

# North Yorkshire Council

## Executive Members

31 August 2023

### Local EV Infrastructure Fund Allocation – Approval to submit Stage 2 Application

#### Report of the Assistant Director - Highways & Transportation, Parking Services, Street Scene, Parks and Grounds

This report contains exempt information at Appendix A, as described in paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended) (information relating to the financial or business affairs of any particular person (including the authority holding that information)) and it is considered that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

#### 1.0 PURPOSE OF REPORT

- 1.1 To recommend that the Executive Member for Highways and Transportation in consultation with the Corporate Director – Environment and the Corporate Director Resources to approves the submission of a Stage 2 application for the LEVI Capital Fund

#### 2.0 SUMMARY

- 2.1 This report provides a background and update on the Local EV Infrastructure Fund (LEVI). It details the proposal to submit a second stage application to the LEVI Capital Fund, intended to support delivery of electric vehicle (EV) infrastructure with an indicative allocation for North Yorkshire Council (NYC) of £4.88m. Delegation for the Executive Member for Highways and Transportation was approved at the meeting of the Executive on 04 July 2023.

#### 3.0 BACKGROUND

- 3.1 UK Government has created several grant schemes to help enable the charging of Electric Vehicles (EVs) at home, in the workplace and on local streets. The Local Electric Vehicle Infrastructure (LEVI) is a £400m scheme operated by the Office for Zero Emission Vehicles (OZEV) and supported by £50m resource funding (£10m has already been allocated to fund a LEVI pilot scheme).
- 3.2 LEVI has been set up to address three key challenges:
  1. Improving the consumer experience
  2. Increasing the pace of rollout
  3. Increasing opportunities for charging for long journeys
- 3.3 The LEVI scheme has two key objectives:
  1. Delivering a step-change in the scale of deployment of local, primarily low power, on-street charging infrastructure across England
  2. Accelerating the commercialisation of, and investment in, the local charging infrastructure sector

- 3.4 There are three main strands to this fund:
1. LEVI pilot fund – delivery of innovative Electric Vehicle Charging Points (EVCPs) delivery projects
  2. LEVI capability fund – to increase local authority resourcing for the planning and delivery of EV Infrastructure.
  3. LEVI Capital fund – to support deployment of infrastructure ahead of need
- 3.5 LEVI pilot fund - We made a successful bid to the LEVI Pilot fund securing £2m towards the delivery of a £2.2m scheme which will provide 70 EVCPs (more information can be found in the BES Executive Report from 16 June 2022) by 31 March 2025. We will co-locate EVCPs with battery storage powered by renewables over two rural sites in each of our seven areas. These EVCPs will provide a solution that can be tested and, if successful, be rolled out en masse to overcome the challenges of delivery in rural areas.
- 3.6 Officers currently working on the LEVI Pilot scheme delivery have reached a knowledge gap in designing the renewable technology system for the scheme, as a result North Yorkshire Council (NYC) has undertaken a recruitment exercise for an EV Delivery Manager. Through a corporate cross-checking of skills exercise, it was established that we could recruit someone to the post internally from the Transformation team. This gives us greater flexibility than external recruitment and reduces the financial risk to the project. The candidate commenced this role on 24 April 2023.
- 3.7 Further, OZEV decided to upscale the LEVI Pilot fund and asked for expressions of interest in respect of capital delivery of additional EVCPs through the LEVI Pilot Upscaling Fund. The focus shifted, however, from schemes in the original LEVI Pilot fund which offered scaled commercial innovation to schemes which can offer high volume rollout of EVCPs. NYC' will deliver 82 chargers (additional to the original 70 outlined at section 3.5), at locations identified in the site selection exercise, undertaken as part of the EV Public Charging Infrastructure Rollout Strategy, and we were awarded an additional £1,237,000 which means we have received a total of £3.237m from the LEVI Pilot fund. These EVCP's are expected to be delivered by 31 March 2025.
- 3.8 LEVI capability fund – The capability fund launched on 27 February 2023, and we proposed to use this funding to cover the salaries (including on costs) of the EVI Project Delivery Manager and some Transport Officer and Senior Transport Planning Officer time. This was not a competitive fund and local authorities (LA's) were given an indicative allocation and had to provide justification. The detail on this can be found in the Local Electric Vehicle Infrastructure (LEVI) Capability Fund – Acceptance of Grant report<sup>1</sup> to the Executive Member for Highways and Transportation on 9 March 2023.
- 3.9 On 30 March 2023 government launched £37.8m of further Capability Funding, covering FY23/24 and 24/25. NYC's indicative allocation is £405,080 (£202,540 per year), we accepted the grant on 24 August 2023. This funding brings the total Capability Fund awarded to NYC to £494,000. The detail on this can be found in the Local Electric Vehicle Infrastructure (LEVI) Capability Fund – Acceptance of Grant report<sup>2</sup> to the Executive Member for Highways and Transportation on 24 August 2023

