FREE WHITE PAPER · REVISED APRIL 2026 · v2.0

# EV Risk Intelligence in Scotland 2026

A postcode-level analysis of electric vehicle infrastructure risk across Scottish communities · 160,630 postcodes scored

ICO REGISTERED DATA CONTROLLER: ZC106985 | EVINSIGHT.CO.UK

SCOTLAND · ALBA

April 2026

| 160,630 | 99.5% | 847 | 15 |
|---|---|---|---|
| SCOTTISH POSTCODES SCORED | RATED LOW RISK | MEDIUM RISK POSTCODES | SCOTTISH REGIONS |

**v2.0 — Data Refresh · April 2026**

This edition incorporates updated charger deployment data reflecting infrastructure commissioned since the initial publication. Distance figures are now presented in miles. All postcode counts and risk scores are confirmed against the live EVInsight database.

EXECUTIVE SUMMARY

## EV Risk Intelligence in Scotland 2026

This report presents a postcode-level analysis of electric vehicle infrastructure risk across Scotland, drawing on 160,630 scored postcodes across 15 regions. The data is derived from government and statutory sources including the Environment Agency, the Department for Transport, the Scottish Index of Multiple Deprivation, HM Land Registry, and OpenStreetMap.

Scotland has invested more in public EV charging than any other UK nation. The £30 million Electric Vehicle Infrastructure Fund helped Scotland hit its 6,000 chargepoint target two years ahead of schedule. A further £17.8 million has been committed for 2026 to 2027. Yet the data reveals a persistent pattern: urban Scotland is broadly well served, while rural and island communities remain acutely underserved.

Shetland residents face an average journey of 3.6 miles to a rapid charger. Outer Hebrides residents face 4.4 miles. Dumfries and Galloway, the most underserved mainland region, averages 3.8 miles. Scotland funds EV charging through its own dedicated Electric Vehicle Infrastructure Fund — structurally different from England and Wales. The infrastructure gap that remains is geographic, not financial.

KEY FINDINGS

| | |
|---|---|
| 99.5% | of Scottish postcodes score Low risk for EV infrastructure deployment. |
| Score 34 | Glasgow city centre records the highest risk score in Scotland, with G2 5AD peaking at 34. |
| 3.6 miles | Shetland (ZE) has the greatest average distance to a rapid charger of any Scottish region. |
| 9.4 chargers | Dumfries and Galloway (DG) averages 9.4 chargers within 3.1 miles — the lowest on the mainland. |

METHODOLOGY

# Data Sources and Scoring Model

The EV Insight risk model scores every active UK postcode across 35 factors grouped into six categories: vehicle crime, flood and surface water risk, road collision history, charging infrastructure proximity, traffic exposure, and socioeconomic deprivation. All underlying data is sourced from statutory and government bodies.

| Source | Data Provided | Licence |
|---|---|---|
| Environment Agency | Flood zone and surface water risk | OGL v3 |
| Department for Transport | Road collisions and traffic counts | OGL v3 |
| Scottish Government | SIMD Crime indicators by Data Zone | OGL v3 |
| ONS ONSPD | Postcode spine and geography | OGL v3 |
| HM Land Registry | House Price Index 2004 to present | OGL v3 |
| OpenStreetMap | Points of interest and infrastructure | ODbL |

***Methodology note:*** *Scottish vehicle crime data is sourced from the Scottish Index of Multiple Deprivation crime indicators rather than Police.uk, which covers England and Wales only. Crime counts are distributed across risk categories using proportions derived from the wider GB dataset. This approach may understate risk in some high-density urban areas. All other risk factors use consistent GB-wide data sources.*

NATIONAL CONTEXT

# Scotland Within the GB Picture

Across the full GB dataset of 1,792,342 postcodes, the score distribution is heavily skewed toward low risk. The top score nationally is 100, recorded at postcodes in WC2N (Trafalgar Square area). Scottish postcodes sit firmly in the lower end of the national distribution. No Scottish postcode reaches the Critical or High bands that apply to parts of London and other major English cities.

| Band | GB Total | Scotland Total | Scotland Share |
|---|---:|---:|---:|
| Low | 1,513,505 | 159,783 | 10.6% |
| Medium | 254,115 | 847 | 0.3% |
| High | 23,665 | 0 | 0.0% |
| Critical | 1,057 | 0 | 0.0% |

