

ABERDEEN CITY COUNCIL

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| COMMITTEE | Net Zero, Environment and Transport |
| DATE | 18 November 2025 |
| EXEMPT | <p>The content of the report is public, but the report has an exempt appendix. Under Paragraphs 6 and 9, this appendix will disclose</p> <ul style="list-style-type: none">• Information relating to the financial or business affairs of any particular person (other than the authority). Information is not exempt if it is required to be registered under the Companies Acts (as defined in section 2(1) of the Companies Act 2006) or similar legislation.• terms proposed or to be proposed by or to the authority in the course of negotiations for a contract for the acquisition or disposal of property or the supply of goods or services if and so long as disclosure to the public of the terms would prejudice the authority in those or any other negotiations concerning the property or goods or services. |
| CONFIDENTIAL | No |
| REPORT TITLE | Updates on Council Electric Vehicle (EV) charging schemes |
| REPORT NUMBER | CR&E/25/261 |
| EXECUTIVE DIRECTOR | Gale Beattie |
| CHIEF OFFICER | David Dunne |
| REPORT AUTHOR | Alan Simpson |
| TERMS OF REFERENCE | 1,7,8 |

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to update members on the progress of the various electric vehicle (EV) charging projects that the council is working to deliver. An update on a residential electric vehicle charge point trial for the city was part of an instruction given at the Council budget setting meeting in [March 2025](#) and an update on ongoing work to increase EV charging provision for Council fleet vehicles was instructed at a previous City Growth and Resources Committee [meeting](#). This report addresses these and also includes other work ongoing regarding the public charging network.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Note the progress made to date on the delivery of electric vehicle charging infrastructure;

- 2.2 Instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer -Governance and Chief Officer - Commercial and Procurement Services to continue to engage with the Council's preferred supplier, to establish if a feasible on-street residential trial can be established;
- 2.3 Instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer - Commercial and Procurement Services, if a feasible on-street trial is deemed possible, to enter into a time-limited pilot agreement with the preferred supplier, and report back to the relevant committee once the trial concludes on lessons learned; and,
- 2.4 Instruct the Chief Officer - Strategic Place Planning to continue to work with the Chief Officer - Operations and the Chief Officer - Corporate Landlord to increase the size of the Council's EV charging estate for its own fleet vehicles.

3. CURRENT SITUATION

North of Scotland EV Partnership

- 3.1 Aberdeen City Council, along with Aberdeenshire, Highland and Moray Councils, is currently part of a consortium, the North of Scotland EV Partnership, which has jointly procured a Private Sector Partner to manage, maintain, renew and grow the public charging networks that these Councils are collectively responsible for. This contract has been awarded to EZO for a 20 year period with details of this reported to the Council's Finance and Resources Committee in May 2025. The Chief Officer - Commercial and Procurement Services will update the relevant committee on the progress of this project by Spring 2026.

On-street residential pilot

- 3.2 At the Council budget setting process in March 2025, Council instructed the Chief Officer - Strategic Place Planning to work with public and private partners to explore opportunities to deliver on street electric vehicle charging points, and to report back to the most appropriate committee no later than December 2025. This instruction aligned with the Council's Electric Vehicle Framework, approved in February 2021.
- 3.3 As part of the bidding process for the North of Scotland EV Partnership, bidders were asked to be aware of the needs of people wanting to charge at home but who did not have access to off-street parking. It was therefore prudent for officers to await the outcome of this exercise before any separate pilot was investigated. Given the complexity of the procurement process – the first time anything of this scale has been done by a group of Local Authorities for EV charging – it has taken some time to get to the point of awarding the North of Scotland contract.
- 3.4 Although EZO, as part of their planned expansion of the public charging network in Aberdeen, are proposing a number of chargers in on-street residential areas over the next 3 years, these are likely to form "mini hubs" in communities, with 2-4 designated charging spaces. Given the size of the city,

the differing needs of residents, and number of different charging solutions which continue to come to the market, it is believed that a trial of a different solution to the one EZO are offering would still be beneficial. This would not only complement EZO's chargers but would allow the Council, EZO and members of the public to see if, as part of a trial, there is merit in a different approach to stimulate a greater EV uptake in the city.

