



12 Pillars of Change

Power In

An Operator's Guide



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Start here: the one-page version

The thing standing between your fleet and the grid is hardly ever the physics. It's the process. The power usually exists. What's broken is how you get allocated it, what you get charged for it, and how long you wait. Take that process in the right order and most sites that can connect, will. Take it in the wrong order and you'll spend money proving a point you could have settled with a phone call.

1. Find out if the site connects at all, before you cost a single charger. A budget estimate from the DNO, your Distribution Network Operator, is the cheapest instrument you've got. It tells you the band and the timescale while you can still walk away for free.
2. Then cost it properly. Your 20p a unit isn't your cost of charging, and setting it against a public rate is how good sites get killed on a spreadsheet. Build the full total cost of charging and compare like with like.
3. Then face the real trap, which is timing, not cost. The reinforcement bill mostly isn't yours. The wait is. The reinforcement still has to be scheduled and built, against a demand forecast that under-reads freight. Get in the queue ahead of your vehicle order.
4. Then work out who builds your connection and who owns it, because that's two decisions, not one, and both have money in them. Tender the contestable works to an Independent Connection Provider. Price an Independent Distribution Network Operator route against the DNO on whole-life cost, not the day-one discount.
5. Then don't go alone. If there are other power-hungry sites near you, a shared connection is a different number entirely. The first mover loses, so coordinate before anyone walks into the DNO.
6. Then, if the connection is still too small, too slow or too dear, change it or shrink it. Ask for a flexible or ramped connection, not just a firm one, and put smart charging and a battery behind it so you draw less than your peak and start sooner.
7. And if after all that it still doesn't work, accept it early and route around it. Some sites never connect economically, and no reform changes that. Send the trunking to public hubs and keep the site for what it's good for.

One discipline runs through all seven. Ask the connection question first, and let the answer decide the site. The operators who get burned are the ones who decide the site is going electric and then go looking for a way to make the grid agree.



Section 1:

Find out if the site connects

The chargers are the easy bit. You can get a quote inside a week, the kit's off the shelf, the numbers are knowable. None of it matters if the site can't get the power, can't get it in time, or can only get it at a price that sinks the case. So before any of that, one question. Will this site connect, on what timeline, in what cost band?

That's the triage, and the point of triage is to answer it cheaply. Before you've committed budget, you want to know which side of the line the site sits on. The job at this stage isn't to force every site to work. It's to find out, early and for next to nothing, which kind you've got. Get that wrong and you spend money proving a site was never going to work.

One thing to hold from the start: you'll never get a flat no from the DNO, only a price and a date. So the answer is always a cost and a timescale, and the only thing worth knowing up front is what they are, while you can still walk away for free.

Move one: get a budget estimate from the DNO before you commit to anything.

Most DNOs run pre-application surgeries to talk through feasibility and rough cost. Use one. It's the cheapest instrument you've got for finding out which side of the line the site's on, and it costs you a meeting. When you do go to formal application, the capacity assessment and quotation runs 5 to 65 working days depending on complexity, and once an offer lands you've got 90 days to accept it. So the budget estimate is the early read, the formal quote is the committed one. You want the early read first, before the chargers, before the vehicles, before anyone's signed anything.

The number that comes back tells you the band, not the bill. Most of the wider reinforcement is socialised, so what the estimate is really telling you is whether you're a normal last-mile job or one of the rare constrained, isolated, expensive ones. The full cost workings are section 2. At triage you just need the band.



Move two: secure real land rights early.

This is the one operators skip, and it's the one that pays. The connections regime is moving away from first come, first served towards first ready, first needed, first connected, and "ready" means evidence, not intent. The clearest version is now written into the distribution rules. The Energy Networks Association's minimum-information requirements for demand connections at 5 MVA and above, in force since 1 June 2026, work in two stages. To get an application in, a developer who doesn't own the site needs signed Heads of Terms for the land inside the red line. To stay in, that stops being enough: the queue-management milestones ask for secured land rights, and the rules are explicit that a developer's Heads of Terms don't count.

Most independent depots connect well below 5 MVA, so those specific rules may not bite on you yet. The logic does. An operator who owns the site is landowner, customer and applicant in one. You skip the Heads of Terms stage entirely, and you already hold the land rights the milestones ask for, evidence a developer spends months assembling. The reform was shaped around data centres, down to its worked examples, but the owner-occupier carve is the part that lands on your side.

