



CABINET – 13 SEPTEMBER 2024

ELECTRIC VEHICLE CHARGING STRATEGY

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

PART A

Purpose of the Report

1. The purpose of the report is to inform the Cabinet of the public engagement that has informed the development of the Council's new Electric Vehicle Charging Strategy (EVCS) and to seek approval of the Strategy, attached as Appendix A to this report.

Recommendations

2. It is recommended that:
 - a) The feedback from the engagement on the Council's draft Electric Vehicle Charging Strategy (EVCS) be noted;
 - b) The EVCS be approved;
 - c) The Director of Environment and Transport, following consultation with the Cabinet Lead Member, be authorised to review and amend the EVCS, to reflect changes in legislation and good practice, and in light of the outcomes from the Local Electric Vehicle Infrastructure (LEVI) Pilot Project and the availability of funding, to ensure the EVCS remains fit for purpose.

Reasons for Recommendation

3. Although not a legal requirement, the Government has previously set an expectation that all upper tier local authorities develop a local Electric Vehicle (EV) Strategy by the end of 2024/25, to underpin local public chargepoint delivery, and to meet the current and future charging needs of residents, businesses, and fleet operators.
4. It should be noted that the current Government, elected on 4 July 2024, 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.

5. Having an EV strategy in place will be a key element in supporting bids to secure EV funding from the Government, such as LEVI funding.
6. The EVCS is a key element in the delivery of the Council's emerging Local Transport Plan (LTP4) 2026-40 and will support the Authority's net zero ambitions.

Timetable for Decisions (including Scrutiny)

7. A report was considered by the Highways and Transport Overview and Scrutiny Committee on 6 June 2024. Its comments are included in paragraphs 65 to 66 of this report.
8. Subject to the Cabinet's approval, the Council's EVCS will be published on the Council's website in September 2024 and the appropriate parties will be informed of its publication.

Policy Framework and Previous Decisions

9. In March 2011, the Council adopted its Local Transport Plan (LTP3) 2011-26. The Plan noted that significant interventions from the Government and the motor industry would be needed to stimulate both supply and demand for EVs, and that the lack of distribution and re-fuelling infrastructure was also a major obstacle to the market development of alternative fuel powered vehicles. These technologies are needed to achieve a significant shift away from non-renewable fuelled vehicles with their attendant air quality issues.
10. The County Council declared a climate emergency on 15 May 2019 with unanimous cross-party support. The declaration committed the Council to achieving carbon neutrality for its own emissions by 2030 and to work with others to urge the Government to support delivery of this commitment.
11. In May 2022, the County Council approved its updated Strategic Plan (2022-26), which sets out the Council's long-term vision and priorities. The Plan highlighted Leicestershire's below average rates of EV ownership and outlined actions, including working with partners, such as the district councils and organisations in the private sector, to enable and encourage EV usage, such as by expanding chargepoint infrastructure. The success of this is to be measured by the rate of EV ownership.
12. In December 2022, the County Council approved the Net Zero Leicestershire Strategy and Action Plan. 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 plan aims to support the transition to ultra-low emission vehicles, including electric and hydrogen fuelled vehicles. The Net Zero Action Plan includes:

- a) Developing a strategy for increasing the uptake of ultra-low emission vehicles.
 - b) Developing and adopting a policy to support the uptake of EVs and highway planning policy to promote the deployment of charging infrastructure.
13. 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.
 14. In February 2024, the Cabinet considered a proposed 2024/25 to 2027/28 Medium Term Financial Strategy (MTFS). 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.
 15. In March 2024, the Cabinet considered the Environment and Transport 2024/25 Highways and Transportation Capital Programme and Works Programme. The Cabinet was advised that this included work on the development of an EV strategy for Leicestershire.
 16. In May 2024, the Cabinet considered a report setting out the Authority's approach to the development of the LTP4. The report highlighted the LTP4 Core Document, which sets out the 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.

