

**North Yorkshire County Council**  
**Business and Environmental Services**

**Executive Members**

**14 March 2023**

**Local Electric Vehicle Infrastructure (LEVI) Pilot Upscaling– 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 submits the proposal, accepts the grant monies and delegates authority to the Corporate Director - Strategic Resources to accept £1,237,550 as per the Grant Determination letter for the Local Electric Vehicle Infrastructure Pilot Upscaling 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 electric vehicle charge point (EVCP) provision secured on a commercial basis without public funding. To test the design of the new scheme, in 2022 Government launched a £10 million pilot competition, which they expected to fund between three and eight projects between 2022/23 and 2024/25. This was a great opportunity to start delivering on the Council's draft Electric Vehicle Rollout Strategy.
- 2.2 We were successful in our bid 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. We will co-locate Electric Vehicle Charge Points (EVCP) with battery storage powered by renewables eg hydroelectric generators and solar panels. 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 EVCP 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.

- 2.4 Government is using the remaining funding to address three key challenges:
- i. Improving the consumer experience
  - ii. Increasing the pace of rollout
  - iii. Increasing opportunities for charging for long journeys
- 2.5 The remaining funding will be split into two allocations:
- i. LEVI Capital Funding – to support deployment of infrastructure ahead of need
  - ii. LEVI Capability Funding – to increase local authority resourcing for the planning and delivery of EV Infrastructure

### **3.0 LEVI Pilot Fund Update**

- 3.1 In a previous report officers noted that a dedicated project management resource was required to deliver the Council's EV charging strategy and until such time, officer and recruitment costs will need to be met from within existing service revenue budgets.
- 3.2 Since the grant was accepted in October, officers working on the LEVI Pilot scheme have continued to develop the proposals, however, they have reached a knowledge gap in how the renewable technologies, that are proposed in the scheme, best work together. As a result, North Yorkshire County Council (NYCC) has been preparing a job description and associated advert to recruit an EV Infrastructure Delivery Manager whose primary role is to develop and manage the planning, statutory procedures, design, procurement and implementation of the LEVI programme. The post holder will work closely with a wide range of internal and external stakeholders, including senior managers, staff across the organisation and external bodies to ensure the successful delivery of the programme.
- 3.3 The role is a Project Manager role, with a requirement for the post holder to have subject matter expertise, and someone is required quickly to avoid programme slippage in the LEVI Pilot scheme. We are encouraged by OZEV to build in-house resource, so we are considering opportunities to utilise internal colleagues available from within the Technology and Change directorate. It is important that NYCC supports knowledge sharing and lessons learned to provide a level of resilience within the service.
- 3.4 On 21 February 2023 Government announced the LEVI Capability Fund. The fund exists to increase the capacity and capability of every Tier 1 local authority to plan and deliver EV infrastructure, enable every Tier 1 local authority to have a published EV infrastructure strategy and to enable every Tier 1 local authority to take advantage of the LEVI Capital fund (expected to launch in March 2023). NYCC has been awarded up to £88,920 to provide the injection of upfront resource funding to help ensure it has dedicated staff to undertake the planning and delivery of local EV chargepoints in their areas, especially for residents without off-street parking.

### **4.0 LEVI Pilot Extended Funding**

- 4.1 In January 2023 OZEV made a call for proposals that could 'upscale' the existing LEVI pilot fund programme to install more public EVCPs. An initial proposal was presented to Energy Saving Trust and OZEV to double the number of sites and EVCP's as originally put forward in the LEVI Pilot Fund Expression of Interest in April 2022 (refer to section 2.2 of this report). Officers were advised that it was unlikely that the proposal would be successful, given a recent Ofgem Significant Code Review, which comes into effect on 1<sup>st</sup> April 2023, leading to changes that mean a Distribution Network Operator (Northern Powergrid in this case) will pick up any

additional costs for grid infrastructure upgrades and reinforcement work to existing assets, reducing the financial requirement on the Local Authority. It was noted that if a strong case for upscaling the scheme in this way could be made it would still be considered by OZEV but rollout of more 7kw and 22kw EVCP's would be a stronger request.

