



Meeting: **Highways and Transport Overview and Scrutiny Committee.**

Date/Time: **Thursday, 16 January 2025 at 2.00 pm**

Location: **Sparkenhoe Committee Room, County Hall, Glenfield**

Contact: **Mr A. Sarang (0116) 305 6844**

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Membership

Mr. T. Gillard CC (Chairman)

Mr. R. G. Allen CC Mrs. A. J. Hack CC
Mr. D. C. Bill MBE CC Mr. K. Merrie MBE CC
Mr. M. Frisby CC Mr. L. Phillimore CC

AGENDA

<u>Item</u>	<u>Report by</u>
1. Minutes of the meeting held on 7 November 2024	(Pages 3 - 22)
2. Question Time.	
3. Questions asked by members under Standing Order 7(3) and 7(5).	
4. To advise of any other items which the Chairman has decided to take as urgent elsewhere on the agenda.	
5. Declarations of interest in respect of items on the agenda.	
6. Declarations of the Party Whip in accordance with Overview and Scrutiny Procedure Rule 16.	
7. Presentation of Petitions under Standing Order	



35.

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| 8. Medium Term Financial Strategy 2025/26 - 28/29. | Director of Environment and Transport and
Director of Corporate Resources | (Pages 23 - 46) |
| 9. Update on Electric Vehicle Charging Infrastructure Projects. | Director of Environment and Transport | (Pages 47 - 88) |
| 10. Date of next meeting. | | |
| The date of the next Highways and Transport Overview and Scrutiny Committee is scheduled for 6 March 2025 at 2.00pm. | | |
| 11. Any other items which the Chairman has decided to take as urgent. | | |



Minutes of a meeting of the Highways and Transport Overview and Scrutiny Committee.
held at County Hall, Glenfield on Thursday, 7 November 2024.

PRESENT

Mr. T. Gillard CC (in the Chair)

Mr. R. G. Allen CC
Mr. D. C. Bill MBE CC

Mr. B. Lovegrove CC
Mr. L. Phillimore CC

In attendance

Mr. O. O'Shea, Cabinet Lead Member for Highways and Transport
Mrs. M. Wright CC, Cabinet Support Member

25. Minutes.

The minutes of the meeting held on 5 September 2024 were taken as read, confirmed and signed.

26. Question Time.

The Chief Executive reported that 17 questions had been received under Standing Order 35 and they were all in relation to flooding at Stoney Stanton.

1. Question asked by Ms Ann Jackson

“Following the flooding of Stoney Stanton on 1st October 2019 the LLFA conducted an investigation and produced a Section 19 report into the cause of the flooding and proposed a number of recommended actions to be taken in order to prevent further flooding.

In both January and September of 2024, heavy rainfall and inadequate drain maintenance culminated in unnecessary and avoidable flooding of the highway and subsequently of driveways and gardens. Properties narrowly avoided flooding thanks to the diligent and resourceful response of residents.

On Sunday 22nd September 2024, prior to Station Road, Stoney Stanton's most recent near miss flood incident, an additional source of water was noticed entering the manhole at the top of Stressline's drive on Foxbank Industrial Estate. This was previously noted in a report produced by Cllr Chris Stubbs in relation to the 2019 flooding. This is of grave concern to the residents of Mountsorrel Cottages and all those in the village affected by the 1st October 2019 flood.

What measures are Leicestershire County Council taking to identify the source of this water and who has responsibility for this water as it comes down the highway?”

Reply by the Chairman

This forms part of the wider project investigation work that the Council has been liaising with the Parish Council and Stoney Stanton Flood Action Group (SSFAG) about and will continue to be communicated to all relevant interested parties. The Council is developing a flood mitigation project, based on the findings of the formal flood investigation that is published on the Council website. Such projects are complex, require significant investigation, design and funding to achieve but are not a statutory function of the Lead Local Flooding Authority (LLFA) and are done only when resources permit.

The Highway Authority is responsible for draining water falling directly onto the public highway, not for conveying third-party water entering the highway from adjacent land.

Supplementary Question

“My question is about an unidentified water source. I know that you did the Section 19 report, but this water source was not identified in that report. It was there at the time we just didn’t know about it. As suggested in your response, no resources can be allocated to this unless it is identified and until it is identified no one can be held responsible. My question therefore is when will this be investigated as this is important?”

Response from the Chairman

At the request of the Chairman, the Director of Environment and Transport responded that, the County Council did not have all the details and requested that Ms Jackson discuss this directly with the Department to provide more details regarding the unidentified water source referred to. The County Council carried out the section 19 investigation based on all the known factors available at that time. However, if additional information came to light following that investigation, the County Council did need to be made aware of that. the Director suggested that the additional information could be provided either after meeting at the flooding drop-in session being held in the Members Lounge, or if local residents could send this to the Department it could then be considered further.

2. Question asked by Mr Phillip Pantling

“In Leicestershire County Council’s (LCC) April 2021 Section 19 Report detailing the 1st October 2019 flooding of Stoney Stanton, numerous references were made to a ‘misconnected’ pipe that runs down the driveway between the two sets of Mountsorrel Cottages. This pipe was originally installed as part of a previous flood alleviation scheme and drained excess water away from the cottages into the floodplain that later became the Bellway development. This pipe was ultimately capped by Bellway contractors which backed up in 2019 contributing significantly to the flood. Following the installation of 13 new drains along Station Road, this original alleviation pipe was attached to one of the drains at the bottom of the driveway between the two sets of cottages. Now, when the drains block the water in the pipe backs up resulting in the very issue that it was designed to alleviate”.

“What immediate action can LCC take to mitigate the risk posed by this pipe in the absence of a previously available floodplain?”

Reply by the Chairman

Only the section that passes underneath Station Road is the maintenance responsibility of the Council in its capacity of a Highway Authority, and no immediate action is planned as there are no known issues with this section.

The new highway gullies do not connect on to this pipe as suggested. The flood mitigation scheme currently being designed will take into account all known issues found as part of the formal flood investigation and follow up modelling work.

3. Question asked by Emily Copping

“During their investigations into the 2019 Stoney Stanton flood, the LLFA identified a blocked pipe running into Foxbank Industrial Estate that significantly impacted the flood. To date, this issue remains unresolved.

Why, after 5 years, have the LLFA not used their enforcement powers to rectify this issue?”

Reply by the Chairman

The LLFA has worked extensively with the owner of Stressline to highlight the issue on their private land that they have riparian responsibilities for. This is in accordance with the Leicestershire Ordinary Watercourse Regulation and Culvert Policy.

Supplementary Question

“I was asking about a drain running into the Foxbank Industrial Estate. After working for 5 years with landowners I cannot see we are any further forward and in terms of the damaged pipe, and it is damaged rather than blocked, this pipe that is damaged significantly impacted the 2019 flood. We have got no progress to report on that drain so you are effectively leaving residents to re-flood by not addressing it. Despite all this work with landowners we are no further forward, and I am now asking for a date when this repair will be completed so we can resolve one issue on our list?”

Response from the Chairman

At the request of the Chairman, the Director of Environment and Transport responded that the pipe referred to was privately owned by Stressline. The County Council had been in regular engagement with Stressline. They did begin to make alterations to that pipe and so the County Council has followed its policy and the rules set out in the response, by which the Council engages with the landowner. The Council was not aware of any further actions being taken recently. recently The County Council had tried to make frequent contact with Stressline and given the lack of response were looking at what further steps could be taken. It was highlighted that if flooding did occur internally and could be pinpointed to be as a result of the suggested obstruction then Stressline would be potentially liable for that flooding, and they had been made aware of that. the process hadn't ended and so the Council did not have a date when those works would be completed, but the Council would continue to engage with the landowners and push for that to happen.

4. Question asked by Mr Glen Hoult

“Following the flooding of Stoney Stanton on 1st October 2019 the LLFA conducted an investigation and produced a Section 19 report into the cause of the flooding and proposed a number of recommended actions to be taken in order to prevent further flooding. During their investigations into the 2019 flood the LLFA identified that a pipe running into Foxbank Industrial Estate was blocked, significantly impacting the flooding.

To date, 5 years later, this issue remains unresolved. I would like to know what action has been taken?”

Reply by the Chairman

The LLFA has worked extensively with the owner of Stressline to highlight the issue on their private land that they have riparian responsibilities for. This is in accordance with the Leicestershire Ordinary Watercourse Regulation and Culvert Policy.

5. Question asked by Mr Neil Brown (SSFAG)

“On behalf of the Stoney Stanton Flood Action Group (SSFAG) we would like to submit a question to the scrutiny committee please as follows:

After the flooding in Stoney Stanton on the 1st October 2019 an S19 report was produced where it was stated that the local community, flood action group, parish council and the flood warden would be kept updated with actions being taken and consulted on updates to the flood action plan. When will the consultation take place so that new issues identified can be incorporated and the plans be publicly disclosed to us?”

Reply by the Chairman

SSFAG is and will continue to be kept up to date with flood mitigation scheme project progress as it occurs. The project is at the outline business case stage with the Environment Agency, who is required to scrutinise bid submissions for National Flood Funding which funds this project, and relevant updates on progress with this stage will be conveyed to the Parish Council and SSFAG once concluded. The community can raise new issues with the Council at any time, either via the Customer Service Centre, the Parish Council or SSFAG.

6. Question asked by Mr Shane Reynolds

“Following the flooding of Stoney Stanton on 1st October 2019 the LLFA conducted an investigation and produced a Section 19 report into the cause of the flooding and proposed a number of recommended actions to be taken in order to prevent further flooding.

In both January and September of 2024, heavy rainfall and inadequate drain maintenance culminated in unnecessary and avoidable flooding of the highway and subsequently of driveways and gardens. Properties narrowly avoided flooding thanks to the diligent and resourceful response of residents.

On Sunday 22nd September 2024, prior to Station Road, Stoney Stanton’s most recent near miss flood incident, an additional source of water was noticed entering the manhole at the top of Stressline’s drive on Foxbank Industrial Estate.

This was previously noted in a report produced by Cllr Chris Stubbs in relation to the 2019 flooding. This is of grave concern to the residents of Mountsorrel Cottages and all those in the village affected by the 1st October 2019 flood.

What action will LCC take to ensure that this water is re-routed away from Watercourse B (identified in the Section 19 report from 2021) to prevent it generating further load on an already damaged and overwhelmed drainage system?"

Reply by the Chairman

This forms part of the wider flood mitigation scheme that the Council has been liaising with the Parish Council and SSFAG about. Updates will continue be communicated to all relevant interested parties at an appropriate stage. The Council is developing a flood mitigation scheme, based on the findings of the formal flood investigation that is published on the Council website. Such projects are complex, require significant investigation, design and funding to achieve but are not a statutory function of the LLFA and are done only when resources permit.

7. Question asked by Mr Neil Brown

"I would like to personally submit a question to the scrutiny committee on the 7th November please.

On 1st October 2019, 5 years ago, more than 30 residential properties in Stoney Stanton suffered a significant flood event.

Part of the investigations, afterwards included a CCTV survey of the main drains in the village was conducted and a report produced on the 19th April 2021. This report highlighted many issues and defects. To what extent have these defects been addressed, and can proof be provided?"

Reply by the Chairman

A detailed survey was conducted which identified assets belonging to several different agencies and landowners and those findings have been taken into account as part of the ongoing flood mitigation design. Any defects found at the time of the survey were reported to the relevant responsible agency/landowner.

8. Question asked by Mr John Stone

"I am approaching the Committee regarding the flood risk to the Godfrey Close development adjacent to Station Road, Stoney Stanton.

On 1st October 2019, three properties flooded – one internally. On 29th December 2023 and 2nd January 2024, the floodplain to the rear of the development was in flood. The website www.gov.uk/check-long-term-flood-risk acknowledges the estate is in a high flood-risk area.

Planning permission is a matter for the Blaby District Council, which relies on the Leicestershire County Council's advice on flood-related issues. The Leicestershire County Council (LCC) is gaining approval for a flood alleviation scheme, which will help reduce the flood risk to the area, including Godfrey Close.

However, the taxpayer and not the developer will bear the costs of such a scheme and the flawed planning process.

Has the LCC investigated or inquired of the developer and their consultants why they did not recognise the flood risk to Godfrey Close and the properties downstream at the time of the development?"

Reply by the Chairman

Planning applications are considered by the relevant Local Planning Authority using the best available evidence at the time. There is no legal requirement for the developer to take further action based on new information that was not available to them at the time of the application.

Supplementary Question

"Thank you for the response to my question that I received this morning. Firstly, a point of clarification, in your response you state that there is no legal requirement. If I may, this is not what I asked. My question is concise, has the County Council enquired as to how we have finished at this position with respect to the flood risk to Godfrey Close and the downstream flood risk. That is my question, I am not challenging that there is a legal requirement, but I am requesting an answer to my question please?"

Response from the Chairman

At the request of the Chairman, the Director of Environment and Transport responded that, essentially the decision to grant that application sat with the local planning authority and what information was available and whether this was taken into account was unknown, but it was not possible to go back and relook at that decision. The Council could give some form of assurance that the County Council were taking on board what had been said and that the technical expert that was leading on the flood alleviation scheme and flood modelling was looking at that. The Council were not in a position to go back in time in regards to the planning application which was a matter for the Local Planning Authority.

Supplementary Question

"Thank you, and yes, I am aware of that, but the answer to my question is straight forward, has the County Council reviewed the planning application for which the answer is either yes we have or we have not? What I am asking here is, given the problems that we all accept with Godfrey Close, has the County Council enquired as to how we have got to this position?"

Response from the Chairman

At the request of the Chairman, the Director of Environment and Transport responded that, as the Lead Local Flood Authority and being responsible for the section19 report the Council's role was to look at and investigate the causes and potential options to help alleviate the cause for the future and to see what could be done about that. The Council were not in a position to go back over history and the very many factors that will have come into play. What the Council could do was identify what was causing the problem at this point in time and what could be done to alleviate that. Going back and looking at previous planning applications determined a number of years ago, would not be the

Councils role. The Council were engaging and focussing on the issues now and what could be done to address those and who was responsible to take action for that.

9. Question asked by Judy Askwith

“You will be aware of the ongoing flooding risk on Station Road Stoney Stanton. On September 26th 2024, we were at high risk of flooding, after a very heavy downpour of rain. It became obvious that water was pouring into the ditch behind Mountsorrel Cottages from the bottom of Robertson Close on the Smithy Farm estate. This water was adding to the water flooding into the ditch from the holding chamber/headwall, increasing the threat that the cottages and gardens would flood yet again. On inspection by the residents, it appears that the kerbstone design in Robertson Close was inefficient.

Is Leicestershire County Council aware of this highways drainage issue and what are their plans to address the ongoing flood risk it presents”.

Reply by the Chairman

The Council is not aware of any reports of this; however, officers will investigate the report of the kerb design in Robertson Close being inefficient and a direct update will be provided accordingly.

10. Question asked by Chris Askwith

“The Committee is/should be fully aware of the flood water at the rear and front of Mountsorrel Cottages question as follows:

The A19 report states that the water chamber at the rear of Robertson Close is hydraulically inefficient and that the exact impact of this needs to be investigated.

Has this investigation been conducted and if so what recommendations were made and when will they be implemented?”

Reply by the Chairman

This forms part of the wider flood mitigation scheme that the Council has been liaising with the Parish Council and SSFAG about. Updates will be communicated to all relevant interested parties. The Council is developing a flood mitigation scheme, based on the findings of the formal flood investigation that is published on the Council website, such projects are complex, require significant investigation, design and funding to achieve.

11. Question asked by Mrs Peggy Hardy

“Following the flooding of Stoney Stanton on 1st October 2019 the LLFA conducted an investigation and produced a Section 19 report into the cause of the flooding and proposed a number of recommended actions to be taken in order to prevent further flooding.

In both January and September of 2024, heavy rainfall and inadequate drain maintenance culminated in unnecessary and avoidable flooding of the highway and subsequently of driveways and gardens. Properties narrowly avoided flooding thanks to the diligent and resourceful response of residents.

Inaccurate records

Section 19 report states that: Unfortunately, limited accurate records are held in relation to the capacity, connectivity and condition of the multiple drainage networks and interactions between different sub-catchments and drainage networks in Stoney Stanton.

Would it be right to state that these inaccurate and incomplete records invalidate any modelling that was conducted in relation to planning for the Bellway development and the Section 19 report?"

Reply by the Chairman

The formal flood investigation report was conducted before the detailed modelling was carried out which has now provided further clarity on the drainage systems in Stoney Stanton. The planning application for the Bellway development took place many years before the detailed modelling was carried out.

Supplementary Question asked by Ann Jackson on behalf of Mrs Peggy Hardy

"In the Section19 report it says that there were inaccurate records held at the time in relation to the capacity, connectivity and conditions of multiple drains. Do the inaccurate records invalidate the modelling that was created? In relation to the Bellway Development, if you are working with wrong information, does this invalidate it?"

Response from the Chairman

At the request of the Chairman, the Director of Environment and Transport responded that, as suggested, detailed accurate information is required to get a valid picture to mimic and plan ahead. When the County Council carried out the formal investigation, extensive engagement was carried out with the flood action group and the Parish Council at the time and a snapshot in time was taken which suggested a very complicated drainage system was in place, following which the County Council requested funding from the Environment Agency to carry out a detailed drainage investigation. This was then done after the investigation.

A technical expert mapped out all the inaccuracies and all the concerns which were then all resurveyed at the request of the technical expert following which he had subsequently factored into the flood model that had designed the scheme which now factored in the new detailed drainage work investigations. It was suggested that the findings in the section 19 report were almost superseded by the new studies and was a snapshot in time.

This further report had been shared with the Parish Council, but the Director undertook to share this again.

12. Question asked by Samantha Abbott

"Following the flooding of Stoney Stanton on 1st October 2019 the LLFA conducted an investigation and produced a Section 19 report into the cause of the flooding and proposed a number of recommended actions to be taken in order to prevent further flooding.

In both January and September of 2024, heavy rainfall and inadequate drain maintenance culminated in unnecessary and avoidable flooding of the highway and

subsequently of driveways and gardens. Properties narrowly avoided flooding thanks to the diligent and resourceful response of residents.

BOUNDARY FARM

On 2nd January 2024, residents of Station Road, Stoney Stanton, came painfully close to seeing their houses inundated by rising water levels following a period of sustained heavy rainfall. In many ways, these events replicated those of 1st October 2019, when residents were less prepared and much less fortunate.

