Glasgow City Region

Electric Vehicle Charging Project

Electric Vehicle Infrastructure Strategy

January 2026

GLASGOW CITY REGION

1. Glasgow City Region Electric Vehicle Charging Project – scale and ambition

1.1. The Glasgow City Region (GCR) Electric Vehicle Charging Project (the project) is the largest EV collaboration in Scotland, encompassing a third of Scotland's population and including major transport routes across central Scotland and both the north and south of Scotland. Work undertaken through this collaboration will provide a nationally significant increase in Electric Vehicle Charging Infrastructure (EVCI) that is available to the public.

1.2. This innovative Regional project will deliver a partnership with a private sector Charge Point Operator (CPO) which will see the transfer of existing council owned public EV charge points to the CPO and the installation of a minimum of 3,034 new EV charge points to develop a comprehensive fair and equitable EV network for EV drivers across the Region.

1.3. The project boundary encompasses the eight local authorities across Glasgow City Region, including: East Dunbartonshire Council, East Renfrewshire Council, Glasgow City Council, Inverclyde Council, North Lanarkshire Council, Renfrewshire Council, South Lanarkshire Council and West Dunbartonshire Council.

1.4. The geographical area covered is shown in Figure 1 below.

Figure 1 – Glasgow City Region Member Authorities

1.5. Work has taken place over the last few years to understand what is required to support a just transition across Glasgow City Region. This has included the creation of an *Electric Vehicle Strategy and Expansion Plan* which assessed the future requirements for Electric Vehicle Charging Infrastructure across the Region to meet the forecasted growth in uptake of EV vehicles over the coming years.

1.6. The proposed partnership with a private sector CPO will see the transfer of existing council owned public EV charge points to the CPO to maintain and operate. The locations of the existing EV charge points (approximately 600) are shown in Figure 2 below.

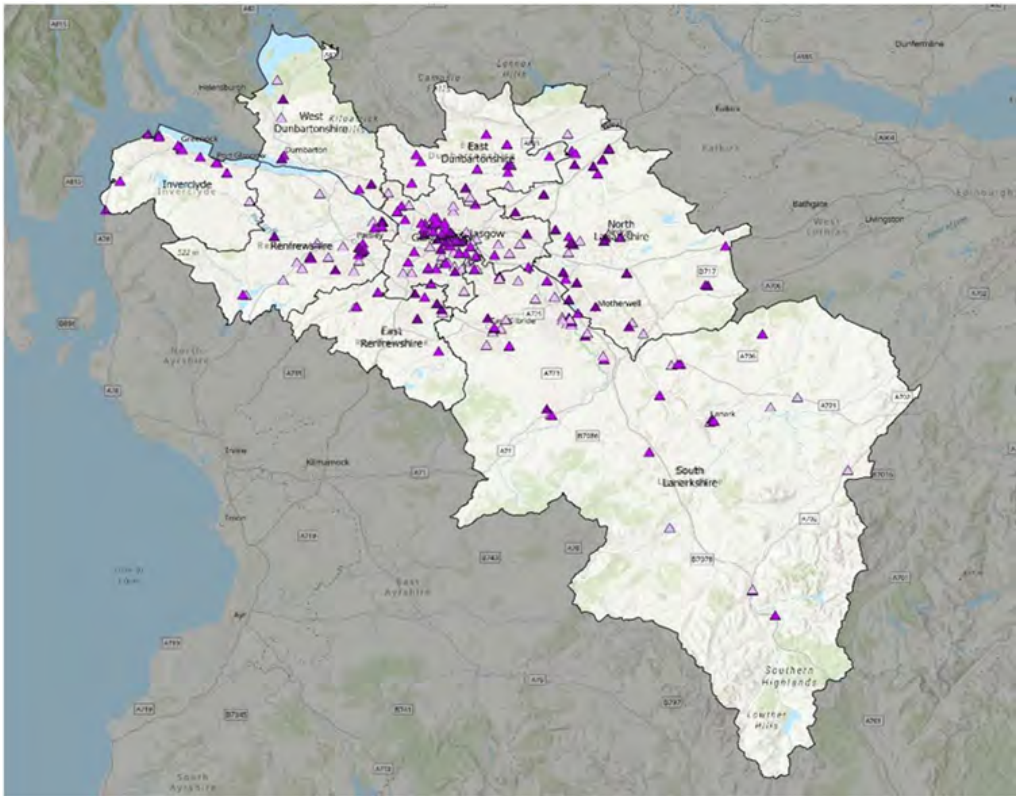

Figure 2 – Existing Council Owned EV Charge Point Locations across Glasgow City Region

1.7. Aside from existing EV charge points, the project will deliver a minimum of 3,034 additional public EV charge points to meet the demand for EV charging in the coming years. An extensive site selection process has been undertaken by local authorities to identify relevant sites for future EV installations. This will include local authority owned car parks and on street locations.

