

## 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.**

<b>Department</b>	Environment and Transport
<b>Proposal Name</b>	Electric Vehicle Charging Strategy
<b>Summary of Proposal</b>	The Electric Vehicle (EV) Charging Strategy (the Strategy) is a high-level, evidence based strategic document. For the first time, Council objectives and plans for EV charging are presented in one place. Development of the Strategy includes objectives, guidance, evidence, best practice and challenges. The Council's approach will continue to be 'agile', enabling flexibility and ability to react to changing circumstances. The Strategy links to the Council's Local Transport Plan 4 (LTP4) and focuses on how the Council will deliver EV chargepoints by 2035 in accordance with current Government targets, alongside other measures to facilitate the transition to EVs.
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## What impact if any will the proposal have with regard to the themes listed below?

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Theme	Nature		Likelihood		<u>Description of impact</u> <ul style="list-style-type: none"> <li>• Scale -Think about inequalities- who will it impact on, which groups?</li> <li>• Severity- Mild/ Moderate/ Severe?</li> <li>• Timing- Short/ Medium/ Long term</li> </ul>	Recommendation (to minimise or maximise impact)
	+	-	?	!		
<b>Social Cohesion and Community</b>  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		-	?		The Strategy and the installation of chargepoints through the Local Electric Vehicle Infrastructure (LEVI) Project, may mean that there is potential for EV chargepoints to provide contention	The recommendation and proposal are to not make these spaces mandatory to start with and to monitor the usage and uptake of EVs and the electric vehicle chargepoints (EVCP). Once the chargepoint is being used the majority of time, then a Traffic Regulation

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community participation and increase social inclusion?					<p>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 District 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>Order may be installed to ensure that this space is EV only. By that time, the residents will have got used to the EVCP and numbers of EVs will be higher.</p> <p>Wraps can be put onto the EV Feeder cabinets which can be community based and inspired by the local area, therefore, providing community spirit and pride.</p> <p>Community engagement and letter drops will occur before the siting of any chargepoint, provided with the CPO.</p> <p>Comms and photo opportunities with the first installation will help to boost the positivity of this facility.</p>
<b>Employment and the Economy</b>  Does the proposal create new employment in the area or boost local economy/use of services Does the proposal reduce	+			!	<p>The Strategy and the installation of chargepoints through the LEVI Project, will assist in the creation of new jobs and will help the economy.</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>

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<p>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 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>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>This will be advantageous as 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>

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<p><b>Transport</b></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 Strategy and 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 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 which may not be the side closest to the pavement.</p> <p>The Strategy and the installation of chargepoints through the LEVI Project, on the highway may impact/affect on 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 associated with the Strategy, the installation of EVCPs in rural areas will help with the increase in EV clubs. This will improve access for those in these areas, especially those without public transport. This will help with community</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> <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>

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					cohesion, helping residents to access services.	
<b>Physical Activity</b>  Think about how the proposal may impact on people being physically active, participate in active play or active travel.  Health behaviours are influenced by wider determinants of health including income.		-	?		Active travel and physical activity are still a concern as EVs are still personal vehicles which are used for the majority of trips.  The need is still there to replace vehicle travel with active travel for short trips where possible.  However, for those that cannot or do not travel actively, EVs represent a level of freedom and independence which they might not otherwise have.  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 booming second-hand market, more people will be able to afford an EV.	Encouraging the use of EV clubs will help to mitigate this as the EV is: <ul style="list-style-type: none"> <li>- For use by the community.</li> <li>- Used by/for multiple people /car sharing.</li> <li>- EV will mean less emissions from the tail pipe and therefore better air quality etc.</li> <li>- Short journeys made by active travel due to the requirement to charge the vehicle.</li> </ul> Short journeys maybe made more by active travel due to the need to charge the vehicle weighed against the distance to travel.  Alternatively, EVs are better for short journeys and town driving than an Internal Combustion Engine (ICE) vehicle. And would improve air quality in towns if used more in these situations and in areas where there is already an air quality problem.

