

North Yorkshire Council

Environment Directorate

Executive Members

14 May 2024

Beyond Carbon Pump Priming Budget

Report of the Climate Change Strategy Manager

1.0 PURPOSE OF REPORT

- 1.1 To note Beyond Carbon (BC) Budget allocation to date
- 1.2 To provide detail on the current bid to the Beyond Carbon Budget
- 1.3 To seek consultee Members' views on the use of the fund and for the Assistant Director – Environmental Services and Climate Change (under the Scheme of Delegation), in consultation with the Executive Member for Managing our Environment and the Executive Member for Finance and Resources approve the proposed bids.

2.0 BACKGROUND

- 2.1 Members previously allocated £1 million revenue to support delivery of the NYCC Carbon Reduction Plan for Officers to 'bid' to internally. Of this, £342,441 remains unallocated and so is now available to North Yorkshire Council. Officers make bids to the fund to support operational greenhouse gas reduction activities.
- 12 projects have already been approved, totalling £657,559.
 - There is one project now awaiting approval, totalling £60,000.

3.0 REPORT

- 3.1 The budget position is set out below:

Bids	Approved	Pending	As at 29.04.24
Climate Change Policy Officer	£ 115,000		Two year post from Jan 22
EV Charging Infrastructure Strategy	£ 49,950		completed
NYCC fleet EV Car and Van for services to trial	£ 45,480		completed
NYCC fleet 10 EV pool cars	£ 130,280		completed
EV home charge point for care and support staff	£ 15,000		underway

EV Van Trial for SMEs			rejected
County Hall EVCPs	£ 90,000		Installed
NYCC Supply Chain engagement	£ 22,000		Underway
Communications and engagement	£ 14,100		completed
Landuse Options	£ 50,000		Underway
UK Subsidy Control Regime	£ 6,500		completed and used for DDNZF bids
Ryedale Off Road Charging Scheme match funding	£ 39,249		Match funding for ORCS submitted by RyDC
Pickering Vivis Lane Rapid Chargers	£ -		rejected
Leisure Centre Decarbonisation Plans	£ 80,000		underway
Social Housing Decarbonisation Plans			£50K bid, but moved to HRA, not BC
Fleet Decarbonisation review		£ 60,000	
Total Allocated / pending	£ 657,559	£ 60,000	
Total Remaining	£ 342,441	£ 282,441	

3.2 There is one new proposal in Appendix A. This is to support the Fleet Decarbonisation Strategy with an in-depth study of the NYC fleet operations in terms of vehicle locations, fuelling stations and mileages which will enable an action plan to be developed to outline low carbon fuel vehicle replacement options.

4.0 CONSULTATION

4.1 Feedback and comments on the bids has been sought from the Beyond Carbon Officer Group.

4.2 The decision will be made by the Assistant Director - Environmental Services and Climate Change, in accordance with the delegation from the Corporate Director of Environment contained within the Scheme of Sub-Delegation (to be exercised in accordance with the Financial Procedure Rules).

5.0 CONTRIBUTION TO COUNCIL PRIORITIES

5.1 Council Plan: A carbon neutral council

5.2 North Yorkshire Council Climate Change Strategy: As a Council we will seek to become operationally net zero by 2030.

6.0 ALTERNATIVE OPTIONS CONSIDERED

6.1 Bids are submitted to the Beyond Carbon Pump Priming budget following an agreed process. Therefore, no alternative options were considered.

7.0 FINANCIAL IMPLICATIONS

7.1 £1 million was set aside to establish the Beyond Carbon Pump Priming budget as part of the 2021/22 NYCC budget. The funding is one-off revenue funding.

7.2 To date, £657,559 has been allocated (as indicated in 2.1 above) which leaves £342,441 remaining. If the contents of this report are approved, an additional £60,000 will be allocated, leaving £282,441 remaining.

8.0 LEGAL IMPLICATIONS

8.1 The decision is made by the Assistant Director of Environmental Services and Climate Change, in accordance with the delegation from the Corporate Director of Environment contained within the Scheme of Sub-Delegation (to be exercised in accordance with the Financial Procedure Rules).

