

**South Ayrshire Council**

**Report by Director of Housing, Operations and Development  
to Cabinet  
of 21 January 2025**

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**Subject: Update on Ayrshire Roads Alliance Electric Vehicle  
Infrastructure Strategy with North Ayrshire :  
Procurement Phase Progress**

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**1. Purpose**

1.1 The purpose of this report is to

1.1.1 provide an update on the progress of Ayrshire Roads Alliance collaboration with North Ayrshire Council regarding the Electric Vehicle Infrastructure strategy, specifically focusing on the procurement phase; and

1.1.2 outline the progress made to date, the challenges encountered and provides recommendations for moving forward to ensure the successful deployment of EV infrastructure across the Ayrshire region.

**2. Recommendations**

**2.1 It is recommended that the Cabinet:**

**2.1.1 notes the progress made by Ayrshire Roads Alliance in the procurement phase of the Ayrshire EV infrastructure strategy in collaboration with North Ayrshire Council; and**

**2.1.2 notes the continuation of the joint procurement process, with a view to completing the bid evaluation and awarding the contract by August 2025**

**3. Background**

3.1 In response to the Scottish Government's target of phasing out the need for new petrol and diesel cars and vans by 2030, East/ South Ayrshire Councils in partnership with North Ayrshire Council embarked on a regional electric vehicle infrastructure strategy. This strategy seeks to ensure a coordinated approach to expanding EV charging facilities across Ayrshire to support the anticipated increase in electric vehicle adoption

3.2 Mott MacDonald Limited were appointed to develop the business case, which was completed in December 2022. The business case sets out how North, East and South Ayrshire Councils could work together to expand the EV charging

infrastructure network to meet projected EV demand over the next three to four years.

- 3.3 The Cabinet previously approved the PAN Ayrshire EV Strategy on 22nd March 2023 (Electric Vehicle Charging Infrastructure Investment in Ayrshire Paper) which set out a roadmap for the installation of EV charging points in key locations, focusing on urban centres, rural communities, and strategic travel corridors. The procurement phase was identified as a critical stage in securing the necessary infrastructure, funding and operational frameworks to meet the region's future needs.
- 3.4 Within the report of March 2022, the Cabinet approved Model B where all capital investment requirements (besides the element which would be grant funded), future revenues, management, maintenance, repairs running costs and the main capital and revenue risks would all be the responsibility of the commercial sector for the duration of the contract, and therefore there is no further financial burden on the Council.
- 3.5 As part of the same report, it was noted that the concession contract is expected to be for a duration of 20 years. In years 11,12 &13, the EVCI assets will undergo a replacement programme which the operator will be responsible for financing and implementing. Once the concession contract ends, it is expected that we would procure for another concession contract and within that there will be a requirement to replace the existing EVCI's and the end of their useful life.

## **4. Proposals**

### ***Progress to date***

- 4.1 Since the launch of the Ayrshire wide strategy the three councils have worked collaboratively to align objectives and pool resources with assistance from Scottish Futures Trust. The joint working group established to oversee the procurement process has made significant progress in identifying potential suppliers, funding opportunities and best practice models for infrastructure deployment.
- 4.2 The Procurement process officially started in July 2023 and is led by East Ayrshire Council. Following the approval of all three councils, the initial process was structured in two stages.

### ***Stage 1 – Market Engagement and Supplier Identification***

- 4.3 The Pan Ayrshire Councils collaboratively conducted market engagement exercise with the publication of a Prior Information Notice (PIN) on 11th August 2023. This phase helped to identify key suppliers with the capability to deliver a comprehensive EV charging infrastructure across the region. The PIN was published on Public Contracts Scotland Portal and attracted 79 Notes of Interest from various Suppliers. The PIN Questionnaire contained 43 questions designed to provide valuable market insight and inform the technical specification and tendering procedure. The Council received full responses from 20 Suppliers.
- 4.4 The engagement of consultant Mott MacDonald Limited on 17th September 2024 was agreed to support the 2nd phase of procurement. Mott MacDonald Limited were engaged via the Scotland Excel Engineering and Consultancy Framework. The consultant drafted the initial business case and are already familiar with the project. This engagement will assist with the tender preparation.

## ***Stage 2 – Tender Preparation and Issue***

- 4.5 The joint working group in collaboration with Mott MacDonald Limited will develop a detailed tender document, outlining the technical specifications, geographical distribution of charging points and operational requirements. The tender is planned to be issued early January 2025 and the deadline for submission of bids will be Mid May 2025.