- 4.2 Officers believed that a stronger case could be made for rollout of additional EVCP's at the sites identified in the EV Strategy. A proposal was made to deliver 82 additional EVCP's (to the existing LEVI Pilot commitment of 70) at an additional 17 sites across North Yorkshire for an additional £1,237,550. On 21 February 2023, the Department confirmed funding for the Authority as part of the extended pilot of the LEVI Fund. The Fund has been provided to form part of the necessary investment required for the delivery of electric vehicle charging infrastructure.
- 4.3 This brings the total amount of grant funding to be released from the LEVI Pilot fund to £3,237,550. The total project cost is £3,437,550 with £200,000 match funding already committed by NYCC against the received £2,000,000. No match funding is required to secure the additional funding, however, OZEV has made clear they expect NYCC to secure additional private investment to meet the same public: private funding ratio as in the original proposal, which is 91:9. So, a minimum additional £150,000 is required to be secured from a private sector investor. OZEV added that the funding ratio should be something we aim to achieve; however, it is appreciated that as we are yet to confirm contract details with suppliers this may be subject to some change. OZEV do not expect to penalise based on changes to the funding ratio, but changes should ideally not be such that they result in significant changes to what the proposed project can deliver. Confidence that we can achieve this through a concessionary model (where a public sector contribution is made towards the installation costs, but a charge point operator, or similar, will provide additional capital funding to cover the costs of operating and maintaining the charge points for an agreed period of time) is high, and interest from industry partners wishing to form strategic partnerships has already been received.
- 4.4 To note a concessionary model will be recommended to NYCC Executive Members as the councils preferred model for delivery as part of the EV Infrastructure Strategy adoption in April.

## 5.0 Next Steps

- 5.1 Work to recruit an EV Infrastructure Delivery Manager is ongoing, subject to conversations with the Technology and Change Directorate. The delivery of the additional EVCP's would be completed in the scope of their work.

## 6.0 Equalities

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

## **7.0 Finance**

- 7.1 The Section 31 Award Letter attached at **Appendix B** confirms that a capital grant payment of £1,237,550 will be made to North Yorkshire County Council under Section 31 of the Local Government Act 2003 for the period to 31 March 2025. This funding will be used to implement NYCC's proposal to install more public EVCPs.
- 7.2 The funding will be provided as a non-ringfenced capital grant which must be used against capital expenditure. The conditions of the grant are outlined in the Grant Determination Letter which can be found at **Appendix C**. A Memorandum of Understanding outlining the agreement between North Yorkshire County Council and the Department for Transport is attached at **Appendix D**.
- 7.3 By accepting the grant NYCC accepts responsibility for meeting any costs over and above the Department's contribution set out in Clause 3.1, including potential cost overruns and the underwriting of any funding contributions expected from third parties. Officers will continue to seek to attract a private sector Charge Point Operator (CPO) and 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.
- 7.4 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, this is additional to the £20,000 suggested maintenance costs in the original proposal, so £40,000 for 150 chargepoints, although this will be further refined as we procure a delivery partner. NYCC 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 additional 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. The total revenue pressure, for both the original proposal and extended proposal, is up to £40,000 throughout the first seven years (£5,714 per year). Any residual amount, which is expected to be minimal, would need to be met from within existing BES revenue budgets.
- 7.5 The LEVI Capital fund is expected to launch in March 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.

## **8.0 Legal**

- 8.1 The Memorandum of Understanding with the Department for Transport has been reviewed by NYCC's legal team. 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.

## **9.0 Climate Change**

- 9.1 A climate change impact assessment has been carried out, see **Appendix E**. Accepting the recommendation to accept the grant will have no direct climate change impact.

**10.0 Recommendation**

- 10.1 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 submits the proposal, accepts the grant monies and delegates authority to the Corporate Director - Strategic Resources to accept £1,237,000 Local Electric Vehicle Infrastructure Pilot Upscaling grant funding from the Office for Zero Emission Vehicles.