Similar conditions were experienced on both 22nd and 26th September 2024. However, what was different in September 2024 was the amount of silt present in the water arriving at Station Road from Boundary Farm. On inspection, a 600m pipe at Boundary Farm was discovered to be 50% full of silt. This silt is clearly causing an issue at Boundary Farm but, if dislodged, it will present a potentially catastrophic problem; blocking pipes further down the system, including the pipe at Stressline, which has already been identified, by LCC, as defective and a significant factor in the 2019 flooding.

In addition to the risk of blockage, the volume of water coming from Boundary Farm is a very real issue. At present, this water is, to some extent, being held by the silt blockage. However, when free-flowing, this water overwhelms the system and results in flooding. Mr Jamie Forman (Operational Real Estate Manager, LCC) is aware of the aforementioned issues and agreed to conduct an investigation, the outcome of which is yet unknown.

What do LCC intend to do in the longer term in relation to this matter and proposed future development plans that may not take into account this volume of water?"

Reply by the Chairman

Future development plans will be considered at the time they are made using the best available information at the time and incorporating flood modelling thereby ensuring any mitigation measures required as part of any planning consents meet current statutory requirements as a minimum, The County Council, as a landowner and co-promoter of proposed development west of Stoney Stanton has, through extensive public engagement, gained an understanding of the current flooding problem and is committed to bringing forward a flood mitigation scheme that, in addition to meeting statutory requirements, provides greater protection to the properties in the Station Road area of the village.

13. Question asked by Mrs Elizabeth Perry

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In both January and September of 2024, heavy rainfall and inadequate drain maintenance culminated in unnecessary and avoidable flooding of the highway and subsequently of driveways and gardens. Properties narrowly avoided flooding thanks to the diligent and resourceful response of residents.

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In addition to the risk of blockage, the volume of water coming from Boundary Farm is a very real issue. At present, this water is, to some extent, being held by the silt blockage. However, when free-flowing, this water overwhelms the system and results in flooding. Mr Jamie Forman (Operational Real Estate Manager, LCC) is aware of the aforementioned issues and agreed to conduct an investigation, the outcome of which is yet unknown.”

Reply by the Chairman

Please refer to the response to question 12 above.

Supplementary Question

“I would like to clarify that my original question submitted doesn't mention the development west of Stoney Stanton, my question was regarding not only the volume of water coming from Boundary Farm but silt as well, so as riparian owners LCC have a duty not to allow us to flood or to block our existing drains with silt. So, I want to ask what action LCC are going to take about this?”

Response from the Chairman

At the request of the Chairman, the Director of Corporate Resources responded that the culverts in the County Council's land at Boundary Farm, there was only one which was within its ownership - the one under the gateway from the access from Fisher Close. It was accepted that at the present time this did have a small amount of silt in it which was washed down from the land there and on occasions contained debris which had been deposited over the hedge by the ditch by other householders within the estate. It was not just silt therefore but sometimes included garden waste. The ditch beyond the gateway had been regularly cleaned by the County Council's tenant over the years and this was connected to a drainage headwall which then led into the culvert. This was connected to the various houses and out into the back of a ditch or another drain at the back of Mountsorrel Cottages. Once the water gets to the head wall which is on the Council's boundary line it becomes the next riparian owners' responsibility.

Silt did wash down from farmland and the other ditches on the farm were regularly maintained but did not actually connect into the culvert at that point and were diverted into the neighbouring owners land and then onwards towards Station Road. In terms of action, the County Council would continue monitor the ongoing situation and at appropriate times request or instruct the tenant that they should be taking further action to clear the ditch.

14. Question asked by Brett Jackson

“What immediate action will LCC take to protect residents and their properties from the threat presented by the current situation at Boundary Farm?”

Re- flooding Station Rd Stoney Stanton exacerbated by building Bellway housing estate on floodplain opposite Mountsorrel Cottages

What action will be taken against developers who profited from local housing modelling/permissions, to prevent taxpayers and residents having to foot the bill for remedial work to rectify the impact of the development”.

Reply by the Chairman

The Council has no remit to take any action against a developer who correctly acquired planning permission from the Local Planning Authority.

Supplementary Question

“I am not sure that my supplementary hasn't already been answered. The question I asked was poorly written and I've asked about action taken against developers when I should have asked about action taken with developers because following planning permission being granted, and all the conditions of the planning permission we assume being adhered to, there were a number of problems that resulted from the conditions, like the lagoons next to the estate don't actually fill up, the rest of the lagoons do but that lagoon doesn't work. There were curb stones that were raised which stops water going into that flood plane and also a historic culvert pipe that ran down our shared access that ran into that and that was capped. So, I can't believe that any of those things were part a comprehensive planning permission scheme. So, I was asking actually, and I ask again, what would the Council or whatever body is responsible do with the developer to actually alleviate the problems they have created. We haven't really addressed problems that have exacerbated flooding and increasing the chances of flooding are taken out in the original planning process and that has not happened. So, I am asking who is responsible, if it is not Bellway then who is?”

Response from the Chairman

At the request of the Chairman, the Director of Environment and Transport responded that, this had been raised with the technical expert who was carrying out the re modelling study and he had suggested that this was being taken into account. Additionally, the ponds issue referenced, were also being considered as to how they can be best utilised and enhanced as part of the flood scheme. It was noted that in respect of the decision of the local planning authority, as suggested previously, no action can be taken against local planning authorities decision but the County Council had taken on board what had happened and were working with partners to improve the situation going forward.

15. Question asked by Mrs Claire Shenton

“Following the flooding of Stoney Stanton on 1st October 2019 the LLFA conducted an investigation and produced a Section 19 report into the cause of the flooding and proposed a number of recommended actions to be taken in order to prevent further flooding.

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Similar conditions were experienced on both 22nd and 26th September 2024. However, what was different in September 2024 was the amount of silt present in the water arriving at Station Road from Boundary Farm. On inspection, a 600m pipe at Boundary Farm was discovered to be 50% full of silt. This silt is clearly causing an issue at Boundary Farm but, if dislodged, it will present a potentially catastrophic problem; blocking pipes further down the system, including the pipe at Stressline, which has already been identified, by LCC, as defective and a significant factor in the 2019 flooding.

In addition to the risk of blockage, the volume of water coming from Boundary Farm is a very real issue. At present, this water is, to some extent, being held by the silt blockage. However, when free-flowing, this water overwhelms the system and results in flooding. Mr Jamie Forman (Operational Real Estate Manager, LCC) is aware of the aforementioned issues and agreed to conduct an investigation, the outcome of which is yet unknown.

Mr Forman has not responded to numerous requests for an update, are the investigations complete and when can we expect a response and action plan?"

Reply by the Chairman

Investigations by the Council's Property Services on the Council's tenanted property, Boundary Farm, and the effects of water flows and ditch management have not identified any specific solutions which would impact on flood events at Station Road which have not already been identified by the LLFA.

The natural topography of the farmland means that any rainfall immediately to the west of Stoney Stanton will generally flow in to a ditch belonging to the Council's property and thereby in to a collection of culverts and open ditches (identified in the Section 19 report) towards Station Road. As noted in the questions, there is some silt build-up in a short length of culvert within the Council's property, and further silt or debris in other culverts and open ditches outside of the Council's ownership. Whilst the culvert within the Council's property can be cleared of silt build-up at the appropriate time it is not considered that the ditch within the Council's ownership particularly contributes to the silt and debris further downstream. The Council's farmland is currently used for growing of grass, and consequently the surface is not regularly disturbed, reducing the expected volumes of soil washing off the land.

No new survey investigations have been undertaken, however the LLFA has previously undertaken extensive survey work in the area and has developed a flood alleviation project for the area involving the provision of attenuation and other measures on land

forming part of Boundary Farm. The requisite land has been set aside for this purpose It is not intended that the Council's Property Services (or tenant) undertakes any other works other than routine maintenance prior to the outcome of the bid for National Flood Funding.

16. Question asked by Diane Pantling

"In April 2021 LCC reported on a number of items relating to flooding at Stoney Stanton. One point related to, works that have been conducted with regards to new drains located in the village. Were sufficient numbers of new drains created to assist in addressing the flooding problems that are repeatedly encountered in the village".

Reply by the Chairman

The Highway Authority is responsible for draining water falling directly onto the public highway, not for conveying third-party water entering the highway from adjacent land. The number of gullies installed are in excess of the recommendations set out in the Council's Leicestershire Highway Design Guide for the highway catchment area.

17. Question asked by Susan Dobby

"Following the flooding of Stoney Stanton on 1st October 2019 the LLFA conducted an investigation and produced a Section 19 report into the cause of the flooding. The report proposed a number of recommended actions to prevent a reoccurrence.

In both January and September 2024, heavy rainfall and inadequate drain maintenance culminated in unnecessary and avoidable flooding of the highway and subsequently of driveways and gardens. Properties narrowly avoided flooding thanks to the diligent and resourceful response of residents of Mountsorrel Cottages.

On page 20 of the Section 19 report it is noted that watercourse B has been restricted by encroachment of private gardens onto the watercourse.

What actions have been taken against the riparian owners for the encroachment of gardens onto the watercourse?"

Reply by the Chairman

The LLFA has engaged directly with the relevant landowners and informed of their riparian responsibilities. This is in accordance with the Leicestershire Ordinary Watercourse Regulation and Culvert Policy.

27. Questions asked by members under Standing Order 7(3) and 7(5).

The Chief Executive reported that one questions had been received under Standing Order 7(3) and 7(5).

Question asked by Mr Max Hunt CC

"In the publicity promoting the Bus Service Improvement Plan (BSIP), the Lead Member is quoted saying that "*It's the more rural communities which are set to benefit most from our plans*". According to government figures which are the five most rural County

Divisions and their corresponding access to a private car, and the five Divisions with the least access to the private car and their corresponding rurality”?

Reply by the Chairman

Five most rural County Divisions and their corresponding access to a private car:

Census	Name	Population Density (number of usual residents per square kilometre)	No car or van in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household
E05005510	Wyndham	19.5	38	246	289	124
E05005497	Croxtan Kerrial	24	38	244	308	181
E05011964	Billesdon & Tilton	28.8	52	390	439	238
E05011980	Nevill	30	46	355	459	304
E05005499	Gaddesby	37.7	42	235	292	168

Population density data sourced from ONS-TS006-2021 dataset.

Five Divisions with the least access to the private car and their corresponding rurality:

Census	Name	Population Density (number of usual residents per square kilometre)	No car or van in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household
E05005435	Loughborough Hastings	1880.4	1113	1338	533	109
E05005436	Loughborough Lemyngton	1505.6	966	1365	492	146
E05005536	South Wigston	2566.3	864	1617	814	277
E05005487	Hinckley Castle	4230.3	775	1439	820	211
E05005452	Thurmaston	2104	723	1801	1104	398

Car availability data sourced from ONS-TS045-2021 dataset.

To put this into context, the County Council through its BSIP and passenger transport network review is aiming to improve and enhance public transport choice for its rural communities where in most cases there is very limited or no provision for them. In contrast, many of Leicestershire’s market towns have access to more frequent and in most cases, commercial bus services and consequently tend to have more destination choice and travel opportunities. Nonetheless, the Council is working hard through Enhanced Partnership with bus operators to support commercial provision to help ensure it is secure and stable for the benefit of Leicestershire communities.

Supplementary Question

“Since the figures show a stark difference between the most rural areas (95% with access to a private car) and those urban areas (36% with no car), it would be more efficient to put our limited resources into driving up patronage in urban areas without access to a car, by working towards lower fares, evening and weekend services, more reliable timetables, a comfortable ride and the protection of a weatherproof bus shelter - and in doing so address our most deprived areas?”

Response by the Chairman

At the request of the Chairman, the Director of Environment and Transport responded that, Leicestershire’s rural areas had a far more limited bus service than its urban areas and market towns. In most cases the more frequent services were provided by commercial operators and residents in urban areas had better opportunities to access services such as health, education, employment where it was more realistic to access these by walking and cycling.

Whilst that was currently the reality of the bus network in the County, the County Council had brought its Bus Service Improvement Plan to the Committee and in implementing the plan, had developed an Enhanced Bus Partnership. This focussed on exploring the opportunities of the type that Mr Hunt had referred to and to implement more of those in the urban areas. The Partnership also looked at how to stabilise commercial services in urban areas to make sure those continued as long as possible, as if they didn’t there would be more of a gap and a funding burden. The Council was therefore very much looking through that Enhanced Bus Partnership to increase the attractiveness of those services for those residents and particularly for the deprived and urban areas. The Director reassured members that the Bus Service Improvement Plan was aimed at addressing this very issue and that the Council was working through our Enhanced Bus Partnership to achieve this.

28. Urgent Items.

There were no urgent items for consideration.

29. Declarations of interest.

The Chairman invited members who wished to do so to declare any interest in respect of items on the agenda for the meeting.

Mrs Hack CC declared that she was a Member of Parliament for North-West Leicestershire but was at the Committee in her role as a County Councillor and a Committee Member.

30. Declarations of the Party Whip in accordance with Overview and Scrutiny Procedure Rule 16.

There were no declarations of the party whip.

31. Presentation of Petitions under Standing Order 35.

The Chief Executive reported that no petitions had been received under Standing Order 35.

32. Variation of the Order of Business.

The Chair proposed to vary the order of business as set out in the agenda and moved to take item 10, Local Flood Risk Management Strategy, as the first substantive item.

AGREED:

That the Local Flood Risk Management Strategy item be taken as the first substantive item on the agenda.

33. Local Flood Risk Management Strategy (LFRMS).

The Committee considered a presentation by the Director of Environment and Transport, which provided an update on work being undertaken to deliver the Flood Risk Management Strategy with particular focus on flood preparedness, response and recovery in the light of recent flooding across the County. A copy of the presentation marked 'agenda item 10' is filed with these minutes.

Arising from the discussion the following points were made:

- i) Members recognised that conducting flood exercises and building flood resilience would be critical for the future. It was suggested that focus should be given to community engagement to ensure residents themselves were better prepared for future flooding events and in particular took steps to protect their own property.
- ii) It was noted that the County Council managed the risk of highway flooding and, as Lead Local Flood Authority, worked with district councils and other partners to manage flood risk generally across the County. However, its role was limited as it did not have powers to enforce works to be undertaken, even when an issue and responsibility for that issue had been identified, nor was it allocated resources to carry out works in default.
- iii) A leaflet containing the contact details of relevant organisations with responsibility for flooding matters had been circulated at recent engagement activities in areas known to be at risk of flooding. A Member questioned the accuracy of the leaflet regarding riparian responsibility for ditches, which was shown to be along the centre line of the ditch. The Director undertook to clarify the position and to amend the guidance being provided if necessary.
- iv) Members commended parish and town councils and Flood Wardens for the work they did supporting communities both during a flood event but also to promote the need to be better prepared for the future.
- v) A Member commented that some communities found it frustrating that flooding in their area might not qualify for a full section 19 investigation. Members were reassured that in such cases the Flood Risk Management Team would always informally investigate such events and would seek to address issues in much the same way as was undertaken under the section 19 process meaning the practical outcome of work undertaken by the Team would be very similar.
- vi) Members shared their concerns regarding the impact increased housing and industrial developments would have on flooding across Leicestershire. It was noted that under the current planning system, developers had to demonstrate that

a proposed development would not create any additional surface water run off than an existing green field site and when designing a scheme would be expected to conduct ground testing to check current surface water run-off levels. The Director highlighted that the County Council was only a statutory consultee to the planning process and whilst it could suggest mitigating actions, this was ultimately a matter for the local planning authority to determine.

vii) Members expressed frustration with regard to the current process of grant funding payable from DEFRA, and officers were pressuring DEFRA (alongside other authorities) for a rule change which would enable grants to be paid to the Council in advance to better support grant applicants.

viii) A Member of the Committee noted that the supporting documents of the Local Flood Risk Management Strategy appeared out of date requested information on the challenges with the Environment Agency to address this. Officers suggested that a discussion outside of the meeting would help clarify the documents being referred to.

The Cabinet Lead Member for Highways and Transport thanked the Risk Management Team for its dedication and professionalism.

RESOLVED:

- (a) That the presentation on the Local Flood Risk Management Strategy be noted;
- (b) That the Director of Environment and Transport be requested to confirm the position regarding riparian responsibility for ditches and to amend the guidance being provided to residents if necessary.

34. Network Management - Highway Activity Review.

The Committee considered a report of the Director of Environment and Transport, which provided an update on activity taking place on the highway that fell within the duties of the County council as the Local Highway Authority. The Committee also received a presentation as part of this item. A copy of the report marked 'agenda item 11' and the presentation slides is filed with these minutes.

Arising from the discussion the following points were made:

- i) Members raised concerns regarding temporary traffic lights and the length of time roads remained closed. A member suggested this was particularly frustrating when no works appeared to be being carried out. It was noted that this was a national issue that had been exacerbated by changes in how the sector now operated. Previously multi skilled gangs had been used who were able to carry out works on multiple assets. However, utility companies now used segregated contractors so when issues arose with more than one asset running under a section of the highway, which might not become apparent until works started on site, different contractors had to be brought in at short notice which caused delay. The Council, along with many other authorities had made representations to the utilities sector on the impact this was having and the need for change.

- ii) Members noted with concern the 36% growth in permit applications and the increased resources needed to respond to these in a co-ordinated way. Whilst some of this growth linked to the rising number of developments and the need to connect these to existing infrastructure, secondary faults arising from aging infrastructure were also common requiring more repairs or replacement. Members noted that, for example, Severn Trent Water had increased its growth programme five-fold.
- iii) Following the introduction of improved internal processes, planned works in the highway were better controlled and co-ordinated. However, there would always be the need for emergency works that would have to begin at short notice. Utility companies had a statutory responsibility to maintain their assets and they did not therefore have to inform the Authority prior to starting emergency works on the network and closing roads.
- iv) It was confirmed that concurring work were usually delayed due to logistical difficulties and that, although the duration of works was challenged by the Authority, this had to be balanced against the need to ensure those undertaking works and other road users were kept safe.
- v) Members praised the national one.network website which was updated regularly and provided information on all road issues such as closures or delays on the network. A Member commented, however that there was not always an end date for scheduled works detailed on the one.network website officers were requested to look into the reasons for this. In response to a suggestion for additional signage on site, it was noted that this was not considered as an option as this would cause additional work for a small Inspectors Team across Leicestershire.
- vi) In response to questions raised, the Director confirmed that all statutory undertakers were responsible for reinstating the highway following works being carried out. The Council's Inspection Team reviewed such works immediately upon completion. If not carried out adequately, the Council had the power to issue a financial penalty notice and to seek further reinstatement. The Council did not however, have the resources to carry out works in default. It also did not receive any additional funding to redress the negative impact patchwork repairs had on the overall lifespan of the road.

