

## **AGENDA SUPPLEMENT**

### **Place Scrutiny Committee**

**To:** Councillors B Burton (Chair), Healey (Vice-Chair),  
Baxter, Fenton, Hook, D Myers, K Taylor, Vassie and  
Whitcroft

**Date:** Tuesday, 25 November 2025

**Time:** 5.30 pm

**Venue:** West Offices - Station Rise, York YO1 6GA

The Agenda for the above meeting was published on **17 November 2025**. The attached additional documents are now available for the following agenda item:

- 6. Electric Vehicle Charging Strategy** (Pages 3 - 20)  
The presentation included in Annex A is to be made to scrutiny members for discussion on the key proposed elements of a 2026-2030 Electric Vehicle Strategy for York.

This agenda supplement was published on **19 November 2025**.

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**Place Scrutiny****25<sup>th</sup> November 2025**

Report of the Director of City Development

**Electric Vehicle Strategy****Summary**

1. The presentation included in Annex A is to be made to scrutiny members for discussion on the key proposed elements of a 2026-2030 Electric Vehicle Strategy for York.

**Background**

2. The Council's current Public Electric Vehicle Charging Strategy (2020-2025) expires this year. Work has been undertaken in partnership with the Energy Saving Trust to build upon this existing strategy and further develop electric vehicle charging infrastructure across the city.

**Consultation**

3. Consultation has been undertaken with a range of officers from across the council to develop the principles outlined in the annexed presentation.

**Options**

4. There are no options in this report; the presentation is to inform discussion at the meeting of Place Scrutiny.

**Analysis**

5. There are no options to analyse in this report.

**Council Plan**

6. Climate: Increasing the proportion of car, van and light goods vehicle journeys undertaken by electric powered vehicles will enable reduction in

emissions and will contribute to enhancing our environment for future generations to enjoy.

#### 10. **Implications**

- **Financial** *There are no implications associated with this report.*
- **Human Resources (HR)** *There are no implications associated with this report.*
- **Equalities** *There are no implications associated with this report.*
- **Legal** *There are no implications associated with this report.*
- **Crime and Disorder** *There are no implications associated with this report.*
- **Information Technology (IT)** *There are no implications associated with this report.*
- **Property** *There are no implications associated with this report.*
- **Other** *There are no implications associated with this report.*

#### **Risk Management**

11. No risks have been identified at this stage of work.

#### **Recommendations**

12. There is no recommendation associated with this report.

#### **Contact Details**

**Author:**

**Chief Officer Responsible for the  
report:**

**Tom Horner**  
**Head of Transport Policy**  
**and Travel Behaviour**  
**Highways and Transport**

**Garry Taylor**  
**Director of City Development**

**Report**  
**Approved**

☒

**Date** 19/11/2025

*Tom Horner*  
*Head of Transport Policy and Travel*  
*Behaviour*

**Report**  
**Approved**

☒

**Date** 19/11/2025

**Specialist Implications Officer(s)** n/a

**Wards Affected:**

**All**

☒ *tick*

**For further information please contact the author of the report**

**Background Papers:**

City of York Council Public EV Charging Strategy 2020-2025<sup>1</sup>

**Annexes**

Annex A: Electric Vehicle Charging Strategy 2026-2030 Presentation

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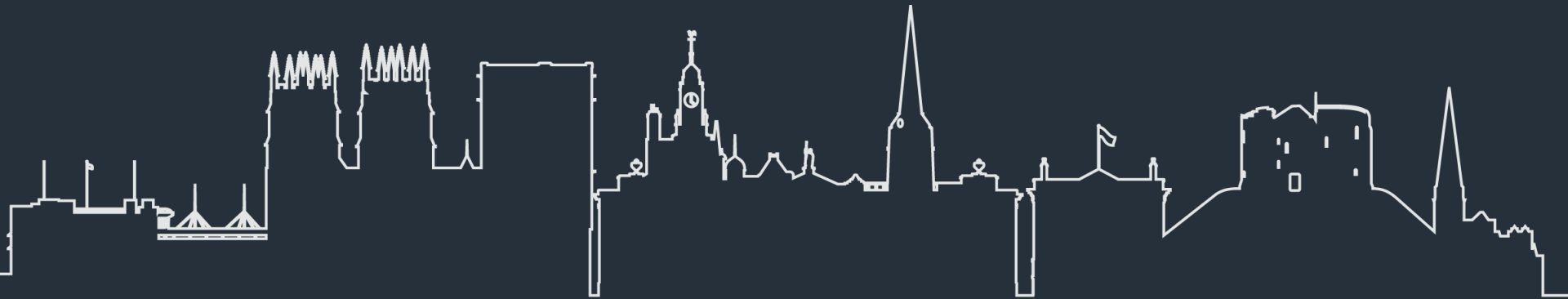
<sup>1</sup> [EV Charging Strategy](#)

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# EV Strategy 2026-2030

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Place Scrutiny 25<sup>th</sup> 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)



# 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



Working together to improve and make a difference

# 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

# 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.



# 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

# 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.



# 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

# 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





# 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.

# 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*



# Questions, comments & thoughts



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