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<https://edemocracy.northyorks.gov.uk/documents/s17394/Local%20Electric%20Vehicle%20Infrastructure%20LEVI%20Capability%20Fund%20-%20Acceptance%20of%20Grant.pdf>

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<https://edemocracy.northyorks.gov.uk/documents/s17394/Local%20Electric%20Vehicle%20Infrastructure%20LEVI%20Capability%20Fund%20-%20Acceptance%20of%20Grant.pdf>

3.10 LEVI capital fund - OZEV announced the LEVI capital fund on 30 March 2023 with an indicative allocation of £4,880,000 for North Yorkshire. This will enable rollout of a much greater number of chargers than we have been able to attract funding for so far. This is an allocation not a competitive bidding process and LAs were asked if they can spend the money in the financial year 2023/24 or 2024/25.

3.11 A summary of the LEVI Funding streams, and their status is below:

| Funding source               | Purpose  | Funding amount               | What will be delivered  | Status   | Spend Date    |
|------------------------------|--|------------------------------|---|--|---------------|
| LEVI Pilot Funding           | Innovative delivery of EVCPs   | £2m                          | 70 chargers powered by renewable technology linked to battery storage                       | Successful                                     | 31 Mar 2025   |
| LEVI Pilot Upscaling         | Extension of pilot scheme however funding focussed on rollout at scale given Ofgem regulation due 1 <sup>st</sup> April which means that we do not pay for upgrades and reinforcement work to existing assets (still pay for new infrastructure) | £1.237m                      | 80 chargers at an additional 17 sites not powered by renewables but some on-street charging | Successful                                     | 31 Mar 2025   |
| LEVI Capability Fund Round 1 | increase local authority resourcing for the planning and delivery of EV Infrastructure   | £88.9k                       | Funding for an EV Infrastructure Team   | Successful                                     | 31 Mar 2025   |
| LEVI Capital Fund            | to support deployment of infrastructure ahead of need.   | £4.88m                       | Mass rollout of EVCP's  | Pending Submission – allocation not guaranteed | 31 Mar 2025   |
| LEVI Capability Fund Round 2 | increase local authority resourcing for the planning and delivery of EV Infrastructure   | £405,080 allocated over 2 FY | Funding for an EV Delivery Manager and partial time supporting roles                        | Successful                                     | 31 March 2025 |

#### 4.0 SECOND STAGE APPLICATION – CAPITAL FUNDING

4.1 The UK Government's LEVI Fund supports local authorities in England to work with the chargepoint industry, to improve the roll out and commercialisation of local charging infrastructure. These EVCP's are intended to help residents who don't have access to off-street parking and need to charge their electric vehicle (EV). The fund includes:

- Capital funding to contribute to the costs of delivering chargepoints.
- Capability funding for local authorities to employ and train new staff specifically to plan and deliver chargepoint infrastructure.