Be clear about what this buys you, though, because the sales version oversells it. At distribution it is not a queue-jump. The credible-date and land-rights tests are a viability filter at the point of application, not a position in a race. The DNO won't hold you to the dates, and securing the land doesn't reorder anyone ahead of or behind you. What it does is clear the readiness and evidence bar, so your application stands up where a developer's wouldn't. That's the advantage. State it as that, and don't let anyone sell you land as a shortcut through the queue, because it isn't one.

So the triage, in two moves. Book the DNO surgery and get the budget estimate. Sort out your land rights so you can evidence control. Those two answers tell you whether you're holding a site that connects on a workable timeline at a survivable cost, or one that doesn't.

And if it doesn't, that's not a failed exercise. That's the exercise working. Finding out early and cheaply that a site won't work is worth more than finding out late and expensively that it never could.



Section 2:

Your depot's 20p isn't your cost of charging

Here's what people do. They take their marginal energy cost, call it 20p, and set it against a public rate of 50p. Both numbers are rough and illustrative, but hold them for a second. Then they add up the connection quote, the chargers, the civils, and the total frightens them, so they decide depot doesn't work. That's apples to oranges. A public rate already has every fixed cost, every operating cost and a margin baked into the price per unit. Your 20p is just the electricity. You're holding a fully-loaded number against a bare one and panicking at the gap.

Do the sum properly and the gap closes.

Total cost of charging is the same idea as total cost of ownership on a truck. You wouldn't compare one vehicle's fuel bill to another's full lease rate and call it like-for-like. So don't do it with power. Wrap up everything the depot connection costs you across its life: the connection itself, the chargers, the slice of land it ties up, the insurance, the maintenance and the operations. Add the energy on top. Divide the lot through your forecast throughput in kilowatt-hours. That number, not the 20p, is your real cost of charging, and that's the one you set against public.

Build it on a single sheet. Connection capex, amortised over the asset life. Charger capex, the same. Land apportioned to the charging footprint. Annual insurance and O&M. Energy at your actual tariff. Total cost, total kWh delivered over the period, divide. Now you've got a figure you can defend and a figure you can compare. Most operators never build it. They run the 20p in their head and stop there.



Then the connection bill itself, because that's where most of the fear sits, and most of the fear is aimed at the wrong number.

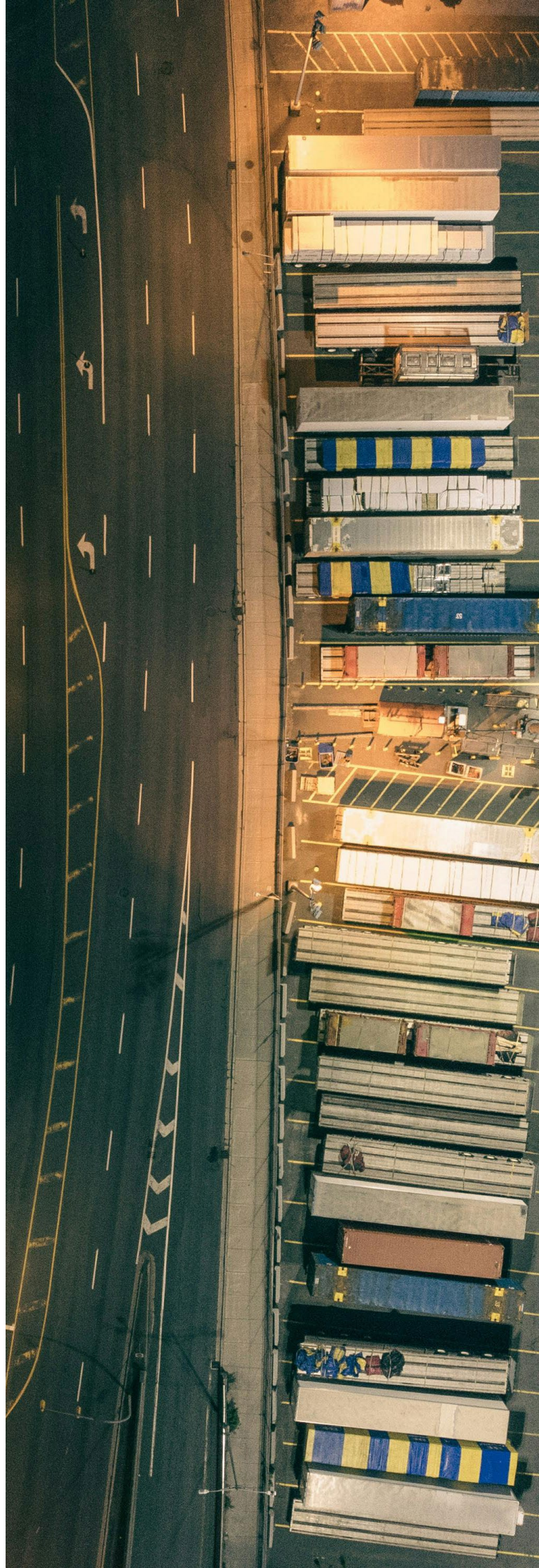
Here's what you actually pay for. The sole-use kit that joins your site to the network, your own substation and the run to the connection point. That's it. The wider reinforcement upstream is funded by the DNO and spread across all consumers through use-of-system charges, not loaded onto you. And it's capped. You only pay reinforcement above £1,720 per kVA. Only about one offer in twenty ever goes past that.