- 3.5 The Scottish Collaboration of Transport Specialists (SCOTS), which represents Scotland's 32 local authorities and 7 regional transport partnerships, has recently drafted guidance, currently out for consultation, to help guide Local Authorities through the process and considerations required to permit cross pavement EV Charging. This covers solutions that allow members of the public to run their own charging cables from their home across, through, or over a footway to the road. So far only 4 of Scotland's local authorities are offering a trial of cross pavement charging.
- 3.6 To add to the current knowledge exchange between local authorities on this topic, officers have identified a local supplier which offers a different approach to home charging which would not involve cross pavement charging. More details of this supplier's offering can be found in exempt Appendix 1. Entering into a trial to further investigate this option would be at no cost to the Council.
- 3.7 In terms of the governance, officers in the Council's Commercial and Procurement cluster have advised that a trial of this nature should not be a conflict of interest with the EZO contract so long as the following criteria is met:
 - The trial is for a set period of time, with three years recommended
 - The trial is geographically limited to up to three areas of the city
 - The trial can be undertaken based on proof of concept, especially given the uniqueness of what the preferred supplier is offering
 - At the end of the trial, should a permanent solution be sought, a new procurement process would need to be followed.
- 3.8 Officers in Strategic Place Planning, along with Commercial and Procurement colleagues, have met with EZO to talk them through the idea and to make them aware of the Council's intentions to potentially work with another supplier for a trial. EZO have not objected to this proposition.
- 3.9 For next steps, it is proposed to engage with Disability Groups about the proposals, to review the preferred supplier's contract documentation to see if it is fit for purpose, to devise a specification for residents who wish to become part of the trial (as not all circumstances will be suitable) and to decide which 3 areas will be used for the pilot. Due to their resident profile and lack of off-street parking, it is proposed that West End, Rosemount or Ferryhill form 2 of the 3 areas with a lower income area making up the third. Officers will work with the preferred supplier and Council colleagues to establish which three areas are most suitable. The preferred supplier is also investigating whether their project could be eligible for an installation grant which would allow them to pass the savings on to users. Officers will also continue to follow any other

trials taking place in Scotland to see if any useful learnings can be taken from them.

Other public EV charging installations by Aberdeen City Council

- 3.10 Since 2021, the Council has been allocating funding from its General Fund Capital Programme to grow the Council's network of public EV charging points. This has enabled a programme of 46 new or replacement chargers to be installed, each capable of recharging 2 vehicles at once. So far, 39 of these chargers have been installed with 7 units across 2 sites still to be completed. A progress update on the 2 outstanding sites is given below:
- Gallowgate - 5 chargers (1 x rapid and 4 x fast, each capable of recharging 2 vehicles at once) still to go live. SSE's originally proposed power supply route could not be delivered so an alternative has been found. SSE have advised the work is unlikely to be completed until April/ May 2026. Once final works are completed, it will likely be May/ June 2026 before they are operational as last connections will have to be done.
 - Peterculter - 2 chargers (1 x rapid and 1 x fast, each capable of recharging 2 vehicles at once). These need SSE to complete their power supply works and some remedial works on site are required too. It is anticipated that these units will be live by early 2026.

In both cases, the new power supplies are critical to the delivery of the charge points and they cannot be made operational without these.

Fleet EV charging infrastructure

- 3.11 As part of the procurement exercise, bidders for the North of Scotland EV Partnership were asked to submit proposals for how, beyond the public requirement, they would propose working with the councils to cater for their fleets. With a preferred bidder now established, officers can work with EZO to look at rolling out infrastructure at scale to support the fleet transition. As part of their submission EZO confirmed their willingness to be involved in such work, and their experience of doing so with other partners. As part of the contract, the Council can now directly award to them for such work.
- 3.12 In the interim, work has been ongoing to identify sites and progress infrastructure to support fleet until such time as an "at scale" solution can be implemented with our partner.
- 3.13 Funding has been awarded from the Council's General Fund Capital Programme and officers in the Transport Strategy and Programmes Team have been working with colleagues in Fleet, Finance, Procurement, Building Services, Estates, Insurance and Energy Teams to identify the following shortlist of sites.
- 3.14 It is now proposed to work with EZO to deliver these sites, and they have indicated that they would have capacity to deliver in the first half of 2026.