RESOLVED:

- (a) That the report and presentation now provided be noted and welcomed;
- (b) That the Director of Environment and Transport be requested to investigate why it appeared there was not always an end date for scheduled works detailed on the one.network website and to report back to the Members after the meeting.

35. Members Highway Fund Update.

The Committee considered a report of the Director of Environment and Transport which provided an update on the Members Highway Fund (MHF), which set out the final position statement on the MHF, and confirmed the closure of the MHF, other than to

deliver the final committed schemes. A copy of the report marked 'agenda item 12' is filed with these minutes.

Arising from the discussion the following points were raised:

- i) Members confirmed that the MHF had been a valued initiative and projects delivered had been welcomed within communities.
- ii) It was recognised that most schemes delivered were speed intervention or safety related, and learning would be taken from this going forward when developing highway safety strategies and policy.
- iii) Any scheme that was rejected was usually as a result of the limited resources available or did not meet set criteria.

RESOLVED:

That the report be noted.

36. Date of next meeting.

RESOLVED:

It was noted that the next meeting of the Committee would be held on 16 January 2025 at 2.00pm.

2.00pm – 4.13pm
07 November 2024

CHAIRMAN

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**HIGHWAYS AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE - 16 JANUARY 2025**

MEDIUM TERM FINANCIAL STRATEGY 2025/26 – 2028/29

**JOINT REPORT OF THE DIRECTOR OF ENVIRONMENT AND
TRANSPORT AND THE DIRECTOR OF CORPORATE RESOURCES**

Purpose of the Report

1. The purpose of this report is to:
 - a) Provide information on the proposed 2025/26 to 2028/29 Medium Term Financial Strategy (MTFS) as it relates to the Highways and Transport Services of the Environment and Transport Department; and,
 - b) Ask the Committee to consider any relevant issues as part of the consultation process and make any recommendations to the Scrutiny Commission and the Cabinet accordingly.

Policy Framework and Previous Decisions

2. The County Council agreed the current MTFS in February 2024. This has been the subject of a comprehensive review and revision in light of the current economic circumstances. The draft MTFS for 2025/26 – 2028/29 was considered by the Cabinet on 17 December 2024.

Background

3. The draft MTFS was set out in the report to the Cabinet on 17 December 2024, a copy of which has been circulated to all members of the County Council. This report highlights the implications for the Highways and Transport Services within the Council's Environment and Transport Department.
4. Reports such as this are being presented to the relevant Overview and Scrutiny Committees. The views of this Committee will be reported to the Scrutiny Commission on 27 January 2025. The Cabinet will consider the results of the scrutiny process on 7 February 2025 before recommending the MTFS, including a budget and the Capital Programme for 2025/26, to the County Council on 19 February 2025.

Proposed Revenue Budget

5. Table 1 below summarises the proposed 2025/26 revenue budget and provisional budgets for the next three years thereafter for the Council's Highways and Transport Services. The proposed 2025/26 revenue budget is shown in detail in Appendix A.

Table 1 – Revenue Budget 2025/26 to 2028/29

	2025/26 £000	2026/27 £000	2027/28 £000	2028/29 £000
Original prior year budget	70,025	76,379	77,980	80,567
Budget transfers and adjustments	1,624	1,631	-18	-20
Add proposed growth (Appendix B – Growth and Savings 2025/26 – 2028/29)	5,970	2,225	2,625	3,065
Less proposed savings (Appendix B)	-1,240	-2,255	-20	0
Proposed/Provisional budget	76,379	77,980	80,567	83,612

6. Detailed service budgets have been compiled on the basis of no pay or price inflation. A central contingency will be held which will be allocated to services as necessary.
7. The total proposed expenditure budget for the Highways and Transport Services in 2025/26 is £134.35m with contributions from grants, service user income, recharges to the Capital Programme and various other income totalling £57.97m. The proposed net budget for 2025/26 of £76.38m is distributed as shown in Table 2 below.

Table 2 - Net Budget 2025/26

	£000
Development & Growth	
Development & Growth	1,507
H&T Commissioning	4,695
H&T Network Management	9,768
Highways & Transport Operations	
Highways Operations Services	15,843
Assisted Transport Service	42,366
H&T Technical Support Services	2,200
Total	76,379

Budget Transfers and Adjustments

8. A number of budget transfers (totalling a net increase of £1.87m) were made during the 2024/25 financial year. These transfers include:

- a) £1.86m for running cost/contract inflation for highways maintenance, street lighting and transport budgets from the central inflation contingency.
 - b) £1.14m transfer for de-inflation on street lighting energy rates to central inflation contingency.
 - c) £0.04m transfer for Blue Badge savings to the Corporate Resources Department.
 - d) £1.19m transfer to replace the Extended Rights for Home-to-School Travel grant for mainstream school transport following the recent announcement that from 2025/26 this will no longer be a specific grant and as such will form part of the Revenue Support Grant.
9. Budget transfers to cover the additional costs associated with the 2024/25 pay award, increase in the employers' National Insurance (NI) contribution rate (from 13.8% to 15%), and NI threshold reduction (from £9,100 to £5,000), are still to be finalised but will be reflected in the final MTFS to be reported to the Cabinet.
10. Adjustments were made across the Environment and Transport Department to manage the budget within the overall funding envelope. This has resulted in an overall decrease of £0.24m for the Highways and Transport Services.
11. Growth and savings have been categorised in the appendices under the following classification:
- * item unchanged from previous MTFS;
 - ** item included in the previous MTFS, but amendments have been made;
 - No stars - new item.
12. This star rating is included in the descriptions set out for growth and savings below.
13. Savings have also been classified as 'Eff' or 'SR' dependent on whether the saving is seen as efficiency, service reduction, or a mixture of both. 'Inc' denotes those savings that are funding related and/or generate more income.

Growth

14. The overall growth picture for the Highways and Transport Services is presented in Table 3 below.
15. For 2025/26 growth represents an increase of £5.97m (or 8.3%) compared to the original prior year budget. Special Educational Needs (SEN) transport and Highways Maintenance are the main drivers of growth, rising to £13.89m by 2028/29. More detail is provided in the following section.

Table 3 - Overall Growth 2025/26-2028/29

References		2025/26	2026/27	2027/28	2028/29	
		£000	£000	£000	£000	
	GROWTH					
	Demand & cost increases					
**	G14	Special Educational Needs transport - increased client numbers/costs	3,125	4,980	7,125	9,565
**	G15	Highways Maintenance	1,170	1,595	1,825	2,200
	G16	Statutory change in Mainstream Home to School transport policy	120	120	120	120
	G17	Mainstream School Transport	660	830	1,010	1,190
	G18	School Crossing Patrol - loss of income from Leicester, Leicestershire & Rutland Road Safety Partnership (LLRRSP)	190	190	190	190
	G19	Fleet Services vehicle maintenance costs	290	190	260	330
	G20	Street Lighting maintenance costs	340	215	215	215
**	G26	HGV Driver Market Premia (H&T element only)	75	75	75	75
		TOTAL	5,970	8,195	10,820	13,885
References used in the tables						
* items unchanged from previous Medium Term Financial Strategy						
** items included in the previous Medium Term Financial Strategy which have been amended						
no stars = new item						

Demand and Cost Increases

G14() SEN Transport – Increased client numbers/costs: £3.13m in 2025/26 rising to £9.57m by 2028/29**

The cost of SEN transport continues to increase significantly and in line with national trends. The increase in the number of pupils needing transport in 2024/25 has risen beyond expectations at 9.57% and is forecasted to increase annually: 7.3% in 2025/26, 5.9% in 2026/27, 6.3% in 2027/28 and 6.6% in 2028/29. This aligns with the expected growth of pupils with Educational Health Care Plans (EHCP) as forecasted by the Council's Children and Family Services Department. In addition, the daily cost of transport is rising at a rate of 2% annually due to the need to provide transport for those with more complex needs as identified by risk assessments. Growth figures are based on projected increases in service user numbers and complexity of needs only.

The £0.9m forecast budget overspend in 2024/25 is due to a shortfall in funding for historical growth including a 9.57% increase in user demand in-year compared to the initial budget forecast of 8.64%, with a potential to continue to grow by the end of the financial year.

G15() Highways Maintenance: £1.17m in 2025/26 rising to £2.20m by 2028/29**

Removal of time limit on growth (which was subject to announcement of Network North funding) to deliver minimum and high priority environmental maintenance works, safety inspections and asset cleaning to keep the network safe. Additional growth is also required to address costs arising from demand-led reactive maintenance to repair highway defects and replace life expired assets (e.g., non-illuminated signs, bollards, kerbs, blocks, slabs etc.) in the

highway along with emptying gullies, cutting grass and edging back footways and clearing Council vegetation to enable safe use of the highway and to ensure visibility of mandatory road signs.

This amount of growth, while identified as necessary, is unlikely to meet the full demand for reactive repairs required over the coming year. This is due to the increasing deterioration we are seeing across the network arising from our inability to carry out sufficient preventative treatments over several years due to funding constraints. This deterioration inevitably means more reactive defects arising. In addition to this, the changing climate, for instance the increasing incidents of flooding we are experiencing, gives rise to both more carriageway defects and the need for more reactive drainage repairs. Overall, the highway network condition is deteriorating across the County and this is unlikely to reverse without significantly more capital investment over many years.

This growth item is still being reviewed alongside the Highways Maintenance capital growth bid (set out below) and is therefore subject to change.

G16 Statutory change in Mainstream Home to School transport policy: £0.12m from 2025/26 onwards

Alignment of the Council's Mainstream Home to School transport policy with the Department for Education latest statutory guidance has resulted in 86 extra students becoming eligible for transport in 2024/25 academic year.

G17 Mainstream School transport: £0.66m in 2025/26 rising to £1.19m by 2028/29

Over the last three years the number of pupils requiring Mainstream Home to School transport has risen by 6.7%, with forward projections suggesting an increase of 2.4% per annum. Over the same period the proportion of pupils receiving taxi transport has grown by 2.4% to accommodate both the increase and disparity of routes arising from pupils not attending their nearest school due to limited school placements.

G18 School Crossing Patrol – loss of income from Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP): £0.19m from 2025/26 onwards

Historically, the LLRRSP contributed £190,000 towards the cost of School Crossing Patrols. This funding was withdrawn in 2018/19, with the funding gap financed initially through the Council's Public Health grant substitutions and in the latter years departmental underspend, which is no-longer sustainable.

G19 Fleet Services vehicle maintenance costs: £0.29m in 2025/26 reducing to £0.19m in 2026/27 before rising to £0.26m in 2027/28 and £0.33m in 2028/29

The Fleet Service is responsible for the maintenance and service of all 371 Council owned vehicles, ranging from hook loaders, lorries and tankers to vans, cars, and minibuses. Vehicles are procured on behalf of all departments, and maintenance costs recharged accordingly. This growth is therefore submitted on behalf of other departments.

Since September 2020, costs have risen by 113% or £625,000 as the Council's owned asset fleet has grown by 22% or 66 vehicles in response to service demands. Simultaneously, the age profile of vehicles has increased by 2.71 years from 5.4 to 8.1 years due to procurement delays resulting from the war in Ukraine and the Council's own funding availability.

Maintenance cost per vehicle per year now amounts to £3,171 (an increase of 61% or £1,201 per vehicle compared to 2020/21 figures). Naturally, the older the vehicle, the more maintenance costs are incurred as more expensive parts are required. Consideration has been given to how maintenance costs change as vehicles are re-procured in line with the vehicle replacement plan, with the growth requested representing the net effect. Vehicle numbers are assumed to remain static.

G20 Street Lighting maintenance costs: £0.34m in 2025/26 reducing to £0.22m from 2026/27 onwards

Planned structural testing of approximately 9,800 street lighting columns is scheduled to be undertaken during 2025/26 (in accordance with certification expiry dates), which represents an increase of 3,125 tests and a one-off additional cost of £125,000 compared to 2024/25. In addition, street lighting reactive maintenance jobs have increased by 257% since 2022/23 due to aged assets arising from reduced capital investment, with approximately 2,400 jobs now expected per annum.

G26() HGV Driver Market Premium: £0.08m from 2025/26 onwards**

Increased funding to cover costs associated with awarding Market Premia and retention payments to specialist drainage and flood alleviation posts, specialist HGV drivers, seasonal treatment operatives and critical highways roles on a permanent basis.

Savings

16. The overall savings picture for the Highways and Transport Services is presented in Table 4 below.

Table 4 – Overall Savings 2025/26-2028/29

References				2025/26	2026/27	2027/28	2028/29
				£000	£000	£000	£000
SAVINGS							
**	ET1	Eff	Assisted Transport Programme	-550	-1,985	-2,005	-2,005
**	ET2	SR	Review application of subsidised bus policy, post Covid	0	-400	-400	-400
**	ET3	Inc/SR	Review approach to Park and Ride	0	-400	-400	-400
**	ET4	Eff/SR	Street Lighting - review energy reduction options, including reduced operation times	-110	-110	-110	-110
**	ET5	Inc	Network Management incl. temporary traffic regulation orders (TTRO)	-400	-400	-400	-400
**	ET6	Inc	Fees and Charges Uplift	-80	-80	-80	-80
	ET7	Inc	Review of fees & charges across targeted services	-60	-60	-60	-60
	ET8	Eff	Traffic Signals energy savings arising LED implementation	-25	-45	-45	-45
	ET9	Eff	Fleet Service Insurance	-15	-15	-15	-15
			TOTAL	-1,240	-3,495	-3,515	-3,515
References used in the tables							
* items unchanged from previous Medium Term Financial Strategy							
** items included in the previous Medium Term Financial Strategy which have been amended							
no stars = new item							
Eff - Efficiency saving							
SR - Service reduction							
Inc - Income							

17. The Highways and Transport Services are expecting to deliver £1.24m savings in 2025/26, which are projected to rise to £3.50m in 2026/27 and £3.52m in 2027/28 subject to the delivery of a number of reviews and initiatives.

****ET1 (Eff) Assisted Transport Programme: £0.55m in 2025/26 rising to £2.01m by 2027/28**

Estimates are uplifted to reflect latest business case financial modelling. Savings are expected to be delivered through a number of measures, including route optimisation; improved demand management; more efficient procurement; and initiatives to expand the taxi market and optimise in-house fleet services.

****ET2 (SR) Review application of subsidised bus policy, post-Covid-19 pandemic: saving of £0.40m from 2026/27 onwards**

There is a reduction in the level of subsidised bus services. Options under consideration range from restricting subsidised services to those that provide 'lifeline services', with or without a review of community transport provision and Demand Responsive Transport. Conditions attached to previous Bus Service Improvement Plan (BSIP) grant funding mandated base budgets to remain static causing a slip in savings delivery to 2025/26. The recent announcement of further Bus grant funding for 2025/26, prolongs this requirement for another year. In a change to the draft MTFS, savings have now been reprofiled to take effect in 2026/27 when the latest grant conditions are due to end.

****ET3 (SR) Review approach to Park and Ride: saving of £0.40m from 2026/27 onwards**

This is a reduced subsidy through a review of the frequency of direct bus services from Park and Ride sites at Enderby, Birstall and Meynell's Gorse to Leicester City Centre. Options under consideration range from ceasing service provision entirely to reducing the number of Park and Ride sites with price fare initiatives, including removing concessions and introducing bus priority schemes. Conditions attached to the previous BSIP grant funding mandated base budgets to remain static causing a slip in savings delivery to 2025/26, allowing for an extension to the existing contract whilst Leicester City Council complete the longer-term retender. The recent announcement of a further Bus grant funding for 2025/26, prolongs this requirement for another year. In a change to the draft MTFs, savings have now been reprofiled to take effect in 2026/27 when the latest grant conditions are due to end.

****ET4 (Eff/SR) Street Lighting – review energy reduction options, including reduced operation times: saving of £0.11m from 2025/26 onwards**

The service is currently piloting a reduction in lighting levels from 50% intensity to 30% intensity from 20:00 hours (previously 22:00 hours). This has delivered greater financial savings than originally anticipated. Ongoing savings delivery is subject to approval for the pilot to become business as usual.

****ET5 (Inc) Network Management including Temporary Traffic Regulation Order: saving of £0.40m from 2025/26 onwards**

Additional savings arising from income generation following the review of structure and processes within the Network Management Team to ensure consistent application of current Network Management legislation.

****ET6 (Inc) Fees and Charges uplift: saving of £0.08m from 2025/26 onwards**

Income arising from the uplift in fees and charges for discretionary services in accordance with the Corporate Fees and Charges policy.

ET7 (Inc) Review of fees and charges across targeted services: saving of £0.06m from 2025/26 onwards

A deep dive into drop kerb applications fees, which included detailed cost analysis and benchmarking with other local authorities, has resulted in an uplift in charges payable to ensure these are reflective of the full costs incurred by the Council. Further savings potential is expected through ongoing targeted service reviews.

ET8 (Eff) Traffic Signals energy savings arising from LED implementation: saving of £0.03m in 2025/26 rising to £0.05m from 2026/27 onwards

Energy savings arising from the upgrade of signals from Halogen to LED. Retrofit of LED is expected to reduce energy use by 70% on 6% of remaining

halogen sites (32%) that can be retrofitted with LED lamps as part of the Department for Transport (DfT) Traffic Signals Maintenance funding allocation.

ET9 (Eff) Fleet Service insurance: saving of £0.02m from 2025/26 onwards

The insurance team within the Corporate Resources Department has reprocured the insurance contract for the Council. This has results in an anticipated net saving in vehicle insurance.

Savings Under Development

18. There are a number of potential savings under development (SUD) which are not yet currently developed enough to be able to quantify and build into the MTFS.
- a) Commercialisation of the Highways Services: Encompassing several areas of focus that have the potential to generate new/increased income for the Authority including but not limited to Asset Sponsorship and Sign Shop income.
 - b) Fleet Efficiencies and Improvements: Amalgamation of previous smaller SUD involving the management and maintenance of the Council's fleet. This initiative aims to reduce costs by optimising fleet utilisation and maintenance. Real-time service led data will be used to analyse fleet efficiency, identify reasons for vehicle hire, and reduce dependency on the master vendor contract with Enterprise. This initiative seeks to achieve cost savings by lowering hire vehicle spending, rationalising the fleet, and cutting maintenance costs where possible.
 - c) Fees and Charges: Programme of deep dives into branch areas that charge for external work to review charging structures and increase revenue. The Environment and Transport Department provides a number of services where it is possible to charge for the cost of these services. Examples include skip and scaffolding licences; and implementing dropped kerbs, H-Bar markings and Disabled Bays; and cleaning drains and gullies. This project seeks to ensure fees and charges are reflective of actual effort and costs to deliver the service, ensuring they are regularly reviewed and are in line with policy. Deep dives into fees and charges will align with corporate policy, working with service teams to ensure full cost recovery, benchmarking, and consideration of unique service characteristics to recommend appropriate increases. Any uplifted discretionary fees will be added to the annual inflation-adjusted fee list. A prioritisation list of the most financially beneficial fees will be considered in February 2025 identifying a minimum target of six deep dives annually, with aspirations to exceed this subject to resource availability.
 - d) School Crossing Patrol: Alternative funding model to include seeking partial contribution from third parties for providing the service.

