CLACKMANNANSHIRE COUNCIL

THIS PAPER RELATES TO ITEM 7

ON THE AGENDA

Report to Council

Date of Meeting: 26th June 2025

Subject: South of Scotland Electric Vehicle Strategy and Update

---

Report by: Strategic Director: Place

1.0 Purpose

1.1. The purpose of this report is to provide an update to Council on the progress of the South of Scotland (SoS) electric vehicle partnership and to seek approval of the SoS Electric Vehicle Charging Strategy.

2.0 Recommendations

2.1. It is recommended that Council approves the publication of the SoS Electric Vehicle Charging Strategy.

2.2. It is recommended that Council notes the updates since the January 2025 Council report, in particular the following:

- ChargePlace Scotland back-office to be switched off in April 2026;
- The Regional SoS procurement for a new charge point operator and Transport Scotland (TS) grant funding for the SoS; and
- Alternatives to the SoS project.

3.0 Considerations

3.1. The SoS Electric Vehicle (EV) Collaboration is a coordinated, region-wide approach to delivering and operating public EV charging infrastructure across eight council areas: Edinburgh, Clackmannanshire, Dumfries & Galloway, Falkirk, Fife, Midlothian, Scottish Borders, and West Lothian.

3.2. This collaboration aims to ensure a high-quality, accessible, and affordable charging network that supports the region's ambitious climate targets and the transition to net zero transport.

3.3. The SoS EV strategy responds to rapidly growing EV adoption, evolving market conditions, and the need to replace aging infrastructure as initial government funding phases out. It aligns with national policy, including

Scotland's goal to end the sale of new petrol and diesel cars by 2030, and uses the Electric Vehicle Infrastructure Fund (EVIF) to attract private investment for network expansion – especially in areas, such as Clackmannanshire, that may not be commercially viable or attractive without public subsidy. By working together, the eight councils are maximising EVIF to deliver the collective goals of:

- Delivering a well-designed, accessible, and equitable charging network that meets the needs of all communities, regardless of location or socio-economic status;
- Ensuring fair tariffs in relation to national benchmarks and promoting the use of renewable energy;
- Attracting private sector investment while maintaining a focus on public benefit and user experience.

3.4. The councils are collaborating to provide a consistent user experience, reduce operational costs, and streamline management through a central team. It is intended that by procuring as a region, the offering to the commercial sector will be more attractive and commercially viable, compared to individual local authorities going to the market alone.

3.5. All public EV charges in Clackmannanshire are accessed via the ChargePlace Scotland (CPS) back-office system. CPS is currently operated and funded by Transport Scotland (TS). TS have indicated that in April 2026 CPS will be switched off and all charge point owners, including Clackmannanshire Council, will require to transition off this back office onto a new system of their choosing. This switch off deadline is the driver for change in EV delivery and the procurement timescales for the SoS to secure a new regional concessionaire/operator. The SoS partnership is currently in discussion with TS to seek an extension to this date, to ensure a positive procurement outcome.

3.6. As part of the SoS collaboration, TS have issued advanced notification of an intended grant offer for £6.3 million to the SoS. The grant terms state it is to be used to contract with a private charge point operator to install a defined number of public facing charge points equitably across the region and support the migration of existing units off CPS. It is understood that this grant offer will be made to City of Edinburgh Council, as the Lead Authority for the SoS partnership. Around £22m of additional investment is expected from the private sector concessionaire who will be awarded the SoS contract.

3.7. It is a condition of the TS grant offer that the SoS produce and publish an EV strategy in Summer 2025. This strategy sets out how the eight councils intend to support the accessibility and availability of a high quality and affordable network of public EV charge points across the SoS. The strategy focuses on EV charging provision for cars, light-goods vehicles and taxis, but does not cover EV charging provision for HGVs or buses which will require dedicated infrastructure provision in the future.

3.8. The strategy sets out how the funding will be used to deliver around 1,800 new chargers in SoS, with around 80 new chargers being delivered in Clackmannanshire by 2030. It is understood that the government funding is only available to councils who are entering into a public/private partnership

and it not available to councils directly to maintain existing operations or to secure a replacement back office system.

3.9. This EV strategy seeks to overcome some of the key challenges that residents, visitors and businesses face, such as charge point availability, financial viability, and ensuring infrastructure is accessible to all, including those without off-street parking which is particularly acute in Clackmannanshire given the small scale EV network currently in situ; all of which would be cost prohibitive for the Council to address.

3.10. Transport Scotland have advised that should a Council withdraw from this proposed collaboration, the grant allocation proportion would be lost to the collaboration. Additionally, Transport Scotland are not able confirm that the exiting Council would be able to still access their proportion of grant funding. Should this be the position for Clackmannanshire Council, it would further inhibiting our ability to invest within the EV infrastructure locally.

3.11. Councils will work together to monitor pricing, to ensure it broadly aligns with national benchmarks, ensuring consistency and fairness across the network. This expansion will also support the regional shared goal of decarbonising transport across the SoS.

3.12. Over the next year, a competitive process will select a new network operator for the SoS area. The operator will be responsible for managing and expanding the current infrastructure over the next four years. The operator will also deliver economic and social benefits to the region, including job creation, apprenticeships, partnerships with schools, colleges, and universities, and support for people entering employment.

3.13. The Council should be aware that tariffs for use of the charge points will be set by the charge point operator, for the duration of the contract. However, these tariffs are restricted to a set increase above the national average market rate. As Clackmannanshire already has a tariff rate which is considered commercial, any increases in tariffs are not expected to be significant.

3.14. If at any stage the council does not proceed with the SoS, given the CPS switch off there would be only a small window of time to put an alternative in place. There are two alternative options to SoS. The Council could procure its own back office and continue to operate the existing network at the Council's cost and risk, or switch off all public chargers, leaving the commercial network potentially to develop naturally to meet local needs. However given Clackmannanshire is one of two councils in Scotland where there is very little commercial interest or development, this may not be achieved. Should the Council choose the former, the Council would need to identify a suitable Capital and Revenue budget to advance this area, as none currently exist.

3.15. As per the January 2025 report, Clackmannanshire continues to be a member of the SoS. Further update reports will be brought back to Council on the SoS as the project develops. In line with the ask of Council as part of the January 2025 report, Council requires to provide approval to the Lead Authority to award the contract. This is expected to be sought in early 2026. This date is however contingent on the ongoing discussions with TS regarding the CPS switch off being extended beyond April 2026.

4.0 Sustainability Implications

4.1. The move towards electric vehicles will meet with the government ambitions to decarbonise transport, to meet net zero targets.

5.0 Resource Implications

5.1. Financial Details

5.2. The full financial implications of the recommendations are set out in the report. This includes a reference to full life cycle costs where appropriate. Yes ☒

5.3. Finance have been consulted and have agreed the financial implications as set out in the report. Yes ☒

5.4. Staffing- this project is utilising existing council staff, however external legal support is being provide by MFMac and this is being funded via the EVIF.

6.0 Exempt Reports

6.1. Is this report exempt? Yes ☐ (please detail the reasons for exemption below) No ☒

7.0 Declarations

The recommendations contained within this report support or implement our Corporate Priorities and Council Policies.

(1) **Our Priorities**

Clackmannanshire will be attractive to businesses & people and ensure fair opportunities for all	☒
Our families; children and young people will have the best possible start in life	☐
Women and girls will be confident and aspirational, and achieve their full potential	☐
Our communities will be resilient and empowered so that they can thrive and flourish	☒

(2) **Council Policies**

Complies with relevant Council Policies ☒

8.0 Equalities Impact

8.1 Have you undertaken the required equalities impact assessment to ensure that no groups are adversely affected by the recommendations?