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					Health improvements through a reduction in carbon emissions will make it nicer to walk/cycle alongside roads for commuters.	
<b>Housing</b>  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	+		?		New housing developments must follow the building regulations: <a href="https://www.planningportal.co.uk/permission/common-projects/electric-vehicle-charging/electric-vehicle-chargers">https://www.planningportal.co.uk/permission/common-projects/electric-vehicle-charging/electric-vehicle-chargers</a> , The UK Government's new EV charging requirements came into force in England as of June 2022, as part of an overhaul of the country's Building Regulations: every new home, including those created from a change of use, with associated parking must have an EV chargepoint. <a href="https://assets.publishing.service.gov.uk/media/6408a125d3bf7f25fa417ab7/The_Merged_Approved_Documents_Mar23.pdf">https://assets.publishing.service.gov.uk/media/6408a125d3bf7f25fa417ab7/The_Merged_Approved_Documents_Mar23.pdf</a>  The Strategy references and highlights the LHDG and the requirements within that document for Leicestershire specific situations.	The Council will work with and encourage developers to add in additional EV chargepoints alongside those that they are required to install for visitors as a charging hub.  Review and updates to the LHDG will be made when necessary and when any new information is provided. This includes best practice and lessons learnt from the LEVI Pilot and Full Rollout Projects.  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 made be more sparse 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.

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					<p>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 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><b>Diet and Nutrition</b></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



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<b>Education and skills</b>  Think about how the proposal could encourage or discourage people from improving their educational attainment? Impact on opportunities to develop new skills?  Providing opportunities for volunteering/ apprentices.  Educational attainment is linked to health behaviours and health outcomes.	+		?		The Strategy and 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.	<a href="https://www.horiba.com/bra/automotive/applications/electrification/">https://www.horiba.com/bra/automotive/applications/electrification/</a>  MIRA near Hinckley has many training opportunities for EVs development.  There are also many 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.  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.

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<b>Air Quality &amp; Noise</b> Think about how air pollution and noise could be impacted reducing car use, traffic congestion, reducing noise disturbances	+		?		<p>The Strategy and 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>This Strategy will help to increase the availability of chargepoints across the County for communities. Thus, it will help increase the uptake of these vehicles and contribute to improved air quality and decarbonisation. 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>The Council will ensure that this is captured within the key goal identified as part of the Strategy; Healthy Environment.</p>
<b>Crime Reduction and Community Safety</b> Does the proposal discourage crime and antisocial behaviour, reduce fear of crime, promote safe environment.	+	-	?		<p>The Strategy and 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</p>	<p>There have been problems with the vandalization of chargepoints and the charging cables but the deterrents put in place mean that this is a rare occurrence. 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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					environment through community cohesion.	
<b>Alcohol, Tobacco, Illegal drug use</b> Does the proposal impact on the supply/use of alcohol and tobacco. Will it create an environment that discourages illegal drug use?  Health behaviours are influenced by wider determinants of health.					There is no correlation or impact from EV charging on Alcohol, Tobacco, Illegal drug use and Gambling.	N/A
<b>Energy Use, Waste Minimisation and Climate Change</b> Does the proposal impact on energy use, energy efficiency and waste. Can carbon emissions and waste be minimised?  Does the proposal impact on refuse services? Encourage recycling. Contribute to net zero? Impact climate change	+		?		The Strategy and the installation of chargepoints through the LEVI Project, will assist in reducing carbon emissions by assisting in increasing the number of EVs and making it easier to charge EVs, contributing to net zero and Leicestershire Net Zero Action Plan and targets/objectives and, thereby, impacting on climate change in a positive way.  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	Contributes to net zero by reducing the amount of ICE vehicles on the road and the amount of pollutants from the tailpipe.

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					utilised, and environmentally friendly options are used.	
<p><b>Access to Public Services</b> 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 Strategy and 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 will help to install car clubs 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>