- e) Network Management and Lane Rental: Network management services oversees the permitting of road works across the county. Work is currently underway to ensure that the service is fully efficient and once completed, the national lane rental scheme will be considered. Network Management improvements will be via:
- Operational excellence through consistency in processes and practices.
 - Maximising compliance amongst permit holders.
 - Developing an efficient target operating model.
 - Implementing improved financial management and control measures.

19. Considering the ongoing and increasing scale of the challenge faced by the Council to balance the MTFS, existing financial control measures are continuing to be reinforced to ensure a tight focus on eliminating non-essential spend. Inevitably, further savings beyond those identified in this report will be needed, and where possible, included in the final MTFS.

Other Factors Influencing MTFS Delivery

20. Ability to identify savings opportunities across the Highways and Transport Services continues to be significantly challenging. Resources remain stretched in the pursuit of the current MTFS savings delivery alongside front-line service delivery and the perpetual need to identify future savings opportunities. The tight financial environment has brought with it increased bureaucracy in the form of stronger financial controls and enhanced governance arrangements, which in turn has added to work pressures.
21. Caveats to grant funding preventing budget reductions stop significant areas of discretionary spend across the Highways and Transport Services being within scope of consideration for further savings, again making it more difficult for the Department to meet its savings targets. A prime example of this is the Bus grant, which mandates existing budget baselines need to be maintained and not reduced between years. Implementing Government ambitions within local funding envelopes is particularly problematic with a single year funding allocation, escalating demand pressures across the Council contributed by above average population increase, and limited means of generating additional income, especially during a cost-of-living crisis.
22. Without sufficient capital investment into Highways Maintenance, it is impossible to sustain an adequate Countywide network. This results in a greater need for reactive repairs, and even with current levels of funding including allocated growth, it is unlikely to be enough since it has been estimated that it will cost the Council an extra £90m over the next four years to hold to the current rate of deterioration. Leicestershire has traditionally been renowned for having well maintained roads; however, the lack of proactive investment means the road network will continue to deteriorate and at a faster pace than previously has been seen. The promise of an extra £131.9m in the form of Network North funding provided greater confidence around service planning and delivery over an 11-year period. Now, in the absence of this,

reliance will be on multi-year funding settlements, the first of which is expected to be announced in June 2025.

23. Service reductions to existing services is likely to be the only way that significant savings to meet further targets can be met by the Department. With most services being front facing and affecting all County residents, it is often difficult to secure support for reductions across these service areas.
24. At the same time the Government's growth agenda (1.5m new houses over the current Parliament) means more need for the Highways and Transport Services including:
 - a) More maintenance to respond to the increased use and ongoing deterioration of the network.
 - b) More frequent roadworks for utility companies and developers.
 - c) Mounting demand for SEN transport, mainstream school transport and public transport.
 - d) Increasing need for road safety and traffic management measures.
25. The lack of funding for transport investment also means it is becoming increasingly difficult to play a part in the Government's growth agenda, particularly through supporting Local Plan development and delivery. Demonstrating viability in terms of being able to fund the transport infrastructure necessary for new development is proving more challenging and risks either development not coming forward or alternatively being delivered without the infrastructure local communities need.
26. Climate change further compounds the need for greater investment in the Highways and Transport Services. Warmer and wetter winters, hotter and drier summers and more frequent and intense weather extremes all cause damage to assets and worsen the existing network condition. This brings a greater need to invest in measures to deal with increased levels of highway flooding and address drainage systems as well as heat damage. Flooding also places pressures on the Council as Lead Local Flood Authority to carry out investigations into the causes of such flooding.

Other Funding Sources

27. For 2025/26, a number of additional funding sources are expected and allowed for within the budget outlined in Appendix A. These funding sources include external grants and other contributions from external agencies towards the cost of schemes delivered by the Department. The key ones include:
 - a) Sections 38, 184 and 278 agreements – £2.97m income from developers relating to fees for staff time, mostly around design checks for these agreements.
 - b) Capital fee income - £6.61m for staff time charged in delivering the Capital Programme. Should elements of the Capital Programme not be delivered as planned, this could have an impact on the amount of staff time recovered. However, the use of agency and temporary staff resource

does give some scope for varying staff levels in order to minimise the risk of this resulting in overspending in staffing cost centres.

- c) Fees and charges/external works charges to other bodies (works for other authorities, enforcement of road space booking, permit scheme and network management and fleet services) - £6.79m.
- d) Driver education workshop - £2.90m of fee income collected for the Leicester, Leicestershire and Rutland Road Safety Partnership from drivers taking speed awareness and similar courses. This income is returned to the partnership net of the cost of operating the courses.
- e) Joint arrangement income - £0.29m from Leicester City Council primarily to cover the costs of the City Council's share of the Park and Ride scheme that is jointly operated with the County Council.
- f) Civil parking enforcement income - £1.31m which covers penalty charge notices (PCNs) for on-street parking, income from the district councils to cover the cost of processing off-street PCNs on their behalf and parking permit income.
- g) Vehicle workshop internal recharge - £2.03m, to ensure vehicle use is recharged back to the Capital Programme where appropriate.
- h) Other specific grants (including Enhanced Partnership Officer funding, Bikeability grant and Rural Mobility Fund) - £0.77m.
- i) Bus Grant (including BSIP and Bus Service Operators Grant) - £6.93m to deliver bus service improvements.
- j) LLRRSP - £0.17m returns and a drawdown from reserve to fund safety schemes.
- k) Leicester and Leicestershire integrated transport model - £2.55m funding provided for the transport model development work.

Capital Programme

28. The draft Capital Programme is summarised in Table 5 and the detailed programme is set out in Appendix C. The Capital Programme is funded by a combination of the Local Transport Plan (LTP) grant, discretionary funding and other external and internal sources.

Table 5 – Summary Draft Capital Programme 2025/26 to 2028/29

	2025/26 £000	2026/27 £000	2027/28 £000	2028/29 £000	Total £000
Major Schemes	41,691	10,188	2,039	3,350	57,268
Minor/Other Schemes	20,713	11,744	3,807	4,980	41,244
Transport Asset Management	25,002	25,013	23,382	25,013	98,410
Total	87,406	46,945	29,228	33,343	196,922

29. The programme includes £57.27m to deliver major infrastructure schemes consisting of:
- a) Melton Mowbray Distributor Road (MMDR) for North and East sections: £27.41m (total scheme costs £127.16m);

- b) Zouch Bridge: £11.93m towards the cost of bridge replacement (total scheme costs £19.6m);
 c) Advanced design programmes: £9.47m.

Table 6 – Highways and Transportation Capital Funding

	2025/26	2026/27	2027/28	2028/29	Total
	£000	£000	£000	£000	£000
Grant - LTP - Integrated transport element	2,750	2,750	2,750	2,750	11,000
Grant – LTP - Local Highways Maintenance	26,874	26,874	26,874	26,874	107,496
Grant – LTP - Total Incentive funding	1,915	1,915	1,915	1,915	7,660
Grants – Active Travel England	767	0	0	0	767
Grants – A511 Major Road Network funding	122	0	0	0	122
Grants - Bus Grant	3,145	0	0	0	3,145
Grants - Zero Emission Bus regional area 2	8,766	0	0	0	8,766
Section 106 Contributions	4,086	579	64	0	4,729
Revenue and Earmarked Funds	100	100	100	100	400
Capital Substitution	-3,855	-3,040	-2,650	-3,917	-13,462
Environment agency Grant	847	0	0	0	847
District Council Contribution	150	0	0	0	150
Receipt of Forward Funding	0	382	39	2,321	2,742
Corporate Funding (capital receipts and revenue)	41,739	17,385	136	3,300	62,560
Total Highways & Transportation	87,406	46,945	29,228	33,343	196,922

30. The capital programme and associated funding currently reflects a shortfall of £9.30m against the Department's capital submission for 2025/26. This includes £2.00m repayment of Network North funding, which was accelerated at risk to the department on the government's promise of significant future years funding plus the anticipated current year Capital overspend of £2.74m. Where received, confirmation of funding allocations has been applied. In the absence of such confirmation estimates have been included based on previous years

allocations. Any subsequent increase in grant allocation will be used to offset the shortfall. The estimated grant allocations include:

- a) Integrated Transport Schemes - funding of £2.75m has been assumed for each year from 2025/26 to 2028/29 (£11.00m overall) – still awaiting confirmation from the DfT of this allocation. This funding will be used as match funding for grant bids into external funding streams. This resource will also be used to fund advanced design and feasibility studies to ensure outline business cases are available to support any such bids.
 - b) Maintenance - funding of £28.79m has been confirmed for 2025/26 and is assumed for each of the following years. For 2025/26 this includes £7.66m confirmed uplift of which £1.915m is allocated as an incentive element (£115.16m overall). This means the Authority will need to comply with the incentive requirements in order to secure this funding. Incentive requirements are yet to be confirmed by the DfT.
31. While the DfT funding allocation for highway maintenance in 2025/26 is welcome, the overall outlook for the condition of the County's road network is not positive. Many years of insufficient investment in preventative treatments and renewals due to funding constraints, has led to a situation of overall deterioration. This has been compounded by the impact of more and heavier traffic as well as increasing numbers of roadworks from utility companies and developers, all of which reduce the lifespan of the road.
32. Similarly, the impact of a changing climate is also taking a toll on the County's highway network resulting in the need for more intervention and repair works. The Network North maintenance allocations by the previous Government over an 11-year period would have helped this situation; however, that Network North allocation appears to no longer be available. The Council therefore awaits the Spending Review due around June 2025 to confirm multi-year settlements to understand if it will be able to slow the rate of highway network deterioration currently being experienced.
33. Other capital grants included are:
- a) Active Travel England – £0.77m to facilitate a Cycling and Walking improvement programme.
 - b) A511 Major Road Network – £0.12m continued funding to facilitate the Full Business Case to secure further Major Road Network funding.
 - c) Environment Agency Grant - £0.85m funding studies and improvement programmes works to assist in protecting in residents of the County.
 - d) Bus Grant - £3.145m funding to make improvements for local bus services and infrastructure.
 - e) Zero Emission Bus regional area 2 - £8.766m funding to provide greener bus travel.
34. Funding for improvement schemes is limited to that which can be secured from the various Government funding streams available for infrastructure. Some provision (around £9.47m over the MTFs) exists for advanced design/match

funding. However, increased levels of capital funding are being channelled through bidding processes. This has an impact in two ways. Significant amounts of staff time are required in submitting bids (including options modelling, developing business cases, liaising with the Government and Midlands Connect) which may be wasted if bids are unsuccessful. The costs of compiling and submitting a bid are significant and may not result in funding being awarded. The Government has indicated it intends to move away from competitive funding streams. However, how capital funding for improvements will be allocated to authorities has still to be clarified.

35. There is continued risk stemming from labour shortages slowing progress and whilst this can be addressed through outsourcing, it is more costly. The Government funding often dictates delivery within a prescribed timeframe. This can be difficult to achieve, causing knock-on pressures across other schemes in sourcing resources for scheme design, programme planning and delivery as resources cannot always be secured externally.
36. Often this can be compounded by other pressures. Adverse weather conditions can play a part, especially for certain maintenance activities (such as surface dressing and flood alleviation works). Also, for some of the larger schemes, legal issues may need resolving around for example, compulsory purchase orders.

Capital Programme – Future Developments

37. Where capital projects are not yet fully developed, or plans agreed, these have been included as 'Future Developments' under the Department's programme in Appendix C. It is intended that as these schemes are developed during the year, they will be assessed against the balance of available resources and included in the Capital Programme as appropriate. These include:
 - a) Additional bid development/match funding;
 - b) Green vehicle fleet;
 - c) Highways Depot Maintenance programme;
 - d) A511 Forward Funding.

Background Papers

Report to the Cabinet 17 December 2024 – Medium Term Financial Strategy 2025/26 to 2028/29

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7512&Ver=4>
(item 4)

Circulation under Local Issues Alert Procedure

None.

Equality Implications

38. Under the Equality Act 2010 local authorities are required to have due regard to the need to:
- a) Eliminate unlawful discrimination, harassment and victimisation;
 - b) Advance equality of opportunity between people who share protected characteristics and those who do not; and,
 - c) Foster good relations between people who share protected characteristics and those who do not.
39. Given the nature of services provided, many aspects of the County Council's MTFS may affect service users who have a protected characteristic under equalities legislation. An assessment of the impact of the proposals on the protected groups must be undertaken at a formative stage prior to any final decisions being made. Such assessments will be undertaken in light of the potential impact of proposals and the timing of any proposed changes. Those assessments will be revised as the proposals are developed to ensure decision makers have information to understand the effect of any service change, policy or practice on people who have a protected characteristic.
40. There are several areas of the budget where there are opportunities for positive benefits for people with protected characteristics both from the additional investment the Council is making into specialist services and to changes to existing services which offer improved outcomes for users whilst also delivering financial savings.
41. If, as a result of undertaking an assessment, potential negative impacts are identified, these will be subject to further assessment.
42. Any savings arising out of a reduction in posts will be subject to the County Council Organisational Change Policy which requires an Equality Impact Assessment to be undertaken as part of the action plan.

Human Rights Implications

43. Where there are potential human rights implications arising from the changes proposed, these will be subject to further assessment including consultation with the Council's Legal Services.

Appendices

Appendix A – Revenue Budget 2025/26
 Appendix B – Growth and Savings 2025/26 – 2028/29
 Appendix C – Capital Programme 2025/26 – 2028/29

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HIGHWAYS & TRANSPORT

REVENUE BUDGET 2025/26

Net Budget 2024/25 £	*	Employees £	Running Expenses £	Internal Income £	Gross Budget £	External Income £	Net Total £
HIGHWAYS & TRANSPORT							
Development & Growth							
1,320,814	S/D	1,923,242	773,578	-472,077	2,224,743	-717,345	1,507,398
H & T Commissioning							
3,164,260	S/D	6,644,921	2,594,009	-5,350,810	3,888,120	-723,775	3,164,345
1,555,312	S	0	1,530,312	0	1,530,312	0	1,530,312
H & T Network Management							
464,507	S	820,275	453,079	-222,000	1,051,354	-397,213	654,141
0	S	652,545	2,108,334	0	2,760,879	-2,760,879	0
590,030	D	0	595,330	0	595,330	-40,861	554,469
1,461,588	S/D	5,596,332	131,254	-768,063	4,959,523	-3,071,148	1,888,375
164,503	S	0	191,003	0	191,003	-27,428	163,576
2,320,830	S/D	0	12,316,925	-2,637,518	9,679,407	-7,358,576	2,320,831
-66,000	S	0	77,606	0	77,606	-155,170	-77,564
10,574	S	314,510	1,506,129	-517,163	1,303,476	-1,307,902	-4,426
4,268,473	S	0	4,461,316	-170,065	4,291,251	-22,778	4,268,473
Highways and Transport Operations							
Highways Operations Services							
3,298,359	S/D	4,756,854	295,817	-750,568	4,302,103	-93,150	4,208,953
5,907,938	S	2,149,445	4,670,493	-635,000	6,184,938	-74,520	6,110,418
2,561,681	S	653,415	2,873,266	0	3,526,681	0	3,526,681
1,997,041	S	739,717	1,257,324	0	1,997,041	0	1,997,041
Assisted Transport Services							
1,782,959	S	3,069,316	78,475	-683,520	2,464,271	0	2,464,271
24,716,495	S	50,000	26,764,110	0	26,814,110	-156,125	26,657,985
5,508,991	S	0	6,572,500	0	6,572,500	-283,600	6,288,900
6,723,170	S/D	0	6,935,971	0	6,935,971	-182,800	6,753,171
201,033	S/D	4,923,297	1,719,423	-6,329,929	312,791	-111,758	201,033
0	D	0	0	0	0	0	0
Highway and Transport Technical Support Service							
2,537,259	S/D	507,160	2,353,739	0	2,860,899	-96,917	2,763,982
475,137	S/D	478,417	5,300	0	483,717	0	483,717
923,358	S/D	13,961,268	4,839,415	-15,600,278	3,200,405	-4,197,269	-996,864
34,441	S/D	2,668	31,773	0	34,441	0	34,441
-123,558	D	786,950	1,182,902	-2,034,423	-64,571	-20,336	-84,907
71,799,195	TOTAL	48,030,333	86,319,382	-36,171,414	98,178,301	-21,799,550	76,378,752

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HIGHWAYS & TRANSPORT GROWTH & SAVINGS

References		2025/26 £000	2026/27 £000	2027/28 £000	2028/29 £000
<u>GROWTH</u>					
<u>Demand & cost increases</u>					
**	G14				
	Special Educational Needs transport - increased client numbers/costs	3,125	4,980	7,125	9,565
**	G15				
	Highways Maintenance	1,170	1,595	1,825	2,200
	G16				
	Statutory change in Mainstream Home to School transport policy	120	120	120	120
	G17				
	Mainstream School Transport	660	830	1,010	1,190
	School Crossing Patrol - loss of income from Leicester, Leicestershire & Rutland Road Safety Partnership (LLRRSP)	190	190	190	190
	G18				
	Fleet Services vehicle maintenance costs	290	190	260	330
	G19				
	Street Lighting maintenance costs	340	215	215	215
**	G20				
	HGV Driver Market Premia (H&T element only)	75	75	75	75
	TOTAL	5,970	8,195	10,820	13,885
<u>SAVINGS</u>					
**	ET1				
	Eff Assisted Transport Programme	-550	-1,985	-2,005	-2,005
**	ET2				
	SR Review application of subsidised bus policy, post Covid	0	-400	-400	-400
**	ET3				
	Inc/SR Review approach to Park and Ride	0	-400	-400	-400
**	ET4				
	Eff/SR Street Lighting - review energy reduction options, including reduced operation times	-110	-110	-110	-110
**	ET5				
	Inc Network Management incl. temporary traffic regulation orders (TTRO)	-400	-400	-400	-400
**	ET6				
	Inc Fees and Charges Uplift	-80	-80	-80	-80
	ET7				
	Inc Review of fees & charges across targeted services	-60	-60	-60	-60
	ET8				
	Eff Traffic Signals energy savings arising LED implementation	-25	-45	-45	-45
	ET9				
	Eff Fleet Service Insurance	-15	-15	-15	-15
	TOTAL	-1,240	-3,495	-3,515	-3,515