Resource Implications

17. The EVCS, and associated roll-out of public chargepoint infrastructure, will be mainly delivered through funding from the Office for Zero Emissions Vehicles (OZEV) LEVI capital and revenue funding allocations.
18. Of this, the Council has secured at least £222,373 of capital funding towards the delivery of the Pilot Project and has been provisionally allocated an additional £3.151m towards further chargepoint delivery through the LEVI Full Project, subject to the success of the business case which needs to be submitted to the OZEV by the end of December 2024 (this date is aligned to the LEVI timescales and it is likely to be subject to change).
19. At present, there is no County Council capital funding identified for chargepoint delivery.

20. Officer resource towards the development of the EVCS and the delivery of both LEVI Projects, is being funded from £530,000 LEVI revenue funding (allocated across 2023/24 and 2024/25), supported by a contribution of £154,000 from the Environment and Transport budgets through to 2027/28.
21. To date, the LEVI revenue funding has been used to:
- a) Prepare, publish, and analyse the EV Countywide engagement exercise.
 - b) Develop a bespoke Leicestershire EV chargepoint map-based planning tool, which gathers all available EV related spatial data and helps inform future chargepoint site selection decisions.
 - c) Work with Midlands Connect and the local consortium of local authorities to develop Pilot Project proposals and support chargepoint operator (CPO) procurement.
22. Moving forward, the funding will be used towards:
- a) Supporting the delivery of the Pilot Project from 2024/25 onwards, including project management, communications and engagement, design approvals and ongoing contract management and CPO liaison.
 - b) Providing all the necessary data and information to support Midlands Connect to develop and submit a suitable business case to the OZEV by the end of December 2024, to secure the funding that the Authority has been provisionally allocated for the Full Project.
 - c) Supporting the delivery of the Full Project from 2025/26 onwards, subject to the success of the business case submitted.
23. The Director of Corporate Resources and the Director of Law and Governance have been consulted on the content of this report.

Circulation under the Local Issues Alert Procedure

24. This report will be circulated to all members.

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PART B

Background

25. 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.
26. As of the end of 2023, there were approximately one million fully electric cars on UK roads and a further 600,000 plug-in hybrids. This, compared with just over 10 years ago, when there were only around 5,000 electric vehicles registered.
27. 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 (as of March 2024).
28. 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.
29. Whilst the delivery of EV infrastructure is not a statutory duty for local authorities, to date, the Government expected upper tier local authorities to address the gaps in provision currently being provided by the private sector. This includes adapting public assets, such as the highway, to deploy public chargepoints, ensuring that a network of public chargers is available for residents, commuters, visitors, businesses, and fleet operators in its area.
30. The Government, therefore, strongly encouraged all upper tier local authorities to develop local EV chargepoint strategies by the end of 2024/25, to underpin the roll out of public chargepoints and their ongoing management.
31. The new 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.
32. Having a strategy in place will also support delivery of the Council's wider plans, policies, and actions; for example, the Net Zero Leicestershire Action Plan contains several actions around supporting low-carbon alternatives to petrol/diesel engines. It will also be a key requirement for the Council's emerging LTP4. The Authority's commitment to public chargepoint delivery set out in the EVCS will underpin the delivery of the LTP4 and it will align with the five core themes and six core policies set out in the LTP4 Core Document.

Funding

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

34. 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) Deploying 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 supporting residents who have limited or no off-street parking and need to charge their EV.
35. The funding is being managed by the OZEV and is available to all upper tier local authorities in England. It consists of two funding streams:
- a) Capital funding (£353m) for public EV charging infrastructure; and
 - b) Capability (revenue) funding (£43m) for officer resource towards project delivery and the development of EV infrastructure strategies.