BARRIE MASON  
Assistant Director – Highways and Transportation

Author of Report: Keisha Moore

Background Documents: None

<b>Initial equality impact assessment screening form</b>			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
<b>Directorate</b>	BES		
<b>Service area</b>	H&T		
<b>Proposal being screened</b>	Local Electric Vehicle Infrastructure (LEVI) Pilot Upscaling– Acceptance of Grant		
<b>Officer(s) carrying out screening</b>	Keisha Moore		
<b>What are you proposing to do?</b>	Accept £1.237m deliver 80 EVCPs as identified in ongoing EV Strategy		
<b>Why are you proposing this? What are the desired outcomes?</b>	To address issues of social isolation and climate change in our rural communities		
<b>Does the proposal involve a significant commitment or removal of resources?</b> Please give details.	More resource will be required to deliver the project once funding is accepted but this is planned for.		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</b>			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul>			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
<b>NYCC additional characteristics</b>			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	No.		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). Do any of these organisations support people with	No		

**APPENDIX A**

<p><b>protected characteristics?</b> Please explain why you have reached this conclusion.</p>				
<p><b>Decision (Please tick one option)</b></p>	<p>EIA not relevant or proportionate:</p>	<p>✓</p>	<p>Continue to full EIA:</p>	
<p><b>Reason for decision</b></p>	<p>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.</p>			
<p><b>Signed (Assistant Director or equivalent)</b></p>	<p>Barrie Mason</p>			
<p><b>Date</b></p>	<p>13/03/23</p>			



Office for  
Zero Emission  
Vehicles

## APPENDIX B

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

Keisha Moore  
North Yorkshire County Council  
County Hall  
Romanby Road  
Northallerton  
DL7 8AE

Ref: LEVI 12

Dear Keisha,

I am writing to confirm that I have received clearance to make a capital grant payment of £1,237,550 (One Million, Two Hundred and Thirty Seven Thousand, Five Hundred and Fifty 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 and Memorandum of Understanding by **15<sup>th</sup> March 2023**. 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](mailto: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 2023: Ref 31/6506

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 Ref 31/6506

### **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.

### **Branding**

6) The Grant Recipient shall at all times during and following the end of the Funding Period:

6.1 comply with requirements of the Branding Manual in relation to the Funded Activities; and

6.2 cease use of the Funded by UK Government logo on demand if directed to do so by the Authority.

7) Branding Manual means the HM Government of the United Kingdom of Great Britain and Northern Ireland Branding Manual Funded by UK Government published by the Cabinet Office in November 2022 which is available at

<https://gcs.civilservice.gov.uk/guidance/marketing/branding-guidelines/>.



Office for  
Zero Emission  
Vehicles

## APPENDIX C

Signed by authority of the Secretary of State for Transport

Nick Shaw  
Joint Head of the Office for Zero Emission Vehicles

## ANNEX A

Local authority	LEVI Funding Request (£)
Durham County Council	£3,125,000
London Borough of Barnet	£427,000
North Yorkshire County Council	£1,237,550
West Midlands Combined Authority	£3,016,582
Oxfordshire County Council	£698,407
Harborough District Council	£1,141,073
London Borough of Waltham Forest	£740,000
West Sussex County Council	£1,786,464
Norfolk County Council	£1,102,630
Lancashire County Council	£500,000
Sunderland City Council	£493,568
West Yorkshire Combined Authority	£1,500,000
Warwickshire County Council	£746,250
Rotherham Metropolitan Borough Council	£1,290,000
City of York	£1,243,028
Buckinghamshire Council	£70,200
Cumbria Partnership	£1,406,000
London Borough of Hounslow	£837,000
London Borough of Hackney	£528,500

## 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](mailto:EV-Infrastructure@dft.gov.uk), to be received no later than **15 March 2023** 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 31/6506 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



**APPENDIX C**

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 shall immediately become repayable to the Secretary of State.

