

<b>Report Title:</b>	Electric Vehicle Charging Infrastructure Strategy		
<b>Report to:</b>	Overview & Scrutiny	<b>Date:</b>	15 <sup>th</sup> June 2026
<b>Report of:</b>	Climate Change Programme Officer	<b>Cabinet Portfolio:</b>	Environment and Corporate Services
<b>Cabinet Lead Member:</b>	Councillor Lythgoe	<b>Wards Affected:</b>	All
<b>Key Decision:</b>	<input checked="" type="checkbox"/> Forward Plan <input checked="" type="checkbox"/>	General Exception <input type="checkbox"/>	Special Urgency <input type="checkbox"/>
<b>Integrated Impact Assessment:</b>	Required:	Yes/No	Attached: Yes/No
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<b>Valley Plan Priorities</b>	<b>Thriving Local Economy:</b> This involves securing new inward investment, creating a sustainable economy, matching local skills with future job opportunities, and supporting town centres as unique destinations.	<input checked="" type="checkbox"/>
	<b>High Quality Environment:</b> This includes having a "clean and green" local environment, reducing the borough's carbon footprint, improving waste and recycling rates, and delivering new homes with a good mix of housing tenures.	<input checked="" type="checkbox"/>
	<b>Healthy &amp; Proud Communities:</b> This priority focuses on improving the health and physical/mental wellbeing of residents, reducing health inequalities, ensuring access to better leisure facilities and health services, and fostering a sense of pride in the community.	<input type="checkbox"/>
	<b>Effective &amp; Efficient Council:</b> The aim is to provide good quality and responsive services, embrace new technology, be a financially sustainable council with a commercial outlook, and ensure sound governance.	<input type="checkbox"/>

## 1. PURPOSE OF THE REPORT AND EXECUTIVE SUMMARY

- 1.1 In September 2019, Rossendale Borough Council declared a Climate Emergency and subsequently adopted a Climate Change Strategy and Action Plan, which prioritises the decarbonisation of transport.
- 1.2 The Council's Climate Change Action Plan includes actions to expand both the Council's operational and publicly accessible electric vehicle (EV) charging infrastructure to support the transition to low-carbon transport.
- 1.3 To provide a clear and coordinated framework for the future delivery and expansion of EV charging infrastructure across the borough, the Council has developed an EV Charging Infrastructure Strategy.
- 1.4 This report presents the Rossendale Borough Council Electric Vehicle (EV) Charging Infrastructure Strategy.

## 2. RECOMMENDATION

- 2.1 That Overview and Scrutiny approve the draft Electric Vehicle Charging Infrastructure Strategy for submission to Cabinet for consideration and approval.

### **3. BACKGROUND AND REASON FOR THE DECISION**

- 3.1 Rossendale Borough Council declared a Climate Emergency in September 2019, subsequently adopted a Climate Change Strategy and Action Plan, and set a target for the Council's operational emissions to be net zero by 2030.
- 3.2 Transport is the largest emitting sector of greenhouse gas emissions in Rossendale, accounting for 27% of the borough's total emissions in 2021. The Council has therefore prioritised the decarbonisation of transport and has initiated a range of interventions, including supporting the transition to electric vehicles (EVs).
- 3.3 The Government has committed to ending the sale of new petrol and diesel cars and vans by 2030, with all new cars and vans required to be zero-emission at the tailpipe from 2035. This will increase demand for charging infrastructure and presents particular challenges in Rossendale, where areas with high levels of terraced housing and limited off-street parking may be disadvantaged compared to households with access to private driveways.
- 3.4 Initial modelling, based on national forecasting assumptions and local demand analysis, suggests that Rossendale will require approximately 517 publicly accessible charge points by 2030, increasing to around 1,258 charge points by 2035. This forecast has informed the Council's phased approach to EV infrastructure delivery and the prioritisation of suitable charging locations across the borough.
- 3.5 In 2024, the Council, in partnership with Connected Kerb, installed 30 EV charge points providing 52 charging sockets across a number of Council-owned car parks. funded through the Government's Off-Street Residential Chargepoint Scheme (ORCS), the project established an important foundation for supporting the transition to electric vehicles within the borough.
- 3.6 The EV Charging Infrastructure Strategy provides a framework for the future deployment of EV charging infrastructure across the borough, building on the Council's initial investment in public charging infrastructure and supporting the continued expansion of the network to meet future demand.

