parishes	Y	
		Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.		
	Thornton le Dale	Deeply rural? (under 3k population)	Y	
		Lack of off-street parking?	N	
		Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y	
		Considered a 'tourist location'?	Y	
		Is there evidenced community buy in – e.g. how many requests do we have from public/parishes	Y	
		Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.		
	Selby	Cawood	Deeply rural? (under 3k population)	Y
			Lack of off-street parking?	Y
			Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y
Considered a 'tourist location'?			N	
Is there evidenced community buy in – e.g. how many requests do we have from public/parishes			Y	
Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.				
Fairburn		Deeply rural? (under 3k population)	Y	
		Lack of off-street parking?	Y	

	Est. Grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?	Y
	Considered a 'tourist location'?	N
	Is there evidenced community buy in – e.g. how many requests do we have from public/parishes	Y
	Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.	

C 3 Set out the commercial arrangements that you propose to put in place for the project

We are exploring various delivery options and our procurement team are fully engaged in this process; it is expected that the first thing we will do beyond submission is procure a partner supplier.

Where we intend to install solar panels a place-based community partnership delivery model will be developed from the following initial model:



For Hydro-electric schemes it is proposed that NYCC will own and operate the hydro turbines due to the pilot nature of the scheme and the potential risks involved. It is not thought that it is appropriate to follow the same model as the solar panels at this stage.

We intend to test innovative solutions in different catchments to work out best value. This has been alluded to in section C1. The aim of the pilot is to test different technologies to match the needs at each location. This will then enable us to explore which methods of generation would work best and give the best possible return on investment so that it can be demonstrated as a viable business model to install charging points in grid constrained areas with a local water course. For example, at Knaresborough the intention is to use an old water mill located next to a council car park in area with no off-street parking to install a 15kW turbine and up to four charging points, powered

	solely by this turbine. A second installation in Pateley Bridge would seek to utilise a lower power turbine to power a large battery.	
C 4	<p>Confirm that any installations will be carried out in line with your procurement responsibilities and within subsidy control rules: <i>Subsidy control has replaced state aid rules now that the United Kingdom has left the European Union. The subsidy control rules enable public authorities, including devolved administrations and local authorities, to deliver subsidies that are tailored and bespoke for local needs to deliver government priorities such as levelling up and achieving net zero carbon, as well as supporting the economy's recovery from COVID-19.</i> See the 'Guidance on the UK's international subsidy control commitments' for more information.</p>	
	I confirm 'yes' to the above:	Yes
C 5	<p>You confirm to supply OZEV, upon final claim, with detailed invoices <i>These invoices will identify:</i></p> <ol style="list-style-type: none"> 1. <i>The chargepoint and any related technology hardware costs</i> 2. <i>The labour and installation costs (civils)</i> 3. <i>The electrical connection costs and associated labour</i> 	
	I confirm 'yes' to the above:	Yes
C 6	<p>How do you intend to ensure the chargepoints are maintained for a minimum of 7 years after commissioning?</p>	
	<p>The contract with the Charge Point Operator will ensure that they are maintained for 7 years. We have an example contract which covers five years +1+1+1 years with potential additional extensions. However the charging points will require an operator regardless of whether we don't extend that contract. So it will be a condition that they are managed and maintained for the charging points total lifespan</p>	

Part D: Strategic fit

D1	<p>Provide a summary (200 – 400 words) of how the project proposal meets local needs, and how it fits in with your local and / or regional long-term EV charging strategy.</p>
	<p>The opportunity is very well aligned with international, national, region and local policy.</p> <p>North Yorkshire</p> <p>One objective of the North Yorkshire Local Transport Plan (2016) is protecting the environment and preventing climate change. The Plan highlights how NYCC supports measures to promote environmentally friendly forms of transport, including supporting and making provision for the use of ULEVs. This aligns to the North Yorkshire Draft Air Quality Strategy (2020) which is currently under consultation; one of the key objectives of the Air Quality Strategy is to support the use of ULEVs in North Yorkshire, including the provision of EV charging infrastructure.</p> <p>The proposal supports the Local Industrial Strategy (2020) which sets out a vision for York and North Yorkshire to become England's first carbon negative region. In the Local Energy Strategy (2020), EVs are identified as</p>

an opportunity for reduced energy expenditure, with a specific need to promote the availability of charging points. Increasing the uptake of EVs and designing infrastructure with circular principles is one of the key strategic opportunities that has been identified within [Creating a competitive, carbon-neutral, circular economy in York and North Yorkshire](#) (2019).