So three things are yours, and it pays to know which is which. The sole-use last mile, your substation and the cable to it, still real money at multi-MVA scale. Any high-cost-cap excess, but only on a constrained or isolated site where the reinforcement per kVA runs high. And the timing, which is the one that really bites, and which section 3 is about.

When the quote comes back, get it itemised. What's sole-use extension, which is yours. What's reinforcement, most of which isn't. And whether that reinforcement sits below or above the cap, because below it, it doesn't touch your bill at all. If there's a big line in there that looks like the whole upstream network, query it. Most of that should be socialised, not yours.

Two numbers go on the sheet now. Your full total cost of charging, built honestly. The public rate, taken as it is, fixed costs and margin and all. Compare those two. Not your 20p against their 50p. If depot still wins on your throughput, build it. If public wins, that's a real answer too, and far better learnt from a spreadsheet than from a connection you wish you hadn't signed.

The 20p was never your cost of charging. It was just the part that was easy to know.



Section 3:

The real trap is timing, not cost

Most of us still budget the grid connection as a cost problem. Get the quote, swallow the number, find the capital. That was the right instinct five years ago. It's the wrong one now, and planning around it will leave you with trucks you can't charge.

The big reinforcement bill mostly isn't yours. It's funded by the DNO and spread across everyone's use-of-system charges. That takes away the number most operators are afraid of.

The reinforcement still has to physically happen before your power turns up. Someone still has to schedule it, fund it through the DNO's price control, and build it. Whether that happens on your timescale depends on something you don't control and can't see: the DNO's demand forecast.

That forecast under-reads you. The numbers that decide whether your bit of network gets reinforced come out of DFES, the distribution future energy scenarios, and on freight the HGV figures run low. This isn't us guessing. A distribution network engineer told us his own HGV numbers look too low, and that DNOs get pushed toward cautious forecasts because the regulator challenges the spend, asking why you'd put half a billion into a piece of network on demand that hasn't shown up yet. His own read on what happens when it does: the demand will be big, big enough to throw the investment predictions out by an order of magnitude. Two separate DNO voices now say the same thing, which makes it a network-side view, not one engineer's hunch.

And it won't arrive smoothly. The day it stops making commercial sense to run diesel, operators don't move in a tidy queue. They move together, because once it's commercially damaging not to make the move, everyone makes it at once. So the demand the forecast already understates lands in a lump, against a network planned for less.



Put it together. The bill is socialised, so the cost signal isn't the thing in your way. The work that bill pays for is being planned against a demand signal that's too low and will arrive too fast. It was never really the cheque. It's the calendar.

Which brings up the thing every operator should know before the first call. A DNO cannot lawfully refuse to connect you. Section 16 of the Electricity Act 1989 puts a duty on the distributor to connect any premises when the owner or occupier asks. The exceptions in section 17 are narrow, and none of them is "it's too expensive". So you will never get a flat no.

What you can get is an offer of several million pounds and a date a decade out. That's a lawful offer. For a fleet under a legal decarbonisation mandate, it's a refusal. As one DNO engineer put it, the answer should never be no, it might cost you and it might be slower, but it's not no. Fine. Priced out and timed out is still out.

The reason to know this isn't legal trivia. It changes the conversation. A "computer says no" forecloses. A "this costs X and takes Y" opens a negotiation about what brings X or Y down. So treat every connection offer as the start of that negotiation, not the end of the road.