Yes ☐ No ☒

At this stage no equality impacts are anticipated. The needs of those with protected characteristics will be included in the procurement process documents.

9.0 Legality

9.1 It has been confirmed that in adopting the recommendations contained in this report, the Council is acting within its legal powers. Yes ☒

10.0 Appendices

10.1 Please list any appendices attached to this report. If there are no appendices, please state "none".

South of Scotland Electric Vehicle Charging Strategy

11.0 Background Papers

11.1 Have you used other documents to compile your report? (All documents must be kept available by the author for public inspection for four years from the date of meeting at which the report is considered)

Yes ☒ (please list the documents below) No ☐

South of Scotland Electric Vehicle Charging Strategy

Author(s)

NAME	DESIGNATION	TEL NO / EXTENSION
Lesley Deans	Principal Transportation Planner	2597

Approved by

NAME	DESIGNATION	SIGNATURE
Kevin Wells	Director Place	[redacted]

SOUTH OF SCOTLAND EV CHARGING STRATEGY

Urban Foresight

Clackmannanshire Council

Dumfries & Galloway

EDINBVRGH THE CITY OF EDINBURGH COUNCIL

FALKIRK COUNCIL

Fife Council

Midlothian

Scottish Borders Council

West Lothian Council

The South of Scotland Electric Vehicle (EV) Charging Strategy is a coordinated, region-wide approach to delivering and operating public EV charging infrastructure across eight council areas.

EXECUTIVE SUMMARY

The South of Scotland Electric Vehicle (EV) Charging Strategy is a coordinated, region-wide approach to delivering and operating public EV charging infrastructure across eight council areas: Edinburgh, Clackmannanshire, Dumfries & Galloway, Falkirk, Fife, Midlothian, Scottish Borders, and West Lothian.

This collaboration aims to ensure a high-quality, accessible, and affordable charging network that supports the region's ambitious climate targets and the transition to net zero transport.

This strategy responds to rapidly growing EV adoption, evolving market conditions, and the need to replace ageing infrastructure as initial government funding phases out. It aligns with national policy, including Scotland's goal to end the sale of new petrol and diesel cars by 2030, and uses the Electric Vehicle Infrastructure Fund (EVIF) to attract private investment for network expansion – especially in areas that may not be commercially viable without public subsidy. By working together, the eight councils are maximising EVIF to deliver the collective goals of:

- Delivering a well-designed, accessible, and equitable charging network that meets the needs of all communities, regardless of location or socio-economic status
- Ensuring fair tariffs in relation to national averages and promoting the use of renewable energy
- Attracting private sector investment while maintaining a focus on public benefit and user experience

The councils are collaborating to provide a consistent user experience, reduce operational costs, and streamline management through a central team. This unified approach is expected to enhance the region's attractiveness for residents, businesses, and visitors, while ensuring equitable access to infrastructure.

Significant progress has already been made, with over 700 public charging units installed and is a strong foundation for further growth. To meet projected demand, driven by both national targets and local needs, the region will require a substantial increase in charge points.

This strategy seeks to overcome some of the key challenges that residents, visitors and businesses face, such as charge point availability and ensuring infrastructure is accessible to all, including those without off-street parking.

Over the next year, a competitive process will select a new network operator responsible for managing and expanding the current infrastructure, with a target of installing nearly 2,000 new charge points in the next four years. The operator will also deliver economic and social benefits to the region, including job creation, apprenticeships, partnerships with schools, colleges, and universities, and support for people entering employment.

Ongoing community engagement, transparent progress updates, and a commitment to high service standards will underpin the delivery of a future-ready, inclusive, and sustainable EV charging network for the South of Scotland.

CONTENTS

INTRODUCTION

What is the South of Scotland EV Charging Strategy?

This regional strategy represents a coordinated approach to the delivery and operation of public EV charging infrastructure across the South of Scotland.

The eight council areas covered by this strategy are City of Edinburgh, Clackmannanshire, Dumfries and Galloway, Falkirk, Fife, Midlothian, Scottish Borders, and West Lothian.

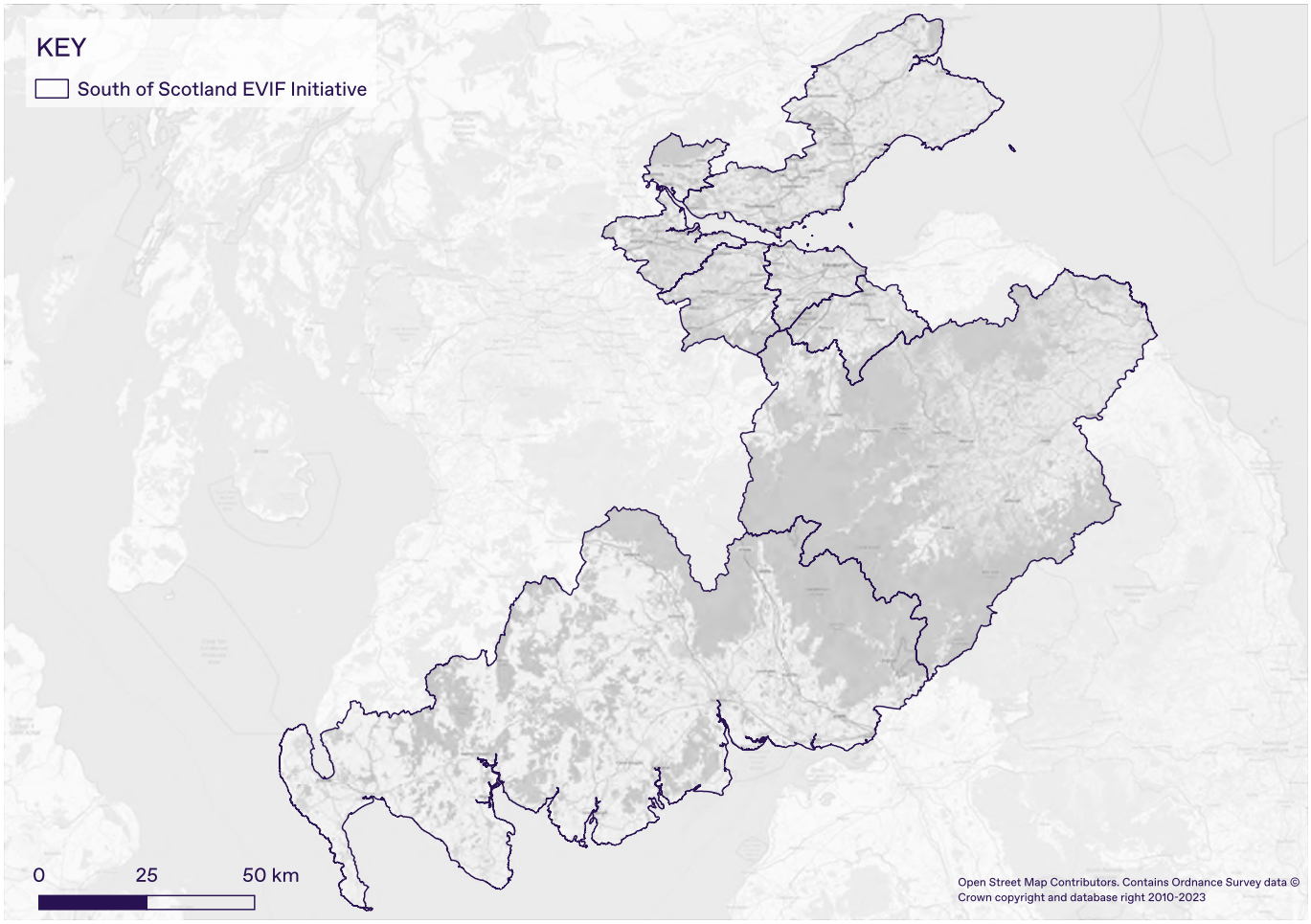
The strategy sets out how the eight councils intend to support the accessibility and availability of a high quality and affordable network of EV charge points across the South of Scotland. It also supports their shared goal of cutting transport emissions within the region.