[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 currently developing an EVCP Rollout Strategy which will inform the required numbers of chargers between now and 2030, priority locations for delivery, barriers to delivery and how to overcome them, this is expected to be adopted by the Council in autumn 2022. North Yorkshire Council are delivering this project on behalf of the districts and national park authorities in the county and have engaged with Northern Powergrid to assist us with delivery. Concurrently we are pursuing a devolution deal aiming for mayoral election in May 2024 and we have asked for funding specifically for the next five years to deliver a programme for the roll-out of public EV charging across our region. We are aware there will be a gap in funding between now and 2024 so, following the adoption of the rollout strategy, a budget will be recommended to our Council Executive to begin delivery. A backup plan will be developed in case of unsuccessful devolution negotiations.

We recently wrote to the department for business, environment and industrial strategy (BEIS) 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 with a "Rural Connectivity Electric Vehicle Pilot". We were instructed to work with the DNO to come up with a pilot, however, the DNO does not have funding to support delivery of such a pilot.

North Yorkshire County Council created the Rural Commission, the first of its kind in the country. The Council did so because those living in rural and very sparsely populated areas in North Yorkshire are getting tired of facing challenges which need solutions. The key challenges are listed in the report: [Rural North Yorkshire: The way forward](#). The Commission heard evidence of the important role rural communities can play in identifying the transport needs of their neighbours and in designing creative solutions.

Local

The proposal aligns with and supports local policy across the County Council's seven districts and the two National Parks. This includes supporting all Local Plans, Climate Change Action Plans, National Park Management Plan, Harrogate's [Ultra-Low Emission Vehicle Strategy 2019 – 2024](#) (2019) and Selby District Council Low Carbon Strategy and Air Quality Action Plan.

D2	<p>What considerations, if any, are you making to ensure an inclusive charging environment as part of your proposed project?</p> <p>Charge points will be designed to comply with the Equality Act 2010 and design guidance. An assessment will also be made to include appropriate lighting and security measures to ensure residents feel safe when using and accessing the charge points.</p> <p>As a council we also produce equality impact assessments and climate change impact assessments for all of our council reports.</p> <p>As part of our EV Rollout Strategy (expected October 2022) we will create a just transition plan for the lead up to 2030 and beyond to ensure a fair and inclusive provision of EVCPs and ensuring that those which do not immediately switch to EV are not left behind.</p>
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Part E: Project innovation

The Government wants to understand the role innovation can play in helping local authorities put in place long-term, commercially sustainable EV charging infrastructure. Innovation in this context could involve trialling a business model or new/previously unused technologies.

E1	<p>Provide a summary (200 – 400 words) of how the project will demonstrate innovation, if at all.</p> <p>This bid is being created by the local authorities in North Yorkshire, listed in the introduction, led by North Yorkshire County Council. It is recognised that there is growing demand for EVCPs across the County and that a better deal could be reached if resources are pooled and used to support all areas of the County, especially those where demand is high and grid connection costs are lower. The areas performing well, with high demand could support people in areas where grid connection costs are high and there is, currently, a lower demand for EVs due to a lack of available charging infrastructure. We recognise that there are difficulties for private investors to see a return on their investment in some of these areas and wish to develop means by which it could become more favourable. We are seeking LEVI funding to test these projects and demonstrate to charging point operators that it is possible to have a viable network in rural areas facing grid constraints. North Yorkshire is the largest county in England and faces many transport challenges, particularly due to its rural nature. There is a very high car dependence and public transport does not provide sufficient coverage because operators cannot run needed services without substantial subsidy that cannot be afforded in the most isolated parts of the County. Additionally, fuel costs are high and even trips for essentials tend to involve travelling longer distances, using more fuel and adding costs onto the current high living costs. We believe that giving our residents access to charging points in these areas will stimulate the demand for EVs and allow people to reduce their costs while still being able to access essential services and sustaining communities. We will work in partnership with a CPO, after a procurement</p>
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exercise, and local communities to provide EV charging and renewable energy generation.

We will be trialling new charging solutions that meet local needs more effectively through lower costs, higher standards of provision, and energy security and that support the management of grid impacts through small scale hydroelectric solutions which remove the need for costly grid upgrades by supplying power locally through a predictable, renewable and continuous supply of energy. Turbines would be able to supply charging points consistently 24 hours a day without needing to be connected to the local grid. There is an opportunity therefore to provide resilience by storing the generated electricity to supply the local community in the instance of an outage and even help us meet our carbon emission targets while reducing the need for investments into transmission infrastructure.