1.8. The local authorities want an equitable and fair EV network, both to promote and support electric vehicle uptake which will positively deliver on Net Zero Carbon targets, and to deliver positive impacts for inclusive Regional economic growth.

1.9. The project has been supported by grant funding provided through Transport Scotland's Electric Vehicle Infrastructure Fund (EVIF). This fund represents a small but key enabling element that will help to leverage significant private sector CPO investment to deliver an EV network.

1.10. The GCR EVIF grant will support the installation of public EV charge points where the market would not otherwise intervene. The EVIF grant will ensure an equitable distribution of charge points in communities throughout GCR and support the objectives of a just transition. The project will seek to maximise the installation of charge points in these sites including the installation of EV charge points in communities that are in the lowest deciles of the Scottish Index of Multiple Deprivation.

1.11. The EV charging network needs to be inclusive and accessible. The Project must respond to the needs of different user groups and ensure that positive outcomes are identified, including supporting the delivery of community benefits through working with the private sector CPO.

1.12. The project will also prioritise the need to deliver a consistent positive user experience. Private sector CPOs will be asked to state how they will deliver a high standard of service for users of the public EV charging network.

2. Background

2.1. This Strategy has been prepared in accordance with guidance from Transport Scotland to share understanding of how GCR will expand the EV charging network over the coming years. It provides an overview of the current position with regards to the expansion of EVCI across GCR. It will be updated on a regular basis to reflect work currently ongoing to engage a private Charge Point Operator.

2.2. The GCR EV collaboration is focused on ensuring that EVCI expansion enables a just transition whilst establishing a comprehensive, publicly accessible charging network across all eight Member Authorities.

2.3. The UK Government published a policy statement in January 2025 confirming that:

- no new petrol and diesel cars and vans will be sold from 2030; and,
- all new cars and vans require to be fully zero emission by 2035.

2.4. This policy is replicated by the Scottish Government who set a target to phase out the need for petrol and diesel cars and vans by 2032.

2.5. Transport Scotland's Vision for Scotland's Public Electric Vehicle Charging Network seeks to place the needs of local communities, businesses and visitors at its heart. The vision is structured around five themes, which are to ensure:

a. Local communities, businesses and visitors have access to a well-designed, comprehensive and convenient network of public charge points, where these are needed.

b. The public electric vehicle charging network works for everyone regardless of age, health, income or other needs.

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

d. The public charging network is powered by clean, renewable energy and drivers benefit from advancements in energy storage, smart tariffs and network design.

e. People's first choice wherever possible is active travel, shared or public transport with the location of electric vehicle charge points supporting those choices.

2.6. The GCR EV collaboration will align with Transport Scotland's EV Vision, and will embed the five themes of this vision wherever possible into project delivery.

2.7. Project delivery will take place on local authority owned and controlled land and car parks to increase the EVCI network by a minimum of 3,034 charge points throughout GCR. The precise number will be calculated based upon updated forecasting of need and engagement with the Charge Point Operator once appointed.

3. Glasgow City Region EV Principles

3.1. A report presented to Glasgow City Region Cabinet on 8 August 2023 outlined a set of proposed key EV principles that should guide the next stages of EVCI roll out. These principles are detailed below:

a. To deliver a just transition, we must ensure equitable access to electric vehicle charging infrastructure, with a clear recognition of geographical characteristics and the different solutions that may be applicable.

b. Ensure that all residents are able to access electric vehicle charge points close to their home.

c. Align with the priorities of the Sustainable Travel hierarchy to ensure that public transport, walking, wheeling and cycling options are prioritised wherever possible.

d. Collaborate across the GCR member authorities to identify cost savings and ways to deliver a high standard of customer experience.

e. Work together to identify and overcome grid capacity issues.

f. Identify opportunities to develop joint public and fleet EVCI projects, and where there are opportunities to align with HGV, hydrogen refuelling and the introduction of rapid and ultra-rapid charging stations.