The strategy:

- → Outlines the key aims and priorities for building a better public EV charging network.
- → Helps businesses, communities, and other partners understand how the councils and transport bodies want the network to develop across the South of Scotland.
- → And importantly, it puts fairness first, making sure no one is left out as we move towards electrified and net zero transport.

The strategy focuses on EV charging provision for cars, light-goods vehicles and taxis, but does not cover EV charging provision for HGVs or buses which will require dedicated infrastructure provision in the future.

Figure 1: Administrative boundaries of the South of Scotland EV charging collaboration.



Why is the strategy needed?

Policy Context

This strategy supports the work already happening at both local and regional levels to meet important transport and climate change goals. It also helps deliver the four priorities of Scotland's National Transport Strategy (Figure 2 below) and supports the aim to stop selling new petrol and diesel cars by 2030.

Evolving EV market in the UK and Scotland

The strategy is being published at a time when the EV market in Scotland and the UK is changing rapidly. The EV market is moving beyond early adopters, with more and more people switching to electric cars. As the market broadens, the initial government funding that helped set up the first charging points is coming to an end.

The first EV charge points installed by councils are also reaching the end of their useful life. To keep up with growing demand, private investment is needed to upgrade, maintain, and expand the current charging network.

The Electric Vehicle Infrastructure Fund

Building on existing provision and seeking to deliver more of the right chargers in the right places, a new public electric vehicle infrastructure fund (EVIF) was launched in 2022 by Transport Scotland.

The aim of the fund is to enable local authorities to use private sector funding to support the delivery of new EV charging infrastructure at the pace and scale required to meet demand.

EVIF will support the deployment of local, publicly accessible charging infrastructure across Scotland to expand the current public charging network in areas which may not be commercially viable without public subsidy.

Using EVIF funding, each council has developed an expansion plan outlining how they will grow their charging network, their key goals, and the priorities that matter most to their communities.

Figure 2: National Transport Strategy Objectives

New Regulation

In 2023, new rules were introduced to make EV charging easier and more reliable in the UK. These rules help customers find the right charging point, pay easily, ensure the network works well, and provide clear price information across different networks. The regulations include:

Pricing transparency

→ Maximum price of charging session to be displayed in pence per kilowatt hour.

Contactless

→ New public charge points of 8kW and above and existing charge points of 50kW and above must offer contactless to consumers.

Reliability

→ Rapid charge point networks must average above 99% reliability.

Helpline

→ A free 24/7 staffed helpline must be available and advertised at all charge points.

ChargePlace Scotland

The current network is managed under the national electric vehicle charging brand, ChargePlace Scotland (CPS), which is set to end in 2026.

To maintain a reliable and accessible public charging network, the eight local authorities will need to secure a new provider before the CPS agreement expires, ensuring continued service and user confidence.

Why are the eight councils collaborating?

As key landowners, planning authorities, and highways authorities, councils play an important role in ensuring a fair transition to EV adoption and access to charging networks.

Councils can directly influence policies, such as planning rules, and help shape strategies that support the growth of EVs. However, they don't have control over broader incentives, such as financial support for purchasing EVs, which are also needed to encourage adoption.

The eight councils are collaborating to deliver infrastructure for the following reasons:

High user satisfaction through a consistent experience

- A unified charging system eliminates confusion for users traveling across the region, providing transparent and predictable pricing.
- Consistent payment methods and processes simplify transactions, enhancing convenience and user satisfaction.
- A cohesive infrastructure network will make the entire region more attractive to residents, businesses and visitors.

Significant cost reduction for the councils

- Collaboration prevents individual councils from undertaking similar projects independently, eliminating redundant planning, procurement and administrative overhead.
- A unified regional approach may be more attractive to private operators.
- The risks associated with infrastructure development and operation are shared among the participating authorities.

Streamlined operations through a central team

- A central team can ensure consistent standards in charge point layout design, installation, and maintenance across the region.
- A single point of contact and management streamlines communication, decision-making, and project coordination for the new operator.

VISION & OBJECTIVES

Our Vision

In South Scotland, we see EVs as a key part of creating a cleaner, more sustainable transport system. We want to provide an equitable, resilient, accessible and customer focussed public EV charging network that works for everyone.

We're working to increase the number of EV charging points, ensuring that people in both urban and rural areas can easily find a charger. This will make EVs a practical choice for everyone in Southern Scotland, whether you're a resident, business, or visitor.

We're working towards a Southern Scotland where electric vehicles help create a cleaner, greener, and more connected future for everyone.

Regional objectives

The goals of the South of Scotland EV Charging Strategy match key points from Transport Scotland's "A Network Fit for The Future: Vision for Scotland's Public Electric Vehicle Charging Network".

01 / Well-Designed

Local communities, businesses, and visitors will have easy access to a well-planned and convenient network of charging points where they're needed.

02 / Accessible

The charging network will be designed to work for everyone, no matter their age, health, income, or other needs.

03 / Privately funded

Scotland has attracted private investment to grow and sustain the public electric vehicle charging network.

04 / Fair Tariffs

A consistent and transparent pricing structure is applied across the region, avoiding disparities between urban and rural areas. Tariffs are benchmarked to ensure fairness and designed to be sustainable for both users and network operators.

05 / Sustainable

EV charge points complement enhancements to walking, cycling, and public transport to cut emissions and build a sustainable, low-emission transport future.

Local objectives

The eight councils have developed local EV charging expansion plans which reflect the unique geographic and socio-economic context of each local authority area.

The local authority expansion plans respond to the key challenges of delivering a future EV charging network at a local scale. A summary of the objectives at a local authority level are summarised in Table 1.

Table 1: Council specific objectives

COUNCIL	OBJECTIVES
City of Edinburgh	→ A well-designed, comprehensive, and people-focused public charge point network, ensuring a good geographic spread of charge points across the city. → A just transition to electric vehicles – supporting communities without home charging and ensuring convenient access at a fair cost.
Dumfries & Galloway	→ Deliver a consistent level of EV charging provision across D&G's towns and villages reflective of the parts of D&G which are currently best served. → Provide EV charging infrastructure in locations which attract significant tourist-related trips.
Falkirk Council & Clackmannanshire Council	→ Aim to meet a target for 95% of residents within Falkirk and Clackmannanshire (who have a reliance on on-street parking) to be within a 10-minute walk from a publicly accessible EV charge point by 2030. → Establish good coverage for all communities as well as focusing government funding to ensure less commercially attractive areas have access to charging.
Fife	→ Gives access to a well-designed and comprehensive public network of charge points. → Works for everyone regardless of age, health, income or other needs.
Midlothian	→ Provide a reliable, accessible, community focused network that works for everyone. → Support sustainable development, ensuring that our rural and urban communities benefit equitably.
Scottish Borders	→ Provide a resilient, accessible, customer focused network that works for everyone. → All towns and villages within the Scottish Borders to have access to public EV charging. → A catalyst for sustainable and inclusive growth.
West Lothian	→ 10% of parking spaces in key West Lothian Council owned car parks will be EV by 2026. → Over 50% of households with no off-road car parking in West Lothian will be within a reasonable walk of a charging site by 2026.