LEVI Capital Funding - Pilot Project

36. The LEVI capital funding was initially launched as a £10m 'Pilot' through a competitive bidding process.
37. In August 2022, the Council, working with Midlands Connect and four other local authorities (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.
38. Of the funding secured, the Council has been allocated approximately £220,000 towards up to 100 public chargepoints for Leicestershire, a mix of standard and rapid chargepoints.
39. Whilst specific chargepoint locations have yet to be determined, the focus will be on the larger most populated settlements in Leicestershire. This will centre on residential streets where there are high proportions of housing with limited or no access to private off-street parking. Chargepoints will consist of a mix of standard and rapid chargers.
40. The Council is currently in the process of procuring a CPO, who will provide the chargepoints and assist with funding, design, consultation, maintenance, and operation, on the behalf of the Council.
41. All Pilot Project chargepoints will be subject to grid capacity checks with Electricity Distribution Network Operators (DNOs) and engagement with local communities during summer 2024, with delivery planned to start in autumn 2024.

42. The Pilot Project is an important first step in understanding the work that the Council will need to undertake to deliver public EV charging infrastructure on a large scale. Ideally, lessons learnt from the Pilot Project delivery would help to inform the content of the EVCS. Due to the Government's timescales for strategy development, both will need to be delivered concurrently, during the 2024/25 financial year. However, the Authority will seek to review and refresh the EVCS following the delivery of the Pilot Project.

LEVI Capital Funding - Full Project

43. In April 2023, the Council was provisionally allocated a further £3.151m of capital funding to deliver a large full scale chargepoint project.
44. The Council is working with Midlands Connect and a different consortium of local authorities (Worcestershire County Council, Rutland Council, Warwickshire County Council and Shropshire County Council) to submit the necessary business case to the OZEV by the end of December 2024 to secure the funding that the County Council has been provisionally allocated.
45. With additional private investment from CPOs, the Full Project will allow the County Council to build on the Pilot Project and expand the number of public EV chargepoints across the County. The County Council will seek to publish local chargepoint delivery plans for the Full Project in the autumn 2024 and the County Council will aim to start delivery during 2025/26.

LEVI Capability Funding

46. 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.

The Electric Vehicle Charging Strategy

Overview

47. The EVCS provides the strategic framework for the Council's approach to public EV charging provision and its practical ongoing delivery.
48. It will firstly outline six proposed key long-term goals, which will underpin the Council's overarching vision for transport in Leicestershire, set out in the LTP4. The key goals outline the aspirations for the EVCS and the broad outcomes that the Council aims to achieve in the long-term beyond 2030. The six key goals are as follows:
- I. **Social Equity**
To deliver an equitable EV charging network that supports economic prosperity and meets local ambitions, through an accessible, inclusively designed and well distributed network for all communities.

II. Healthy Environment

To promote a healthy environment for all by reducing vehicle exhaust emissions from cars and vans and improving air quality.

III. Creating Better Places

To create better places using infrastructure that is inclusive, sensitively placed and designed to complement public spaces.

IV. Connected Network Meeting Demand

To support economic activity and keep people and places connected, especially in a rural county such as Leicestershire, by providing the right charging solution in the right place and encouraging the uptake of EVs.

V. Resilient and Safe Network

To enable a resilient and safe transport network with infrastructure that is reliable, accessible, safe, compatible, easy to use and represents good value for money at installation and use during its life.

VI. Decarbonise Road Transport

To reduce carbon emissions from cars and vans by encouraging the transition away from the internal combustion engine and towards EVs

49. Alongside the long-term goals, a series of six core objectives have been identified, that the Council will seek to achieve, in the short-term (up to 2030), as follows:
- a) To continue to develop an evidence base of Leicestershire's current and future charging needs.
 - b) To install EV chargepoint assets and expand the existing public charging network.
 - c) To work collaboratively with partners and stakeholders on the provision and delivery of EV chargepoints across Leicestershire.
 - d) To carefully consider how EV chargepoint assets are integrated into the public highway.
 - e) To seek to facilitate further funding opportunities to deliver EV chargepoint infrastructure.
 - f) To ensure the long-term sustainability of chargepoints across Leicestershire.
50. To create a comprehensive public charging network in Leicestershire, a collaborative approach between organisations, partners and stakeholders across various sectors will be required. The EVCS will, therefore, set out and describe the Council's role in the provision and delivery of public EV chargepoints, in the wider context of the roles and responsibilities of other organisations, partners and stakeholders such as the Government, CPOs, and DNOs.