**Signed on Behalf of North Yorkshire County Council**

<b>Name</b>	
<b>Title</b>	
<b>Signature</b>	
<b>Date</b>	

## MEMORANDUM OF UNDERSTANDING

*Between*

**Department for Transport**

*-and-*

**North Yorkshire County Council**

### 1. Purpose

1.1 This Memorandum of Understanding ('MoU') sets out the terms, principles and practices that will apply to the working relationship between the Department for Transport ("the Department") and the North Yorkshire County Council ('the Authority') (collectively 'the Parties') regarding the administration and delivery of the Local Electric Vehicle Infrastructure (LEVI) Fund.

### 2. Background

2.1 On 21 February 2023, the Department confirmed funding for the Authority as part of the extended pilot of the LEVI Fund.

2.2 The Fund has been provided to form part of the necessary investment required for the delivery of electric vehicle charging infrastructure as outlined in the LEVI proposal submitted to the Department.

2.3 This MoU covers the funding commitments from the Department and the financial expenditure, agreed milestones and use of funding, monitoring and evaluation between the Parties.

### 3. Funding allocation

3.1 The Department agrees to provide funding up to £1,237,550 for FY22/23. The allocation is set out in the following table:

<b>Financial Year</b>	<b>Total (£)</b>
22/23	1,237,550
<b>Total</b>	<b>1,237,550</b>

### 4. Objectives of the Grant

4.1 The LEVI Fund has been provided to achieve the following objectives:

- i. deliver a step-change in the deployment of local, primarily low power on-street charging infrastructure across England.
- ii. accelerate the commercialisation of, and investment in, the local charging infrastructure sector.

### 5. Purpose of the Grant

5.1 The Authority should use the funding allocated for the purposes outlined in the proposal once agreed by the Department.

5.2 The Authority should utilise the funding for the following purposes:

- i. the purchase cost of the charging unit, including wireless charging
  - ii. other hardware costs associated with the installation, for example, gullies, solar canopies or battery storage
  - iii. the cost of associated electrical connection components including distribution network operator (DNO) connection costs, smart charging and vehicle to grid technology costs
  - iv. the cost of civil engineering works related to the installation
  - v. labour costs of the installation
  - vi. where applicable, the capital costs of a parking bay and traffic regulation orders (TROs) for example paint and signage
- 5.3 It is recommended that the Authority delivers on the activities which they have outlined in their returned proposals and in the agreed timescales.
- 5.4 Authorities are responsible for managing their own carbon footprint and should be mindful of their carbon impact as a result of following EV strategies and resource being used to install EV infrastructure projects. Guidance is available from the Energy Saving Trust and the Carbon Trust.

## 6. Outcomes from Grant

- 6.1 We anticipate the following activities to be enabled through the Grant:
- i. Delivering chargepoint infrastructure as outlined in the proposal submitted to the Department.

## 7. Financial Arrangements

- 7.1 The agreed funds will be issued to the Authority as non-ringfenced grant payments under Section 31 of the Local Government Act 2003, for capital expenditure.
- 7.2 The Authority accepts responsibility for meeting any costs over and above the Department's contribution set out in Clause 3.1, including potential cost overruns and the underwriting of any funding contributions expected from third parties.

## 8. Monitoring and Evaluation

- 8.1 The Department will provide the Authority with Monitoring and Evaluation Guidance.
- 8.2 The Authority will provide reports to the Department, in such a format that the Department will provide, demonstrating that outputs and outcomes are being met, in line with the approved proposal. This may include sharing of the following information:
- i. Current funding that has been spent
  - ii. Planned expenditures
  - iii. Updates on key project milestones and risks
  - iv. Procurement and governance
  - v. Proposed changes to the approved project(s)
  - vi. Stakeholder engagement
- 8.3 The Authority 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.

8.4 The Department may contact the Authority to collect information to support the Department's understanding on the effective use of the grant. This will be evaluated by the Department and reported back to Ministers to inform the allocation of any future funding.

8.5 The Department will provide workshops and webinars to support authorities in ensuring there is confidence in what monitoring and evaluation is required.

8.6 The Department reserves the right to publish relevant data and use it to inform public statements.

## 9. Adherence to national guidance

9.1 The Authority is expected to follow relevant national guidance in the course of scheme development and implementation.