LOCAL CONTEXT

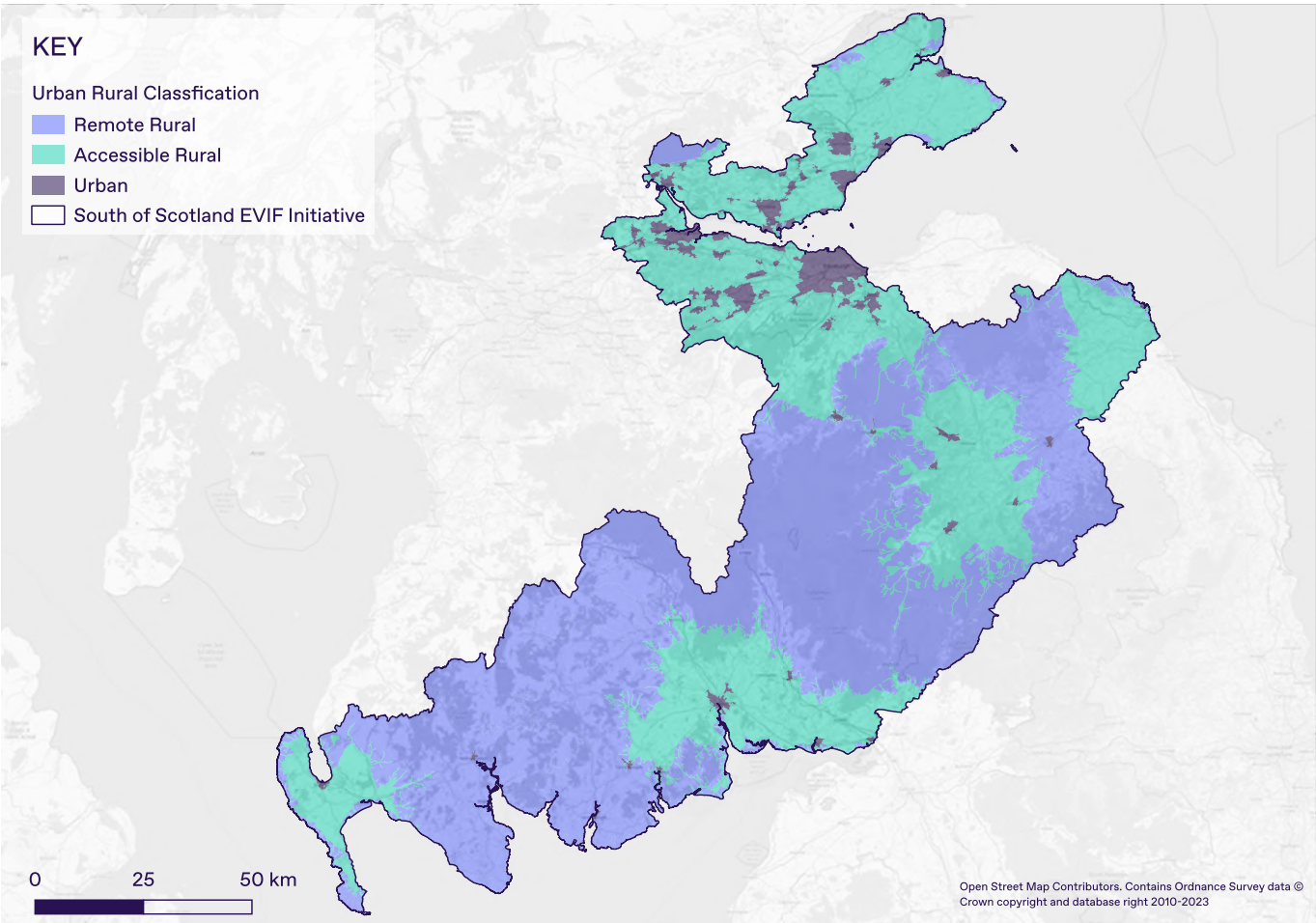
The region

This region covers 18% of Scotland's land area and nearly a third of Scotland's total population.

The region has diverse urban-rural characteristics. For example, almost everyone in Edinburgh lives in urban areas, while in the Scottish Borders and Dumfries and Galloway, half the population lives in rural areas.

Because of this mix, the region needs different types of electric vehicle chargers to suit the local area, types of homes, travel habits, and the electricity network.

Figure 3: South of Scotland Urban Rural Classification



Growth of electric vehicles

To meet net-zero emissions targets by 2050, the UK government has set an ambitious goal to ban the sale of new petrol and diesel cars by 2030, with all new cars and vans being fully zero emission by 2035.

Figure 4: Growth of EVs in the South of Scotland

In the South of Scotland, the number of EVs has grown quickly, from 423 in 2014 to 24,160 in mid-2024. EVs in the South of Scotland area now make up 23% of all EVs in Scotland.

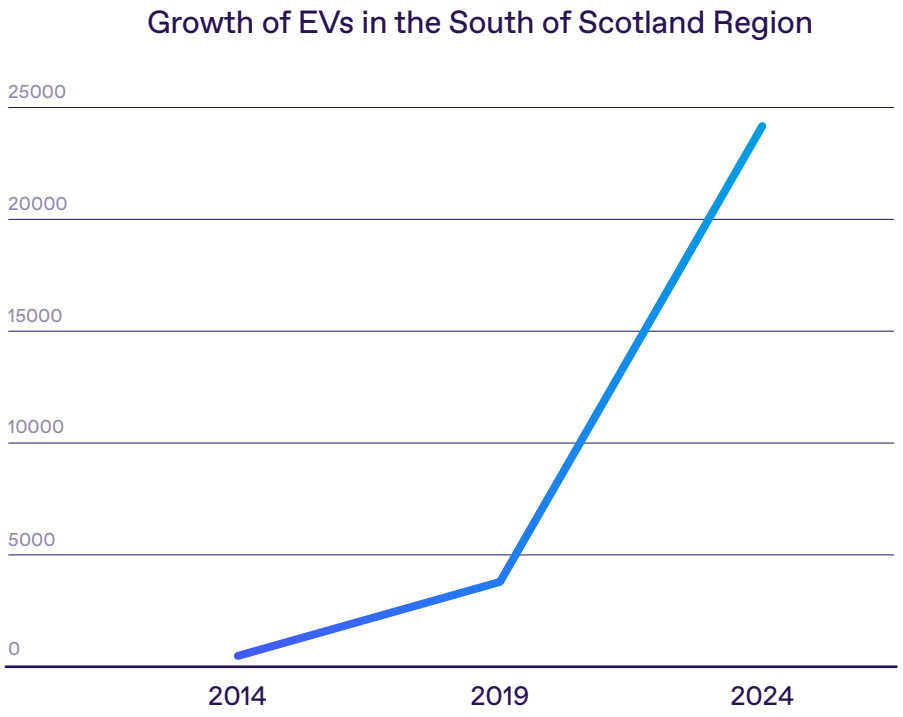
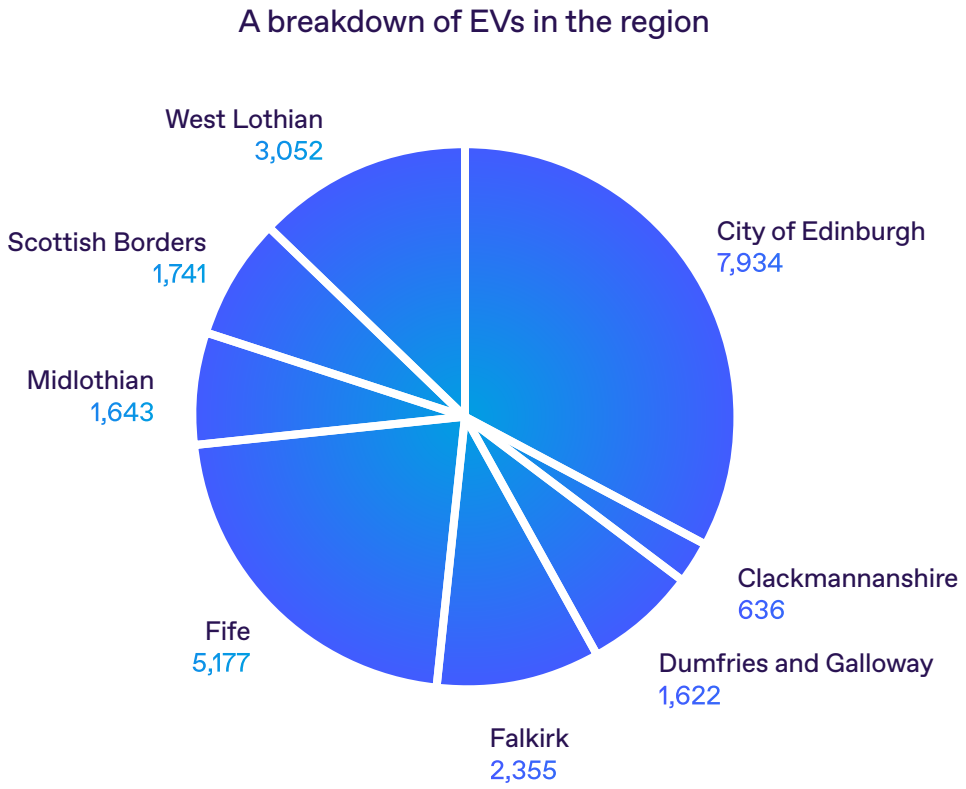