We will also be trialling a new community partnership model where we support communities to install renewable energy (solar) and EVCP's our local residents get the benefit of the scheme and a package of local authority support. A similar scheme is being trialled between one of our district councils and the local parish council which we will use to take learnings from.

The innovations in this project are in enabling isolated communities to continue to operate relief centres and central facilities based on the energy generated locally via renewable means. For example, Storm Arwen hit the North of England on 26 November 2021. Power was lost in large parts of Northern Powergrid's network and was not restored in all areas until 7 December 2021. Through our project areas supplied with electricity generated by local hydroelectric turbines would still have power and would not be reliant on diesel generators or other means. Whilst we are aware it would not power homes the aim is to be able to build resilience into the community and ensure that there is a power source available. The same provision is hoped to be built into community buildings with solar panels, though these will not offer the same amount of supply during winter, when most storms hit, due to the shorter days and wintry weather conditions. The battery storage on site, however, should continue to provide power for some time. Further to this, EVCPs powered by hydroelectric turbines will still be able to charge an EV in the event of a power cut to the grid, meaning that people are still able to operate their vehicles. With advancements in smart home charging it may then be possible to charge a vehicle from the hydroelectric powered chargers and then power a home for a few days from the vehicle.

This built in resilience will help to save costs and potentially lives in emergency situations and provide further benefits other than reliable, zero-carbon, electricity for charging vehicles. It is also felt that, due to the local off-grid generation, we will be able to provide lower cost electricity to local residents to support with the cost of living and help ensure that they are able to access essential services on a par with those in larger population centres.

Part F: Ongoing commitments:

You commit to:

		Yes	No
F1	Make available, to OZEV in the specified format, usage data from the chargepoint or chargepoints for a minimum of 7 years from activation?	Y	
F2	Maintaining the chargepoint or chargepoints in a serviceable condition for a period of 7 years after activation?	Y	
F3	Providing us with information regarding the arrangements put in place between the local authority, the chargepoint operator, and the end user? This includes reporting on charging tariffs, operational and revenue costs, and the structure of ownership of the assets.	Y	
F4	Keeping OZEV and the support body updated with any changes to the staff lead and contact details for this project?	Y	

Assessment criteria

The criteria for assessment with section weightings are:

Assessment Criteria and Description	Weighting
<p>Strategic fit <i>Assesses the 'Strategic fit' section.</i> Tests the extent to which the proposal fits with long-term local authority/ies EV roll-out strategy.</p>	10%
<p>Meeting consumer needs <i>Assesses the 'Project proposal' and 'Strategic fit' sections.</i> Tests the extent to which the proposal addresses local needs by assessing residents' and non-residents' charging demand; potential increase in the number of EV chargepoints in the area as a result of the project; and pricing.</p>	30%
<p>Innovation (business models, delivery, technology) <i>Assesses the 'Project innovation' section.</i> Tests the extent to which the proposal demonstrates innovation in the business model and / or technology deployment.</p>	15%
<p>Strength of delivery plan <i>Assesses the 'Project proposal' and 'Project funding' sections.</i> Tests the evidence that the project can be successfully delivered. A detailed, clear delivery plan provides assurance that the project is more likely to be successful, including long term detailed maintenance, ownership and contractual arrangements.</p>	15%
<p>Value for money and additionality <i>Assesses the 'Project funding' section.</i> Tests the value for money offered by the proposal through aspects such as predicted profitability through expected utilisation rates, levels and type of charging infrastructure proposed and private financing, including an assessment of the particular level of funding required and why the project cannot be funded solely by private sector.</p>	30%

Initial equality impact assessment screening form			
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	BES		
Service area	H&T		
Proposal being screened	Local Electric Vehicle Infrastructure Fund – grant acceptance		
Officer(s) carrying out screening	Keisha Moore		
What are you proposing to do?	<ul style="list-style-type: none"> Accept £2m deliver EVCP using renewable energy sources linked to battery storage in rural locations across the county 		
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> To address issues of social isolation, poor digital connectivity and climate change in our rural communities 		
Does the proposal involve a significant commitment or removal of resources? Please give details.	More resource will be required to deliver the project once funding is allocated.		
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 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 Equality rep for advice if you are in any doubt.			
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	
NYCC additional characteristics			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	

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.	No.			
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:	<input checked="" type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>
Reason for decision	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. The charging infrastructure will meet the necessary standards and legislation for accessibility allowing people with reduced mobility to use the points.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	25/10/2022			



Office for
Zero Emission
Vehicles

Appendix C

Office for Zero Emission Vehicles
Department for Transport
33, Horseferry Road
London
SW1P 4DR

Keisha Moore
Senior Transport Planning Officer
North Yorkshire County Council
County Hall
Romanby Road
Northallerton
DL7 8AE

Ref: LEVI 006

Dear Keisha,

I am writing to confirm that I have received clearance to make a capital grant payment of £2,000,000 (Two Million Pounds) only to North Yorkshire County Council under Section 31 of the Local Government Act 2003. This funding is to implement your proposal to install public electric vehicle infrastructure. This was presented in the proposal submitted to Energy Saving Trust and Office for Zero Emission Vehicles.