First, get in the queue now, ahead of the vehicle order. A typical 11 kV connection runs 18 to 36 months even in a market that's working. Your trucks are a procurement cycle of months. The connection is the long pole every time, so it goes in the ground first. Order vehicles against a connection date you've already secured, not the other way round, or you'll have tractor units parked against a date that keeps slipping.

Second, when you talk to the DNO, don't just ask what the connection costs. Ask when the reinforcement feeding it is scheduled. Is it in the current investment plan? What's the energisation date, and what's that date contingent on? The cost question is mostly answered by the rules now. The timing question is the one with your money in it, and it's the one nobody volunteers unless you ask.

The cost of the grid isn't what kills your project. The wait is, and almost nobody budgets for it.



Section 4:

One quote, two decisions

Most operators treat getting connected as one decision with one supplier. You apply to the DNO, the DNO quotes you, you pay the DNO. Done.

It's two decisions wearing one invoice. Who does the physical work, and who owns the kit once it's energised. Treat them as one and you can overpay on both, in time as much as money.

Take the works first.

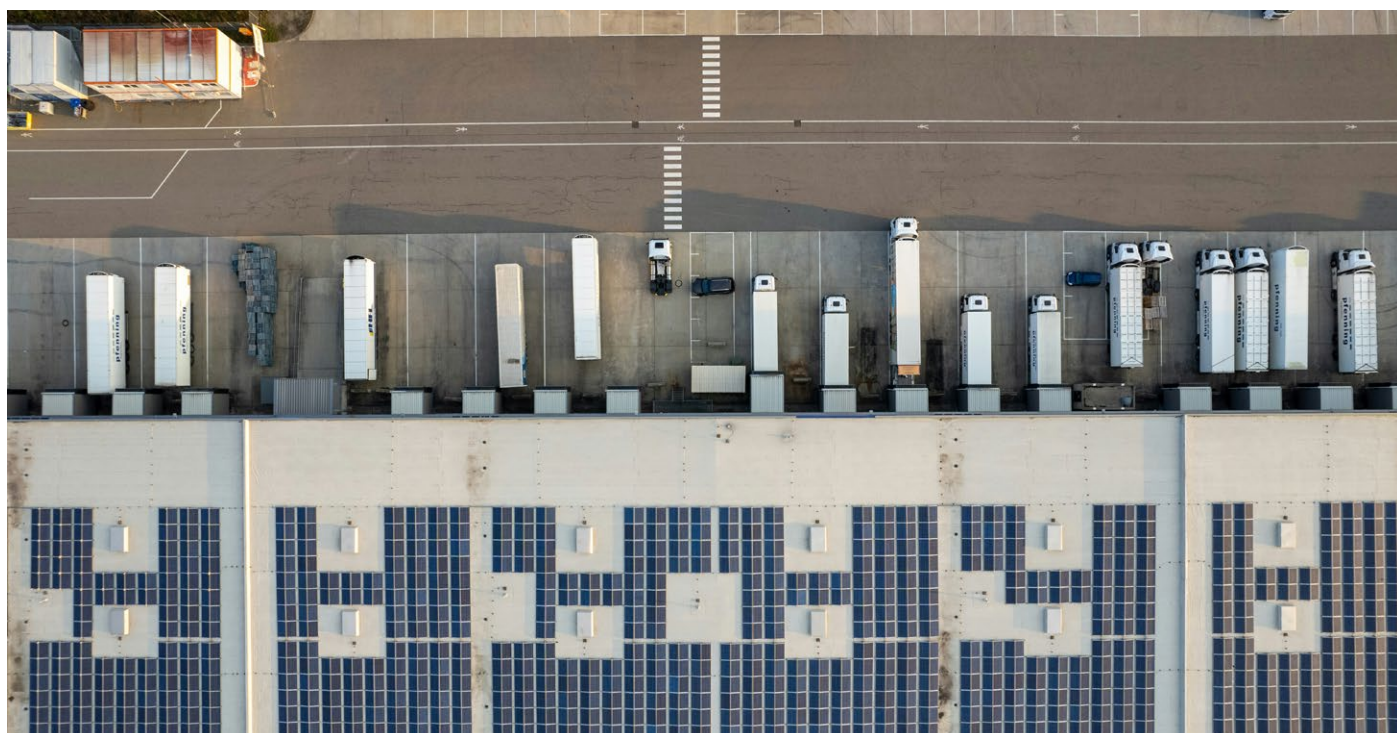
Non-contestable works are the parts that touch the live network. Only the DNO can do them. That's a regulated monopoly, the price is set, and you can't shop it around. Most of the timeline frustration you'll hit lives right here, because the DNO controls the clock and you don't.