*Table 1: Risk band distribution across GB and Scotland.*

REGIONAL ANALYSIS

# Risk and Infrastructure by Region

| Region | Postcodes | Avg Score | Max Score | Avg Chargers (3.1mi) | Avg Nearest Rapid |
|---|---|---|---|---|---|
| Glasgow City | 15,723 | 2.3 | 34 | 116.6 | 0.7 mi |
| Dundee City | 4,485 | 1.8 | 19 | 57.1 | 0.6 mi |
| City of Edinburgh | 13,614 | 1.7 | 25 | 70.4 | 0.8 mi |
| Renfrewshire | 4,750 | 1.7 | 19 | 53.2 | 0.9 mi |
| Highland | 7,944 | 1.4 | 22 | 13.9 | 2.9 mi |
| East Ayrshire | 4,002 | 1.4 | 12 | 17.9 | 1.8 mi |
| Dumfries and Galloway | 6,909 | 1.3 | 14 | 9.4 | 3.8 mi |
| South Ayrshire | 3,604 | 1.3 | 10 | 20.4 | 1.6 mi |
| Fife | 10,317 | 1.2 | 8 | 15.3 | 2.4 mi |
| Aberdeen City | 6,374 | 1.2 | 12 | 74.9 | 0.7 mi |
| Perth and Kinross | 5,507 | 1.1 | 11 | 12.5 | 2.4 mi |
| Scottish Borders | 4,517 | 1.0 | 1 | 5.9 | 2.7 mi |
| Argyll and Bute | 3,427 | 1.0 | 16 | 5.4 | 3.3 mi |
| Na h-Eileanan Siar | 977 | 1.0 | 1 | 7.4 | 4.4 mi |
| Shetland Islands | 656 | 1.0 | 1 | 13.6 | 3.6 mi |

*Table 2: Regional risk and infrastructure summary.*

## Glasgow City

G postcode area

Glasgow records the highest average risk score across Scotland at 2.3, with the highest individual postcodes concentrated in the G2 district covering the city centre. G2 5AD peaks at 34, driven by high collision counts of 31, traffic volumes, and IMD decile 2 deprivation. Glasgow is also the best-served region for charging infrastructure, with an average of 116.6 chargers within 3.1 miles and a nearest rapid charger at 0.7 miles. The city demonstrates that risk and infrastructure provision are positively correlated: operators deploy where footfall is highest.

## City of Edinburgh

EH postcode area

Edinburgh scores an average of 1.7 with a maximum of 25. Infrastructure provision is strong, with 70.4 chargers within 3.1 miles on average and 0.8 miles to the nearest rapid charger. The capital has the highest average IMD decile in this analysis at 6.4, reflecting the relatively lower deprivation levels across much of Edinburgh compared to other Scottish cities.

## Highlands

IV and KW postcode areas

The Highlands present the most acute infrastructure challenge on the Scottish mainland by geographic scale. With an average of 13.9 chargers within 3.1 miles and a nearest rapid charger distance of 2.9 miles, communities across a vast area face practical barriers to EV adoption. The low average risk score of 1.4 confirms that risk is not the barrier. Geography and commercial viability are.

## Dumfries and Galloway

DG postcode area

Dumfries and Galloway is the most underserved region on the Scottish mainland. With 9.4 chargers within 3.1 miles on average and a nearest rapid charger at 3.8 miles, it combines low deployment risk with some of the worst rapid charging access in Scotland. The rural population is heavily dependent on private vehicle use, making the absence of public rapid charging a structural barrier to EV adoption.

## Outer Hebrides

HS postcode area

The Outer Hebrides scores the lowest average risk in Scotland at 1.0, with a maximum score of 1. With 7.4 chargers within 3.1 miles on average and a nearest rapid charger at 4.4 miles, the islands face a severe charging access gap. The Scottish Government's Rural and Island Infrastructure Fund, announced in 2025 with grants of up to £60,000 per charging unit, targets exactly this kind of provision gap.

## Shetland

ZE postcode area

Shetland has the greatest average distance to a rapid charger of any Scottish region at 3.6 miles. With a maximum risk score of just 1 and 13.6 chargers within 3.1 miles on average, the islands present an extreme version of the low-risk, low-infrastructure pattern seen across rural Scotland. Island communities are more dependent on private vehicle use than anywhere on the mainland, making rapid charging access a genuine quality-of-life issue rather than a convenience preference.