Scope

51. The scope of EVCS primarily covers EV chargepoint infrastructure delivered by the Council (through a contractual arrangement with a local CPO partner, who will own the chargepoint assets and be responsible for their maintenance and operation).
52. The EVCS is aimed at the provision and delivery of charging infrastructure for the following user groups across Leicestershire:
 - a) Residents,
 - b) Local businesses and their employees,
 - c) Van-based logistics operators,
 - d) Visitors,
 - e) Shoppers.
53. The EVCS will focus on charging infrastructure deployed equably across the County, driven by demand, land availability, commercial considerations of local CPO partners, grid capacity and the availability of funding.
54. In doing so, the Council will focus on providing charging infrastructure that:
 - a) Serves cars and vans.
 - b) Is publicly available (serving a wider public interest), 24-hours a day, to serve vehicles parked within the public highway, such as residential streets, estates, high streets, and main roads. Suitable Council-owned sites will also be considered, such as Country Parks and libraries, subject to the availability of funding.
 - c) Consists of mainly lower powered on-street, 'standard' (7kW) chargers suited for overnight charging. Lamppost chargers (3kW) and a small number of 'rapid' (50kW+) chargers will also be considered across the County where appropriate.
 - d) Is located:
 - i. In areas where there is evidence of residential parking demand, where home charging is not possible (such as off-street parking availability is limited or unavailable).
 - ii. Geographically across the entire County, in both commercially attractive high-density urban sites and less commercially attractive lower-density rural sites. It will also be acknowledged that more chargepoints will be needed in urban, more-heavily populated areas.
 - iii. In locations identified by residents, such as from the Countywide survey map (in locations that align with EVCS scope).

- e) Is planned and delivered in accordance with the Government's EV funding criteria to maximise the Council's chance of success, such as LEVI funding.

55. The EVCS does not, at this point, cover EV charging infrastructure for:
- a) E-bikes, electric motorbikes, buses or large goods and service vehicles. It also does not cover off-street car parks, except for suitable Council owned sites, subject to funding.
 - b) Private businesses – such as destination, workplace and depot charging (including the Council's fleet operations).
 - c) Private individuals or sole use.
 - d) Addressing trailing footway EV charging cables, such as gully channel solutions. The Department for Transport's (DfT) Plan for Drivers, published in October 2023, noted that the Government would be seeking to provide guidance on the use of safe cross-pavement solutions to local authorities. The Council welcomed the Government's stated intention to provide guidance and urged this to be published as soon as possible.
 - e) En-route charging, such as in laybys on or near the main road network.
56. The EV market is rapidly evolving and, therefore, it is likely that the scope of the Strategy will need to be reviewed and refreshed after two years in light of the outcomes from the Council's LEVI Pilot Project and to ensure that the Strategy responds to any emerging guidance from the Government, the future development and progression of EVs and the associated infrastructure and funding availability.

Engagement

57. A Countywide public engagement exercise was carried out for a seven-week period, between 16 October and 30 November 2023.
58. The engagement exercise included an online questionnaire which allowed current EV drivers to provide feedback about their charging habits and prospective EV drivers to raise their concerns.
59. The questionnaire also featured an interactive 'social pinpoint' map, which allowed residents to place a marker on a map in locations in the County where they would like to see a chargepoint.
60. The engagement was advertised via the Council's 'Have Your Say' webpage, newspaper articles in the Harborough Mail, Coalville Times, Melton Times and Loughborough Echo, social media posts on Facebook, Instagram, LinkedIn and Nextdoor, as well as on East Midlands Today and Fosse 107 radio.
61. Members were made aware of the engagement exercise and invited to participate.

Summary of Findings

62. A summary of the key findings from the engagement exercise is presented in the tables below. Further detailed analysis of the feedback received can be found in Appendix B.