The contestable works are different. Your cables, your transformers, your switchgear, the run from the network into your site. That scope doesn't have to go to the DNO. It can be tendered to an Independent Connection Provider, an ICP, who competes for it. Often that's faster. It can take a month or two off the timeline against the DNO doing the whole job in-house, and it can come in cheaper.

So the first mistake is letting the DNO quote you for the entire job as if it owns all of it. It doesn't. Ask which parts of your quote are contestable, then put that scope out to an ICP and compare like for like.

Now the ownership question. This is the one that catches people.

Once the connection's built, someone owns those distribution assets and bills you to use them for the life of the site. The default is the DNO. The alternative is an Independent Distribution Network Operator, an IDNO.



The IDNO pitch is a real thing, not a gimmick. An IDNO adopts your connection assets and pays you to do it. That adoption payment is a capital contribution that comes straight off your upfront bill, and on a multi-MVA depot connection it isn't small. IDNOs can also bring a wider range of technical solutions than a DNO, more compact substations among them. They aren't tied to a patch the way a DNO is, so one can adopt pretty much anywhere on the mainland.

The number an IDNO puts in front of you is the upfront saving. That's the number that sells.

It's also the wrong number to decide on. Here's the part the pitch tends to go quiet on. That upfront payment doesn't come from nowhere. It's funded out of the use-of-system charges you'll pay across the life of the connection, and those charges are regulated to roughly DNO-equivalent. So the party handing you money on day one recovers it through what it bills you for years afterwards. The discount isn't free money. It's a timing shift.

You might still come out ahead. Lower capex has real value when capital's tight, and bringing a connection within reach at all can be the difference between the site happening and not. But you settle that on the whole-life cost, not the cheque at the start. Get both routes priced, DNO ownership and IDNO adoption, and compare across the asset life. If an offer leans hard on the upfront figure and gets vague about the lifetime charges, that's your cue to push.

One orientation note. The 5 MVA minimum-information regime from section 1 probably doesn't touch you at depot scale. If you're near the line, remember the owner-occupier carries far less of the paperwork.

Last thing, on visibility. If you go the IDNO route, the DNO still signs off the connection design and knows what kind of site you are. What it doesn't see is your day-to-day demand once you're running, because that network is the IDNO's to plan. That's a forecasting gap on the network's side, not a problem at your meter. Worth knowing it's there.

The move. Get your DNO quote split into contestable and non-contestable. Tender the contestable scope to at least one ICP. Ask for an IDNO adoption offer alongside the DNO ownership route. Then compare on whole-life, not day one. The cheapest-looking quote and the cheapest connection are rarely the same thing.



Section 5:

Don't go to the DNO alone

The cheapest version of an expensive connection is a shared one. If you're the only operator carrying a multi-MVA reinforcement over your own throughput, you've got the worst possible version of the bill. The same reinforcement spread across four or five sites is a different number entirely, and the difference isn't marginal.

A cluster of sites each needs more power. Serving them properly means a new 11 kV or 33 kV upgrade. That upgrade isn't the socialised reinforcement section 2 took off your bill. A substation built to serve a cluster is a connection asset, and connection assets land on whoever asks for them. So whoever applies first pays. Later connectors do chip in, the rules require it, but only for a period after the first connection and only as each one turns up. None of that helps the cheque the first mover writes on day one. So nobody wants to go first. Everyone waits for someone else to carry the cost. The upgrade that would serve the whole cluster never gets built, because no single site will fund it alone and there's no mechanism to split it up front.

Watch this play out on any large logistics park. Take a new 33 kV substation: half an acre of land, around £15 million, plus the cabling back to the nearest grid sub. No single tenant funds that for their own trucks, and they're right not to. But the aggregation that would make it work isn't being done. Stack every occupier's peak demand and you'd massively overbuild, because nobody's peaks land at the same moment. Do the real aggregation, with smart flex, and the shared connection is far smaller than the sum of the parts. The landlords leave it to the tenants. The tenants wait for each other. Nothing moves.

This is the same economies-of-scale logic the public-hub case runs on, just pointed at the depot side. One connection, several users, the fixed cost of the reinforcement spread across all of them. For dense sites with other big loads nearby, it largely dissolves the cost problem that kills a sole-use application.