- 4.2 LEVI funding will be allocated to Tier 1 local authorities in England. NYC has received an indicative allocation of £4.88m capital funding and was invited to complete an expression of interest (EOI) which was submitted on 26 May 2023 following a decision for approval to submit it on 19 May 2023. For local authorities to access their indicative funding, they must follow a three-stage process:
1. Stage 1 – Expression of Interest
  2. Stage 2 – business case, criteria compliance and tender document review
  3. Stage 3 – contract review
- 4.3 The LEVI Fund can be spent on all capital costs associated with the installation of EVCPs. This includes chargepoint hardware, electrical connection costs, civil engineering costs and other installation costs. The LEVI Fund is intended to fund primarily lower powered local chargepoints. Rapid charging is eligible for funding as part of projects, but it's expected that most of the funding supports delivery of lower powered chargepoints in line with LEVI Fund objectives.
- 4.4 At the second stage of application NYC is invited to complete a form which details the strategic fit, value for money and additionality, expected commercial arrangements, project scale and confirms NYCs compliance with the grant funding criteria. Once submitted to OZEV must approve the application before NYC can proceed with Procurement.
- 4.5 The proposed application for the Capital Fund can be found at **Appendix A – removed from report as contains exempt information**. The deadline for applications is 17 November 2023 and we await the launch of the online portal to make our formal submission. OZEV are accepting reports via email until the portal is launched as they know time is of the essence for NYC to launch the procurement exercise which cannot be done until we have full approval from OZEV.
- 4.6 **Strategic Fit** - OZEV ask about any commercial arrangements currently in place, the challenges with those arrangements and how LEVI funding will help address these challenges. In response the existing arrangements are described, and it is explained that NYC became a unitary authority on 01 April 2023 and how, as a result, network management, payment systems, user experience, engagement and charging rates are inconsistent. We describe how The LEVI funding will enable NYC to novate the existing contracts and deliver the infrastructure that residents, employers, and visitors of North Yorkshire desperately want and need.
- 4.7 A description of how this project fits in with local and long-term EV charging strategy and targets is given including the broader organisation objectives detailing the EV Public Charging Infrastructure Strategy 2022-2030 (2023) and the framework of policies that the Strategy sits within including the North Yorkshire Local Transport Plan 2016-2045 (LTP), North Yorkshire Draft Climate Change Strategy, North Yorkshire Draft Climate Change Strategy and the Local Enterprise Partnership (LEP) Local Area Energy Plan.
- 4.8 **Value for money and additionality** – Here detail is given on the number of chargepoints that will be delivered with the funding and our total funding request of £4.88m. NYC explain why the private sector is unlikely to invest without government funding (because they are more interested in funding sites that have high demand and utilisation but there are many areas of North Yorkshire that don't meet that criteria, coupled with high grid connection costs makes them unattractive to the private sector). It is described that in the absence of this funding it is not known when we would be able to rollout EVCP infrastructure at scale though there is a further bid for £502,000 submitted to the Devolution Deal Net Zero Fund which, if successful, will deliver 130 EVCP's by 31st March 2025.

- 4.9 The rationale for installing passive infrastructure, e.g., installing underground cabling and electrical capacity without above ground charging equipment, is presented with the case that we need to ensure consumer confidence in the availability of EVCPs and balance this with the available number of EVs and the appetite for charging at this time.
- 4.10 **Expected commercial arrangements** – The results of the soft market engagement exercise undertaken in August 2023 are disclosed and it is proposed to use a concessionary delivery model as this approach best balances the potential risks and revenue generation opportunities for NYC, alternative options considered and dismissed are detailed in the application. Consideration is given to Time of Use Tariffs and detail of how redundant assets will be disposed of is given.
- 4.11 **Meeting consumer needs** – The site selection process adopted by NYC is described in detail and the proposals on how residents without access to off-street parking will be prioritised and benefit from this funding is given. Consideration for weather and climate events are described including how we will mitigate risks in choosing appropriate materials for the assets and installation and ensuring delivery is in the spring/summer months, where possible, instead of winter and plans to conform to the PAS 1899 standard for accessible charging are described.
- 4.12 **Strength of the delivery plan** – In this section the project team and governance structure are described, the stakeholder engagement and communications plans and evidence of engagement with the local Distribution Network Operators (DNO) are shared. A risk register is attached and a description of how the risk will be managed (through the PRINCE 2 project management risk process) is shared. A project timeline (although it is provisional) is also detailed.
- 4.13 **Project Scale** – Detail on how further funding would be spent if it was made available to NYC is included; NYC would install EVCP units in locations that have been unable to be delivered using the £4.88m already received, we would consider other sites which could include public sector partner sites (such as National Park Authority car parks) and look at developing mobility hubs which provide community services but also shared electrified transport solutions which would add value by ensuring people have equal access to EV charging opportunities.
- 4.14 **Criteria Compliance** – In this section draft tender documents are uploaded. The document has been created based on a former LA existing contract that has proven to be robust and successful, it has been adjusted to ensure the Heads of Terms provided by OZEV have been met and to accommodate learnings from the former LA's. The approach to procurement is summarised and NYC confirms that it will meet the LEVI grant funding criteria.