#### **The Electric Vehicle Infrastructure Strategy**

- 3.7 The overarching aim of the Strategy is to support and accelerate the transition to electric vehicles in Rossendale, contributing to the Council's wider ambitions to reduce carbon emissions, improve air quality, and promote sustainable and active travel in line with the Valley Plan.
- 3.8 The Strategy focuses primarily on EV charging infrastructure for cars and vans, including taxis, private hire vehicles and delivery vehicles and sets out the current position of electric vehicle take-up in Rossendale as well as setting the future pathway to support increased uptake of electric vehicles for residents, visitors and local businesses.
- 3.9 Development of the Strategy has involved engagement with suppliers of electric vehicle charge point infrastructure to ensure it is based on the latest available information in this rapidly evolving market. The Strategy takes into account the latest projections for electric vehicle uptake, and therefore the requirements for different types of charging infrastructure, to ensure that a lack of charge points is not a barrier to the future take-up of electric vehicles.

3.10 The Strategy acknowledges the role the Council has in providing local leadership in this area to set an example for residents and local businesses to follow, however it also highlights the key areas which are outside of the control of the Council. Therefore, officers continue to work with Lancashire County Council to expand EV infrastructure in the borough particularly for residents who rely on on-street parking.

3.11 The objectives of the Strategy are to:

- Deliver an accessible, high quality, and strategically distributed EV charging network across Rossendale.
- Support the delivery of EV charging infrastructure on Council-owned land and assets.
- Increase awareness and uptake of electric vehicles across the borough and lead by example through the Council's own operations and fleet transition.
- Work alongside Lancashire County Council, as the local highways authority, to support the delivery of publicly accessible EV charging infrastructure in on-street residential parking locations across the borough.
- Encourage new developments and major refurbishments to incorporate accessible EV charging infrastructure.

3.12 Key actions to support the delivery of the Strategy in the short, medium and long term include:

- Expand the provision of publicly accessible EV charging infrastructure across the borough, particularly at Council-owned car parks and key destination sites.
- Work in partnership with Lancashire County Council to support the delivery of on-street residential EV charging infrastructure.
- Secure external funding and investment opportunities to support future infrastructure delivery.
- Undertake site assessments and identify priority locations for future EV charging hubs across the borough.
- Encourage supermarkets, visitor attractions, transport hubs and other private sector operators to provide publicly accessible EV charging infrastructure.
- Support the transition of the Council's fleet to low-emission and electric vehicles through the phased rollout of operational charging infrastructure.
- Encourage new developments and major refurbishments to incorporate accessible and future-proof EV charging infrastructure through the planning process.
- Promote EV uptake through public awareness campaigns, stakeholder engagement and community partnerships.
- Monitor emerging legislation, accessibility standards, technologies and industry best practice to inform future infrastructure delivery.
- Explore opportunities for innovation, including community charging schemes, shared mobility initiatives, battery storage solutions and other sustainable transport technologies.

### **Delivery Priorities**

3.13 An assessment of Council-owned sites and public car parks was undertaken to identify locations suitable for future EV charging infrastructure deployment. The review considered:

- land ownership and operational control;
- parking capacity and utilisation;
- accessibility and visibility;
- proximity to key destinations and community facilities;

- electrical infrastructure and grid accessibility;
- and opportunities for future expansion.

3.14 Key locations for potential rapid or ultra-rapid chargepoints have been identified, considering both the key destinations across the borough and the availability of space to locate rapid chargepoints. These locations include town centre car parks, leisure destinations and other strategic locations capable of supporting rapid charging infrastructure.