The fix is to coordinate before anyone touches the DNO. Talk to your neighbours first. The operator who organises the cluster stops being the first mover who loses and becomes the one who shaped the connection everyone else plugs into.



There's an ask you can make of the DNO here, and it's worth making. The network side knows this failure exists, and there's DNO work in development aimed squarely at it: cluster coordination routes designed to fix the first-mover problem before it kills the connection. Ask yours whether it has one, live or on the way. If it does, you want to be on the stakeholder list while the cost-sharing design is still being written, not after it's set. A coordinated group of real demand is exactly what a project like that needs to find a pilot, and you've got more leverage as four sites than as one.

Be honest about where this works. Clustering needs neighbours. If you're a dense site with other power-hungry loads around you, this is one of the strongest moves in the guide. If you're an isolated single depot in a constrained part of the network with nobody to share with, this section isn't your fix, and no amount of coordination invents a neighbour. That's section 7's problem, and it's a real one.

The move. Map the power-hungry sites within reach of you. The other depots on the park. The cold store down the road. The bus garage. The port. Anything drawing serious load that's also looking at electrifying. Then start the conversation, operator to operator, before any of you walks into the DNO separately. You're not asking them to fund your connection. You're proposing you stop competing to be the one who loses, and go in together as one connection across users.

The first mover loses. So don't be one. Be the cluster.



ELECTRICITY DISTRIBUTION NETWORKS

- Scottish & Southern Electricity Networks
- SP Energy Networks
- Electricity North West
- Northern Powergrid
- UK Power Networks
- National Grid Electricity Distribution

Section 6:

Behind the meter, shrink the connection, start sooner

The connection quote comes back too small, too slow, or too dear, and the site goes in the no pile. Before it does, there are two levers, and most operators only know about one.

The first is the connection you ask for. Most operators ask for a firm connection without knowing that's what they've done, because it's the default. A firm connection gives you guaranteed power up to your capacity, and where the network hasn't got the headroom, it has to be reinforced before you connect. That's the reinforcement wait section 3 is about. But firm isn't the only option, and for a depot it's often not the right one.

A non-firm connection, usually sold as “flexible”, is one the network can turn down at constrained times. You take it up front to skip most of the reinforcement cost and the wait that comes with it. The system that does the turning-down is called Active Network Management, so the product you'll be quoted is often a Flexible Connection (ANM). Since April 2023 the DNO has to offer you a non-firm option wherever a firm connection would otherwise need reinforcement, so this is a route you can ask for by right, not a favour.

Then there's ramped, which is the one built for a depot converting its fleet. A ramped connection energises in phases as you add trucks, rather than making you pay for full power on day one and sit on capacity you won't use for three years. You scale the connection as the fleet grows.

Here's why a depot is close to the ideal candidate for both. Your load shape is the friendliest a network ever sees. Trucks charge overnight, when the network's quiet, on a fixed duty cycle that's about as far from speculative demand as it gets. Flexible slots your charging into the hours the network has spare. Ramped matches your draw to your actual rollout. Both cut the cost and both cut the wait.



One honest caveat, because it cuts the other way and you'll spot it yourself. Curtailment that stops trucks charging against a fixed overnight window isn't a minor inconvenience. It's vehicles that don't run the next morning. So flexible isn't right everywhere, and you don't take a curtailable connection blind. You ask what the curtailment terms are: how often, how long, at what notice, and whether the busy periods clash with your charging window. For most overnight depot cycles they won't, because the network's constraint hours and your charging hours mostly don't overlap. But you check that before you sign, not after.

That's the first lever, and it costs you nothing but the asking. The second is shrinking whatever connection you land on, and that's the rest of this section.

Before the site goes in the no pile, price the version where you don't draw the whole peak off the grid.

