

Item:  
**16**



## **Report to Partnership Board Meeting 24<sup>th</sup> April 2026**

### **RESEARCH AND STRATEGY DELIVERY**

#### **Electric Vehicle Infrastructure Shared Service**

#### **PURPOSE OF REPORT**

To update Members on regional activity of a project management shared service under the Electric Vehicle Infrastructure Fund (EVIF). The shared service covers Comhairle nan Eilean Siar, Orkney Islands Council, Shetland Islands Council and Argyll and Bute Council.

#### **OVERVIEW**

In January 2022 Transport Scotland announced a restructure of their electric vehicle infrastructure funding model. Local Authorities are now required to leverage in private sector funding to enable delivery of infrastructure at the pace and scale required to meet demand and encourage further car users to switch to EV's to support the wider climate change objectives, collaborating regionally where possible.

The new proposed structure will allow Local Authorities to access £30 million worth of funding and aims to leverage in a further £30 million of private sector investment, bringing the total investment for Scotland to £60 million. The funding is aims to support local authorities in enabling a Just Transition, particularly in areas of market failure.

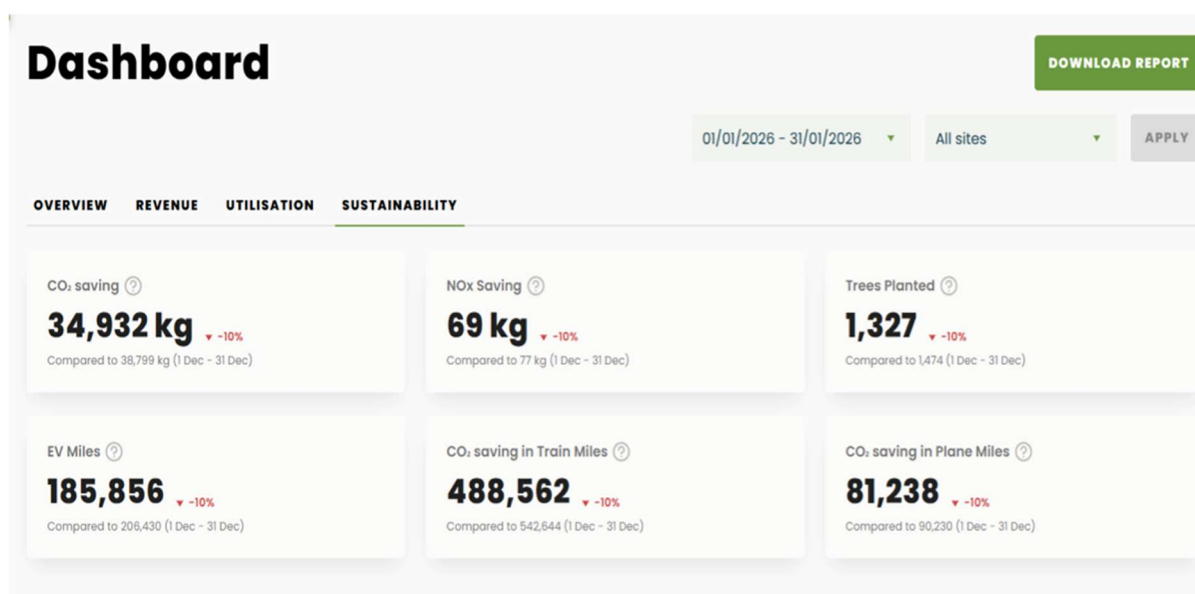
Comhairle nan Eilean Siar, Orkney Islands Council, Shetland Islands Council and Argyll and Bute Council are developing a combined EV infrastructure strategy for the region and were awarded just over £3m funding in August 2025.

#### **EVIF UPDATE**

Last month, Scottish Power Migrated 83 chargers across our region to their software, payment provider and helpline. Whilst technical issues were expected, many have been resolved and the rest are in progress.