This funding will be provided as a non-ringfenced capital grant which must be used for capital expenditure, conditions of the capital grant are outlined in the Grant Determination. A Memorandum of Understanding outlining the agreement between North Yorkshire County Council and the Department for Transport is attached. Additional guidance on best practice for the use of the grant and for agreed monitoring and evaluation reporting will be issued.

Your acceptance of the award of this grant payment will be made by signing the attached Grant Determination. No other form of acknowledgement will be accepted. Please remember to quote the reference number in any future communications relating to this grant.

If you have any questions regarding this letter, please do not hesitate to contact us via EV-Infrastructure@dft.gov.uk

Yours sincerely
Hannah Millard

For and on behalf of the Department for Transport

Web: <https://www.gov.uk/government/organisations/department-for-transport>



LEVI FUND GRANT DETERMINATION 2022: Ref 31/6291.

The Secretary of State at the Department for Transport (“the Secretary of State”), in exercise of the powers conferred by section 31 of the Local Government Act 2003, makes the following determination:

Citation

1) This determination may be cited as the Local EV Infrastructure Fund 2022 [31/6291]

Purpose of the grant

2) The purpose of the grant is to provide support to local authorities in England towards expenditure lawfully incurred or to be incurred by them.

Determination

3) The Secretary of State determines as the authorities to which grant is to be paid and the amount of grant to be paid, the authorities and the amounts set out in Annex A.

Grant conditions

4) Pursuant to section 31(3) and 31(4) of the Local Government Act 2003, the Secretary of State determines that the grant will be paid subject to the conditions in Annex B.

Treasury consent

5) Before making this determination in relation to local authorities in England, the Secretary of State obtained the consent of the Treasury.

Signed by authority of the Minister of State for Transport

Nick Shaw
Joint Head of the Office for Zero Emission Vehicles

26 September 2022



ANNEX A

	Local Authority	Funding (£)
1	Durham County Council	1,250,000
2	Dorset Council	1,020,000
3	Kent County Council	350,000
4	Lincolnshire Council/Midlands Connect	948,084
5	London Borough of Barnet	1,650,000
6	North Yorkshire County Council	2,000,000
7	Nottinghamshire County Council	774,000
8	Suffolk County Council	1,362,196
9	Warrington Borough Council	695,657

ANNEX B

GRANT CONDITIONS

1. Grant paid to a local authority under this determination may be used only for the purposes that a capital receipt may be used for in accordance with regulations made under section 11 of the Local Government Act 2003.

2. The Chief Executive and Chief Internal Auditor of each of the recipient authorities are required to sign and return to EV-Infrastructure@dft.gov.uk, to be received no later than 28 October 2022, in the following terms:

“To the best of our knowledge and belief, and having carried out appropriate investigations and checks, in our opinion, in all significant respects, the conditions attached to LEVI Fund Ref 31/6291 have been complied with”.

3. If an authority fails to comply with any of the conditions and requirements in this Grant Agreement, the Secretary of State may reduce, suspend or withhold grant; or by notification in writing to the authority, require the repayment of the whole or any part of the grant.

4. Any sum notified by the Secretary of State under paragraph 3(b) shall immediately become repayable to the Secretary of State.

Signed on Behalf of North Yorkshire County Council

Name	
Title	
Signature	
Date	



Signed on Behalf of the Department for Transport

Name	
Title	
Signature	
Date	

Memorandum of Understanding (MoU) Local Electric Vehicle Infrastructure Fund (LEVI)

1. Purpose

- 1.1. This MoU is not legally binding, and no legal obligations or legal rights shall arise between the Parties from the provisions of the MOU. The Parties enter into the MOU intending to honour all their obligations.
- 1.2. The funding is provided to form part of the necessary investment required for delivery of the LEVI proposal Ref 31/6291 and North Yorkshire County Council LEVI Pilot Bid. The Council agrees to use the funding provided for the purposes outlined in the proposal approved by the Department for Transport, and that evidence will be provided to demonstrate this.