8.2 All activities are delivered by the Council and will utilise agreed project management protocols.

8.3 Any contracts entered into will be prepared or fully reviewed by the Council's Legal Services and will be in accordance with both the Council's Financial Procedure Rules and Procurement and Contract Procedure Rules. If relevant, contracts will also comply with the Public Contracts Regulations 2015 and any other legislation.

9.0 EQUALITIES IMPLICATIONS

9.1 There are no anticipated equalities implications. An Equalities Impact Assessment Screening report is attached at Appendix B.

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 The purpose of the Beyond Carbon Pump Priming Budget is to fund activities which reduce greenhouse gas emissions. All activities are therefore designed to reduce greenhouse gas emissions and mitigate climate change. A Climate Change Impact Assessment is at Appendix C.

11.0 REASON FOR RECOMMENDATIONS

11.0 The recommendations will contribute towards the Council's ambition to be carbon neutral by 2030.

12.0 RECOMMENDATIONS

12.1 That the budget position is noted.

12.2 That the Assistant Director - Environmental Services and Climate Change (under the Scheme of Delegation), in consultation with the Executive Member for Managing our Environment and the Executive Member for Finance and Resources, approves the proposed bids.

APPENDICES:

Appendix A - Bid to the Beyond Carbon Pump Priming Budget

Appendix B – Equalities Impact Assessment Screening

Appendix C – Climate Change Impact Assessment

Jos Holmes

Climate Change Strategy Manager

County Hall

Northallerton

14 May 2024

Project / Programme overview			
1. Project Name	NYC Fleet Decarbonisation Study	2. Project Sponsor	Paul Thompson
3. Directorate/Service Area	Environment - Fleet	4. Project Lead	Andrew Sharpin
5. Carbon reduction result area(s) – indicate all that apply	a) Energy access and power generation b) Transport c) Property, buildings, fixed appliances d) Land use, forestry e) Other		
6. Other Climate result area(s)	a) Increased resilience of people, communities and regions b) Increased resilience of infrastructure , food and water supply c) Awareness, communication and education – operational behaviour change required d) Other		
7. Expected tonnes of carbon dioxide equivalent (t CO ₂ eq) to be reduced or avoided over lifespan of project	Based on NYC's collective Fuel and Mileage statistics (Scope 1) for the financial year 2022/23 (LGR transition year), more than 6,401.11 tonnes of Carbon Dioxide Equivalent (tn CO ₂ e) were emitted. This decarbonisation fleet assessment project aims to support the collective reduction of this emission total by ensuring NYC's vehicle fleet can decarbonise through the most cost effective and achievable route, in addition to being able to capitalise on investment funding opportunities then they occur. *Statistics are based on LGR 2022/23 data, with data gaps present. Figures should be considered as a lower boundary.		
8. Project funding requested	£60,000	9. Total project cost	£60,000
10. Investment cost per t CO ₂ eq (investment cost / expected emission reduction)	Not direct delivery		
10. Project / Programme Implementation Period	Project Period – June 2024 to March 2025 Implementation Period – March 2025 onwards	11. Total lifespan (impacts of investment)	6+ years

Climate Context

Describe the climate change problem the proposal expects to address, including the likely outcomes in the absence of the proposed interventions. Where relevant, describe the target region/area of the proposed interventions including information on the demographics, economy, topography, etc.

Describe any recent or ongoing projects/interventions that relate to the proposal internally in NYCC, through partners or externally, and how they will be linked or affected by this project/programme.

Identify current gaps and barriers regarding recent or ongoing projects and explain how this project/programme complements or addresses these.

Road transport emissions from Internal Combustion Engine (ICE) vehicles play a significant role in emitting greenhouse gases (GHG), further accentuating the effects of climate change on both a domestic and international scale. 29% of North Yorkshire's collective GHG emissions during 2021 were from the Road Transport sector¹, which represents the second largest emission source after agriculture.

If North Yorkshire is going to meet the target being NetZero by 2034 (as outlined in the Routemap to Carbon Negative), a significant transition away from ICE vehicles will be needed. NYC can play a leading role in this endeavour by decarbonising its own collective fleet and acting as a champion.

A key challenge in this goal will be the heterogeneous make-up of NYC's fleet, including the large number of LVG/HVG vehicles. LVG/HVG vehicles have a higher GHG emitting potential per litre than medium petrol vehicles for example (~ +20%).