| Site address | No of slow chargers (7kW dual outlet - can charge 2 vehicles at once) | No of fast chargers (22kW dual outlet - can charge 2 vehicles at once) | No of rapid chargers (80kW dual outlet - can charge 2 vehicles at once. One at 80kW or two at 40kW) |
|-----------------------------------------------------------------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| Len Ironside Centre, Mastrick Drive, Aberdeen | 3 | 1 | 0 |
| Williamson Family Centre, Mastrick Close, Mastrick, Aberdeen | 1 | 0 | 0 |
| Orchard Brae School, Howes Road, Aberdeen | 0 | 3 | 0 |
| Brimmond School, Netherhills Place, Bucksburn, ABERDEEN | 2 | 0 | 0 |
| Marischal College, Queen St surface car park | 0 | 0 | 2 |
| Sillerton Lane Depot | 0 | 3 | 1 |
| Kittybrewster depot additional | 0 | 0 | 5 |
| Kittybrewster depot replacement | 1 | 0 | 0 |
| Spring Gardens replacement | 2 | 0 | 0 |

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|---------------------------|----|---|---|
| Grove Nursery replacement | 1 | 0 | 0 |
| Town House | 0 | 1 | 0 |
| Total | 10 | 8 | 8 |

- 3.15 It has been confirmed that all sites have the required available power capacity to host this number and type of charge points and the most suitable locations for the chargers at each site have been identified. Work has already begun at Sillerton Lane. At all other sites, work is currently ongoing with the Council's Corporate Landlord and Insurance teams to confirm these locations at the sites are suitable. Once this is concluded, procurement of the units can take place.

4. FINANCIAL IMPLICATIONS

- 4.1 The committed fleet projects and two remaining public installations already have funding allocated to them in the Council's Non-Housing Capital Programme. It is intended that all units will be purchased with warranty and maintenance agreements from new while there is also funding from the Bus Lane Enforcement (BLE) Fund to cover any items not covered by warranty and maintenance agreements that was awarded in 2025/26. However, should this not be deemed sufficient to cover future years then further funding will be bid for from the BLE fund. The public units will be fully handed over to EZO to manage and maintain as part of the North of Scotland EV partnership, while the fleet and non-public units will be managed by EZO subject to detailed negotiations with Commercial and Procurement.
- 4.2 The on-street residential pilot would be undertaken at no cost to the Council.

5. LEGAL IMPLICATIONS

- 5.1 Any legal implications associated with funding applications / awards and entering into contracts with suppliers will be discussed with the relevant Legal and Procurement colleagues.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 The proposals should benefit air quality by facilitating a greater switch to and use of zero emission vehicles. This in turn will make the city a more attractive place to walk, wheel and cycle in cleaner air.
- 6.2 The proposals should reduce noise pollution by facilitating a greater switch to and use of zero emission vehicles which are much quieter than traditional petrol and diesel powered vehicles.
- 6.3 The proposals should reduce carbon emissions, helping contribute towards the Council's Net Zero and Climate Change aspirations.
- 6.4 The proposals should help to reduce the environmental impacts of transport.

7. RISK

| Category | Risks | Primary Controls/Control Actions to achieve Target Risk Level | *Target Risk Level (L, M or H) *taking into account controls/control actions | *Does Target Risk Level Match Appetite Set? |
|-----------------------|----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------|
| Strategic Risk | No significant risks identified | | | |
| Compliance | Risk that any on-street trial runs contrary to EZO contract | Ensure EZO are aware of the trial and do not object, limit the trial to areas of the city and time. Have already been engaging with them and colleagues in the Council's Commercial and Procurement service | L | Yes |
| | Risk that competitor organisations think that the on-street trial will lead to an automatic permanent contract | Be explicit about the fact that when the trial ends, if the Council wish to see this type of solution continue, a new procurement exercise will have to take place | L | Yes |
| | Risk that EZO cannot adopt or host any new public infrastructure or new fleet infrastructure | Ensure that the make and model are ones that EZO supports | L | Yes |
| Operational | Risk that on-street charging pilot causes issues for roads operations colleagues | Make sure that those colleagues are able to engage with the preferred supplier to ask any questions to understand before any trial is agreed what it will entail and are part of the | L | Yes |