2. Background

- 2.1. The Council agrees to use this funding as proposed in their completed proposal, for the installation of electric vehicle infrastructure.

3. Financial Arrangements

- 3.1. The agreed funds will be issued to the Council as non-ringfenced grant payments under Section 31 of the Local Government Act, available online here:
<http://www.legislation.gov.uk/ukpga/2003/26/section/31>.
- 3.2. Funds must be used for capital expenditure as stated in the Grant Determination.
- 3.3. Payments to the Council will be made in a single instalment as agreed between the Department for Transport and HM Treasury.
- 3.4. The Council agrees to provide regular project, financial, and risk reporting to the support body in such a format that the Department for Transport will provide, demonstrating expenditure of the previous funding and that outputs and outcomes are being met, in line with the approved proposal.
- 3.5. The Council agrees to submit any procurement contract with its suppliers to the Department for Transport for review prior to signing. The Department for Transport reserves the right to request a new competitive tender process should the contract not meet the expectations set out in the LEVI application criteria.

4. Branding and Communication

- 4.1. The Department for Transport will provide the Council with guidance on the Branding and Communication associated with LEVI projects. The Parties agree to adhere to the guidance and any updates subsequently released by the Department for Transport.

5. Monitoring and Evaluation

- 5.1. The Department for Transport will provide the Council with the LEVI Monitoring and Evaluation Guidance (LEVI M&E Guidance).
- 5.2. The Council agrees to promptly share information at appropriate times as and when requested by LEVI, including:
 - Current funding that has been spent
 - Planned expenditures
 - Updates on key project milestones and risks
 - Procurement and governance
 - proposed changes to the approved project(s)
- 5.3. The Department for Transport reserves the right to publish relevant data and use it to inform public statements.



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	Local Electric Vehicle Infrastructure Fund – Grant Acceptance
Brief description of proposal	Deliver EVCP interventions across the county
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	21/10/2022

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, schemes were ruled out based on criteria set by OZEV but also additional criteria that was refined through the Climate Leads group. These criteria included;

- Are they rural? (under 3k population)
- Is there a lack of off street parking?
- Do the estimated grid connection costs/capacity make this site prohibitively expensive or difficult to deliver?
- Is the area a 'tourist location'?
- Suitability for testing their linked renewable generation capability and rural nature e.g. ensuring we do not select somewhere that's predominantly in shade for solar testing or somewhere with no running water for small scale hydro.

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.

A capital grant payment of £2,000,000 (Two Million Pounds) will be made to North Yorkshire County Council under Section 31 of the Local Government Act 2003. This funding is to implement our proposal to install public electric vehicle infrastructure only. This was presented in the proposal submitted to Energy Saving Trust and Office for Zero Emission Vehicles. £200,000, or 10%, of the total project cost was agreed to be committed in the bid submission report. Partner authorities on this project will be asked to contribute toward the 10% with any remaining amount of the £200,000 being funded through the Civil Parking Enforcement surplus in the absence of any specific funding for EV charging infrastructure. The scheme is scalable and therefore could be reduced to fit the capital funding available. The terms of the funding requires the facility to remain in place for at least seven years and it has been estimated that the maintenance costs associated with the scheme would be approximately £20,000 although this will be further refined as we procure a delivery partner. The County Council has no budget identified for the maintenance of EV chargepoints and the grant available is only for capital funding. There would therefore be a potential revenue pressure of a maximum of £20,000 (£2,857 per year) although this could be offset through income received from the fees associated with using the charge points.

<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>	Emissions from travel	*					
	Emissions from construction			*		<p>It is felt that the benefits gained from enabling the switch to electric vehicles will offset the carbon emissions released at construction.</p>	
	Emissions from running of buildings		*				
	Other		*				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>			*				
<p>Reduce water consumption</p>			*				

<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>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	*					
<p>Enhance conservation and wildlife</p>		*				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>	*					

<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>Other (please state below)</p>		<p>*</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 accept the grant will have no direct climate change impact. However, the delivery of the project using the grant funding will have a positive impact by encouraging and facilitating greater use of electric vehicles. Prior to construction of any EVCPs, a report will be written, and an associated climate change impact assessment completed.

Sign off section

This climate change impact assessment was completed by:

Name	Keisha Moore
Job title	Transport Planning Officer
Service area	Highways and Transportation
Directorate	BES
Signature	Keisha Moore
Completion date	21/10/2022

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 25/10/2022