Table 1 – Questionnaire Summary

Number of responses:	540 (Note: 53% of respondents were current EV owners).
Where do respondents who own an EV currently charge:	<ul style="list-style-type: none"> • At home (private driveway or garage etc.). • Public and private off-street car parks. • Motorway services.
Where do respondents want to charge:	<ul style="list-style-type: none"> • Private home charging was the most popular location/setting for charging. • If home charging is not an option, on-street was then the most popular option. • 60% of current owners without home charging want on-street chargepoints. • 85% of prospective owners who do not want to charge at home, want on-street chargepoints.
What type of chargepoints do residents want:	<ul style="list-style-type: none"> • 80% of respondents want rapid chargepoints as part of their charging solution. • 50% of respondents solely want provision in the form of rapid chargepoints.
What chargepoint features do respondents consider to be most important:	Accessibility, reliability, ease of payment and competitive pricing were identified as the most important features for public chargepoints.
Barriers to EV ownership:	Vehicle cost, lack of local chargepoints and concerns about using chargepoints identified as the key barriers to owning an EV.

Table 2 – Interactive Map

<p>Key findings from the interactive map:</p>	<ul style="list-style-type: none"> • A total of 548 identified potential chargepoint locations. • 55% of suggested locations were located at privately owned destinations such as supermarkets, leisure and shopping centres. • 27% of suggested locations were on-street within mainly residential areas. • 72% of suggested locations were in urban settlements, 28% in rural settlements. • Breakdown of locations by district: Charnwood (38%), Melton (14%), Harborough (13%), North West Leicestershire (13%), Blaby (11%), Hinckley and Bosworth (9%) and Oadby and Wigston (2%)
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63. Feedback received from the survey has steered the development and content of the draft EVCS. In addition, locations identified by residents, businesses, parish councils, and Members via the interactive map are feeding into the development of chargepoint delivery plans for the LEVI Full Project.
64. Following on from the engagement exercise, it will be important to maintain an open dialogue with local communities and to continue to actively seek and capture feedback through the EV section on the Council's website. Community engagement will help to understand the evolving needs and expectations of local residents, ensuring that the EV charging infrastructure installed by the Council focuses on the user and effectively addresses their requirements.

Comments of the Highways and Transport Overview and Scrutiny Committee

65. The Highways and Transport Overview and Scrutiny Committee, including members of the Environment and Climate Change Overview and Scrutiny Committee, considered a report on the development of the Council's EVCS on 6 June 2024.
66. The report was noted, and the following comments were raised from the discussion:

- a) It was noted that the EVCS was one element of the Council's wider approach to become a net zero County by 2050, and it would be reviewed in two-years' time to take on the learning from the LEVI funded pilot which would launch in the autumn of 2024. The pilot, which the Council had been allocated funding, would see up to 100 public chargepoints consisting of a mix of standard and rapid chargepoints for Leicestershire.
- b) It was suggested that the capacity on the grid should be sufficient and that all pilot chargepoints would be subject to grid capacity checks with DNOs and engagement with local communities during summer 2024. However, there would be a number of challenges as this was an entirely new area of work for local authorities and it would be dependent in part on changes in public behaviour. There would be a lot of learning to facilitate and manage delivery of the pilot, but there was an extensive data base that allowed for planning and the prioritising of options.
- c) It was suggested that the home charging points policy was suitable and that it would be appropriate for the geographic area, but that this should be kept under review to take in learning from other similar areas.
- d) It was noted that the standards for the length of driveway had been reduced and the stance for 90-degree parking from the road was there for safety reasons and to avoid manoeuvring on footways to get parallel to the home on the drive. The Strategy would be reviewed regularly to take on learning from Pilots on various aspects. The dropped kerb policy was generous and for modern, larger vehicles this would be reviewed on a case-by-case basis.
- e) It was noted that although hydrogen power was being used in some HGV's and buses, the technology was not in place for cars. However, it was suggested that there was scope for a potential market which could be considered in the future.
- f) It was suggested that there were growing needs for charging facilities in rural areas and that the prospect of village community power point charging bases were options that would be welcomed to address the needs of those in rural areas where alternative options may not be appropriate.
- g) In response to a query around trailing cables, it was noted that local authorities had been pressing the DfT, which was expected to provide further guidance.