Figure 5: Distribution of EVs in the South of Scotland region

Edinburgh has the highest number of electric vehicles compared to all cars and vans on the road, with 4.1% being fully electric. Across the whole South of Scotland region, the average is 2.8%.



Good progress has been made so far, but there's still a long way to go to meet national targets.

Figure 6: Percent of all vehicles that are EVs in each authority area

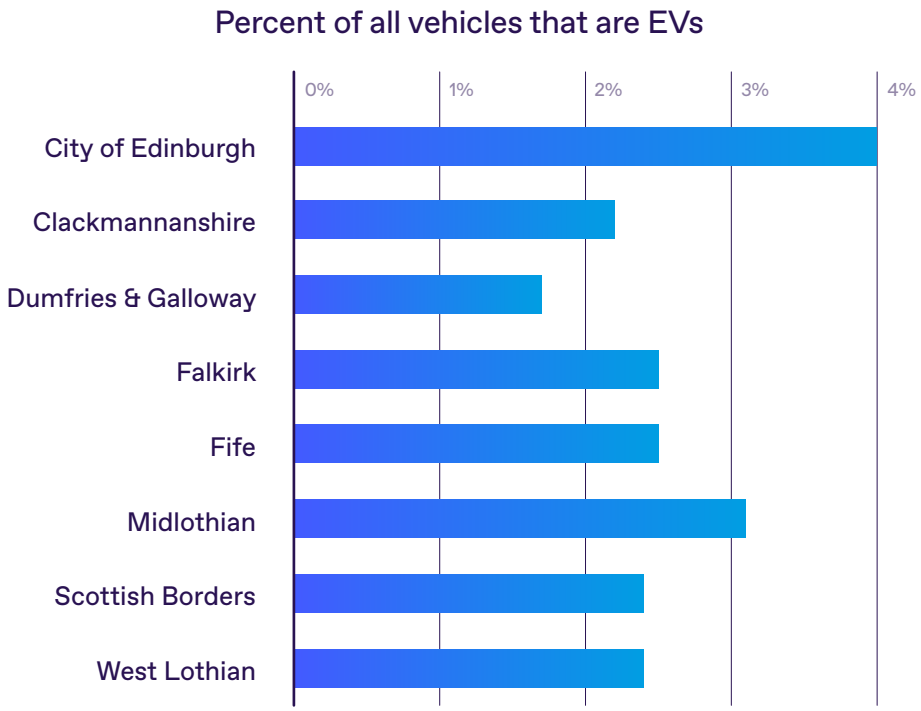
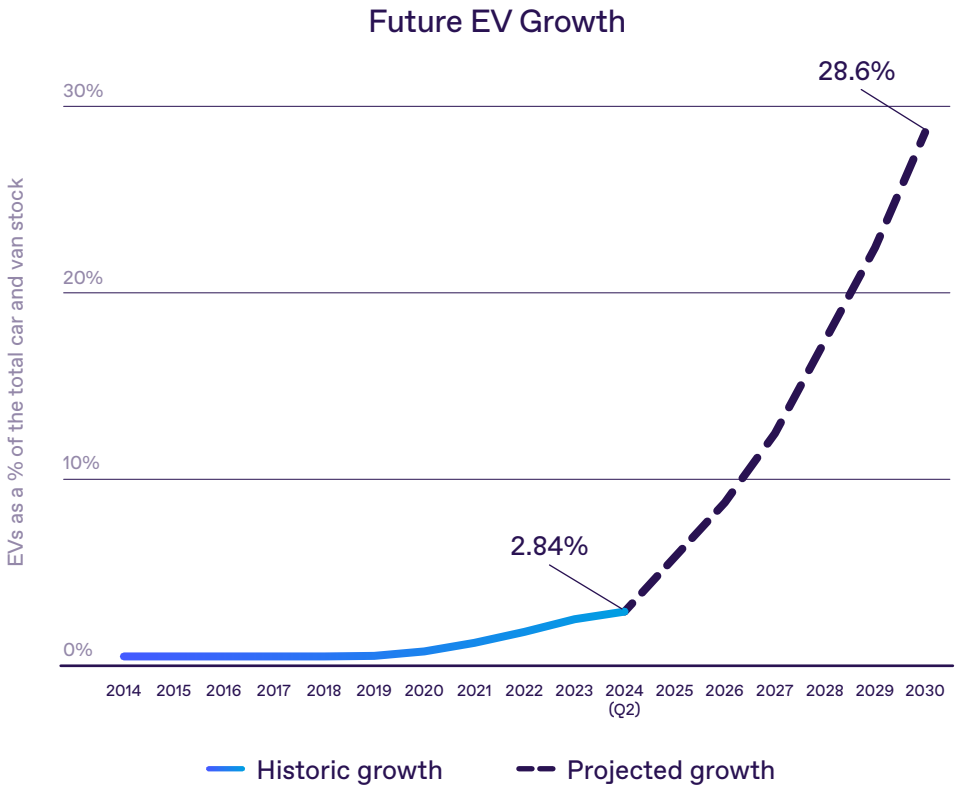


Figure 7: Future expected EV growth in the South of Scotland region



Right now, electric vehicles make up just 10% of the number expected in the region over the next five years.