References used in the tables

* items unchanged from previous Medium Term Financial Strategy

** items included in the previous Medium Term Financial Strategy which have been amended

no stars = new item

Eff - Efficiency saving

SR - Service reduction

Inc - Income

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HIGHWAYS & TRANSPORT - CAPITAL PROGRAMME 2025-29

Estimated Completion Date	Gross Cost of Project £000		2025/26 £000	2026/27 £000	2027/28 £000	2028/29 £000	Total £000
		<u>Major Schemes</u>					
Mar-28	127,160	Melton Distributor Road - North and East Sections	23,706	3,450	250	0	27,406
Mar-27	19,600	Zouch Bridge Replacement	8,175	3,675	76	0	11,925
Mar-29	9,470	Advance Design / Match Funding	2,853	2,209	1,247	3,159	9,468
Mar-29	2,510	Leicestershire Cycling Walking Improvements Plan Delivery	1,000	854	467	192	2,513
Mar-26	12,390	A511/A50 Major Road Network - Advanced design	4,193	0	0	0	4,193
Mar-26	1,880	The Parade Oadby Cyclops	1,764	0	0	0	1,764
			41,691	10,188	2,039	3,350	57,269
		<u>Minor Schemes / Other</u>					
Mar-29	15,820	County Council Vehicle Replacement Programme	4,394	3,110	3,436	4,880	15,820
Mar-27	960	Property Flood Risk Alleviation	912	49	0	0	960
Mar-29	1,288	Safety Schemes	543	538	207	0	1,288
Mar-26	3,150	Bus Grant	3,146	0	0	0	3,146
Mar-26	8,770	Zero Emission Buses	8,766	0	0	0	8,766
Mar-28	1,275	Externally Funded Schemes	631	579	64	0	1,275
Mar-27	9,870	Melton Depot - Replacement	2,080	6,968	0	0	9,048
Mar-29	400	Plant renewals	100	100	100	100	400
Mar-27	540	Highways Depot Improvements	141	400	0	0	541
			20,713	11,744	3,807	4,980	41,244
		<u>Transport Asset Management</u>					
Mar-29	44,140	Highways Improvements	11,034	11,034	11,034	11,034	44,136
Mar-29	8,200	Capital Schemes and Design	2,168	2,177	1,677	2,177	8,198
Mar-29	1,760	Bridges	407	483	388	483	1,760
Mar-29	540	Highways Flood alleviation	123	141	141	141	544
Mar-29	3,270	Street Lighting	835	835	760	835	3,266
Mar-29	1,120	Traffic Signal Renewal	281	281	281	281	1,123
Mar-29	7,650	Preventative Maintenance - (Surface Dressing)	1,912	1,912	1,912	1,912	7,648
Mar-29	31,040	Restorative (Patching)	8,073	7,977	7,016	7,977	31,043
Mar-29	70	Public rights of way maintenance	15	17	17	17	65
Mar-29	630	Network Performance & Reliability	154	157	157	157	626
			25,002	25,013	23,382	25,013	98,410
		TOTAL	87,406	46,945	29,228	33,343	196,922

Future Developments - subject to further detail and approved business cases

Additional bid development/match funding					
Highways Depot Maintenance					
A511 Forward Funding					
Desford Crossroads					
Green vehicle fleet					

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**HIGHWAYS AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE: 16 JANUARY 2025**

**UPDATE ON ELECTRIC VEHICLE CHARGING INFRASTRUCTURE
PROJECTS**

REPORT OF THE DIRECTOR OF ENVIRONMENT & TRANSPORT

Purpose of the Report

1. The purpose of this report is to provide the Highways and Transport Overview and Scrutiny Committee with an update on the Council's progress on Local Electric Vehicle Infrastructure (LEVI) projects.

Policy Framework and Previous Decisions

2. The County Council approved its Net Zero Leicestershire Strategy and Action Plan in December 2022. This outlines the Council's approach to achieving net zero as an organisation by 2030 and across Leicestershire by 2045. It describes the pathway to net zero as challenging but feasible, requiring a full roll out of EVs and a reduction in vehicle mileage across the County. The Action Plan aims to support the transition to ultra-low emission vehicles, including electric and hydrogen fuelled vehicles.
3. In February 2024, the Cabinet considered a proposed 2024/25 to 2027/28 Medium Term Financial Strategy. In light of the Council's financial position, the proposal to revise the Council's net zero targets for its own operations, from 2030 to 2035, and for the wider County, from 2045 to 2050, was approved.
4. In May 2024, the Cabinet considered a report setting out the Authority's approach to the development of the Local Transport Plan 4 (LTP4) 2026 – 2040 which was subsequently approved in November 2024 following a public consultation. The LTP4 Core Document, which sets out the strategic vision, key themes and core policies which will underpin the LTP4, the strategic case and narrative for funding, and the Council's expectations relating to transport infrastructure including EV charging infrastructure. The Cabinet was advised that the LTP4 would support the rollout and implementation of alternative fuels including EVs.
5. In September 2024, the Cabinet considered and approved the Electric Vehicle Charging Strategy (EVCS), providing the strategic framework for the Council's approach to public EV charging provision and its practical ongoing delivery. This Strategy is a key element in supporting bids to secure funding from the Government, such as the LEVI funding.

6. The Authority's commitment to public chargepoint delivery, as set out in the EVCS, will underpin the delivery of the LTP4 and will align with its five core themes and six core policies. Additionally, incorporating these themes and policies, such as Enabling Health and Wellbeing; Protecting the Environment, Delivering Economic Growth, Enhancing our Transport Network's Resilience and Embracing Innovation into the LEVI project will support the Authority's net zero ambitions.

Background

7. With the sales of new petrol and diesel cars set to end in the UK from 2035, the uptake of EVs is forecast to rapidly increase over the next decade.
8. As of the end of 2023, there were approximately one million fully EVs on UK roads and a further 600,000 plug-in hybrids. This is a significant increase compared with just over 10 years ago, when there were around 5,000 EVs registered.
9. Modelling suggests that in Leicestershire, up to one in four registered cars in 2030 could be electric, and a minimum of 3,200 public chargepoints will be required. Currently, there are 470 public chargepoints (as of March 2024), shown on Zapmap's national chargepoint map, however, none of them are on-street chargepoints.
10. In November 2023, the Cabinet considered the Annual Delivery Report and Performance Compendium 2023. It highlighted that EV ownership in Leicestershire had increased by 61% since 2021/22 and advised that following a successful joint bid with Midlands Connect, the Council would work with four other local authorities (Lincolnshire County Council, Herefordshire County Council, Rutland Council and Stoke-on-Trent City Council) to deliver 349 EV charging sockets across the Midlands, including up to 100 charging sockets across Leicestershire.
11. At present, most of the UK's charging demand is met through home charging (on private driveways/garages or allocated off-street spaces). However, publicly accessible charging infrastructure is now becoming increasingly necessary to enable wider EV uptake, particularly for those where home charging is not possible.
12. Whilst the delivery of EV infrastructure is not a statutory duty for local authorities, the Government expects upper tier local authorities to play an important role in addressing the gaps in provision currently being provided by the private sector. This includes adapting public assets, such as the highway, to deploy public chargepoints, to ensure that a network of public chargers is available for residents, commuters, visitors, businesses and fleet operators in the local authorities' area.
13. The Government remains committed to the ban on the future sale of new petrol and diesel vehicles and continues to support the transition to EVs by accelerating the rollout of new chargepoints.

Funding

14. In March 2022, the Government published a national EV Infrastructure Strategy and announced a new £396m LEVI fund.

15. The LEVI fund is aimed at:
- a) Supporting local authorities in England to work with the chargepoint industry to deliver large scale public EV chargepoint infrastructure projects.
 - b) The deployment of local, primarily low power, on-street, overnight charging infrastructure across England (which will have less strain on the grid and attract relatively cheaper user tariffs than rapid/ultrarapid chargers).
 - c) Mainly residents who have limited or no off-street parking and need to charge their EV.
16. The funding is managed by the Office for Zero Emission Vehicles (OZEV) and was available to all upper tier local authorities in England. It consisted of two funding streams:
- a) Capital funding (£353m) for public EV charging infrastructure;
 - b) Capability (revenue) funding (£43m) for officer resource towards project delivery and development of EV infrastructure strategies.

LEVI Capital Funding

17. The LEVI capital funding was initially launched as a £10m 'Pilot' through a competitive bidding process.
18. In August 2022, the Council, working with Midlands Connect and four other local authorities as a consortium (Lincolnshire County Council, Herefordshire County Council, Rutland Council and Stoke-on-Trent City Council), successfully secured £1m of LEVI Pilot funding towards the delivery of an initial 350 chargepoints across the Midlands.
19. Of the funding secured, the Council has been allocated £223,000 towards up to 80 public chargepoints for Leicestershire. The chargepoints will consist of a mix of standard and rapid chargepoints.
20. In December 2024, the Council was allocated a further £3.151m of capital funding to deliver a large full scale chargepoint project (LEVI Full).

LEVI Capability Funding (Revenue)

21. On 30 March 2023, following a successful proforma submission to the OZEV, the Council was allocated a total of £530,000 capability funding towards officer resource for the development of the EVCS and the delivery of both LEVI projects (Pilot and Full).
22. A further update is awaited from OZEV (following the Autumn budget on 30 October 2024) to advise if any further capability funding will be forthcoming to support the four-year delivery programme for the LEVI Full project (2025-2029). Without this funding, the project will be at risk.

Electric Vehicle Charging Strategy

23. The Government expects all upper tier authorities to have an EV Strategy by the end of 2024/25, including a long-term deployment plan for roll out of public chargepoints and their ongoing management.
24. The Government expects upper-tier local authorities to provide EV infrastructure, addressing gaps in the market, such as where home private charging is not possible and where the private sector is failing to deliver.
25. Leicestershire County Council's EVCS was presented and approved by the Cabinet in September 2024 following a Countywide engagement exercise, which was considered by this Committee at its meeting on 6 June 2024.
26. The Countywide public engagement exercise was carried out in October-November 2023 and included an online questionnaire which allowed current EV drivers to provide feedback about their charging habits, and prospective EV drivers to raise their concerns and an interactive 'social pinpoint' map which allowed residents to place a marker on a map of the County of where they would like to see a chargepoint.
27. The engagement will shape the locations identified for the LEVI Pilot project and the further Full rollout project, which will ensure that chargepoints are located in the areas where the residents require them.
28. The EVCS provides the strategic framework for the Council's approach to public EV charging provision and supports its delivery of the wider Council policies and strategies, including the Net Zero Action Plan and the LTP4.
29. The approved EVCS describes the Council's role and responsibilities. It sets out six key long-term goals, based on the approved LTP4 transport vision:
 - a) Social Equity;
 - b) Healthy Environment;
 - c) Creating Better Places;
 - d) Connected Network Meeting Demand;
 - e) Resilient and Safe Network;
 - f) Decarbonise Road Transport.
30. The Strategy identifies a set of objectives that will seek to deliver EV chargepoints in the short-term through the delivery of the LEVI Pilot and Full projects.

LEVI Pilot Project

31. Following the approval of the EVCS by the Cabinet in September 2024, and in collaboration with chargepoint operator (CPO) Wenea, work will start on delivering the new chargepoints at on-street locations across the County as part of the LEVI Pilot project. Wenea will provide a complete charging infrastructure solution, starting from design and deployment through to operation and ongoing maintenance.

32. Whilst specific chargepoint locations have yet to be determined, the focus will be on the larger most populated settlements across Leicestershire; Appendix A shows the settlements that have been considered by the Council. In addition, the chargepoints will be:
 - a) Located on residential streets where there is a high proportion of housing with limited or no access to private off-street parking.
 - b) Located on the highway (on-street) and the chargepoints will be publicly accessible.
 - c) Mainly lower powered (3kW - 22kW) and suitable for overnight charging. A small number of rapid chargepoints (50kW+) will be considered, with one rapid chargepoint located in each district council area.
33. All of the Pilot project chargepoints will be subject to grid capacity checks with the Electricity Distribution Network Operators (DNOs) and to engagement with the local communities, with delivery planned to start in Spring 2025.
34. The delivery of the chargepoints will occur in a phased approach across the County and will be delivered in batches. Appendix B sets out the proposed timetable and key milestones for delivery of the LEVI Pilot.
35. The Pilot project is an important first step in understanding the work that the Authority will need to undertake in order to deliver the public EV charging infrastructure on a large scale. It is important to note that, in line with the Government's priorities and feedback local authorities received from the OZEV, the focus will be solely on on-street charging and the project will not include off-street carparks or chargepoints on third-party land.
36. In addition, this will not include cross-pavement charging solutions, such as cable gully channels. National guidance, which sets out the approach that a county council should take for this type of infrastructure, was published by the Department for Transport on 24 December 2024. The Council is currently reviewing this guidance to determine an appropriate way forward for cross-pavement charging.

LEVI Full Project

37. In addition to the LEVI Pilot project above, Leicestershire County Council, again working with Midlands Connect, and a consortium of local authorities (Worcestershire County Council, Rutland Council, Warwickshire County Council and Shropshire County Council) submitted a application to the OZEV to secure capital funding of £3.151m.
38. As per the Pilot project, one local authority (Worcestershire County Council) will lead and take responsibility for the procurement, the legal support and the allocation of the grant funding to the consortium authorities.
39. With additional private investment from the CPOs, the Full project will allow the Council to build on the Pilot project and expand the number of public EV chargepoints across the County.

40. The Council and the consortium members were allocated funding for this wider project in December 2024. Further updates will follow in spring 2025 as more details are known.

Engagement

41. An engagement is currently underway with district council officers in respect of the first batch of sites for the LEVI Pilot roll out. The County Council will be engaging with district Conservation Officers to consider how the County Council's proposals might be incorporated into and be more sympathetic with the surroundings, such as ensuring the colour of the chargepoints is suitable and if any wrapping on the chargepoint and feeder pillar maybe needed to ensure that they blend into the environment.
42. Engaging with district council officers will ensure that the on-street chargepoints locations align with the district councils' EV infrastructure, located within carparks as well as the future locations and charging provisions that have been identified.
43. The County Council's officers are working with Wenea and the district councils to ensure that a rapid chargepoint is located in each of the seven district councils' areas.
44. An engagement will then take place with the Local Members, the district councils and the parish councils, the local residents and the local businesses as a part of the wider pre-installation communication in January 2025. Local views on the chargepoint locations will be taken into account, however the siting of the chargepoints depends on the electric connections, parking spaces and the widths of the pavement.

Resource Implications

45. The roll out of public chargepoint infrastructure, will be delivered through funding from the OZEV LEVI Capital and Capability funding allocations. At present, there is no County Council capital funding identified for chargepoint delivery.
46. The Council has secured at least £223,000 of capital funding towards the delivery of the Pilot project and the Council has been allocated an additional £3.151m towards further chargepoint delivery through the LEVI Full project, following the success of the business case, which was submitted to OZEV in November 2024.
47. Officer resource towards the delivery of both LEVI projects is currently being funded from £530,000 LEVI Capability funding (allocated across 2023/24 and 2024/25), supported by a contribution of £154,000 from the Environment and Transport Department budgets through to 2027/28. Future funding remains a concern and at present there is insufficient capability funding available to deliver the Full LEVI Project.
48. To date, the LEVI Capability funding has been used for officer resource to:
 - a) Prepare and publish the Council's EVCS.

- b) Prepare, publish, and analyse the results of the EV Countywide Engagement Analysis Report exercise.
 - c) Develop a bespoke Leicestershire EV chargepoint map-based planning tool, which gathers all of the available EV related spatial data and helps to inform the future chargepoint site selection decisions.
 - d) Work with Midlands Connect and the consortium of local authorities to develop the Pilot project proposals and support the CPO procurement.
 - e) Support the delivery of the Pilot project, including the project management, the communications, and the engagement and design approvals.
 - f) Provide all of the necessary data and information to support Midlands Connect to develop and submit a suitable business case to the OZEV, to secure the funding that the Council has now been allocated for the Full project.
49. If further LEVI Capability funding becomes available, it will be used by the Council towards resources to:
- a) Support the delivery of the Pilot and Full project from the winter of 2025/26 onwards (following the success of the business case submitted to OZEV and subject to any further funding that is made available to the Council by the Government).
 - b) Continue the ongoing contract management and liaison with the CPOs.
50. The Council, along with Midlands Connect, will continue to press the Government to provide further capability funding to enable the successful delivery of these projects.

Timetable

51. Appendix B sets out the proposed timetable and key milestones for delivery of the LEVI Pilot, as highlighted in paragraph 34.

Conclusions

52. The Committee is asked to note the progress that is being made on the LEVI Pilot project following the award of contract to the CPO Wenea.

Circulation under the Local Issues Alert Procedure

53. A copy of this report will be circulated to all Members.

Equality Implications

54. An Equality Impact Assessment (EIA), attached as Appendix C, has been completed in relation to the work of the LEVI Pilot project and a further EIA will be completed for the LEVI Full project.
55. The completion of the EIA showed that there would be a positive/neutral impact on all protected groups.
56. Throughout the course of the LEVI projects, impacts on the protected characteristics groups will continue to be assessed and addressed should any issues be identified.

Human Rights Implications

57. The Council's approach to delivery of the LEVI projects will be carried out having regard to the 1998 Human Rights Act.
58. Where appropriate, human rights implications will be assessed and reviewed during the delivery of the LEVI projects as part of the EIA.
59. At this stage, there are no human rights implications arising from the contents of this report.

Health Implications

60. The objectives of the LEVI projects will support and facilitate the transition for residents from petrol to diesel vehicles to EVs, which will make a major contribution to improving air quality and reducing harmful pollutants.
61. In agreement with Public Health, a high-level Health Impact Assessment (HIA) has been undertaken, to ensure that any potential negative impacts have been identified, as shown in Appendix D.
62. The completion of the HIA has indicated positive health benefits and it has sought to mitigate any potential negative health impacts.

