

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>

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					<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>

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					<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>

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					<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>

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					<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>

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					<p>booming second-hand market, more people will be able to afford an EV.</p> <p>Health improvements through reductions in carbon emissions will make it nicer to walk/cycle alongside roads for commuters.</p>	if used more in these situations and in areas where there is already an air quality problem.
<p>Housing</p> <p>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</p>	+		?		<p>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.</p> <p>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.</p> <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</p>	<p>This includes best practice and lessons learnt from the LEVI Pilot</p> <p>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.</p>

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					<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

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Education and skills 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 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.	https://www.horiba.com/bra/automotive/applications/electrification/ MIRA near Hinckley has many training opportunities for EV development and charging facilities. 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. 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. 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.

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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>

