

Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics
(Form updated October 2023)

Local Electric Vehicle Infrastructure (LEVI) Contract Charge Point Operator price cap

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যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।
如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。
اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔

Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	1. Environment 2. Electric Vehicle Infrastructure
Lead Officer and contact details	Tom O'Donovan Evcharging@northyorks.gov.uk
Names and roles of other people involved in carrying out the EIA	
How will you pay due regard? e.g. working group, individual officer	
When did the due regard process start?	

Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)
This report sets out the proposed price cap for the Charge Point Operator to run North Yorkshire Council's public electric vehicle (EV) charging network, to be applied over the next 12 months and reviewed annually.

Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it? (e.g. to save money, meet increased demand, do things in a better way.)

It's a contractual obligation to enable North Yorkshire Council to deliver the public EV charging network, as funded by the Department for Transport. This report sets out the proposed price cap

for the Charge Point Operator to run North Yorkshire Council's public electric vehicle (EV) charging network, to be applied over the next 12 months and reviewed annually.

Section 3. What will change? What will be different for customers and/or staff?

North Yorkshire Council will agree a price cap to prevent excessive charging by the nominated Charge Point Operator, while ensuring the delivery of a sustainable and customer focused EV charging network for North Yorkshire. The contract involves the investment of substantial amounts of private sector funding to complement the public sector funds from the Department for Transport.

Section 4. Involvement and consultation (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)

No public consultation is required. This is a contractual obligation. The contract has been signed off through North Yorkshire Council procurement processes, shared with the Department for Transport, Office for Zero Emission Vehicles and the LEVI (Local Electric Vehicle Infrastructure) fund Support Body for checks and approval.

Section 5. What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

The report lays out the income that North Yorkshire Council can expect to receive for every kWh (Kilo Watt Hour) of electricity delivered to a customer.

Please explain briefly why this will be the result.

The proposal is about the price cap that can be charged to the customer above the cost of the electricity to North Yorkshire Council.

Section 6. How will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
Age	X			The same rules apply to everyone for the supply of electricity to their vehicle
Disability	X			The same rules apply to everyone for the supply of electricity to their vehicle.
Sex	X			The same rules apply to everyone for the supply of electricity to their vehicle.
Race	X			The same rules apply to everyone for the supply of electricity to their vehicle.
Gender reassignment	X			The same rules apply to everyone for the supply of electricity to their vehicle.
Sexual orientation	X			The same rules apply to everyone for the supply of electricity to their vehicle.
Religion or belief	X			

				The same rules apply to everyone for the supply of electricity to their vehicle.
Pregnancy or maternity	X			The same rules apply to everyone for the supply of electricity to their vehicle.
Marriage or civil partnership	X			The same rules apply to everyone for the supply of electricity to their vehicle.

Section 7. How will this proposal affect people who...	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
..live in a rural area?	X			The same rules apply to everyone for the supply of electricity to their vehicle.
...have a low income?	X			The same rules apply to everyone for the supply of electricity to their vehicle.
...are carers (unpaid family or friend)?	X			The same rules apply to everyone for the supply of electricity to their vehicle.
..... are from the Armed Forces Community	X			The same rules apply to everyone for the supply of electricity to their vehicle.

Section 8. Geographic impact – Please detail where the impact will be (please tick all that apply)

North Yorkshire wide	X
Craven	
Hambleton	
Harrogate	
Richmondshire	
Ryedale	
Scarborough	
Selby	

If you have ticked one or more areas, will specific town(s)/village(s) be particularly impacted? If so, please specify below.

No particular area will be impacted, this is a County wide policy.

Section 9. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.

Not applicable.

Section 10. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)	Tick option chosen
1. No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified.	X
2. Adverse impact - adjust the proposal - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.	
3. Adverse impact - continue the proposal - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts. Get advice from Legal Services)	
4. Actual or potential unlawful discrimination - stop and remove the proposal – The EIA identifies actual or potential unlawful discrimination. It must be stopped.	
Explanation of why option has been chosen. (Include any advice given by Legal Services.) The same rules apply to everyone for the supply of electricity to their vehicle, no protected characteristics are discriminated against, either directly or indirectly, by the proposals.	

Section 11. If the proposal is to be implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)
The price cap is to be reviewed annually, as per the contract.

Section 12. Action plan. List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.				
Action	Lead	By when	Progress	Monitoring arrangements

Section 13. Summary Summarise the findings of your EIA, including impacts, 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 is a proposal to complete the signature of the contract to supply and deliver a public electric vehicle charging network in North Yorkshire. The price cap is measured against neighbouring and comparable authorities in the North of England. The price cap is to be reviewed annually. The price cap needs to deliver a sustainable and affordable public charging network to enable people to make the switch to electric vehicles as part of the North Yorkshire Council climate change policy, to reduce carbon emissions from transport sources, support the visitor economy and support businesses to transition to zero tailpipe emission vehicles.

Section 14. Sign off section

This full EIA was completed by:

Name: Tom O'Donovan
Job title: Electric Vehicle Infrastructure Officer
Directorate: Environment
Signature: Tom O'Donovan

Completion date: 9 September 2025

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 16/09/2025