On the new back office, every connector is treated as a separate EVSE with customisable settings, meaning it's a very flexible system

Each Council has access to the online portal and their portfolio of chargers for monitoring purposes. Customised reports and live-data feeds provide key insights into status, revenue, utilisation, energy consumption, charger performance and also emissions savings.



30 chargers remain on the Charge Place Scotland network because they have old software or hardware that is no longer fit for purpose. These are due to be replaced by us in an upcoming contract or by the contactless compliance grant.

### Replacement and Maintenance

We have completed a tender process for replacement chargers and local maintenance and are in the process of finalising the contract for signing.

The replacement programme will see 37 chargers replaced and 3 new rapids installed -two at Tarbert and one in Castlebay.

We have been working towards establishing this local maintenance contract for a year, starting with our maintenance review this time last year, to

- Improve fault fixing times
- Reduce travel costs and milage/emissions

A local organisation will be subcontracted in the Western Isles, Orkney and Shetland, with Argyll and Bute being served by the contractor from Uist or one in South Lanarkshire, also contributing revenue and skills to the local economy.

When a fault is reported, it will follow this escalation process:

1. our contractor will try to fix this
2. a local contractor will be dispatched
3. a technical specialist will be sent from the mainland.

This is time-bound by service level agreements and supported by KPIs, service credits and termination clauses (that were not possible with a sole supplier available previously), so it s a much stronger contract than what was in place previously.

### Strategy for expansion

Strategy aims have now been approved by all four Council Service committees and we are working on Business Case outputs for Transport Scotland to review and approve.

## OTHER EV NEWS

### Industry Terminology

The Department for Transport and ZapMap have worked together to clarify EV terminology across the industry.

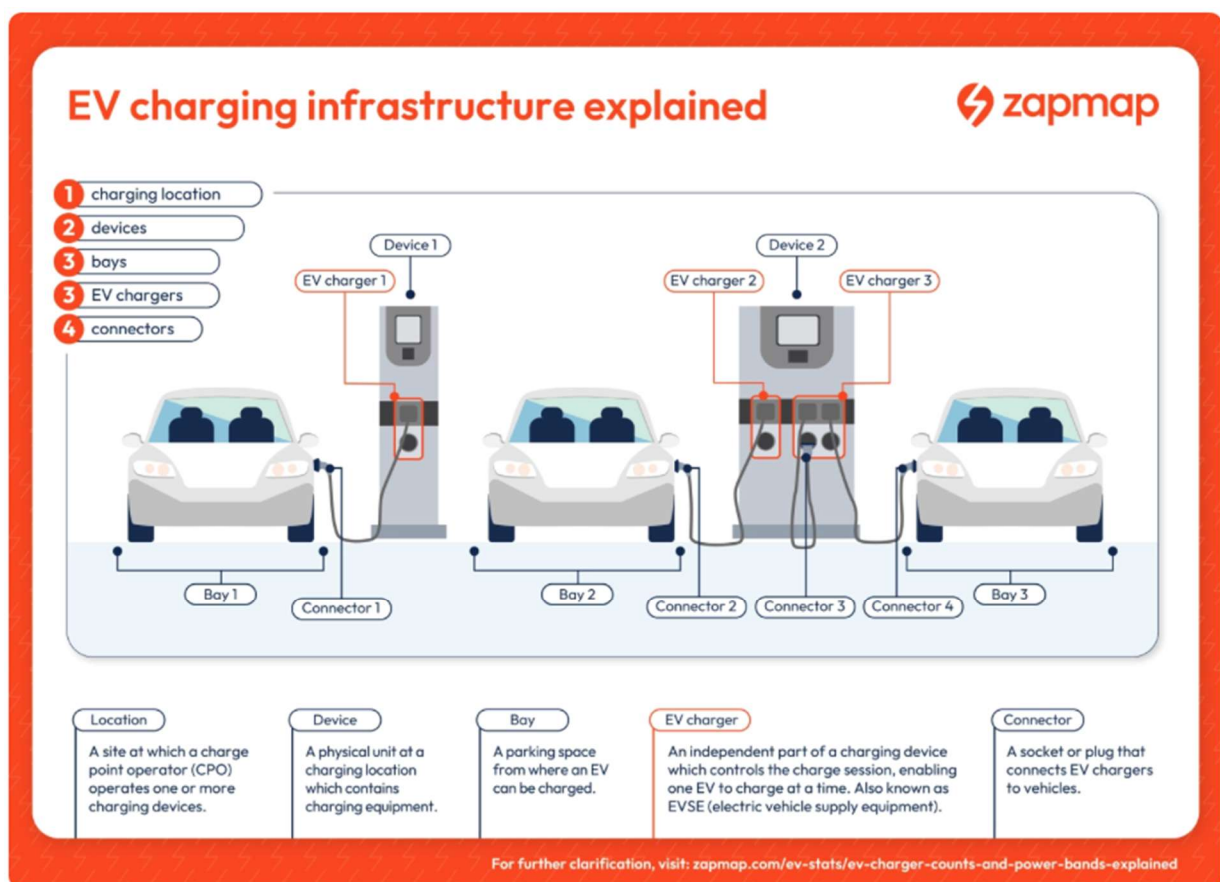
Charge Point had many meanings and was also the name of a CPO, so became confusing, This term has been dropped completely.

