

61062 Electric On-Street Charging

How many electric vehicle public charging outlets or chargepoints have you installed in your local authority to date that are classed as on-street residential chargepoints, located in residential streets or areas? Please provide figures to the nearest possible date.

The Council currently has a total of 150 publicly available electric vehicle charge points as of April 2026.

82 charge points that have been installed on street within residential areas and these are broken down as follows. On-street residential charge points include:

- 23x 7kW AC charge points
- 49x 22kW AC charge points
- 10x 50kW DC charge points

Other charge points (located at park and ride sites, Council buildings and offices, library hubs, and schools):

- 52x 7kW AC charge points
- 3x 22kW AC charge points
- 13x 50kW DC charge points

These chargers, including their locations, can be viewed on the [Council's website](#).

How many on-street residential charging outlets or chargepoints have you installed to date in your local authority that have been adapted specifically for disabled users? Please provide figures to the nearest possible date.

The Council has not installed any charge point that has been adapted specifically for disabled users, but has sought to ensure that its charge points are designed to accommodate the needs of a range of users. For example, the Council has installed dropped kerbs and larger charging places to allow for improved access and greater manoeuvrability at the following charge point locations:

East London Street

Four of the electric vehicle parking places can accommodate a larger vehicle.

Fettes Avenue

Four of the electric vehicle parking places can accommodate a larger vehicle.

Heriot Row

Two of the electric vehicle parking places can accommodate a larger vehicle.

Northfield Road

Four of the electric vehicle parking places can accommodate a larger vehicle and two have dropped kerbs for accessibility.

Oxgangs View

One of the electric vehicle parking places has a dropped kerb for accessibility.

Sciennes

One of the electric vehicle parking places has a dropped kerb for accessibility.

St Clair Road

Two of the electric vehicle parking places can accommodate a larger vehicle and have dropped kerbs for accessibility.

How many on-street public charging outlets or chargepoints are positioned in disabled parking bays?

The Council does not have any publicly available charge points located within disabled persons' parking places.

How many of the on-street residential chargepoints in your area conform to the BSI's latest accessible charging specification (PAS 1899:2022)? Please provide figures to the nearest possible date.

How many on-street residential chargepoints in your area have been installed or adapted to conform to BSI's latest accessible charging specification (PAS 1899:2022) since June 2025? If unable to provide data since June 2024, please provide data for the past 12 months, since March 2025.

Most the Council's publicly available charge points were installed prior to the introduction of PAS 1899:2022; however, as mentioned above, the Council has introduced larger charging bays and dropped kerbs to support accessibility.

The Council has also developed [factsheet F8](#) as part of the [Edinburgh Street Design Guidance](#), specifically for electric vehicle charge points. This factsheet provides guidance on accessibility and PAS 1899:2022 which is used for new charge point installations. The factsheet also includes information from the Department for Transport's [Inclusive Mobility Guidance Document](#).

Does your electric vehicle charging infrastructure strategy include specific considerations for elderly and / or disabled users?

The Council is currently leading a partnership of local authorities to procure a commercial Charge Point Operator to deliver an improved public charging network across Edinburgh and most of the South of Scotland - [South of Scotland EV Charging Strategy](#). This encompasses the Council's [Electric Vehicle Infrastructure Strategy and Expansion Plan](#) which has a strong focus on inclusivity and accessibility.

Do you provide any additional support for disabled or elderly users wanting to access public chargepoints for electric or plug-in hybrid vehicles, such as charge-point assistants or roaming charging services?

The Council recently transitioned its publicly available charge points from the ChargePlace Scotland network to the WattStop network which supports roaming. The Council's 50kW DC charge points and some 22kW AC charge points also accept contactless payments. More information on how to pay using the Council's charge points is available on the [Council's website](#).

Do you support or provide marketing tools to residents to make finding charge point services easier, such as charge point booking or journey planning technologies?

The Council's charge points do not offer booking or journey planning technologies; however, supported roaming partners may offer journey planning as part of their service. The Council's charge points are advertised on the [Council's website](#), the WattStop app, and third-party services such as [Zapmap](#).

Do you currently allow or permit the use of cable covers across pavements for residents charging electric vehicles from their homes?

Do you have gully charging available or approved for use within your local authority area?

The Council's current position is that the placing of any equipment or apparatus on the public road network by members of the public is not permitted, and this includes cables trailing over pavements and roadways, even when a cable cover or channel is used.

The ad-hoc fitting of cables would be extremely hard to control and manage, whilst ensuring all were fitted in a safe and uniformed manner. All work on roads and pavements must be carried out in line with the Council's Health & Safety and Road User Safety Audits, which require a full assessment and inspection of each individual site.

However, the Council has engaged with a range of other local authorities through The Scottish Collaboration of Transportation Specialists [working group](#) on cross-pavement charging, as part of developing [national guidance](#) on cross-footway charging. Such national guidance, which is being currently finalised, will support all of Scotland's local authorities in developing policy around cross-pavement charging.