Item:
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HI TRANS
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

Report to Partnership Board Meeting 6th November 2026

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.

BACKGROUND

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 – PHASE ONE, DE-RISKING THE NETWORK

Phase one is nearing closure, and is on target to achieve its aim of de-risking the network for existing and future operators.

All chargers have now been migrated off of the ChargePlace Scotland Network.

Seven chargers still need to go live in Orkney and have been delayed by payment terminal issues following contactless payment retrofits to comply with regulations and a communications issue in Houton.

One charger in SporsNis in Lewis is still to go live due to having a new connection put in. This, along with the new chargers in Castlebay and Tarbert have now had their electricity metering completed. We have no influence on the timelines of this and it's an area of installation that needs improving as a priority for rural and particularly island locations. Castlebay awaits payment terminal files and can then go live, a contractor is due back at SporsNis the week of writing and Tarbert completion is being scheduled.

We can now report on operational data having had new back office data since June and maintenance data since mid-July. The following data is a summary of operational performance:

Council	ABC	ABC	CNES	CNES	OIC	OIC	SIC	SIC
Period covered	20.06-08.26	**20.08-10.26**	20.06-08.26	**20.08-10.26**	20.06-08.26	**20.08-10.26**	20.06-08.26	**20.08-10.26**
Portfolio								
Number of standard-standard plus (3-49kW) Council public charging devices		**13**		**16**		**20**		**20**
Number of rapid-ultra rapid (50kW+) Council public charging devices		**23**		**13**		**10**		**7**
Environmental								
Energy delivered (kWh)	147,801	**139,607**	57,912	**37,681**	14,053	**19,516**	28,560	**28,606**
CO2 savings (Kg) *in comparison to ICE vehciles*	802,288	**75,837**	31,459	**20,468**	7,634	**10,601**	15,514	**15,539**
NOX savings (Kg) *in comparison to ICE vehciles*	158	**150**	62	**40**	15	**21**	31	**31**
Utilisation								
Number of sessions	5,966	**5,828**	2,446	**1,675**	796	**1,058**	1,203	**1,265**
Average session length	57m	**56m**	1h 22m	**1h 20m**	7h 2m	**4h 28m**	2h 15m	**3h 1m**
Plugged in time (utilisation, %) *time chargers were in use when available*	5	**4**	5	**2**	6	**5**	3	**4**
Availability								
Uptime (availability) of Council's full public charging network (%)	95	**96**	88	**95**	93	**98**	92	**94**
Reliability (uptime + planned maintenance) of Council's public rapid charging network (%) *50kW+ only*	97	**97**	90	**96**	94	**98**	93	**94**
First time fault fix	N/A	**9/10**	N/A	**15/16**	N/A	**11/12**	N/A	**14/14**
Attended within 5 days as per Service Level Agreement (SLA)	N/A	**9/10**	N/A	**13/16**	N/A	**12/12**	N/A	**14/14**
Local engineer attendance	N/A	**7/10**	N/A	**2/16**	N/A	**1/12**	N/A	**6/14**

Interpretation

Utilisation and therefore total energy delivered has reduced this period compared to the previous period, most likely due to the end of the summer season and a reduction in visitors

The target for plugged in time is an average of 9-14%, depending on the ratio of charging speeds in the portfolio

Average session times vary considerably, likely due to the ratio of charging speeds across each Council's portfolio reflecting journey lengths required. Orkney have the most standard (7kW) chargers in the Partnership

Availability of the whole network and reliability of the rapid networks have improved, particularly in the Western Isles

First time fault fixes are high

Attendence within SLA is good, and although lower in the Western Isles, improving in recent weeks

Local engineer attendance varies a lot and will need to be monitored for value and effectiveness

EVIF UPDATE – PHASE TWO, EXPAND AND ENABLE

Our recommendations for Phase 2 have now been approved by all Councils in the EVIF Partnership.

Given the long term aims of Argyll and Bute to continue owning and operating their public charging network, and their readiness to install, they are likely to procure for chargers separately to the island Councils, but continue to work with us on the wider outcomes of Phase 2.

HITRANS continue to work with all Councils on island site selection and project governance and procurement with this in mind.

MEMBERS ARE ASKED TO:

- Note the report

RISK REGISTER

RTS Delivery
Impact – Positive
Comment – This work supports the RTS aims and objectives, particularly one and six, and the monitoring of their implementation.

Policy
Impact – Positive
Comment – This work expands on our Electric Vehicle Strategy Policy, particularly with regards to rural and island provision. Aspects specify wider regional collaboration with the North of Scotland EVIF Partnership as well (Highlands, Moray, Aberdeen City and Aberdeenshire)

Financial
Impact – Positive
Comment – Cost savings are a direct result of this shared service approach and the Business Case is working towards commercial investability

Equality
Impact – Positive.
Comment – Core aims of EVIF include using public funding to support and enable investment in EV charging in areas where the private sector are less likely to invest in at this time – primarily rural and island areas- and that the public electric vehicle charging network works for everyone regardless of age, health, income or other needs.

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