The physical charger itself is now referred to as a *device*.

A *connector* is the part that connects to the car.

A *charger* or *EVSE* is a part of the device that can provide a charging session at any one time.

These are summarised in the diagram below.



Many of the chargers in our region are triple chargers, with 1 AC connector and 2 DC connectors. Often the DC connectors cannot do simultaneous charging, only one car can connect to a DC at a time. So the 2 DC connectors would now be grouped together as one 'charger'. The aim of this is to give a more accurate picture of how many cars can charge at one time in a site, region or nation. It will change the national statistics on EV chargers that we have seen previously.

Device type terms have also been clarified to:

*Standard (3kW - 7.9kW)*: Formerly "Slow," designed for longer-stay parking or residential charging.

*Standard Plus (8kW - 49kW)*: Formerly "Fast," covering a range of medium-speed chargers.

*Rapid (50kW - 149kW)*: High-speed charging, typically adding 100 miles in 20-30 minutes.

*Ultra-rapid (150kW+)*: Extremely high-speed charging, often found on motorway networks.

## **Funding**

The Scottish Government has confirmed a £17.8 million funding package for 2026/27 to boost electric vehicle (EV) uptake and infrastructure.

Details are still to be released, but this includes:

- A second round of the Rural and Island Infrastructure Fund, supporting the installation of up to 1,000 public EV chargepoints in rural/island locations.
- Domestic Rural & Cross-Pavement Funding: Grants aimed at households lacking dedicated off-street parking.
- Factored Development Charge Point Fund: Focuses on facilitating installations for flatted properties.
- Workplace Charging: Targets rural/island microbusinesses and third-sector organisations.
- Charge Place Scotland (CPS) Transition Fund: Supports the migration to new operators.

## **RISK REGISTER**

### RTS Delivery

Impact – Positive

Comment – This work supports RTS objectives and the monitoring of their implementation.

### Policy

Impact – Positive

Comment – This work supports the development of our Electric Vehicle Strategy Policy, particularly with regards to remote, rural and island provision.

### Financial

Impact – Positive

Comment – Cost savings are a direct result of this shared service approach

### Equality

Impact – Positive.

Comment – HITRANS support for improving electric vehicle infrastructure helps eliminate the barriers to decarbonised travel for all

## **RECOMMENDATION**

Members are asked to:

- Note the report

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**Designation:** EVIF Project Manager  
**Date:** 13<sup>th</sup> April 2026