Equality Implications

67. The Council's approach to strategy development and delivery will be carried out having regard to the public sector equality duty imposed on the Council by section 149 of the Equality Act 2010.

68. An Equality Impact Assessment (EIA) has been undertaken and presented to the Departmental Equalities Group (see Appendix C). The overall impact of the EVCS is positive/ neutral.
69. Separate EIAs will be undertaken as part of the LEVI Pilot and the LEVI Full rollout. Throughout the course of the LEVI Projects (Pilot and Full), impacts on protected characteristic groups will continue to be assessed and addressed should issues be identified.
70. A further assessment will be undertaken following the review of the EVCS in two years, to ensure that any potential negative impacts have been identified and opportunities for positive outcomes considered and, where appropriate, the EVCS will be updated.

Human Rights Implications

71. The Council's approach to strategy development and delivery will be carried out having regard to the Human Rights Act 1998.
72. Where appropriate, human rights implications will be assessed as part of the EIA and will be reviewed periodically and following the review of the EVCS in two years.

Health Implications

73. The objectives put forward in the EVCS will support and facilitate the transition for residents from petrol and diesel vehicles to EVs, which will make a major contribution to improving air quality and reducing harmful pollutants.
74. In agreement with Public Health, health impacts have been assessed using the Health Impact E-form tool to ensure that health and wellbeing implications have been considered (see Appendix D).
75. The completion of the assessment has indicated positive health benefits and sought to mitigate any potential negative health impacts.
76. There are some recommendations which the assessment has highlighted. These will be considered within the LEVI Pilot Project delivery programme and will be reviewed in two years following the delivery and subsequent review of the EVCS.

Environmental Implications

77. The EVCS will make a positive contribution to decarbonising transport and contributing towards net zero ambitions for the County, as transport contributes the most carbon emissions of any sector.

78. A Strategic Environmental Assessment will not be undertaken due to no negative environmental impacts being associated with the EVCS. Any impacts associated with the increase in EVs and chargepoints will be positive, such as reducing pollutants and improving air quality.
79. Environmental Impact Assessments will be completed as part of the site selections by the CPOs if necessary. Given that on-street works would be under permitted development and any installation is not “major infrastructure”, CPOs will not need planning approval and therefore an Environmental Impact Assessment seems unlikely for on-street chargepoints.

Background Papers

September 2021 - Midlands Connect: Supercharging the Midlands (2021)
<https://www.midlandsconnect.uk/media/i1spsr1/mc-supercharging-the-midlands-document.pdf>

March 2022 – Department for Transport - Taking Charge: The Electric Vehicle Infrastructure Strategy
<https://assets.publishing.service.gov.uk/media/6245ba40e90e075f15381cf0/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf>

May 2022 – County Council – Leicestershire County Council's Strategic Plan 2022-2026
<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=134&MIId=6482&Ver=4>

December 2022 – County Council – Net Zero Leicestershire Strategy and Action Plan
<https://www.leicestershire.gov.uk/environment-and-planning/net-zero/net-zero-leicestershire-strategy-action-plan-and-reports>

November 2023 – Cabinet – Annual Delivery Report and Performance Compendium 2023
<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MIId=7080&Ver=4>

February 2024 - County Council - Medium Term Financial Strategy 2024/25 – 2027/28
<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=134&MIId=7305&Ver=4>

March 2024 – Cabinet - Environment and Transport 2024/25 Highways and Transportation Capital Programme and Works Programme.
<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MIId=7504&Ver=4>

May 2024– Cabinet – Development of the Local Transport Plan (LTP4) 2026-2040
<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MIId=7506&Ver=4>

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

Appendices

Appendix A – Electric Vehicle Charging Strategy

Appendix B – Countywide Electric Vehicle Engagement Analysis Report

Appendix C – Equality Impact Assessment

Appendix D – Health Impact Assessment E-Form