Existing network of charge points

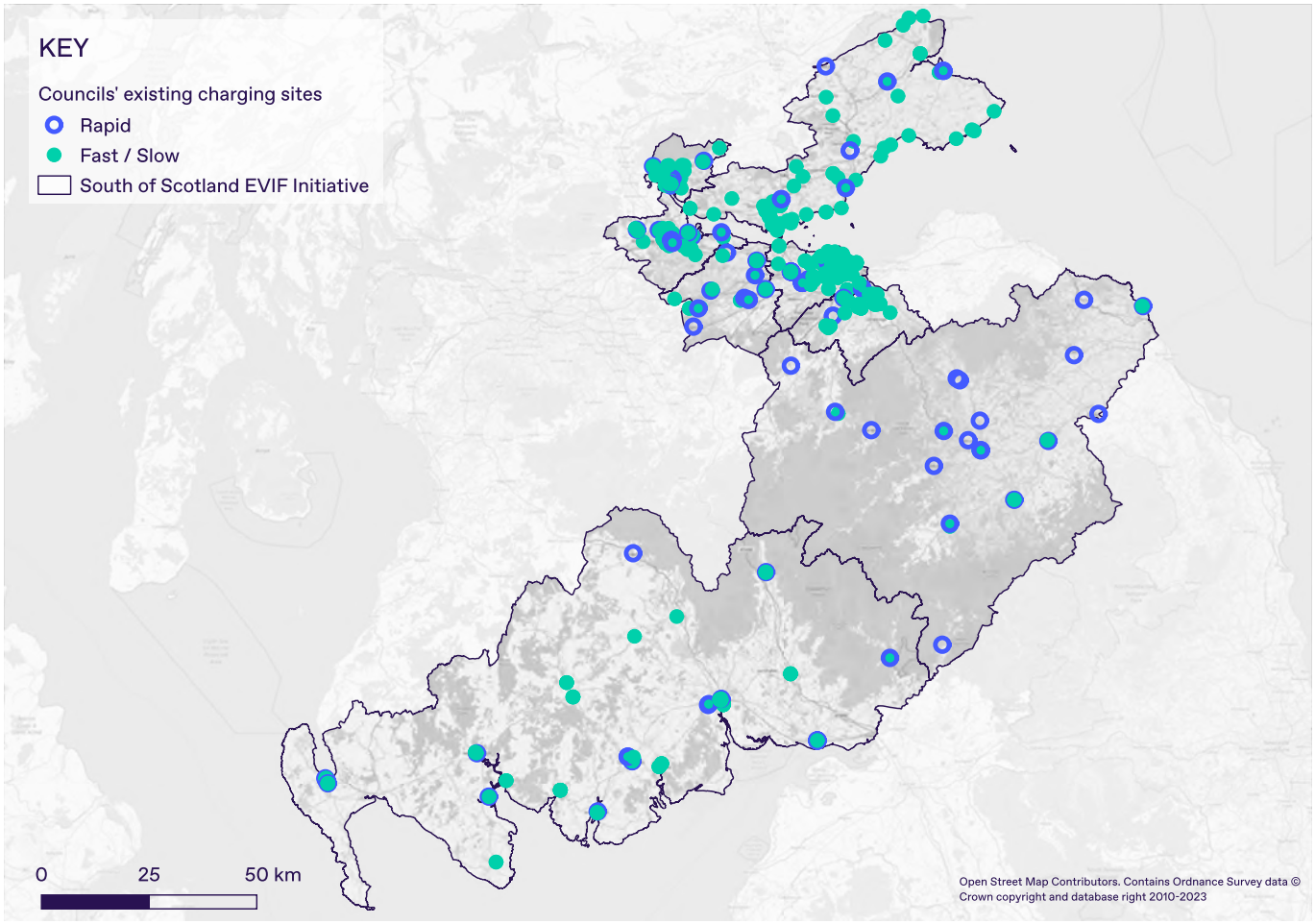
Transport Scotland grant funding has enabled councils to deploy a significant amount of EV charging infrastructure.

To date, councils in the South of Scotland have delivered and operate more than 700 EV charging units, accelerating early adoption of EVs.

Approximately 70% of the EV charging infrastructure operated by the councils consists of fast (7-22kW) provision, catering to longer-stay users. However, this is complemented by a selection of rapid and ultra-rapid chargers (50–150 kW).

The network of charging points owned by the councils is also supported by other public and private charging stations. Private companies are setting up large charging hubs with multiple ultra-rapid chargers in key locations across the region. This trend is expected to grow, with both public and private organisations working together to meet the region's charging needs.

Figure 8: Existing charge points in the South of Scotland



Future demand for charge points

Projections from the councils EV infrastructure strategy and expansion plans show a rapid increase in demand for EVs and infrastructure.

Figure 9: Councils' Strategy and Expansion Plan EV Projections to 2026 and 2030

Figure 9 shows the EV growth expected by 2026 and 2030.

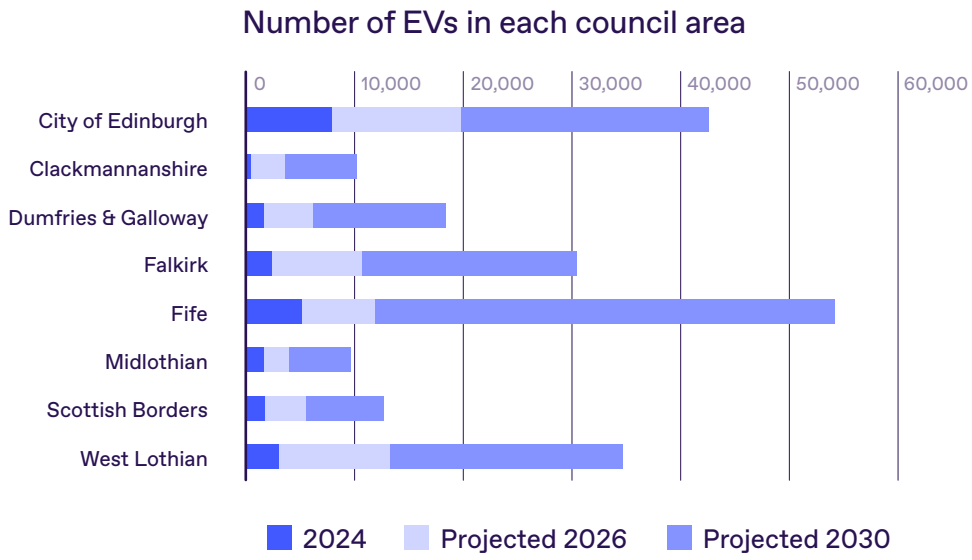


Table 3: Projected Required Charge Points

Council	Existing number of council-owned charge points	No. of charge points required in 2026 across the whole network*	No. of charge points required in 2030 across the whole network *
City of Edinburgh	172	1,042	—
Clackmannanshire	36	148	350
Dumfries and Galloway	203	253	767
Falkirk	72	443	1048
Fife	86	522	—
Midlothian	75	416	901
Scottish Borders	28	452	1,027
West Lothian	33	—	—

* — indicates where a council has not calculated future provision but may have calculated power provision to meet demand of vehicles.

Charging infrastructure needs to keep up with this growth in EVs. Table 3 (above) displays what South of Scotland councils have projected to be the charge points required to meet this demand.

Future infrastructure development won't be the sole responsibility of councils. In Edinburgh, for instance, 39% of the charge points needed by 2026 are anticipated to come from private networks.

Councils are expected to provide most of the slow chargers that serve homes where off-street charging options are limited. Private companies are particularly interested in setting up rapid chargers at commercial sites such as petrol stations, retail parks, and supermarkets.

CHALLENGES

Several key challenges will need to be overcome to achieve widespread EV adoption in the region.

These challenges have been broadly categorised into three themes:

- → Charge point availability
- → Charge point viability
- → Accessible & inclusive infrastructure

Charge point availability

The availability of EV charging solutions are frequently referenced as major barriers in the widespread adoption of electric vehicles.