## 5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Alternative options have been considered and consulted on (internally and with the LEVI Support Body) throughout the application and proforma development and the final recommendation is a result of the feedback received from those key stakeholders and the experience of officers.

## 6.0 FINANCIAL IMPLICATIONS

- 6.1 The delivery of the EV Public Charging Infrastructure Rollout Strategy<sup>3</sup> is heavily dependent upon securing access to government and charge point operator capital funding such as this.
- 6.2 The Capital Grant Funding of £4,880,000 will be used for delivery of EV Infrastructure only.
- 6.3 No match funding is required to secure this funding, however, OZEV has made clear they expect NYC to secure additional private investment to meet the same public:private funding ratio as in the LEVI Pilot proposal, which is 91:9. 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. This has been investigated in part through a soft market engagement exercise.

## 7.0 LEGAL IMPLICATIONS

- 7.1 In the event that partnering opportunities arise to assist in delivering the £4.88m capital project the Council's Procurement and Contract Procedure rules, Public Contracts Regulations 2015 and subsidy control rules will be adhered to.
- 7.2 The recommended concessionary delivery model for ECVP roll out will comply with the Public Concession Regulations 2016, if applicable and the Local Government Act 2003, the Localism Act 2011 and any other relevant regulations or legislation in respect of any profits generated by NYC
- 7.3 It is acknowledged that legal implications may arise in relation to accepting this funding and at implementation stages, as well as consideration of any statutory barriers in relation to highway infrastructure proposals.

## 8.0 EQUALITIES IMPLICATIONS

- 8.1 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 B**.

## 9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 A climate change impact assessment has been carried out, see **Appendix C**. Accepting the recommendation to submit the expression of interest will have no direct climate change impact.

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<https://edemocracy.northyorks.gov.uk/documents/s18595/North%20Yorkshire%20Council%20Electric%20Vehicle%20Public%20Charging%20Infrastructure%20Rollout%20Strategy.pdf>

## 10.0 CONCLUSIONS

10.1 The following proposals are authorised:

1. The Executive Member for Highways and Transportation in consultation with the Corporate Director – Environment and the Corporate Director Resources approves the submission of a Stage 2 application for the LEVI Capital Fund

## 11.0 REASONS FOR RECOMMENDATIONS

11.1 The Capital Fund application have been completed to the best of officers' knowledge. Seeking the grant funding is fundamental to enable North Yorkshire Council to reach its vision of creating a decarbonised North Yorkshire where zero emission mobility is accessible and convenient to all, recognising the unique rural nature of our county, improving quality of place through better local air quality and health and deliver its target of 1529 EVCP's being delivered by 2030.

## 12.0 RECOMMENDATION

12.1 For the Executive Member for Highways and Transportation in consultation with the Corporate Director – Environment and the Corporate Director Resources to approve the submission of a Stage 2 application for the LEVI Capital Fund

### APPENDICES:

Appendix A – LEVI Capital Fund Second Stage Application – **removed from report as contains exempt information**

Appendix B – Equalities Impact Assessment

Appendix C – Climate Change Impact Assessment

### BACKGROUND DOCUMENTS:

<https://edemocracy.northyorks.gov.uk/documents/s18595/North%20Yorkshire%20Council%20Electric%20Vehicle%20Public%20Charging%20Infrastructure%20Rollout%20Strategy.pdf>

<https://edemocracy.northyorks.gov.uk/documents/s17394/Local%20Electric%20Vehicle%20Infrastructure%20LEVI%20Capability%20Fund%20-%20Acceptance%20of%20Grant.pdf>

BARRIE MASON

Assistant Director – Highways and Transportation

County Hall

Northallerton

17 August 2023

Report Author – Keisha Moore

Presenter of Report – Keisha Moore, Senior Transport Planning Officer

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.