Environmental Implications

63. The delivery of the LEVI projects will make a positive contribution towards decarbonising transport and contributing towards net zero ambitions for the County, as transport contributes towards the most carbon emissions of any sector.
64. A Strategic Environmental Assessment will not be undertaken due to no negative environmental impacts being associated with the LEVI projects and the EV chargepoints. Any impacts associated with the increase in EVs and the chargepoints will be positive, such as reducing pollutants and improving air quality.
65. Environmental Impact Assessments will be completed as part of the site selections by the CPOs as necessary. Given that on-street works would be under permitted development and that the installations of any chargepoints is not considered to be the installation of "major infrastructure" by the Council, CPOs will not need to seek planning approval for the installation of the chargepoints and therefore Environmental Impact Assessments are unlikely to be undertaken for the installation of the on-street chargepoints.

Background Papers

Midlands Connect: Supercharging the Midlands, September 2021 –
<https://www.midlandsconnect.uk/media/i1spcsr1/mc-supercharging-the-midlands-document.pdf>

Department for Transport – Taking Charge: The Electric Vehicle Infrastructure Strategy, March 2022 –

<https://assets.publishing.service.gov.uk/media/6245ba40e90e075f15381cf0/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf>

Leicestershire County Council’s Strategic Plan 2022 – 2026 –

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/faq/2022/4/12/Appendix-B-LCC-Strategic-Plan-2022-26.pdf>

Net Zero Leicestershire Strategy 2023 – 2045 –

<https://www.leicestershire.gov.uk/environment-and-planning/net-zero/net-zero-leicestershire-strategy-action-plan-and-reports>

Report to the Cabinet on 24 November 2023: Annual Delivery Report and Performance Compendium 2023 –

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7080&Ver=4>

Report to the County Council on 21 February 2024: Medium Term Financial Strategy 2024/25 – 2027/28 –

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=134&MId=7305&Ver=4>

Report to the Cabinet on 26 March 2024: Environment and Transport 2024/25 Highways and Transportation Capital Programme and Works Programme –

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7504&Ver=4>

Report to the Cabinet on 24 May 2024: Development of the Local Transport Plan (LTP4) 2026 – 2040 –

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7506&Ver=4>

Report to the Cabinet on 13 September 2024: Electric Vehicle Charging Strategy –

<https://democracy.leics.gov.uk/documents/s185083/FINAL%20Leicestershire%20Electric%20Vehicle%20Charging%20Strategy%20-%20Cabinet%20130924.pdf>

Zap Map national chargepoint map: <https://www.zap-map.com/live/>

Appendices

Appendix A – Settlements Considered for Standard and Rapid Chargepoints

Appendix B – Key Milestones for LEVI Pilot

Appendix C – Equality Impact Assessment

Appendix D – Health Impact Assessment

Officers to Contact

Ann Carruthers

Director, Environment & Transport

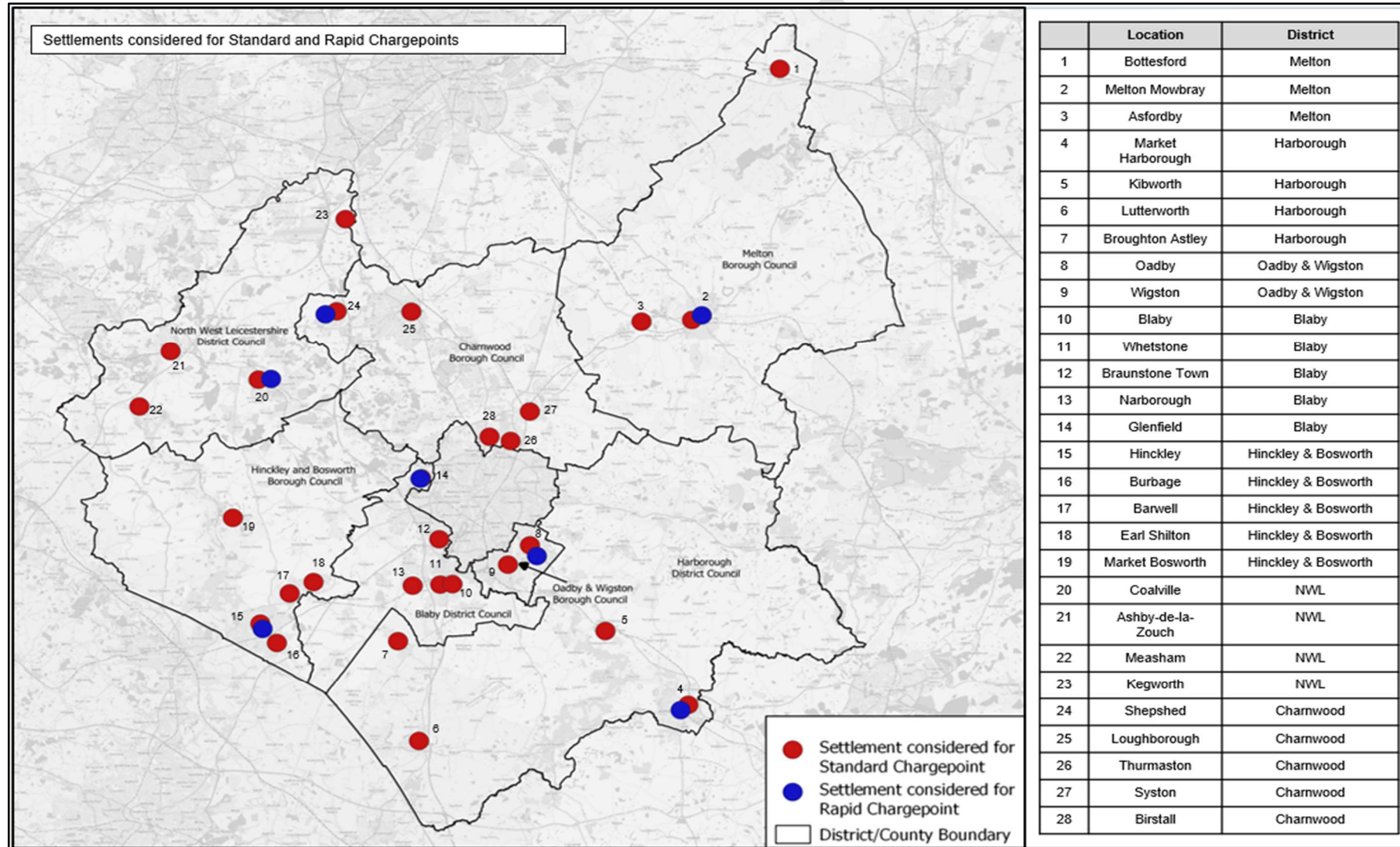
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Settlements Considered for Standard and Rapid Chargepoints



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TIMETABLE / KEY MILESTONES FOR LEVI PILOT PROJECT

KEY MILESTONES	DATES
LEVI Pilot - Press release and wider comms update	October 2024
LEVI Pilot - Site selection refinement and planning for Batch 1	September – November 2024
LEVI Pilot - Pre-construction works including DNO applications, technical drawings, and approvals	November – December 2024
LEVI Pilot - Applications – S50 licences (12-week process)	Ongoing from early 2025
LEVI Pilot – Local engagement on LEVI Pilot project and Batch 1 site locations	Ongoing from early 2025
LEVI Pilot - Construction including's civils / electrical works for Batch 1 sites	April 2025 onwards

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Appendix C

Equality Impact Assessment (EIA) Form

(Before completing this form, please refer to the supporting guidance document)

The purpose of this form is to aid the Council in meeting the requirements of the Public Sector Equality Duty contained in the Equality Act 2010. This requires the Council to have “due regard” of the impact of its actions on the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not.

The assessment is used to identify and record any concerns and potential risks. The following actions can then be taken to address these issues:

- Remove risks - abandon the proposed policy or practice.
- Mitigate risks - amend the proposed policy or practice so that risks are reduced.
- Justify policy or practice in terms of other objectives.

1. Policy details	
Name of policy	Local Electric Vehicle Infrastructure Fund Pilot (LEVI)
Department and service	Environment and Transport (E&T), Development and Growth Branch Highway & Transport Commissioning Service Area Transport Strategy and Policy (TSaP) Team
Who has been involved in completing the Equality Impact Assessment?	<ul style="list-style-type: none"> • Lynne Stinson, Head of Service Highways and Transport Commissioning
Contact	<ul style="list-style-type: none"> • Lynne.Stinson@leics.gov.uk

<p>2. Objectives and background of policy or practice change <i>Use this section to describe the policy or practice change. What is the purpose, expected outcomes and rationale? Include the background information and context</i></p>	
<p>What is the proposal?</p>	<p>The Local Electric Vehicle Infrastructure (LEVI) Fund Pilot project is a delivery stream of the Electric Vehicle Charging Strategy (EVCS), recently developed and approved by Leicestershire County Council Cabinet in September 2024, to enable electric vehicle (EV) chargepoints to be installed on the highway across the county, attached as Appendix A.</p> <p>This Pilot is the first stage in providing delivery and installation of up to 100 chargepoints across the county. Working with Midlands Connect (MC) and 4 other Local Authorities, Lincolnshire (who are the Lead Authority in terms of procurement and legal), Rutland, Herefordshire and Stoke- on- Trent, as a consortium to share costs, resources and to share knowledge and information to progress installing chargepoints.</p> <p>The funding is provided by Office of Zero Emission Vehicles (OZEV) to help increase the number of chargepoints across the country to help the public make the switch to EV's. This Pilot Fund of £1million across the Consortium will leverage private investment from Chargepoint Operators (CPOs).</p> <p>Due to this Project being a pilot, lessons will be learnt as the project progresses and this will feed into the Electric Vehicle Charging Strategy (the Strategy) in its 2026 refresh.</p>
<p>What change and impact is intended by the proposal?</p> <p>What is the rationale for this proposal?</p>	<p>The LEVI Pilot Project will impact drivers across all protected groups who live, work, study or visit the County. It will help to facilitate the transition from Internal combustion (ICE) vehicles to EV's by making it easier for drivers to find an EV charging point, particularly those without access to off-street parking. At first this may make it harder for those without an EV to find a parking space, but as more people switch to EV this becomes less of an issue, and a phased implementation plan and careful monitoring, by the CPO will help to mitigate this.</p> <p>Greater uptake of EV's will have a positive impact on air quality. Poor air quality has a greater impact on some groups with protected characteristics; children, pregnant women and older people suffer the negative health impacts of poor air quality more than others.</p> <p>Charge points that are placed on the footway may impact pedestrians, however, mitigation measures will be considered and implemented where necessary to help minimise the effects, with a particular focus on reducing impacts to those pedestrians with protected characteristics.</p>

Lack of EV charging infrastructure can have wide-ranging negative impacts, including on health, the environment, quality of life and the economy, potentially impacting on earning ability, access to life opportunities (such as healthcare, education and training) and social isolation.

Increasing EV chargepoints and facilitating this increase will aid in providing transport opportunities for all residents, workers and visitors to Leicestershire. It will maximise social and environmental benefits and addresses wider social challenges, including air quality, accessibility, and health.

Government policy, to phase out and end of sales of new petrol and diesel cars by 2035, will see all new cars and vans be fully zero emission at the tailpipe from 2035 (ending the sale of Plug-in Hybrid electric vehicles). Officers have been exploring opportunities to install Electric Vehicle Charge Points (EVCP) on the public highway, which is within the remit of Leicestershire County Council, using external Government grants such as LEVI funding.

The aim of the LEVI scheme is to provide EV chargepoints to those who have limited and/or no off-street parking. This is to ensure that the public has greater access to charging facilities, maximising equality and inclusion. A co-benefit is tackling emissions because everyone, is critical in tackling the climate emergency. The Council aims to provide EV charging infrastructure, to support residents in areas of limited and/or no off-street parking and where there is evidenced on-street parking demand, to enable the switch to an electric vehicle, so that residents are confident in being able to charge their vehicle.

The total number of publicly available chargepoints across Leicestershire in April 2024 was 540. The number of on-street chargepoints is 0 (zero).

As of December 2023, across Leicestershire there are approximately 13,100 registered private and company plug in electric vehicles (PiVs) according to Government data. Forecasting estimates show that by 2030 there will be 128,300 EV's registered in Leicestershire. It is estimated that this would generate the need for a minimum of 3,200 chargepoints to meet the forecast EV uptake.

By 2040, it is estimated the 29% of car and van CO₂ emissions could be saved through switching to EVs.

The Council's objective is to ensure that local transport network remains as safe as possible for all users and that it continues to be able to deal with current and future challenges as best as possible, contributing to the delivery

	of wider strategic objectives, including reducing the negative impact of local transport system on the environment, and improving health and accessibility.
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3. Evidence gathered on equality implications - Data and Engagement. <i>What evidence about potential equality impacts is already available? This could come from research, service analysis, questionnaires, and engagement with protected characteristics groups</i>	
<p>What equalities information or data has been gathered so far?</p> <p>What does it show?</p> <p><i>* Protected characteristics</i> <i>Age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (gender), sexual orientation and community cohesion. Good practice also includes an assessment of needs and impact on other communities of interest.</i></p>	<p><u>EV Survey and Interactive Map.</u></p> <p>During October - November 2023, Leicestershire County Council undertook an engagement exercise, using a questionnaire and an interactive map to ask about barriers to EV charging as well as where the public would like to see an EV chargepoint located in Leicestershire.</p> <p>The engagement exercise was held online, with paper versions being available on request, and directly engaged with the public, local representatives including elected members, district council councillors and parish councils.</p> <p>The engagement was advertised to the public via the Have Your Say page on Leicestershire County Council's website, newspaper articles, social media posts on Facebook, Instagram, LinkedIn and Nextdoor as well as interviews with Mr Ozzy O'Shea CC (Cabinet Lead Member for Highways, Transportation and Flooding) on East Midlands Today and Fosse 107.</p> <p>Local representatives were engaged directly through email circulation to local members, the Leicestershire EV Charging Working Group including district council officers, and parish councils.</p> <p>In total, 540 responses were received on the EV survey, 53% of which were from current EV owners, with 36% reporting an intention to own an EV in the future. A total of 594 pins were placed on the social pinpoint interactive map, with 567 of these pins indicating a suggested location for a new EV chargepoint.</p> <p>There was a good distribution of responses received from across the County.</p> <p>The Office for National Statistics (ONS) provides census and labour market statistics via <u>Nomis</u>, which contains equalities data. Where appropriate, this information may be cross-referenced with Council data, for example, areas of deprivation. Leicester Shire Rutland Statistics and Research (<u>LSR</u>) also provides data, maps, reports and other useful information about communities in Leicester, Leicestershire and Rutland.</p>
<p>What engagement has been undertaken so far?</p>	<p>Engagement on the EVCS using the EV Survey and interactive map, was undertaken to help to steer the Strategy and will help to input into site selection.</p>

What does it show?	<p>Comments and suggestions already received have been considered and, where appropriate, incorporated into site selection for the LEVI Pilot.</p> <p>Going forward, appropriate engagement/consultation will be carried out by the CPO during the delivery and installation phase of the LEVI Pilot.</p>
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4. Benefits, concerns and mitigating action
*Please specify if any individuals or community groups who identify with any of the 'protected characteristics' may potentially be affected by the policy and describe any benefits and concerns including any barriers.
 Use this section to demonstrate how risks would be mitigated for each affected group*

The LEVI Projects will benefit all road users by improving air quality and reducing CO₂ and NO₂ emissions from the tailpipes of Internal combustion engine (ICE) vehicles. This will also help to improve air quality for residents and those that walk and cycle along the highway.

The LEVI Project is an integral part of the Net Zero Action Plan and will help to deliver the Council's Net Zero targets for Leicestershire. There is currently no evidence to suggest that Council approach has had, or will have, a negative impact on protected groups, although this is something that will be monitored, along with all other trends.

The LEVI Project uses the evidence gathered as part of the EV Countywide survey to ensure that chargepoints are provided where the public have requested them, where they will be used, also, the placement of chargepoints in rural areas where CPOs are not likely to install a chargepoint on their own merit. This will focus the limited funding that the Council has been given and will provide the greatest benefits for the residents, commuters and visitors of Leicestershire.

All users of the transport network, including pedestrians, cyclists, drivers and passenger transport users, will benefit, including protected groups. The impact on all protected groups is assessed as being **positive/neutral**.