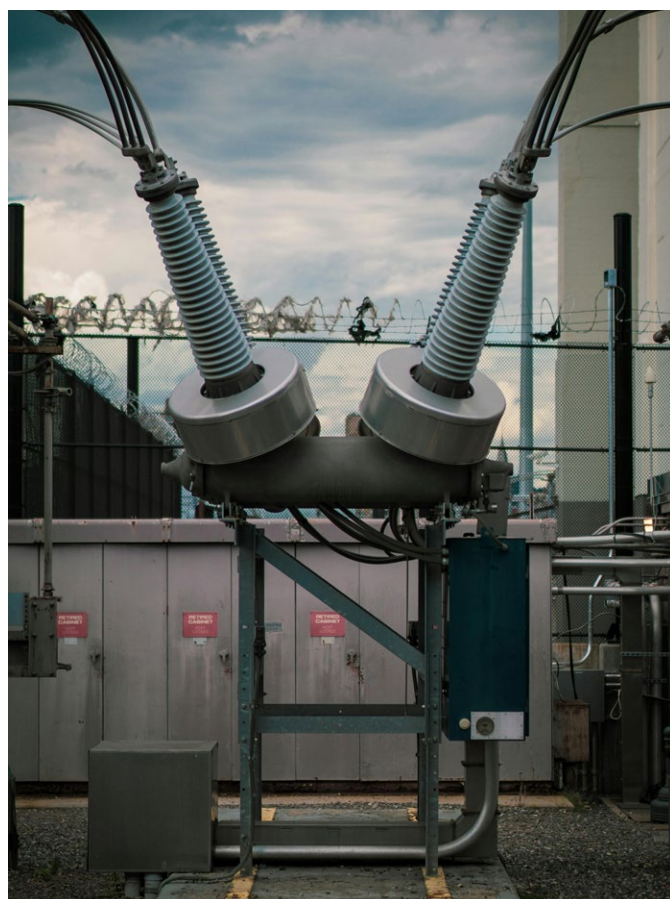
A depot's peak isn't constant. It's the hour or two when every truck's plugged in at once. Size the connection for that hour and you're paying for capacity you use a fraction of the time. Put a battery on site and it carries the spike. You charge the battery off a smaller, steadier draw, and the battery feeds the chargers when they all want power together. The connection you ask the DNO for is sized closer to your average than your peak. Smaller connection, smaller reinforcement, lower cost, and far less likely to trip the reinforcement timing trap that stalls so many of these projects.

The cheapest version of this isn't kit at all. It's controlling when the trucks charge. Stagger the plug-in, charge off-peak where the duty cycle allows, and the published modelling shows uncontrolled charging that would need a 750 kVA connection dropping to 100 to 200 kVA once it's smart. Most of the connection gone before you've spent a penny on a battery. So try the control first. The battery is the next step up, for when the duty cycle won't flatten far enough on its own.

That gives you the ask. When you go to the DNO, don't just ask what the full connection costs. Ask them to price the smaller, battery-buffered connection alongside it. Two numbers, not one. You can't choose a route you never costed.

The same kit buys you time. If the grid can't give you the power you'll eventually need, take a modest connection now, put a battery behind it, and run the fleet you can run today. Scale the connection as the network catches up. You're not sitting idle for three years waiting on the full reinforcement before a single truck moves. Modelling of depot batteries sized at 20 to 30% of daily load shows roughly half the consumption shifting out of peak. That's the bridge in a number.

Solar earns its place on the roof, but be clear what it does. It cuts your energy bill. It doesn't solve the connection, because your peak is overnight when the trucks come home and the panels are doing nothing. Studies put on-site generation share at 30 to 45% with sensible sizing, and it's worth most paired with the battery, not on its own.



Go further and build a private-wire microgrid through an IDNO, linking your own generation to the chargers, and you can save some of the use-of-system charge on the power that never touches the public network. Worth pricing. Not worth banking on until it's priced.

How far can this go? Dawsongroup's Milton Keynes site runs 34 chargers off a 120 kVA connection, managed with solar and a battery. That's the top end of what behind the meter does when grid supply is genuinely tight. It also shows the cost of it: an energy management system, G99 compliance for the generation, dual demand-and-generation customer status, real operational complexity. It works. It isn't free and it isn't simple.

Which is the honest limit, and it came straight from the room. Behind the meter is a workaround for a broken connection process, not a substitute for fixing it. It's capex and it's space. A battery runs £400 to £600 a kWh installed at depot scale, and it needs somewhere to sit. It's a lever to make a marginal site viable, or start it sooner. It is not a free pass, and it won't make an unconnectable site connectable.

One more bit of honesty on the numbers. Almost all of them come from simulation, and from van and bus sites, not from a battery-electric HGV depot of the kind you're building. Trucks pull 150 to 350 kW a charger. Vans pull a fraction of that. The real-world HGV evidence is still coming, mostly out of ZEHID, the Government's Zero Emission HGV and Infrastructure Demonstrator programme, and it won't land properly until 2028 or later. So price your own site. Don't trust the brochure figure.