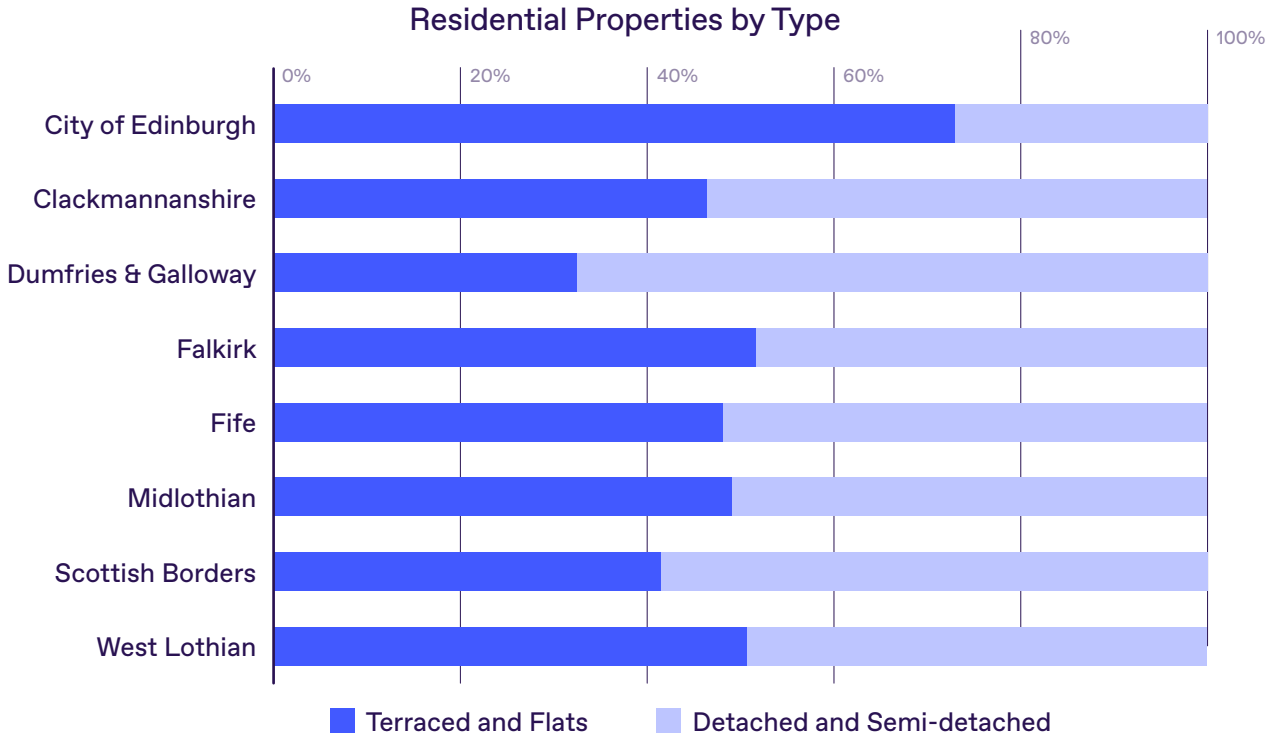
> Highly urbanised environments make provision of residential on-street charging infrastructure difficult, whilst rural settings will require provision of on-street charging infrastructure to ensure that range limitations do not prohibit the uptake of EVs in these more car-dependent areas"
>
> REGIONAL TRANSPORT STRATEGY

In places where people are unable to park on their own driveways, nearby charging options like charge points on pavements or in local car parks will be key to helping current and future EV owners charge easily.

Some areas have more flats and terraced houses, which usually do not have off-street parking, so they will need more of these nearby charging solutions (see Figure 8).

The future EV charging network will provide a comprehensive network of near-residential EV charging infrastructure, ensuring a lack of private off-street parking provision is not a barrier to EV uptake.

Figure 10: Properties by Type



Charge point viability

> The Regional Transport Strategy seeks the roll out of EV charging infrastructure for all to support decarbonisation of car-based travel and support development in areas which may be commercially unviable for private sector investment”
>
> REGIONAL TRANSPORT STRATEGY

Current EV charge point provision installed by councils has typically been installed in council-owned parking assets, in more urban areas, where there is likely to be demand for charging and where it is affordable to connect to the electricity supply.

Looking ahead, the charging network will need to grow to cover both urban and rural areas, while also making sure the locations are financially sustainable.

By taking a regional approach, the rollout of EV charge points will support both towns and rural areas. Busier, more commercial locations will help fund chargers in places where they are most needed but less profitable, making sure no communities are left behind.

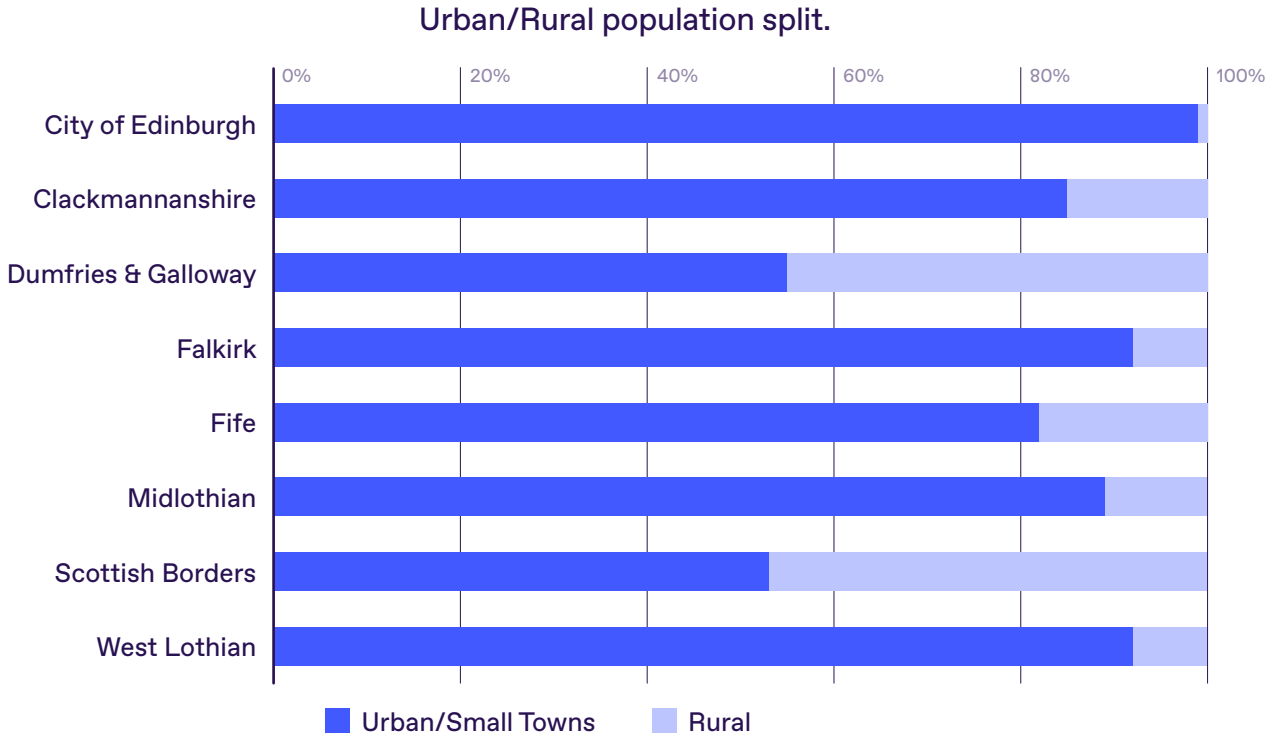


Figure 11: Urban/Rural population split.
Source: Scottish Government, 2022, Scottish Government Urban Rural Classification 2020

Accessible and inclusive charge points

> Both the outcome - a fairer, greener future for all, and the process - how we get to a net zero and climate resilient economy, in a way that delivers fairness and tackles inequality and injustice."
>
> A JUST TRANSITION

It is important that the switch to EVs is fair and does not leave anyone behind.

The transition to electric vehicles must be fair, ensuring that no one is left behind. Accessibility means that charge points must be usable by everyone, including disabled drivers. This requires thoughtful site design, adherence to emerging accessibility standards, and intuitive, inclusive user interfaces.