Group	What are the benefits of the proposal for those from the following groups?	What are the concerns identified and how will these affect those from the following groups?	How will the known concerns be mitigated?
Age		The provision of Electric Vehicle Charging Infrastructure (EVCI) would be for all drivers regardless of age to assist them with	Chargepoint Operators (CPOs) to follow the Publicly Available

	<p>Expanding the charging network will help people to feel more comfortable in purchasing an EV due to concerns around battery range, thereby increasing the amount of people buying and leasing EVs.</p> <p>A reduction in the price of EVs through higher demand will therefore make EVs more affordable to younger people.</p> <p>Improve local air quality. (Poor air quality can disproportionately impact children and older people)</p>	<p>driving EVs and will support those drivers of all ages to transition to EVs and support their mobility in and around the County.</p> <p>There are concerns that EV chargepoints could impact those with disabilities including those with age or pregnancy related health issues and the elderly. This would apply if chargepoints, intended to serve residential areas, are not within close proximity and are not fully accessible.</p> <p>There is also a potential trip hazard risk around trailing cables. However, many of these risks are mitigated with the CPO utilising the PAS 1899 guidance which defines what constitutes a fully accessible chargepoint and is considered best practice. This is not yet mandatory but will be most likely to be mandate in 2024/25.</p> <p>There is a concern that increased pavement clutter could result in barriers for some older people.</p> <p>People who are more dependent on a car due to age factors will need to be able to access EV charging points. However, ability to access EV chargers maybe be challenging to some (strength and dexterity) (elderly and those with a disability) if charging infrastructure is heavy/difficult to insert into the sockets or the technology is difficult to use, such as the use of smart phones and apps, which older people may not have access to.</p> <p>The inclusion of chargepoints will be an improvement in the provision of EV driving for current and future generations regardless of any specific characteristic.</p>	<p>Specification 1899 (PAS1899) guidance where feasible or where possible, in accordance with the technical specification, to ensure that older persons are able to use the facilities with ease.</p> <p>All chargepoints will be located at the kerbside to minimise the risk of trailing cables. As part of the accessibility standards, it is expected that CPOs will be required to ensure that the cables are visible.</p> <p>PAS 1899 guidance will provide advice and guidance to help reduce the weight of chargepoint cables will be suitable for pregnant persons to use without being too heavy and cumbersome.</p> <p>Chargepoints under 7kw will not be contactless and, therefore, will not limit those with smart technology to use them, rather it will be in a similar style to a parking meter in a car park, thereby being inclusive.</p>
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<p>Disability</p>	<p>Chargepoints installed in disabled parking bays will allow access for all electric vehicle owners. Allowing greater movement and independence due to the availability of chargepoints in disabled parking spaces. People who are dependent on the car due to a disability will need to be able to access EV charging points.</p> <p>Improve local air quality (poor air quality can disproportionately impact children and older people).</p> <p>Those over 60 are more likely to have age-related health conditions or disability.</p> <p>Those with disabilities or health issues may be more susceptible to health issues resulting from increased temperatures due to climate change.</p>	<p>Chargepoints need to be installed in areas of disabled parking as well as those without.</p> <p>There is a concern that increased pavement clutter could increase barriers for wheelchair users as well as pose a disproportionate risk to those suffering a visual impairment. Those with a visual impairment may require fixed street furniture. For example, with some chargepoints a wand is used to plug into the ground and also some can raise up from underground. This can be challenging due to the constant changing of the chargepoint and lack of visibility, trip hazard and uneven surface.</p> <p>There are potential benefits for those with conditions that affect breathing as air quality is improved with switch from ICE (Internal combustion engine) to BEV (Battery electric vehicle).</p> <ul style="list-style-type: none"> • Increased EVs will mean less noise pollution making things more ambiently pleasant but problematic for those who use sound for safety. • There is potential for negative impact resulting from on-street electric vehicle chargepoints as trailing cables can pose a trip hazard and/or a barrier to many disabled people (this includes for people with a wide range of disabilities such as people with physical impairments, people who are blind/have low vision, people who may have a carer with them). • Areas where there are restricted widths and uneven road surfaces can contribute to exacerbating issues experienced by people with a wide range of impairment types by increasing barriers to accessibility. • As well as the potential for trip hazards and for reducing space resulting in barriers to many disabled people, it has been identified that there is potential for negative impact regarding safety for wheelchair and mobility 	<p>CPO's to follow the PAS 1899 guidance, where feasible or where possible, in accordance with the technical specification, to ensure that older persons and disabled users are able to use the facilities with ease. Chargepoints will be located at the kerbside to minimise the risk of trailing cables. As part of the accessibility standards, it is expected that CPOs will be required to ensure that the cables are visible.</p> <p>The design, position and location of chargepoints need careful consideration to ensure that people with disabilities can use them easily. The connection point should be at a suitable height and the charger should not obstruct the footway or prevent access by people using wheelchairs. This means that some may need to be placed on buildouts in the carriageway or in parking bays.</p> <p>The Council recognises that potentiality not all disabilities may be catered for due to the wide-ranging needs for</p>
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		<p>scooter users as, surfaces will be uneven, potentially resulting in unsafe practices such as manoeuvring around these potential obstacles into traffic flow areas.</p> <ul style="list-style-type: none"> • Advances in technology can be less accessible for some and it is identified that related difficulties in activities such as setting up user accounts, using charging points themselves have the potential to result in negative impacts, for example, for people with learning disabilities. • There is potential for negative impacts, especially for people with a range of disabilities (e.g. upper mobility, dexterity etc.) when using and plugging in cables. • Motability is the largest fleet of Electric Vehicles in the country, providing vehicles to people with disabilities and allowing them to achieve greater independence. The LEVI Pilot and installing EV Chargepoints across the county is a positive for those that have Motability scheme vehicles. The LEVI Pilot will look to install EVCP's in currently marked disabled bays, ensuring they are PAS compliant where possible and necessary. 	<p>individuals and the many different circumstances. The chargepoints are required to be able to be used by disabled drivers (includes height, reach of cables, visibility of screens and signage). The charging bays should not prevent disabled drivers from accessing chargers or charging ports. Kerbs, bollards and protective crash barriers should all be situated in a manner that does not prevent disabled drivers accessing chargers. Having accessible charging facilities will support those disabled drivers to transition to electric cars and support their mobility in and around the County.</p>
Race	<p>Increased provision of chargepoints will allow everyone to have access to public charging facilities.</p>	<p>Leicestershire is a multicultural and vibrant county, with Leicester City at its heart. Many households have no members that have English as their main language. Information should be available to be provided in multiple languages to ensure access.</p> <p>There is potential for exclusion of people in different portions of this group. This could result from language barriers at charging infrastructure.</p>	<p>Information on the chargepoint via a QR code will be provided in a variety of languages so that everyone will be able to access the facility. It is the intention to have a good spread of chargepoints across the County to allow for access for all.</p>
Sex (gender)	<p>Increased provision of chargepoints will allow people to charge in suitable and safe areas, close to home.</p>	<p>There is a general concern that groups which are more worried about their personal safety when walking, could find accessing EV chargepoints more difficult.</p>	<p>The density of chargepoints and ease of use, as well as ensuring that the chargepoints are located</p>

		Women especially feel more vulnerable and unsafe in certain situations and in some areas. If EV chargepoints were to be installed on the public highway, adequate lighting would be some options required as well as potentially CCTV to ensure safety.	in well-lit and safe areas, will help to mitigate these concerns. Chargepoints will be located in public areas and, where possible, not in isolated locations to further the safety of users.
Gender Reassignment	No evidence of a positive or negative impact on that group.	At this stage, impacts in respect of this Protected Characteristic are identified as being 'neutral' as none have been identified which have the potential to disproportionately affect people within this 'group'.	N/A
Marriage and Civil Partnership	No evidence of a positive or negative impact on that group.	At this stage, impacts in respect of this Protected Characteristic are identified as being 'neutral' as none have been identified which have the potential to disproportionately affect people within this 'group'.	N/A
Sexual Orientation	No evidence of a positive or negative impact on that group.	At this stage, impacts in respect of this Protected Characteristic are identified as being 'neutral' as none have been identified which have the potential to disproportionately affect people within this 'group'.	N/A
Pregnancy and Maternity	<p>Increased provision of chargepoints will allow pregnant women to charge in suitable and safe areas.</p> <p>Improve local air quality (poor air quality can disproportionately impact on pregnant women and children, impact on unborn foetus in the womb and can cause disabilities).</p>	<p>There is potential for negative impact resulting from on-street EV chargepoints as trailing cables can pose a trip hazard and/or a barrier to people with a pram/pushchair. Areas where there are restricted widths and uneven road surfaces can contribute to exacerbating issues experienced by people with a pram/pushchair.</p> <p>In addition, it has been identified that there is potential for negative impact regarding safety for people with pram/pushchair as surfaces will be uneven, potentially resulting in unsafe practices such as manoeuvring around these potential obstacles into traffic flow areas. These issues relate to those who are pregnant and who may experience less mobility because of pregnancy.</p>	<p>PAS 1899 provides guidance for a diverse range of people which includes those who may be discriminated against such as being pregnant or on maternity leave.</p> <p>PAS, will provide advice to help CPOs design the chargepoints, e.g. reduce the weight of chargepoint cables, so that they will be suitable for pregnant persons to use without being too heavy and cumbersome, as well as be accessible to use in terms</p>

		<p>There is a concern that increased pavement clutter could increase barrier for prams and pushchairs and chargepoints taking up space on the footpath/pavement.</p> <p>Similar considerations of this characteristic are to age/ disability regarding use of infrastructure if heavy/ challenging to connect.</p>	<p>of height and reach of cables that could otherwise be problematic for heavily pregnant drivers.</p> <p>There are strict guidelines around the amount of space required as a pavement width and with street furniture included, and as such the CPO will need to ensure that there is enough space to encompass pedestrians, wheelchairs and pushchairs etc.</p>
Religion or Belief	No evidence of a positive or negative impact on that group.	At this stage, impacts in respect of this Protected Characteristic are identified as being 'neutral' as none have been identified which have the potential to disproportionately affect people within this 'group'.	N/A
Other groups e.g., rural isolation, deprivation, health inequality, carers, asylum seeker and refugee communities, looked after children, armed forces.	<p>Increased provision of chargepoints will allow many more residents to access EVs and enable greater independence and movement.</p> <p>Improve local air quality (poor air quality can impact on everyone, improving air quality will provide a better place to live and will enable more people to be active by having less polluting vehicles on the road and thereby making the outside a better place to be).</p>	<p><u>Technology</u> EV chargepoints are increasingly becoming a digital service and accessed via smart phone. Older people are less likely to have a smartphone than the population as a whole and, overall, are less likely to be digitally enabled/confident. Most EV charging services are cashless and debited to the passenger's card/bank account via an App. Around 1.5 million people in the UK do not have bank accounts, which could mainly impact residents with lower incomes.</p> <p><u>Poverty and Financial Inclusion</u> There is a concern that some groups with protected characteristics have a higher proportion of people on lower incomes, which makes EV ownership/leasing more challenging. This is expected to be a short-term impact with EVs expected to achieve price parity with petrol/diesel vehicles by 2025-27, with</p>	<p><u>Technology</u> CPOs are able to have payment stations for chargepoints such as in carparks which will help those without smart phones and the App. Increasingly, contactless payment is available, but is dependent on the CPO and if they offer that chargepoint functionality.</p> <p><u>Poverty and Financial Inclusion</u> The price of charging is set by the CPO.</p>

		<p>more second-hand options becoming available. This also needs to be set in the context of the rising cost of petrol/diesel, particularly for high mileage users.</p> <p>The densities and phased approach to installation (supply of chargepoints is in alignment with demand), should mean that those without EVs are not significantly impacted in terms of their ability to find parking spaces. However, the demand of paying for both parking and charging provision may mean the cost of owning an EV is still too great. Charging an EV at public EV charging facilities is usually more expensive than for those who can charge from home. This is linked to the costs associated with installing, maintaining, and operating the facilities as well as differences in VAT.</p> <p>Tariffs vary depending on the CPO, type of charging and energy price fluctuations amongst other things.</p> <p><u>Rural Isolation</u></p> <p>The majority of Leicestershire is rural with small settlements spread out across the County. Residents in these areas will be less likely to have public on-street charging points due to the lack of commercial viability for the CPOs to install chargepoints in these locations. This can lead to people being isolated especially with the reduction in public transport services, which means the private vehicle is the choice for many. To enable the residents of these communities to think of switching to an EV will mean that the charging infrastructure needs to be installed first due to concerns on battery range.</p> <p>LEVI would also have a positive impact on rural isolation as it allows for a sustainable form of transport in rural areas where we expect car demand will remain.</p> <p><u>Deprivation</u></p>	<p>The Council will not have full control over the setting of EV charger tariffs at its chargers under a concession contract. Whilst it is not possible to address the higher price of electricity at public chargepoints through this procurement, the Council should look to ensure that residents have access to market competitive tariffs so that those without access to off-street parking have the option of EV ownership supported by a commercially sustainable network. In addition, innovative on-street home charging solutions will continue to be investigated.</p> <p><u>Rural Isolation</u></p> <p>The LEVI Project will look to install EVCP's in the main market towns across the county as well as a small number of other locations, as this is a trial with only up to 80 chargepoints, it is not feasible to add chargepoints in each rural location.</p> <p>Further LEVI projects will address this issue by ensuring that a certain percentage of</p>
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		<p>There are concerns that more deprived areas will not get EV chargepoints installed and that they will then miss out on being able to own or lease an EV; especially with the prices of EVs and charging increasing or being too expensive.</p> <p>This can then limit people to cheaper more polluting vehicles which may not then be able to go into any Clean Air Zones (CAZ) without additional costs, therefore, actually increasing the amount spent over a timeframe than an upfront initial price which may be outside of their financial remit. This may have a knock-on effect to not being able to access jobs and services easily.</p> <p>There are some potential positive impacts as climate change can disproportionately impact low-income neighbourhoods where there can be less resilience to issues such as flooding. LEVI would have a positive impact on the climate crisis, by helping to reduce carbon emissions.</p>	<p>chargepoints are installed in rural settlements as part of the funding criteria.</p> <p><u>Deprivation</u> After speaking to several CPOs, financial deprivation is felt to be less of an issue as it is believed that leasing vehicles will mean that everyone has equal chance of owning an EV as well as certain employments utilising EVs already, such as light goods vehicles (e.g. Amazon drivers).</p>
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5. Action Plan and Recommendations			
<i>Use this section to describe concerns further. Produce a framework to outline how identified risks/concerns will be mitigated.</i>			
What concerns were identified?	What action is planned?	Who is responsible for the action?	Timescale
<p>Conservation areas, particularly siting of the chargepoints in areas of significant historical and central locations which may detract from the cultural significance of the site.</p>	<p>We will ensure that chargepoint locations are agreed with the district conservation officer and the chargepoint operator. In sites where there is a conservation order in place, we will have a site visit with the appropriate officers to discuss options and if the site is not suitable, we will look at other location options as necessary. This will be site specific.</p>	<p>Lynne Stinson</p>	<p>Ongoing throughout the project, to ensure that chargepoints are sited sympathetically and within reason.</p>
<p>Size of feeder pillars associated with the chargepoints</p>	<p>We will ensure that the feeder pillars associated with the chargepoints are</p>	<p>Lynne Stinson</p>	<p>Ongoing throughout the project to ensure that chargepoints and</p>

<p>themselves. The feeder pillars for the Rapid chargepoints are quite large and will take up a lot of space. More street furniture for pedestrians to navigate, especially for those that are disabled or with mobility issues, have sight/vision issues.</p>	<p>sited in suitable locations where they will not be an impediment for pedestrians. We will also ensure that they are covered in the appropriate district colours. There may also be the potential to install educational materials on the feeder pillars and artwork related to the area.</p>		<p>the associated feeder pillars and other infrastructure is sited sympathetically and in suitable locations that do not impeded pedestrians.</p>
<p>Trailing cables attached to the chargepoints being too heavy for disabled users and those with mobility issues, pregnant people and the elderly.</p>	<p>Chargepoints will have provision to ensure that cables are held up off the floor and to make the cables lighter to use, this will then make the chargepoints better to use for people with disabilities, those with mobility requirements and those that cannot lift heavy items, such as the elderly and pregnant people.</p>	<p>Lynne Stinson</p>	<p>Ongoing through the project. We will monitor usage and any queries/complaints and handling issues as they arise.</p>

<p>6. Way forward</p>	
<p>How will the action plan and recommendations of this assessment be built into decision making and implementation of this proposal?</p>	<p>This LEVI Fund is a pilot and will pave the way for a wider roll out of chargepoints. As such, the lessons learnt from this pilot will ensure that any issues and concerns found will be assessed and solutions produced to ensure that they do not happen with the wider full roll out. Monitoring of the use of chargepoints will help to ensure that we are installing chargepoints correctly.</p>

<p>How would you monitor the impact of your proposal and keep the EIA refreshed?</p>	<p>The LEVI Pilot project is currently in progress, with delivery and installation of chargepoints from 2025 onwards. This pilot will allow officers to understand about chargepoint locations, infrastructure delivery, best practice and working with a CPO and how to deal with any problems/ issues that may arise throughout the project and will help with any further wider chargepoint roll out.</p> <p>The results of this pilot will also feed directly into the Electric Vehicle Charging Strategy which is due to be reviewed and refreshed in 2026: https://www.leicestershire.gov.uk/sites/default/files/2024-09/Electric-Vehicle-EV-Charging-Strategy.pdf</p> <p>This EIA will be reviewed at the end of the LEVI Pilot project, to pick up any unexpected issues and will then inform the wider LEVI Rollout, and A further EIA will then be drafted for the wider LEVI Rollout.</p>
<p>Sign off by DEG Chair/Director or Head of Services</p>	<p>Janna Walker, Assistant Director Development and Growth</p>

Health and Wellbeing Impact Assessment (HIA) Tool to Support Leicestershire County Council Decision Making

Proposal Name: Electric Vehicle Charging Strategy

Department: Environment and Transport

Name of contact: Lynne Stinson

How to use this tool

This is your tool to enable you to carry out a 'desktop' HIA. It will help you look at the potential impacts of your proposal on the health and wellbeing on our communities in Leicestershire and consider the impact on health inequality.

Below are some tips on how to fill out the columns:

- **Impact** – To complete this section, have a think about what impact your proposal may have on each themes listed in the rows below, and importantly, if this impact will be positive or negative. Tick the '+' column for positive impacts and '-' for negative impacts.
- **Likelihood** – What is the likelihood of each impact? Try to support these decisions using available evidence. Tick the '?' column if you are uncertain an impact will occur and '!' if you are certain / have evidence an impact will occur.
- **Description of Impact** – How will the proposal impact on the population? If it will impact specific group or populations differently, identify this- you could add in multiple rows to show this. How severe is the impact likely to be? Will it be instant or in the future?
- **Recommendation** – This is the space to write recommendations around how positive impacts could be maximised and negative impacts minimised. This may include further research and links to information you have found.

Further guidance completing this form can be found in the HIA Support and Guidance notes.

Department	Environment and Transport
Proposal Name	Local Electric Vehicle Infrastructure (LEVI) Pilot Fund Project
Summary of Proposal	<p>The Local Electric Vehicle Infrastructure (LEVI) Fund Pilot project is a delivery stream of the Electric Vehicle Charging Strategy (EVCS), recently developed and approved by Leicestershire County Council Cabinet in September 2024, to enable Electric Vehicle (EV) chargepoints to be installed on the highway across the county, attached as Appendix A.</p> <p>This Pilot is the first stage in providing delivery and installation of up to 100 chargepoints across the county. Working with Midlands Connect (MC) and 4 other Local Authorities, Lincolnshire (who are the Lead Authority in terms of procurement and legal), Rutland, Herefordshire and Stoke- on- Trent, as a consortium to share costs, resources and to share knowledge and information to progress installing chargepoints.</p> <p>The funding is provided by Office of Zero Emission Vehicles (OZEV) to help increase the number of chargepoints across the country to help the public make the switch to EV's. This Pilot Fund of £1million across the Consortium will leverage private investment from Chargepoint Operators (CPOs).</p> <p>Due to this Project being a pilot, lessons will be learnt as the project progresses and this will feed into the Electric Vehicle Charging Strategy (the Strategy) in its 2026 refresh.</p>
Contact Name	<p>Lynne Stinson Head of Service Highways and Transport Commissioning</p> <p>Lynne.Stinson@leics.gov.uk</p>

What impact if any will the proposal have with regard to the themes listed below?