The transition from current ICE HGV/LGV to BEV/alternative fuels is a key requirement to achieve NetZero; however, this does still represent a complex technological task. For Q4 in 2022 in England, 12.7% of all registered vehicles were LLGV or HVG². New HVGs registered during 2021 and 2022 in England showed an increase of 8.3% (year-on-year percentage change), with new road-using vehicle registrations that are plug-in also increasing (6.3% LGV, 1.8% HGV).

The previous District/Borough/NYCC have all taken steps to start the decarbonisation of the collective fleet. Projects undertaken have included, but not limited to:

- i. Investing in Battery Electric Vehicles
- ii. Route optimisation of kerbside collections
- iii. Trailing alternative fuels (e.g., HVO)

To achieve a fully decarbonised fleet, several potential barriers exist:

- i. Electricity Grid capacity and depot infrastructure.
- ii. Range of large BEV HGVs
- iii. Cost of large BEV HVGs
- iv. Heterogeneity and spatial distribution of the fleet and future operational depot sites
- v. Ongoing development of operational model
- vi. Positive acceptance of BEV by operational teams
- vii. Trial of Green Hydrogen as a fuel source for HGVs – technical, operational and financial complexities

The outlined project aims to provide a detailed and achievable pathway for NYC's fleet decarbonisation that is both technologically and spatially relevant.

1. Department for Energy Security & Net Zero, 2023, UK local authority and regional greenhouse gas emissions national statistics: 2005-2021.

2. UK Government, 2023, Vehicle licensing statistics: 2022, [Vehicle licensing statistics: 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/vehicle-licensing-statistics-2022).

Project / Programme description

Describe the proposed set of components, outputs and activities that lead to the expected impact and outcome results. Describe why this set of interventions was chosen instead of alternative solutions, and identify trade-offs of the selected interventions, if applicable.

Describe the exit strategy and how sustainability will be ensured after project closure

This project proposal seeks Beyond Carbon's support for commissioning a consultant to assess the current fleet makeup, detail potential decarbonisation pathways and barriers, and provide the financial modelling for each technology.

An external consult would: analyse the parking locations of vehicles, utilisation of the fleet and power requirement for the vehicles' operation being considerate of depot rationalisation and route optimisation.

The consultant would then advise on the probable alternative fuel for each asset. The advice will also quantify the current power capacity at each site and the total future power capacity required at each site. The consultant will provide data from the electric Network Distribution Operator about the local network supply and provide details of the required upgrade to the depot supply or the network supply.

The scope of the project could include the following:

1. Zero Emission Vehicle and Renewable Fuel Options Review
2. Fleet base lining including emissions, location, operational requirements.
3. Identify current available and practicable low emission vehicles available now and in the near term
4. Low Emission Vehicle Suitability Assessment
5. Infrastructure requirements
6. Cost and Emissions Impact
7. Future technology developments
8. Draft Transition plan
9. Estates study
10. Vehicle and Infrastructure supplier engagement
11. Business Case Support and Assistance with presentation and reporting.

The transition team and the consultant will draft a Decarbonisation Action Plan to be used to transition to alternative fuels.

- The core output from this project would be a detailed fleet decarbonisation assessment and accompanying Decarbonisation Action Plan.
- Due to the complexity of the fleet and the range of potential technologies, consultancy is the most appropriate, cost-effective option.
- The long-term benefit of this project will be the study and Decarbonisation Action Plan for NYC's fleet, enabling future decarbonisation.

Implementation arrangements

Describe the project/programme implementation structure, outlining legal, contractual, institutional and financial arrangements where applicable, considering involvement of any third parties and beneficiaries. Provide information on governance arrangements (boards, consultation groups etc) and any financial arrangements.

To be determined. Board oversight will be through the Transport Programme Board which will include representation from fleet, transport, finance and climate changes services.