| <b>Initial equality impact assessment screening form</b>  |  |    |                              |
|---|--|----|------------------------------|
| <b>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</b>  |  |    |                              |
| <b>Directorate</b>  | Environment  |    |                              |
| <b>Service area</b>   | H&T  |    |                              |
| <b>Proposal being screened</b>  | Local EV Infrastructure Fund Allocation – Approval to submit Stage 2 Application                     |    |                              |
| <b>Officer(s) carrying out screening</b>  | Keisha Moore   |    |                              |
| <b>What are you proposing to do?</b>  | Submission of the Second Stage Application to the Local Electric Vehicle Infrastructure Capital Fund |    |                              |
| <b>Why are you proposing this? What are the desired outcomes?</b>   | To increase the capacity and capability of the local authority to deliver EV infrastructure          |    |                              |
| <b>Does the proposal involve a significant commitment or removal of resources?</b><br>Please give details.  | Yes, but the LEVI Capability Fund already received by NYC is designed to provide funding for this    |    |                              |
| <b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC’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> |  |    |                              |
| <b>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked ‘Don’t know/no info available’, then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</b>  |  |    |                              |
| 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>NYC additional characteristics</b>   |  |    |                              |
| People in rural areas   |  | X  |                              |
| People on a low income  |  | X  |                              |
| Carer (unpaid family or friend)   |  | X  |                              |
| Are from the Armed Forces Community   |  | 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   | No   |    |                              |

|  |   |   |                       |  |
|--|---|---|-----------------------|--|
| <b>these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion. |   |   |                       |  |
| <b>Decision (Please tick one option)</b>   | EIA not relevant or proportionate:  | ✓ | Continue to full EIA: |  |
| <b>Reason for decision</b>   | This is a report recommending the submission of an application for the capital funding to deliver EV Infrastructure. There are no impacts on people with protected characteristics. |   |                       |  |
| <b>Signed (Assistant Director or equivalent)</b>   |   |   |                       |  |
| <b>Date</b>  |   |   |                       |  |

## Climate change impact assessment

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

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

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

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

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

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

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

|   |  |
|---|--|
| <b>Title of proposal</b>  | Local EV Infrastructure Fund Allocation – Approval to submit Stage 2 Application                     |
| <b>Brief description of proposal</b>  | Submission of the second Stage Application to the Local Electric Vehicle Infrastructure Capital Fund |
| <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>17/08/2023</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.

Alternative options have been considered and consulted on (internally and with the LEVI Support Body) throughout the application and proforma development and the final recommendation is a result of the feedback received from those key stakeholders and the experience of officers.

**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.

This will save the authority money. In the absence of identified budgets to cover capital delivery of EVCP Infrastructure this funding enables us to work toward our targets highlighted the EV Public Charging Infrastructure Rollout Strategy of delivering a network of 1529 publicly available chargers in the best interest of our residents.

| <p>How will this proposal impact on the environment?</p> <p><b>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.</b></p> | <p><b>Positive impact</b><br/>(Place a X in the box below where</p> | <p><b>No impact</b><br/>(Place a X in the box below where</p> | <p><b>Negative impact</b><br/>(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"> <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   |   | *   |   |   |  |  |
|  | 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>   |   | *   |   |   |   |  |  |
| <p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>   |   | *   |   |   |   |  |  |

| <p>How will this proposal impact on the environment?</p> <p><b>N.B.</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> | <b>Positive impact</b><br>(Place a X in the box below where | <b>No impact</b><br>(Place a X in the box below where | <b>Negative impact</b><br>(Place a X in the box below where | <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> |
|--|---|---|---|---|---|--|
| Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers  |   | *   |   |   |   |  |
| Enhance <b>conservation</b> and wildlife   |   | *   |   |   |   |  |
| Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>  |   | *   |   |   |   |  |
| Other (please state below)   |   | *   |   |   |   |  |

**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.

Submitting the application will have no climate change impact at this stage.

### 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>Environment</b>                 |
| <b>Signature</b>       | <b>Keisha Moore</b>                |
| <b>Completion date</b> | <b>17/08/2023</b>                  |

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

**Date:**