9.2 This also includes the Government's Infrastructure Strategy (published in March 2022) which provides the vision, roles and responsibilities for different types of local authorities.

## 10. Changes to approved project/programme

10.1 The Authority should comply with the terms of the proposal as approved in accordance with this MoU.

10.2 If the Authority recognises that there may be a deviation from these terms then the Department should be alerted, in addition to the outputs and outcomes illustrated in the monitoring and evaluation.

## 11. Compliance

11.1 The Authority will have the responsibility to comply with all applicable procurement laws when procuring goods and services in connection with the Project and the Department shall not be liable for the Authority's failure to comply with its obligations under any applicable procurement laws.

11.2 The Authority should ensure that its use of the funding complies with State Aid laws, the UK's international obligations in relation to subsidy control and any UK subsidy control legislation.

11.3 The Authority should maintain appropriate records of compliance with the relevant subsidy control regime and will take all reasonable steps to assist the Department to comply with the same and respond to any proceedings or investigation(s) into the use of the funding by any relevant court or tribunal of relevant jurisdiction or regulatory body.

11.4 The Authority acknowledges and represents that the funding is being awarded on the basis that the use of the grant will not affect trade in goods and electricity between Northern Ireland and the European Union and shall ensure that the funding is not used in way that affects any such trade.

11.5 The Secretary of State may require repayment of any of the grant already paid, together with interest from the date of payment, if the Secretary of State is required to do so as a result of a decision of a court, tribunal or independent body or authority of competent jurisdiction.

11.6 The Authority should ensure they comply with the 2010 Equality Act and the Public Sector Equality Duty. This includes considering impacts of the project on protected characteristic groups during the scheme design process and in the monitoring and evaluation stage.

**12. Compliance with the MoU**

12.1 The Parties to this MoU are responsible for ensuring that they have the necessary systems and appropriate resources in place within their respective organisations to comply fully with the requirements of this MoU.

**13. Legal Enforcement**

13.1 This MoU is not legally enforceable. It describes the understanding between both parties for the use of funding specified in Clause 3 of this agreement.

**Signed on Behalf of the Authority:**

Name:

**Signed on Behalf of the Department (Deputy Director)**

Name: Nick Shaw





## Climate change impact assessment

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

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

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

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

Planning Permission  
 Environmental Impact Assessment  
 Strategic Environmental Assessment

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

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

<b>Title of proposal</b>	<b>Local Electric Vehicle Infrastructure Fund – Upscaling Grant Acceptance</b>
<b>Brief description of proposal</b>	<b>Deliver EVCP interventions across the county</b>
<b>Directorate</b>	<b>BES</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>Keisha Moore</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	
<b>Date impact assessment started</b>	<b>06/03/2023</b>

**Options appraisal**

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

The sites that were proposed to be delivered were the only sites that have already been identified/prioritised by the authority as part of the EV Strategy Work.

**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.

The Award Letter confirms that a capital grant payment of £1,237,550 will be made to North Yorkshire County Council under Section 31 of the Local Government Act 2003 for the period to 31 March 2025. This funding will be used to implement NYCC's proposal to install more public EVCPs. By accepting the grant NYCC accepts responsibility for meeting any costs over and above the Department's contribution, including potential cost overruns and the underwriting of any funding contributions expected from third parties. Officers will continue to seek to attract a private sector Charge Point Operator (CPO) and 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 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, this is additional to the £20,000 suggested maintenance costs in the original proposal, 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 additional 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.

APPENDIX E

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	*				
	Emissions from construction			*	<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 <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		*				
<p>Reduce <b>water</b> consumption</p>		*				

APPENDIX E

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

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

N/A

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

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

### Sign off section

This climate change impact assessment was completed by:

<b>Name</b>	<b>Keisha Moore</b>
<b>Job title</b>	<b>Transport Planning Officer</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Directorate</b>	<b>BES</b>
<b>Signature</b>	<b>Keisha Moore</b>
<b>Completion date</b>	<b>06/03/2023</b>

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

**Date:** 13/03/23