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| | Risk that contract for on-street charging pilot leaves the Council open to risk by letting a third party install kit on our roads | <p>process to develop a specification</p> <p>Make sure that those colleagues are able to engage with the preferred supplier to ask any questions to understand before any trial is agreed what it will entail and are part of the process to develop a specification</p> | L | Yes |
| Financial | Risk that the Council cannot cover the extra operating costs of the additional fleet charge points and ad hoc costs not covered by the EZO contract | <p>There is definitely income which will be coming to the Council from the Private sector Partner as part of their return in getting access to the Council's public charging sites. Conversations with the Council's Strategic Infrastructure Plan Prog Manager will take place to ensure that this is modelled in the income. There is potential to bid for further funding through the Bus Lane Enforcement (BLE) fund too</p> | L | Yes |
| | Risk that the Council ends up having to remove on-street charging infrastructure if supplier doesn't / goes out of business | <p>Ensure that there is plenty of content in the contract that covers the removal and liaise with legal/ procurement colleagues about whether we can minimise the risk of impact on us should the supplier go out of business</p> | L | Yes |
| Reputational | Risk that, at the end of the trial, residents are upset if kit | <p>Ensure it is made very clear to them before they sign up that this is a time-limited trial</p> | L | Yes |

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| | gets taken away | | | |
| Environment / Climate | No significant risks identified | | | |

8. OUTCOMES

| <u>COUNCIL DELIVERY PLAN 2025-26</u> | |
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| | Impact of Report |
| Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u> | <p>The proposals within this report support the delivery of the following aspect of the policy statement:-</p> <ul style="list-style-type: none"> Invest at least £25 million over five years and work with partners to expand the city's Electric Vehicle charging network. Continue to reduce the carbon footprint of the council's building estate and vehicle fleet and adopt an "environment first" approach to all new Council building projects, seeking to maximise the energy efficiency of, and minimise the carbon footprint of, new buildings and investigate the feasibility of generating energy by installing ground source heat pumps in Council owned open spaces. |
| <u>Local Outcome Improvement Plan</u> | |
| Prosperous People Stretch Outcomes | The proposals in this report contribute to Stretch Outcome 10. "Healthy life expectancy (time lived in good health) is five years longer by 2026" by encouraging a shift to zero emission vehicles, helping people who have breathing difficulties and making it more attractive to travel actively in clean air |
| Prosperous Place Stretch Outcomes | <p>By encouraging a switch to electric vehicles, which are zero emission, the proposals support the following stretch outcomes</p> <p>13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</p> <p>14. Increase sustainable travel: 38% of people walking; 5% of people cycling and wheeling as main mode of travel and a 5% reduction in car miles by 2026.</p> |
| Regional and City Strategies | By encouraging people to switch to electric vehicles, which are zero emission, the proposals support the Regional Transport Strategy, Local Transport Strategy, Council Climate Change Plan and Net Zero |

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| | Routemap for the city which look to reduce the environmental impact of transport |
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9. IMPACT ASSESSMENTS

| Assessment | Outcome |
|------------------------------------------|-----------------------------------------------------|
| Integrated Impact Assessment | New Integrated Impact Assessment has been completed |
| Data Protection Impact Assessment | Not required |
| Other | Not required |

10. BACKGROUND PAPERS

10.1 Council Climate Change Plan (2021-2025)

10.2 Aberdeen Electric Vehicle Framework (2020-2030)

11. APPENDICES

11.1 Appendix 1 – Exempt – Details about the Preferred Supplier’s proposed offering

12. REPORT AUTHOR CONTACT DETAILS

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