Theme	Nature		Likelihood		<u>Description of impact</u> <ul style="list-style-type: none"> • Scale -Think about inequalities- who will it impact on, which groups? • Severity- Mild/ Moderate/ Severe? • Timing- Short/ Medium/ Long term 	Recommendation (to minimise or maximise impact)
	+	-	?	!		
<p>Social Cohesion and Community</p> <p>Does the proposal encourage social interactions in the community, help to install a sense of neighbourliness and local pride in the area? Does the proposal encourage community participation and increase social inclusion?</p>		-	?		<p>The installation of chargepoints through the Local Electric Vehicle Infrastructure (LEVI) Project, may mean that there is potential for EV chargepoints to provide contention especially with regards to parking spaces along roads where parking is already at a premium in the short-term.</p> <p>Chargepoint locations have been identified in a number of areas where there could be contentions. However, these sites would need to be reviewed with the Chargepoint Operator (CPO), the Distribution Network Operator (DNO) and the Council Highway Network Team to site these chargepoints sympathetically but in the best place for electricity connections.</p> <p>In the long-term as more people switch to EVs, the utilisation of these chargepoints will increase. People having access to on-street chargepoints will help to reduce isolation and will increase independence as people are able to move around more due to having dedicated charging facilities and reducing the concern on battery range.</p>	<p>The recommendation and proposals are:</p> <ul style="list-style-type: none"> • EV Only signage will not be installed, so that other vehicles can still use spaces • Monitor the usage of the electric vehicle chargepoints (EVCP) over 6months to a year • Gather evidence to then install a Traffic Regulation Order if required • Giving residents time to adjust to the EV space <p>Colourful wraps can be put onto the EV chargepoint feeder cabinets, which can be community based and inspired by the local area, therefore, providing community spirit and pride, as well as blending in with the environment using a variety of colours related to the districts.</p> <p>Educational placards can also be installed on the side of the cabinet to inform people of EV's and the project.</p> <p>Community engagement and letter drops will occur before the siting of any chargepoint, provided by the CPO, informing of the project and the reasoning. Information will be provided on websites and educational placards, which could be available in libraries and schools. Further engagement with communities will be made throughout the project to understand barriers to owning and charging EV's.</p>

Theme	Nature		Likelihood		<u>Description of impact</u> <ul style="list-style-type: none"> • Scale -Think about inequalities- who will it impact on, which groups? • Severity- Mild/ Moderate/ Severe? • Timing- Short/ Medium/ Long term 	Recommendation (to minimise or maximise impact)
	+	-	?	!		
					<p>Potential concerns around the cost of charging an EV may arise, due to the tariffs associated with charging. This may be unaffordable and out of reach for some communities.</p> <p>The LEVI Project will help to install chargepoints in rural communities and in places of deprivation.</p>	<p>Communication with Local Members, Districts, parish and town councils will occur before installing the chargepoints and photo opportunities with the first installation will help to boost the positivity of this facility.</p> <p>The EV Chargepoint Operator who will be procured will ensure that charging tariffs are competitive.</p> <p>The cost of Electric Vehicles themselves are outside of the scope of this project, however, with the increase in EV's more are being found on the second-hand market and with advances in battery technology, these will continue to come down in price and battery degradation and battery range will be less of a problem.</p>
<p>Employment and the Economy</p> <p>Does the proposal create new employment in the area or boost local economy/use of services Does the proposal reduce unemployment and economic activity, improve workplace conditions, offer access to gaining new skills?</p> <p>Health inequalities are driven by structural determinants- including the economic and environmental conditions in which people age and work</p>	+			!	<p>The installation of chargepoints through the LEVI Project, will assist in the creation of new jobs and will help the economy.</p> <p>The construction of build outs with the chargepoints and the installation of the chargepoints will require more skilled workers into this sector.</p> <p>Employees will gain new skills and will be then able to work across the industry.</p>	<p>For some of the installation, Council contracted work gangs will be able to be utilised who already work on-street lighting and building works.</p> <p>This will be advantageous as this will then use local people and increase knowledge and skills within the workforce.</p> <p>Evidence already shows that the increase in EVs results in more jobs and employment, new skills and opportunities.</p> <p>The LEVI Pilot Project is to install publicly available EV chargepoints on-street where residents do not</p>

Theme	Nature		Likelihood		<u>Description of impact</u> <ul style="list-style-type: none"> • Scale -Think about inequalities- who will it impact on, which groups? • Severity- Mild/ Moderate/ Severe? • Timing- Short/ Medium/ Long term 	Recommendation (to minimise or maximise impact)
	+	-	?	!		
					<p>This industry is relatively new, however, there are a variety of courses available, which will enable the upskilling of the workforce, gaining access to a variety of further roles.</p> <p>Not only will the amount of construction and installation jobs increase but also the need for EV mechanics.</p> <p>The increase in new jobs and the need for workers to fill these roles will mean that they will increase their income and therefore be able to be more independent and able to live more comfortably and improve their quality of living and health.</p> <p>The LEVI Project will help to install chargepoints in rural communities and in places of deprivation.</p>	<p>have off street parking and therefore may not be able to charge their vehicles easily.</p> <p>Working with employers/ private and 3rd party sites are outside the scope of this project due to the criteria associated with the funding.</p> <p>All chargepoints will be competitively priced to encourage use and charging.</p>
<p>Transport</p> <p>Does the proposal impact on road safety, active travel, cycling and walking facilities and infrastructure</p> <p>Does the proposal cause community severance? Or impact on accessing Public transport?</p>	+	-	?		<p>The installation of chargepoints through the LEVI Project, does not impact on road safety. However, it needs to be highlighted that there will be an increase amount of time spent, by vehicle users, to the side of the road when using a chargepoint, such as parking, accessing the chargepoint and the need to then plug in the chargepoint</p>	<p>Working with the CPO to ensure the chargepoints are carefully situated on the highway and where there is not the footpath width to accommodate a chargepoint, a build out will be required.</p> <p>Guidance on footpath widths are to be used as well as information in the Leicestershire Highways Design Guide (LHDG) and Building Regulations on placement for chargepoints.</p>

Theme	Nature		Likelihood		<u>Description of impact</u> <ul style="list-style-type: none"> • Scale -Think about inequalities- who will it impact on, which groups? • Severity- Mild/ Moderate/ Severe? • Timing- Short/ Medium/ Long term 	Recommendation (to minimise or maximise impact)
	+	-	?	!		
					<p>which may not be the side closest to the pavement.</p> <p>The installation of chargepoints through the LEVI Project, on the highway may impact/ affect cycling and walking facilities due to the location of the chargepoint on the footpath and the potential of extra street furniture on the footpath and in the highway.</p> <p>Through the LEVI Project, the installation of EVCPs in rural areas may help with the increase in EV car clubs. This will improve access for those in these areas, especially those without public transport. This will help with community cohesion, helping residents to access services.</p> <p>Active engagement with disability groups as part of equality impact assessment & design process for LTP4 has resulted in feedback from Visually impaired groups suggesting issues in design for people in this category re. footpaths are not designed well and are a trip hazard. Obstruction of footpaths etc. would be detrimental to the safety of the blind and partially sighted.</p>	<p>The PAS 1899:2022 guidance to be used and taken into account with the installation of chargepoints, to ensure that they are accessible by those with disabilities.</p> <p>Due to the LEVI Criteria, we are required to ensure that EV chargepoints are located in residential areas with limited to no off-street parking to enable residents to charge their vehicles overnight. There will be a small amount of rapid chargepoints located within town centres where there are shorter traffic regulation orders which limit the amount of time required to charge the vehicle.</p> <p>Chargepoint usage will be monitored to ensure that they are required in those areas.</p> <p>Electric Vehicle uptake and the ability to charge these vehicles will help towards improving air quality especially in town centres and built up areas. An increase in EV's will help reduce pollutants in Air Quality Management Areas.</p> <p>Increased EV use may impact road safety in a positive way, as EVs often employ advanced safety features. Ensuring that the infrastructure supports safe interactions among various modes of transportation is essential.</p>

Theme	Nature		Likelihood		<u>Description of impact</u> <ul style="list-style-type: none"> • Scale -Think about inequalities- who will it impact on, which groups? • Severity- Mild/ Moderate/ Severe? • Timing- Short/ Medium/ Long term 	Recommendation (to minimise or maximise impact)
	+	-	?	!		
					<p>Encouraging the adoption of EVs may alter public transport usage, cycling, and walking trends in urban areas, impacting public services such as buses.</p> <p>The LEVI Project will help to install chargepoints in rural communities and in places of deprivation.</p>	<p>The LEVI Pilot Project links to the Leicestershire Transport Plan 4 (LTP4) with benefits to Health and Wellbeing and Protecting the Environment. Evaluating how EV infrastructure interacts with existing public transport systems will be crucial to minimize disruptions and ensure cohesive improvements.</p>
<p>Physical Activity</p> <p>Think about how the proposal may impact on people being physically active, participate in active play or active travel.</p> <p>Health behaviours are influenced by wider determinants of health including income.</p>		-	?		<p>Active travel and physical activity are still a concern as EVs are still personal vehicles which are used for the majority of trips.</p> <p>The need is still there to replace vehicle travel with active travel for short trips where possible.</p> <p>However, for those that cannot or do not travel actively, EVs represent a level of freedom and independence which they might not otherwise have.</p> <p>Cost of EVs will still mean some people have to use active and public transport due to the cost being out of financial reach, however, with the increase in EVs and the subsequent infrastructure, the cost of EVs will reduce and with the</p>	<p>Encouraging EV car clubs may help to mitigate reliance on personal vehicles, as EV car clubs could be for:</p> <ul style="list-style-type: none"> - Use by the community. - Use by/for multiple people /car sharing. <p>Short journeys made by active travel modes may still occur, due to the requirement to charge the vehicle.</p> <p>EV's will mean less pollutants and emissions from the tail pipe and therefore help to achieve better air quality.</p> <p>Short journeys maybe made more by active travel due to the need to charge the vehicle weighed against the distance to travel.</p> <p>Alternatively, EVs are better for short journeys and town driving than an Internal Combustion Engine (ICE) vehicle. And would improve air quality in towns</p>

Theme	Nature		Likelihood		<u>Description of impact</u> <ul style="list-style-type: none"> • Scale -Think about inequalities- who will it impact on, which groups? • Severity- Mild/ Moderate/ Severe? • Timing- Short/ Medium/ Long term 	Recommendation (to minimise or maximise impact)
	+	-	?	!		
					booming second-hand market, more people will be able to afford an EV. Health improvements through reductions in carbon emissions will make it nicer to walk/cycle alongside roads for commuters.	if used more in these situations and in areas where there is already an air quality problem.
Housing Think about any effects the proposal may have on the affordability of housing, Affordability of heating home, neighbourhood design, access to green/blue space. Health inequalities are driven by structural determinants- the economic and environmental conditions in which people live, age and play	+		?		The LEVI Pilot Project seeks to install chargepoints solely in the highway on LCC highway land, therefore there is no requirement as part of this project to install chargepoints as part of housing developments. However, with the increase in EV's across the country, owning a property that is close to an EV chargepoint may be seen as beneficial. Those houses with EV chargepoints installed or houses where they are within a 5 minute or less walk from a chargepoint may become more desirable in the future as more people switch to EVs. Those houses where there is dedicated off-street parking will also become more desirable due to the cheaper electricity if charging from your	This includes best practice and lessons learnt from the LEVI Pilot The LEVI Pilot and Full Projects will enable the increase of chargepoints within the highway and, therefore, will increase the provision of chargepoints available especially in rural areas where charging provision may be sparser and, therefore, the price of housing should remain similar to current prices. However, those houses with parking contentions and chargepoints may lose value in the short-term.

Theme	Nature		Likelihood		<u>Description of impact</u> <ul style="list-style-type: none"> • Scale -Think about inequalities- who will it impact on, which groups? • Severity- Mild/ Moderate/ Severe? • Timing- Short/ Medium/ Long term 	Recommendation (to minimise or maximise impact)
	+	-	?	!		
					<p>own electricity supply on your driveway. Those houses with this already installed may be more sought after as no upfront costs for installation are needed.</p> <p>The LEVI Project will help to install chargepoints in rural communities and in places of deprivation.</p>	
<p>Diet and Nutrition</p> <p>Think about how the proposal could encourage or discourage people from accessing healthy food choices, affordability of healthy choices, ability to grow own food.</p> <p>Does the proposal impact on sustainable food production?</p> <p>Health behaviours are influenced by wider determinants of health including income.</p>					<p>No evidence that EVs and chargepoints have any correlation or impact on Diet and Nutrition.</p>	N/A

Theme	Nature		Likelihood		<u>Description of impact</u> <ul style="list-style-type: none"> • Scale -Think about inequalities- who will it impact on, which groups? • Severity- Mild/ Moderate/ Severe? • Timing- Short/ Medium/ Long term 	Recommendation (to minimise or maximise impact)
	+	-	?	!		
<p>Education and skills</p> <p>Think about how the proposal could encourage or discourage people from improving their educational attainment? Impact on opportunities to develop new skills?</p> <p>Providing opportunities for volunteering/ apprentices.</p> <p>Educational attainment is linked to health behaviours and health outcomes.</p>	+	-	?	!	<p>The installation of chargepoints through the LEVI Project, could encourage people to improve their educational attainment due to the skilled and technical jobs they could go into in the future. There are currently opportunities to develop new skills and have training on EV, maintenance, chargepoints, installation and management, battery technology, development, safety and with increasing expertise at all levels.</p>	<p>https://www.horiba.com/bra/automotive/applications/electrification/</p> <p>MIRA near Hinckley has many training opportunities for EV development and charging facilities.</p> <p>There are also online training facilities, many of them free, which means that people can improve their skills and knowledge thereby leading them to better employment and jobs, pay and a better quality of life and health.</p> <p>The Energy Savings Trust, Cenex Academy amongst others, have courses to enable everyone to gain new skills and knowledge. Some of these are short courses, but there is a range to suit everyone.</p> <p>The Chargepoint Operator has their own work gangs and there is the potential for LCC work gangs to be involved with this project. This will create jobs in this sector.</p>

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Air Quality & Noise Think about how air pollution and noise could be impacted reducing car use, traffic congestion, reducing noise disturbances	+		?		<p>The installation of chargepoints through the LEVI Project, will assist in improving air quality by the increase of EVs being driven, especially in towns and areas where air quality is poor as there are no emissions from the tail pipe. Noise from vehicles will reduce as EVs are quieter than ICE vehicles, however, this can prove hazardous to disabled persons and those with sight problems.</p> <p>Chargepoints themselves can produce a noise and in residential areas at night this could be an issue. The fans inside the chargepoint are needed to keep the facility cool. This noise is likened to a low humming noise but could prove a nuisance.</p>	<p>Increasing the availability of chargepoints across the County for communities is a positive impact, helping increase the uptake of electric vehicles and contributing positively to improving air quality and decarbonisation.</p> <p>Improved air quality will particularly improve the lives of people who suffer from breathing difficulties associated with high levels of pollutants in the air.</p> <p>EVs operate more quietly than traditional internal combustion engines, leading to lower noise pollution levels, which can improve mental health and reduce stress-related illnesses.</p> <p>The chargepoint locations have been identified based on the LEVI criteria, grid connection and safety. Some of these areas are within air quality risk areas and will be have a positive benefit, but other criteria were used.</p>
Crime Reduction and Community Safety Does the proposal discourage crime and antisocial behaviour, reduce fear of crime, promote safe environment.	+	-	?		<p>The installation of chargepoints through the LEVI Project, will assist in reducing crime, through providing safe and secure charging facilities, which are well lit and with CCTV to ensure that they are not vandalised promoting a safe environment through community cohesion.</p>	<p>There have been problems with the vandalization of chargepoints and charging cables, but the deterrents put in place mean that this is a rare occurrence.</p> <p>Working with CPOs to ensure that any chargepoint which is vandalised will be quickly re-instated and made safe as necessary.</p>

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					<p>Noise from vehicles will reduce as EVs are quieter than ICE vehicles, however, this can prove hazardous to disabled persons and those with sight problems.</p> <p>The LEVI Project will help to install chargepoints in rural communities and in places of deprivation.</p>	
<p>Alcohol, Tobacco, Illegal drug use</p> <p>Does the proposal impact on the supply/use of alcohol and tobacco. Will it create an environment that discourages illegal drug use?</p> <p>Health behaviours are influenced by wider determinants of health.</p>					<p>There is no correlation or impact from EV charging on Alcohol, Tobacco, Illegal drug use and Gambling.</p> <p>The LEVI Project will help to install chargepoints in rural communities and in places of deprivation.</p>	N/A
<p>Energy Use, Waste Minimisation and Climate Change</p> <p>Does the proposal impact on energy use, energy efficiency and waste. Can carbon emissions and waste be minimised?</p> <p>Does the proposal impact on refuse services? Encourage recycling. Contribute to net zero? Impact climate change</p>	+		?		<p>The installation of chargepoints through the LEVI Project, will assist in reducing carbon emissions by assisting in increasing the number of EVs, making it easier to charge EVs, contributing to the country's Net Zero target and Leicestershire's Net Zero Action Plan targets and objectives, thereby impacting on climate change in a positive way.</p>	<p>Contributes to net zero by reducing the amount of ICE vehicles on the road and pollutants from the tailpipe. Assessing the potential strain on local electrical grids, and ensuring that infrastructure development includes considerations for safe, reliable, and clean energy sources.</p> <p>The health impacts of EV infrastructure will be influenced by the energy sources used to generate electricity. Renewable energy sources will have fewer negative health impacts compared to coal or fossil fuels.</p>

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					Out of the Council's control is the use of precious metals and materials in the use of battery technology, however, the Council can work with CPOs and ensure that new technologies are utilised, and environmentally friendly options are used.	
<p>Access to Public Services Does the proposal may impact demand for local services. Does the proposal impact on accessing health or social care services.</p> <p>Health inequalities can be driven where there are differences in distribution of resources, services</p>					<p>The installation of chargepoints through the LEVI Project, will assist in reducing rural isolation by providing EV chargepoints in rural communities, especially important in those areas where there is limited/ no public transport.</p> <p>This may help in car clubs being available in these areas and, therefore, allowing people to use them to access health and social care services.</p> <p>Installing chargepoints in rural villages/ communities will encourage people to switch to EVs who may not have considered it before due to range anxiety and concerns over charging.</p> <p>The LEVI Project will help to install these chargepoints in rural communities and in places of deprivation.</p>	<p>This LEVI Project of chargepoint installations is relatively small in comparison to the amount of chargepoints that Leicestershire will need by 2030 to keep up with demand. However, it is a good starting point. Further chargepoints will be needed and the Council will work with CPOs and other parties, stakeholders, district councils, parish councils to ensure that chargepoints are installed in the future.</p>