THE INFRASTRUCTURE GAP

# Low Risk. No Chargers.

Scotland has invested more in public EV charging infrastructure than any other UK nation. The £30 million Electric Vehicle Infrastructure Fund helped Scotland hit its 6,000 chargepoint target two years ahead of schedule. A further £17.8 million has been committed for 2026 to 2027, including a dedicated Rural and Island Infrastructure Fund.

Despite this investment, the same pattern emerges as in other UK nations. The areas with the highest risk scores are the best served by charging infrastructure. The areas with the lowest risk and the greatest need for public charging access remain the most underserved.

**Average Distance to Nearest Rapid Charger**


**KEY FINDING**

Shetland has the lowest average risk score in Scotland and an average distance to rapid charging of 3.6 miles. Dumfries and Galloway has the worst mainland provision at 3.8 miles with 9.4 chargers within 3.1 miles. These are not market failures. They are the predictable outcome of commercial deployment logic applied to geographies that require public

POLICY IMPLICATIONS

# Infrastructure Investment Priorities

The data in this report supports five conclusions for transport planners, local authorities, and charge point operators active in Scotland.

01

**Risk is not the primary barrier to deployment in Scotland**

With 99.5 percent of Scottish postcodes scoring Low risk, Scotland is among the safest environments in GB for EV infrastructure investment. Operators can deploy with confidence across the vast majority of the country without the elevated vehicle crime, flood, or collision risk found in English urban centres. The absence of any Critical or High band postcodes in Scotland reflects the fundamentally different urban environment north of the border.

02

**Scotland has the right funding model**

Unlike England, where the Local Electric Vehicle Infrastructure fund operates, and Wales, where EV charging must compete within a broader Regional Transport Grant, Scotland funds EV charging through its own dedicated Electric Vehicle Infrastructure Fund. That dedicated funding has delivered results: 6,000 chargepoints ahead of schedule, a target of 24,000 additional chargepoints by 2030, and a Rural and Island Infrastructure Fund that specifically targets the geographic gaps this analysis identifies.

03

**The equity gap is geographic, not economic**

The communities most underserved by rapid charging infrastructure in Scotland are not the most deprived urban areas but the most remote rural ones. Shetland residents face a 3.6-mile average journey to a rapid charger. Outer Hebrides residents face 4.4 miles. Dumfries and Galloway, the most underserved mainland region, averages 3.8 miles with 9.4 chargers within five miles. This is a structural barrier to EV adoption that cannot be resolved by market forces alone and requires targeted public investment.

04

**The ChargePlace Scotland transition requires active management**

The wind-down of ChargePlace Scotland and transition to commercial operators creates real risks of coverage gaps in areas where commercial viability is marginal. ScottishPower's appointment for the Highlands and Islands is positive, but the fragmentation of the network across multiple operators, apps, and tariff structures increases complexity for drivers. Transport Scotland should monitor rural coverage levels through the transition period and be prepared to intervene where commercial operators withdraw from low-utilisation sites.

05

**Glasgow investment should focus on equity, not expansion**

Glasgow already has the highest charger density in Scotland with an average of 116.6 chargers within 3.1 miles. Further expansion of slow charging in the city centre would add marginal value. Investment should instead target the deprived postcodes within Glasgow that lack rapid charging access, particularly G2 5AD and surrounding postcodes where IMD decile 2 deprivation combines with Scotland's highest collision counts.

> ***Shetland has the lowest EV infrastructure risk in Scotland and the greatest average distance to a rapid charger at 3.6 miles. Dumfries and Galloway has the worst mainland provision at 3.8 miles. These are not market failures. They are the predictable outcome of commercial deployment logic applied to***

## About EVInsight

EV Insight is a national postcode-level data intelligence platform built and operated from Wrexham, Wales. The platform scores 1,792,342 active UK postcodes across 35 factors using data sourced exclusively from government and statutory bodies. All source data is licensed under the Open Government Licence v3 or equivalent. EV Insight is an ICO Registered Data Controller (ZC106985).

The platform provides API access to risk scores, infrastructure data, deprivation indices, flood risk, and collision data at postcode level. It is designed for charge point operators, insurers, local authorities, and property platforms requiring accurate, defensible location intelligence.

For API access, data licensing, or to commission a bespoke analysis for your area, contact **business@evinsight.co.uk** or visit **evinsight.co.uk**.

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