4. GCR EV Site Selection

4.1. The expansion of the EVCI network across GCR and the process of determining where future EV charge points should be installed is dependent on several key considerations. These considerations have been taken in account during a site selection process undertaken across 2025 and will continue to guide the site selection process in conjunction with the successful private sector CPO. These considerations include:

- **Charger Type**: Consideration of the appropriate charger type will be required in developing the expansion of the EVCI network.
- **Number of dwellings / Access to off street parking**: Areas with higher dwelling density are likely to require EV charging points, whilst areas with lower densities of dwellings may generally expect to have fewer EVs generating demand for charging points.
- **Indices of multiple deprivation (SIMD)**: This is an important consideration in the siting of locations to ensure that the decarbonisation of transport is fair and just.
- **Connectivity**: Expansion of the EVCI should be sited in the best locations to allow for a comprehensive EV charging network.
- **Housing and commercial development**: It is a legal requirement that every new home with associated parking must include an EV charge point in Scotland, therefore new housing with EV charge points will therefore reduce the need of these vehicles to use the public network to fulfil most of their charging needs.
- **Road Network and vehicle kilometres travelled**: The EVCI requirement is based on travel patterns and vehicle km travelled within the region.
- **Population**: Population characteristics can also influence the uptake of EVs and therefore the need for EVCI.
- **Sustainable and active transport modes**: The GCR collaboration recognises the need to support integration of other sustainable and active transport modes. This has been identified in the GCR guiding principles and will be a consideration in the development of suitable site locations.

5. Wider Considerations

5.1. There are wider considerations which will be important when moving forward with the Project expansion and partnership with a private sector CPO. Some of these matters are noted below:

Tariffs

5.2. The GCR EV collaboration will explore opportunities for a tariff framework or methodology that ensures that tariffs are *Fair, Sustainable & Enabling* and that they support a *Just Transition* through the upcoming procurement exercise. This will include measures to ensure that tariffs are aligned with market rates and include use of a margin cap which applies to tariffs, as well as benchmarking against the market average tariff rates. This also may include consideration of discounted tariffs to encourage EV uptake and charge point usage.

5.3. The approach that will be taken to deliver a fair and equitable tariff will be determined during the process to procure a CPO.

Attracting private investment

5.4. To help the GCR EV network develop at scale and pace, it is important to leverage the skills, expertise and resources of a private sector CPO to support EVCI delivery through a long-term partnership and programme of investment. The EVCI expansion will be delivered by entering a concession contract with a private sector CPO, which will leverage significant private investment.

Charge Place Scotland (CPS) Transition

5.5. The existing back-office function currently provided by CPS will start the process of decommissioning from December 2025, with EV charge points starting to migrate to alternative back-office providers.

5.6. The GCR EV collaboration recognises the need to support a transition away from the current CPS back-office model and are working to ensure a smooth transition for the existing EV assets across the Region. This will be the first phase of a partnership with a private sector CPO.

5.7. The GCR collaboration has been granted an extension to the CPS back office until December 2026 when it is expected that migration will commence to an alternative back office.

Communications

5.8. Communication, promotion and engagement with relevant stakeholders will be undertaken at a local level and regional scale once the procurement process is concluded and the details of the relationship with the CPO has been agreed.

Collaboration

5.9. As the EVCI expansion develops the GCR EV collaboration is keen to explore opportunities to

deliver a consistent network for EV users across the charging network. This is recognised as key to delivering a successful user experience.

Integration with other sustainable and active travel modes

5.10. The GCR EV collaboration will place priority on EV infrastructure that is sited in areas that link with other sustainable transport modes and support local and national transport strategy delivery. The site selection process that has been undertaken to identify potential new EV locations has considered how these locations will link and align with existing and planned active travel infrastructure.

5.11. Further details on how the GCR EV collaboration will integrate with sustainable and active travel will be provided once the private sector CPO is appointed.

Commitment to accessibility

5.12. The GCR EV collaboration will seek to continually improve the design, usability and accessibility of the EV charging network especially for those with additional needs. The GCR local authorities have undertaken an initial health and equalities screening impact assessment of the project, with further assessments to be taken at a local level. Further details on how the GCR EV collaboration will ensure accessibility is integrated into delivery will be available once the CPO is appointed.

Legislation and permitted development rights

5.13. The GCR EV collaboration will give due consideration for any legislative issues related to EV charging. The private sector partner, once appointed, will assume the responsibilities of a Charge Point Operator in all legal matters. Further details will be provided once the CPO is appointed.