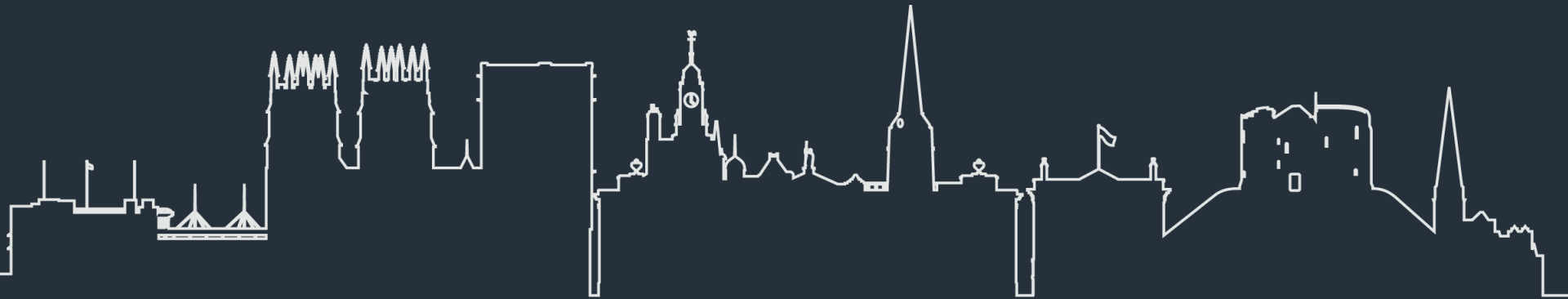


EV Strategy 2026-2030

Place Scrutiny 25th November 2025



Brief History

- 2013 First public infrastructure (also bus) – York is one of the first cities to have public charging infrastructure
Real world experience
- 2019 Development of first Strategy
- 2020 Public EV Charging Strategy adopted (2020–2025)
Rollout of new infrastructure
- 2024 Development of second Strategy begins
- 2026 Aiming for approval on second strategy (2026–2030)



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Who's Involved

Energy Saving Trust

Office for Zero Emission Vehicles

CENEX – Centre of Excellence for Low Carbon and Fuel Cell technologies

PA Consulting

Transport for the North

Local Authorities

Charge Point Operators

Providers

Officers

Councillors



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Terminology

Standard chargepoint – 7kW
– equivalent to a domestic chargepoint. Multiple hours / overnight to charge.

Rapid Charger – 50kW – top up charge from around 30 minutes

Ultrarapid – 175kW – top up charge from around 10 minutes



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Building on the current approach

- Aiming to progress further and develop on the basis of what we have successfully been delivering
- No on-street provision
- Strategy built around this, with alternative public provision
- **Three tier – Standard near resident, Rapid distributed, HyperHub**
- Enable not Embed
- Supports the Local Transport Strategy; modal shift, active travel, leaves options open.
- Should take account of wider approaches – not view EV in isolation



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Supporting the Local Transport Strategy Ambitions



- We need people to choose walking, wheelchair use, wheeling, cycling or public transport to manage demand on our network and achieve our healthy place objectives.
- If people have to drive then we want this to be in a zero-emission vehicle wherever possible.
- Hierarchy of transport users?
- We're signed up to some challenging targets
- We can't achieve a 20% reduction in car mileage travelled if everyone in the city owns and runs a car.



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Enable not Embed

- We don't want to embed private car ownership
- We absolutely do want to enable electric vehicle ownership where people need to run a car
- Our strategy needs to be focussed on increasing the proportion of car, van and light goods vehicle journeys undertaken – not the overall number



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No on-street provision

- Our kerbside is valuable space
- Developing a kerbside strategy part of the Movement & Place Plan
- There is no available home-car charging solution that we would accept on our public highway
 - Gullies don't meet electrical regulations
 - 80% of our target terraced properties front directly onto the pavement.



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No on-street provision

- Chargepoint has to be mounted to the outside of the house
- Cable would need to be untethered so it can be removed when not in use – cable sticks out when in use
- This means a gully can't be used – you can't fit the cable horizontally into a gully
- Highways authority not satisfied with anything on market currently.
- Electrical regulations mean that the number of houses on a typical terrace street that would be highly limited



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Three Tier Approach

- **Standard near resident** – will be significantly expanded with new sites in new areas
- **Rapid distributed** – additional chargers planned
- **HyperHub** – two additional HyperHubs planned



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Infrastructure Ownership Model

- Own and Operate
Progress on an own and operate basis as now.
- Concession
New approach to consider this where appropriate to lever additional funding & improve coverage if own & operate doesn't meet the strategy needs.
- Commercial
Continue to leave space for commercial operators by ensuring that Council's Network is no bigger than it needs to be to meet Strategy aims.



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Delivery Model

- Car Park (Standard/Rapid)
- **Additional off-street locations** (Standard)
- Council owned sites (Standard)
- HyperHubs (Rapid/Ultra Rapid)
- *Private domestic chargepoint sharing (promotion)*
- *Commercial sites*
- *Workplaces*



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Questions, comments & thoughts



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