The move. Pull your charging profile and work out your real peak hour, then take three questions to the DNO, not one. What does a firm connection for the full peak cost, and when. What does a flexible or ramped connection cost, and what are the curtailment terms. And what does a battery-buffered connection sized nearer your average draw cost. You're changing two things there, the kind of connection and the size of it, and they stack. A ramped, flexible connection with a battery behind it is a different project from the firm, full-peak connection that landed the site in the no pile. The gap between those numbers is the whole case, or the proof you don't need any of it.



Section 7:

Some sites will never pencil

Six sections in, and this is the one nobody wants to read. Some depots don't connect economically. Not "not yet", not "with the right grant". They don't. You can run the total cost of charging properly, get in the queue early, try to share the reinforcement with your neighbours, price a battery to shrink the connection, and still end up with a site that doesn't work at any margin you'd accept. If that's where you've landed, the move is to stop trying to make it work.

Here's why it's a real category and not just an expensive one. An isolated site in a constrained part of the network, with no neighbours to cluster with, sits at the dear end of a connection-cost spread that's genuinely enormous, wide enough that the worst sites probably never get built. Clustering is what rescues the dense-but-expensive ones. It can't reach the stranded single depot, because there's nobody to spread the reinforcement across. And the cost floor underneath it is physical. Reinforcement cost is driven by how far you are from adequate capacity, what voltage you're connecting at, and how much local headroom there is. None of that moves when the rules change. Queue reform doesn't touch it. Redefining demand doesn't touch it.

Which is the honest version of the whole argument this guide sits on. Fixing the mechanism doesn't make an unconnectable site connectable. What it does is tell you, cheaply, which side of the line you're on. The same reforms that unlock the sites that do work are the ones that identify the sites that never will. You only have to work out where to build because you can't build everywhere.

So treat the diagnosis as the deliverable. The cheapest thing in this entire guide is a budget estimate from the DNO, asked for before you've committed to a single charger or put a truck on order. The DNO can't refuse to connect you, but it can quote you a number and a date the case can't survive. When that's what comes back on an isolated, constrained site, it isn't a setback. It's the cheapest no you'll ever buy. You found out for the price of an enquiry.

Then route around it. Don't electrify the depot. Send the trunking miles to public hubs and keep the site for what it's actually good for: parking, consolidation, the origin and destination of routes that charge somewhere better connected. This isn't the consolation prize. The freight modelling consultancy MDS Transmodal's own framing concedes the direction here, that depots may not have good grid connections and that long-distance trunking needs public infrastructure. For a stranded site, routing onto shared and public charging is the right answer, not the failed one. The mistake is spending a year and a fleet order proving it the hard way.

There's a discipline in this that's worth naming. The operators who get burned are the ones who decide the site is going electric and then go looking for a way to make the connection happen. The ones who don't get burned ask the connection question first and let the answer decide the site. Same information, opposite order, completely different outcome.

The move. Before you cost a charger for any site you're unsure about, ring the DNO and ask for a budget estimate and an indicative timeline for the connection you'd need. If it's workable, you're back at section 1 and the rest of this guide applies. If it isn't, you've got your answer, and you've got it for the price of a phone call.

The expensive way to learn a site doesn't work is to electrify it. The cheap way is to ask.

Useful links

Find your network operator. Set by postcode, not by who bills you for energy.

energynetworks.org/customers/find-my-network-operator

Apply for a connection

Ask for a budget estimate first. A depot is a large connection, not a small one, so ignore the domestic and small-business routes.

UK Power Networks London, South East, East of England

ukpowernetworks.co.uk/electricity-connections

National Grid Electricity Distribution Midlands, South West, South Wales

connections.nationalgrid.co.uk Online budget estimate tool.

Northern Powergrid North East, Yorkshire, northern Lincolnshire

northernpowergrid.com/connections-and-services/new-connections

SP Energy Networks Central and Southern Scotland, Merseyside, Cheshire, North Wales

spenergynetworks.co.uk

Scottish and Southern Electricity Networks North Scotland, Southern England

ssen.co.uk/our-services/tools-and-maps Demand calculator and network loading data.

Electricity North West North West England

enwl.co.uk

Before you apply

Transport connections guidance. The ENA's tool for operators electrifying depots, built with the RHA, Logistics UK, the DfT and the BVRLA.

energynetworks.org/industry/connecting-to-the-networks/transport-connections-guidance

Tendering the contestable works

Competition in Connections Code of Practice. Accredited Independent Connection Providers.

connectionscode.org.uk



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