Impacts, Outcomes and performance indicators

Expected Impact / Outcome / Result	Indicator	Means of Verification	Baseline	Target	Assumptions
Greenhouse gas emission reductions	GHG emissions (tn CO ₂ e)	GHG emission accounting	2024/25	NA	
Reduction in Hydrocarbon Fuel Usage	Annual litre data	Annual Reporting	2024/25	NA	
Reduction in Hydrocarbon Fuel Miles	Annual mileage data	Annual Reporting	2024/25	NA	

Timelines and milestones – including critical start / end dates

Milestone	Expected Date	Why is this key? (e.g. legal, funding, contract)
Procurement	June 2024	Procurement governance
Tender Award	August 2024	Procurement governance
Project Start	September 2024	
Feasibility Complete	February 2025	
Draft Action Plan	March 2025	
Implementation	April 2025 onwards	

high level Risks

Are there any high level risks that are apparent at this stage, including risks if the project is not delivered and any known risk of undertaking the project?

Risk Description & Consequence
<p>Council Reputation</p> <ul style="list-style-type: none"> • Technical detail not in place to develop and delivery a fleet specific decarbonisation action plan. • Risk that NYC will not achieve its Climate Change Strategy ambition of being operationally Net Zero by 2030.
<p>Financial Implications</p> <ul style="list-style-type: none"> • Technical detail not in place to develop and deliver a fleet specific decarbonisation action plan. Non-investment in NYC's Fleet decarbonisation risks increasing/consistently high revenue expenditure spending on fleet Fuel (Diesel/Petrol/ect) use.

Approvals

Confirm below that the submission has been agreed by the following:

Comments	Signed	Date
Sponsor		
P Thompson	P Thompson	15/03/2024

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		Environment	
Service area		Environmental Services	
Proposal being screened		Beyond Carbon Pump Priming Budget Review of Funding Bid	
Officer(s) carrying out screening		Jos Holmes	
What are you proposing to do?		Fleet Decarbonisation review	
Why are you proposing this? What are the desired outcomes?		To tackle the causes of climate change.	
Does the proposal involve a significant commitment or removal of resources? Please give details.		It seeks internal funding to implement the project.	
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	
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.	No.		

disabled people's access to public transport)? Please give details.					
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)	<table border="1"> <tr> <td>EIA not relevant or proportionate:</td> <td><input type="checkbox"/></td> <td>Continue to full EIA:</td> <td><input type="checkbox"/></td> </tr> </table>	EIA not relevant or proportionate:	<input type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>
EIA not relevant or proportionate:	<input type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>		
Reason for decision	There are no adverse impacts anticipated.				
Signed (Assistant Director or equivalent)	XX				
Date	29.04.24				

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 beyond.carbon@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 the summary section of the form below.

Please contact beyond.carbon@northyorks.gov.uk for advice.

Title of proposal	Beyond Carbon Pump Priming Budget Review of Funding Bids
Brief description of proposal	Expressions for interest to fund a range of low carbon projects across NY
Directorate	Environment
Service area	Climate Change
Lead officer	Jos Holmes
Names and roles of other people involved in carrying out the impact assessment	Jos Holmes, Climate Change Strategy Manager
Date impact assessment started	29.04.24

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 due nothing option was considered. It was felt that NYCC should make every effort to submit EoI for this funding to support the achievement of climate change ambitions and targets in both the NYCC operations and the region as a whole.

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.
It will be resource intensive in terms of officer resource, but will not have a capital or revenue implication.

How will this proposal impact on the environment? 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.		Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <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 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	X			The study will support fleet decarbonisation		
	Emissions from construction						
	Emissions from running of buildings						
	Emissions from data storage						
	Other						
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic							
Reduce water consumption					Leisure provision and housing decarbonisation will consider water reduction.		

<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>	x			<p>Air quality will be improved by the decarbonisation of the fleet</p>		
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	x			<p>Fleet locations and fuelling options will consider adaptation.</p>		
<p>Enhance conservation and wildlife</p>						
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</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.

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

This funding programme provides an opportunity to consider and implement low carbon projects across North Yorkshire Council to support our ambition to be carbon neutral by 2030.

Sign off section

This climate change impact assessment was completed by:

Name	Jos Holmes
Job title	Climate Change Strategy Manager
Service area	Environmental Services
Directorate	Environment Directorate
Signature	
Completion date	29.04.24

Authorised by relevant Assistant Director (signature): Michael Leah

Date: XXX