3.15 Priority locations identified through the assessment include:

<b>Site</b>	<b>Area/Ward</b>
Marl Pits Leisure Centre	Hareholeme & Waterfoot
Adrenaline Centre	Helmshore
The Whitaker	Longholme
The Ashcroft / Riverside	Whitworth
Car Park, John Henry Street	Whitworth
Car Park, Lavengreave	Whitworth
Car Park, North Street	Whitworth
Car Park, Station Road	Whitworth
Kay Street	Hareholme & Waterfoot
Newchurch Road	Hareholme & Waterfoot
James Street	Hareholme & Waterfoot

3.16 The Council will consider a range of delivery models for EV charging infrastructure, including local authority-led, partnership, concession and privately funded approaches. Delivery arrangements will be assessed on a case-by-case basis to ensure value for money, minimise risk and support the delivery of an accessible, reliable and future-proof charging network across Rossendale.

3.17 Subject to approval of the Strategy, implementation will be progressed through a phased approach. During 2026/27, the Council will review delivery and procurement options, engage with potential delivery partners and funding bodies, and develop priority projects. Where appropriate, procurement and contractual arrangements will be progressed during 2026/27 to support continuity of delivery and minimise risks associated with Local Government Reorganisation. Infrastructure delivery will then be implemented in phases, subject to funding availability and the necessary approvals. Throughout the lifetime of any agreements entered into with delivery partners, the Council will work collaboratively with them to develop a wider

range of EV charging schemes across the borough. This may include the provision of charging infrastructure on third party land, at key tourism destinations, business and employment locations, retail destinations and at strategic locations close to the highway network.

#### **4. RISK**

4.1 Failure to adopt the Strategy may result in a lack of a coordinated approach to the future provision of EV charging infrastructure across Rossendale, reducing the Council's ability to respond to increasing EV demand, secure external funding opportunities and support wider climate change, air quality and sustainable transport objectives. The Strategy provides an evidence based framework for identifying future charging requirements, prioritising suitable locations and exploring delivery opportunities, and will be reviewed periodically to reflect changes in technology, funding opportunities and market conditions.

#### **5. SECTION 151 OFFICER COMMENTS (FINANCE)**

5.1 The adoption of the EV Charging Strategy does not commit the Council to any expenditure at this time. Any future infrastructure projects or funding requirements arising from the Strategy will be subject to separate budget requests and financial appraisal in accordance with the Council's governance procedures.

#### **6. MONITORING OFFICER COMMENTS (LEGAL)**

6.1 There are no specific legal implications arising directly from the adoption of the Strategy. Any future projects arising from the Strategy will be subject to separate legal consideration and procurement requirements where applicable.

#### **7. INTEGRATED IMPACT ASSESSMENT IMPLICATIONS**

7.1 The EV Charging Strategy supports the Council's climate change, air quality and sustainable transport objectives. The Strategy also seeks to improve access to EV charging infrastructure across the borough, including for residents without access to off-street parking. Any future infrastructure projects arising from the Strategy will be subject to further assessment where required.

#### **8. POLICY/STRATEGY FRAMEWORK IMPLICATIONS**

8.1 The Strategy supports the Council's Climate Change Strategy and net zero ambitions by providing a framework for the future deployment of EV charging infrastructure across Rossendale. The Strategy also supports wider objectives relating to sustainable transport, air quality improvement and transport decarbonisation.

#### **9. LOCAL GOVERNMENT REORGANISATION IMPLICATIONS**

9.1 There are no immediate Local Government Reorganisation implications arising from this report. Any future EV charging infrastructure projects and delivery arrangements will be considered in the context of emerging local government structures across Lancashire where appropriate.

#### **10. BACKGROUND PAPERS**

10.1 Draft Electric Vehicle Infrastructure Strategy 2026-2030 (to follow).