### ***Funding and Partnerships***

- 4.6 A critical element of the procurement strategy was securing funding from multiple sources to support the large-scale deployment of EV infrastructure. The three councils have successfully applied for and received partial funding from the Scottish government EVIF fund which is designated to support the development of EV charging networks across the area.
- 4.7 Additionally, discussions with private sector partners including charge place Scotland and national utility providers are ongoing. These partnerships aim to make the transition to a private sector company to ensure long term sustainability and maintenance of the infrastructure
- 4.8 As part of the preparation for procurement, desk-based site assessments have been conducted across the three Ayrshires to determine the optimal locations for EV charging points. Locations have been identified based on factors such as high traffic volumes, proximity to the public amenities and accessibility to rural communities. Consultation with the public will also take place to ensure residents have an input into location of chargers.
- 4.9 Despite the progress being made, several challenges have been encountered during the procurement phase:
- 4.10 Rural Coverage: Whilst significant progress has been made in identifying urban and suburban charging locations, challenges remain in ensuring equitable access to EV charging infrastructure in more remote rural areas.
- 4.11 Cost management: with the rising costs of raw materials and components, there is a risk that the final procurement costs may exceed the initial budget estimates. Contingency planning will be essential to mitigate financial risks.
- 4.12 The appointment of a project officer has been successful, and this post will manage the project across the three Ayrshire councils

### ***Next Steps***

- 4.13 The procurement phase is expected to proceed to the issue of the tender early January 2025. The Procurement procedure will be a Two-Stage Restricted Procedure whereby the initial Stage 1 Tender is open to all bidders, upon evaluation a restricted number of bidders will be taken forward to Stage 2 Invitation to Tender. The Restricted Procedure duration is around 7 months with Contract Award indicative in July 2025, with contract commencement in August 2025.
- 4.14 The evaluation process will involve scoring supplier based on criteria such as cost effectiveness, technical specifications, and the ability to meet sustainability and carbon reduction targets. The evaluation panel will consist of technical officers from

the three Councils. Once the preferred supplier is selected, the Council will move towards the infrastructure deployment phase.

- 4.15 In parallel the Council will continue to liaise with stakeholders to address challenges related to rural coverage and funding this includes Community Engagement. Ongoing monitoring and reporting mechanisms will be established to ensure that the project remains on track and aligns with both local and national objectives.

## **5. Legal and Procurement Implications**

- 5.1 East Ayrshire Council officers are engaging with internal and external legal advisors for the drafting of the legal documents for the next stage of this EV Infrastructure project.

## **6. Financial Implications**

- 6.1 The procurement and deployment of the EV infrastructure will be funded through a combination of Scottish government grants, private sector contributions. A detailed financial report will be maintained as part of the grant funding to ensure transparency and accountability in the use of public funds.

- 6.2 The Council is investing significantly in the journey to net zero, taking action on climate change and addressing the Climate Emergency. A total of £1 million has In Climate Change Investment Fund has also been assigned to progress a range of low carbon projects The Ayrshire Public Electric Vehicle Charging Business Case is a precursor to accessing external funding. The total capital costs required for funding are approximately £5,400,000. This will be met through private sector investment, grant funding from the Scottish Government and through operational cashflow. By maximising private sector investment, whilst ensuring an attractive rate of return, the grant requirement is optimised to approximately £2,800,000.

## **7. Human Resources Implications**

- 7.1 Not applicable.

## **8. Risk**

### **8.1 *Risk Implications of Adopting the Recommendations***

- 8.1.1 There are no risks associated with adopting the recommendations.

### **8.2 *Risk Implications of Rejecting the Recommendations***

- 8.2.1 Should recommendations not be approved this will have a negative impact on the already established collaboration across the three Ayrshire councils, it was also leaving the council at risk of not being able to sustainably develop the fleet and public EV charging network and will impact the ability to meet national set targets for zero emissions vehicles and impact on the councils target of Net Zero by 2024.

## **9. Equalities**

- 9.1 There are no issues identified. As the market matures, hopefully more residents will find EV more affordable, there may come a point where a variety of tariffs could be introduced that supports the potential impact on protected characteristics. The

results of the EQIA will be available on request and a summary published on the website.

## 10. Sustainable Development Implications

- 10.1 **Considering Strategic Environmental Assessment (SEA)** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

## 11. Options Appraisal

- 11.1 An options appraisal has not been carried out in relation to the subject matter of this report.

## 12. Link to Council Plan

- 12.1 The matters referred to in this report contribute to Commitment One of the Council Plan: Spaces and Places.

## 13. Results of Consultation

- 13.1 There has been a public consultation on the contents of this report and the details are contained within [Appendix 1](#).
- 13.2 Consultation has taken place with Councillor Bob Pollock, Portfolio Holder for Economic Development, and the contents of this report reflect any feedback provided.