To ensure that all communities benefit, charge points need to be located where they are most needed, particularly in areas where residents are unable to charge at home. These drivers rely more heavily on the public charging network, so it is important that chargers are conveniently located in places such as local car parks or near community facilities.

As these users are more likely to pay more for charging, it is also essential to keep costs fair. The appointed charge point operator will be monitored to ensure that tariffs remain broadly aligned with market benchmarks, helping to maintain affordable access for all.

OUR PLAN FOR DELIVERY

Our plan for delivery

To help achieve our objectives, the councils within the next year will run a competitive exercise to select a new operator.

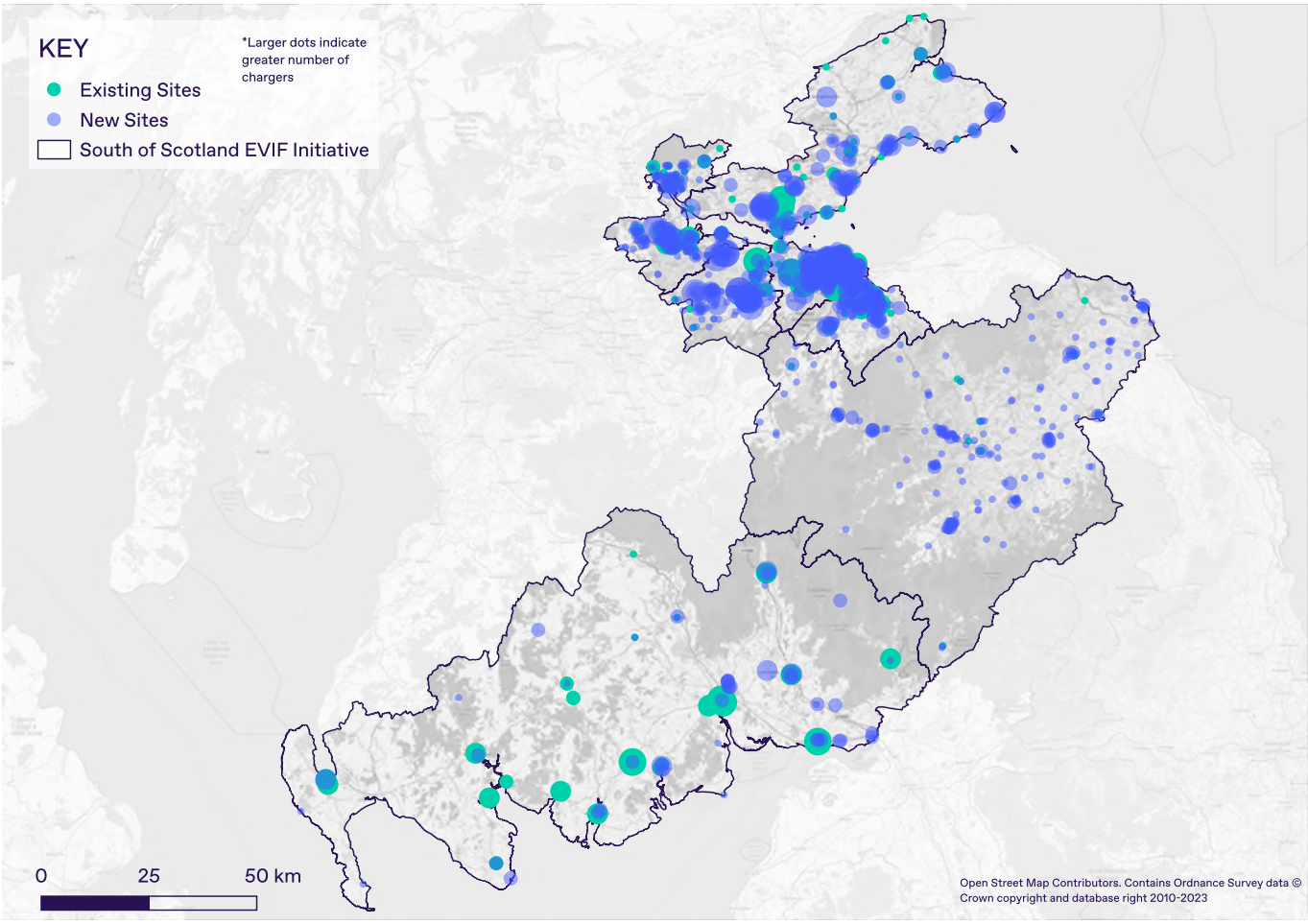
This operator will run and fund:

- The existing EV charging network owned by local councils and upgrade where necessary.
- The installation of nearly 2,000 new charge points over the next four years, aligned with each council's EV expansion strategy and partially funded through public sector grant.
- The expansion of the network in the long-term as required.

Our long-term vision is to support a fair and inclusive transition to electric vehicles across the South of Scotland. In partnership with the selected operator, the councils will ensure:

- High standards of service and safety are consistently maintained.
- All councils and communities receive their fair share of the benefits from this investment.
- Continued investment in the network to keep up with growing demand and technological advancements.
- Timely and transparent updates on the progress of network expansion are provided to the public.

Figure 12: Indicative spread of existing and proposed chargers



Attract private investment

We will attract significant private investment into the public network. This is intended to be approximately £20m in the first 4 years of the contract to support the rollout of nearly 2,000 charge points. To attract the best operator and private investment, we will offer:

- The opportunity to manage the network for at least 15 years.
- Further opportunities to expand the network on council-owned land.

Transition the current network

The selected operator will be responsible for transitioning the existing South of Scotland ChargePlace Scotland network onto their own system. This will involve:

- Clearly communicating the change to customers alongside Transport Scotland and the councils.
- Ensuring a smooth and seamless transition of the current network.

Ensure fair and sustainable tariffs

The operator will be required to set tariffs that are broadly aligned with national benchmarks, ensuring consistency and fairness across the network. The new operator will set a tariff that allows for cost recovery, ensuring the network remains sustainable, and at a high standard, while delivering value to all consumers.

The current tariffs set by local authorities in Scotland are not commercially sustainable due to the ongoing subsidy and maintenance support from Transport Scotland.

Provide an accessible and safe network

The selected operator will run and maintain the charging network to a high standard, ensuring it is reliable and accessible for everyone. This includes:

- Keeping charge points available at least 99% of the time.
- Providing a 24/7 customer support service.
- Designing the layout of charge points so that they are easy to use for all drivers.

Ensure that all communities benefit

The chosen operator will be required to offer wider community benefits to the region. This could include:

- Creating jobs and apprenticeships.
- Offering work experience opportunities.
- Working with schools, colleges, and universities.
- Supporting people into employment.

Promote sustainable modes

This expansion will support the regional shared goal of decarbonising transport across the South of Scotland. It aligns with regional transport strategies which highlight EV charging as a key part of the move to cleaner travel.

EV infrastructure works alongside improvements to walking, cycling, and public transport to reduce emissions. Together, these efforts aim to tackle the climate emergency and create a more sustainable, low-emission transport system for the future.

Communicate effectively

We will ensure that both the new operator and our regional partnership provide you, the public, with regular updates on the expansion of the charging network.

The new operator will also be required to maintain a public dashboard showing the availability and usage of the network, ensuring full transparency for all customers.

The Catalyst
3 Science Square
Newcastle Upon Tyne
NE4 5TG
United Kingdom

T: +44 (0)191 814 2210

30 City Quay
Camperdown Street
Dundee
DD1 3JA
Scotland

T: +44 (0)1382 549 946

E: hello@urbanforesight.com
W: urbanforesight.com