## 14. Next Steps for Decision Tracking

- 14.1 If the recommendations above are approved by Members, the Director of Housing, Operations and Development will ensure that all necessary steps are taken to ensure full implementation of the decision within the following timescales, with the completion status reported to the Cabinet in the 'Council and Leadership Panel Decision Log' at each of its meetings until such time as the decision is fully implemented:

<b><i>Implementation</i></b>	<b><i>Due date</i></b>	<b><i>Managed by</i></b>
Prepare draft TROs and commence statutory consultation process	1 February 2025	Head of Roads
Prepare and submit Regulatory Panel report	30 June 2025	Head of Roads
Prepare and submit Cabinet report	31 July 2025	Head of Roads
Implement new parking restrictions	31 January 2026	Head of Roads

**Background Papers**    **Report to Cabinet of 25 April 2023 - [Electric Vehicle Charging Infrastructure Investment in Ayrshire](#)**

**Report to Cabinet of 14 February 2024 - [Electric Vehicle Charging Tariff](#)**

**Scottish Government EVIF Fund Guidelines**

**Mott MacDonald Limited Business Case**

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**Date**    **9 January 2025**



## South Ayrshire Council Equality Impact Assessment Scoping Template

Equality Impact Assessment is a legal requirement under the Public Sector Duty to promote equality of the Equality Act 2010. Separate guidance has been developed on Equality Impact Assessment's which will guide you through the process and is available to view here: [Equality Impact Assessment including Fairer Scotland Duty](#)

Further guidance is available here: [Assessing impact and the Public Sector Equality Duty: a guide for public authorities \(Scotland\)](#)

The Fairer Scotland Duty ('the Duty'), Part 1 of the Equality Act 2010, came into force in Scotland from 1 April 2018. It places a legal responsibility on Councils to actively consider ('pay due regard to') how we can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. See information here: [Interim Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018.

### 1. Policy details

Policy Title	SAC Parking Strategy 2020 – 2024 – Ayr Parking Consultation
Lead Officer (Name/Position/Email)	Head of Roads, Ayrshire Roads Alliance

**2. Which communities, groups of people, employees or thematic groups do you think will be, or potentially could be, impacted upon by the implementation of this policy? Please indicate whether these would be positive or negative impacts**

Community or Groups of People	Negative Impacts	Positive impacts
Age – men and women, girls & boys	No	Yes
Disability	No	Yes
Gender Reassignment (Trans/Transgender Identity)	No	Yes
Marriage or Civil Partnership	No	Yes
Pregnancy and Maternity	No	Yes
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	No	Yes
Religion or Belief (including lack of belief)	No	Yes
Sex – gender identity (issues specific to women & men or girls & boys)	No	Yes
Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	No	Yes
Thematic Groups: Health, Human Rights & Children's Rights	No	Yes

**3. What likely impact will this policy have on people experiencing different kinds of social disadvantage? (Fairer Scotland Duty). Consideration must be given particularly to children and families.**

Socio-Economic Disadvantage	Negative Impacts	Positive impacts
Low Income/Income Poverty – cannot afford to maintain regular payments such as bills, food, clothing	No	-
Low and/or no wealth – enough money to meet Basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future	No	-
Material Deprivation – being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies	No	-
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	No	-
Socio-economic Background – social class i.e. parent’s education, employment and income	No	-

**4. Do you have evidence or reason to believe that the policy will support the Council to:**

General Duty and other Equality Themes Consider the ‘Three Key Needs’ of the Equality Duty	Level of Negative and/or Positive Impact (High, Medium or Low)
Eliminate unlawful discrimination, harassment and victimisation	No adverse impact identified. Low
Advance equality of opportunity between people who share a protected characteristic and those who do not	No adverse impact identified. Low
Foster good relations between people who share a protected characteristic and those who do not. (Does it tackle prejudice and promote a better understanding of equality issues?)	No adverse impact identified. Low
Increase participation of particular communities or groups in public life	No adverse impact identified. Low
Improve the health and wellbeing of particular communities or groups	Positive impact on the local economy.
Promote the human rights of particular communities or groups	No adverse impact identified. Low
Tackle deprivation faced by particular communities or groups	No adverse impact identified. Low

**5. Summary Assessment**

<p><b>Is a full Equality Impact Assessment required?</b> (A full Equality Impact Assessment must be carried out if impacts identified as <b>Medium and/or High</b>)</p>	<p><input checked="" type="checkbox"/> <b>YES</b></p> <p><input type="checkbox"/> <b>NO</b></p>
<p><b>Rationale for decision:</b></p> <p>There are no known negative implications associated with these proposals which are designed to deal with known issues around parking management.</p>	
<p><b>Signed :</b> Jane Corrie <span style="float: right;"><b>Head of Roads</b></span></p> <p><b>Date:</b> 13 December 2024</p>	