



## Democratic Services

**Location:** Phase II

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**To: COUNCILLOR IAN EDWARDS  
LEADER OF THE COUNCIL**

**COUNCILLOR STEVE TUCKWELL  
CABINET MEMBER FOR PLANNING, HOUSING &  
GROWTH**

c.c. All Members of the Corporate Resources &  
Infrastructure

c.c. Karrie Whelan – Corporate Director of Place

c.c. Roy Thabrew – Place Directorate

**Date:** 13 May 2025

## Non-Key Decision request

## Form D

### **EXPANDING EV CHARGING POINTS ACROSS THE BOROUGH: Hillingdon's participation in a collaborative procurement for the supply, installation and maintenance of electric vehicle charge points**

Dear Cabinet Members,

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such, the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Wednesday 21 May 2025** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Ryan Dell  
Democratic Services

**Title of Report:** EXPANDING EV CHARGING POINTS ACROSS THE BOROUGH:  
Hillingdon's participation in a collaborative procurement for the supply, installation and  
maintenance of electric vehicle charge points

**Decision made:**

**Reasons for your decision:** (e.g. as stated in report)

**Alternatives considered and rejected:** (e.g. as stated in report)

Signed ..... Date.....

Leader of the Council / Cabinet Member for Planning, Housing & Growth

## EXPANDING EV CHARGING POINTS ACROSS THE BOROUGH:

Hillingdon's participation in a collaborative procurement for the supply, installation and maintenance of electric vehicle charge points

<b>Cabinet Member &amp; Portfolio</b>	Councillor Ian Edwards, Leader of the Council Councillor Steve Tuckwell, Cabinet Member for Planning, Housing & Growth
<b>Responsible Officer</b>	Karrie Whelan – Corporate Director of Place
<b>Report Author &amp; Directorate</b>	Roy Thabrew – Street Lighting & Signs Manager – Place Directorate
<b>Papers with report</b>	Appendix A – Delivery of the LEVI programme

## HEADLINES

<b>Summary</b>	Cabinet Members are asked to approve the recommendation for Hillingdon to continue to participate in a multi-London borough partnership for (a) applying for grant funding via the Department of Transport's LEVI programme and (b) being named in a collaborative procurement for the supply and installation of electric vehicle charge points across the borough. Final sign-off of any agreements is also advised subject to the conditions outlined.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	This report supports our ambition for residents/ the Council of: Live in good quality, affordable homes in connected communities  This report supports our commitments to residents of: Safe and Strong Communities
<b>Financial Cost</b>	Split of the capital allocation (£7,500,000 total, £1,250,000 per borough)  There is no direct financial cost to the Council, as the programme is externally funded via LEVI grant funding (via the Office of Zero Emissions) and the appointed EV Charge Point Operator investment
<b>Select Committee</b>	Corporate Resources & Infrastructure Select Committee.
<b>Ward</b>	All

## RECOMMENDATIONS

That the Leader of the Council, in conjunction with the Cabinet Member for Planning, Housing & Growth agree:

1. To the Council's acceptance of Local Electric Vehicle Infrastructure ("LEVI") funding provided by the Office of Zero Emission Vehicles ("OZEV") in the sum of £1,250,000 for the procurement of additional on-street electric vehicle charge point infrastructure within Hillingdon, and entry into the associated funding agreement;
2. A budget virement to create a new capital project budget, fully funded by the LEVI grant, and to increase the control total for the capital programme budget accordingly;
3. The Council's participation in a collaborative procurement exercise with the five other London boroughs set out in the report, for a Charge Point Operator(s) to supply, install, operate and maintain up to 1,673 electric vehicle charge points across Hillingdon;
4. The London Borough of Ealing act as the lead authority for the collaborative procurement and that its Standing Orders and Financial Regulations be used for the collaborative procurement process;
5. That, following the above pan-Borough procurement exercise, authority be delegated to the Corporate Director for Place, in consultation with the Cabinet Member for Planning, Housing & Growth, to make any necessary decisions, including on the contract, the release of the grant's capital funds on the project, and the siting of charging points with the successful bidder(s) to provide up to 1,673 on-street electric vehicle charge points across Hillingdon; and
6. Notwithstanding the above, that the signing of any agreements be delegated to the Corporate Director of Place in full consultation with the Cabinet Member for Planning, Housing and Growth and be subject to the following conditions:
  - a. The Council retains sole authority over the final siting and location of all charge points within the borough, with these to be agreed between the Corporate Director and Cabinet Member for Planning, Housing and Growth;
  - b. The Council retains control and allocation of all parking revenue generated from EV charging locations within Hillingdon, with the ability to include Hillingdon First discounts; and
  - c. The Council retains full control over the development, implementation and future amendment of Hillingdon's EV charging strategy, including decisions on the type, speed, and location of chargers.

### Reasons for recommendations

Subject to final sign-off, this report is making recommendations to Cabinet Members to progress with Office for Zero Emission Vehicles (OZEV) funding and for Hillingdon to be a participate in the collaborative tender, led by the lead borough, LB Ealing as part of a borough partnership for EV charging points.

The LEVI Programme supports local authorities in England to work with the charge point industry to improve the rollout and commercialisation of local charging infrastructure. These public charge points will help residents who do not have off-street parking and yet need to charge their electric vehicles (EVs).

The objectives of the LEVI Capital Fund are to deliver a step-change in the deployment of local, primarily low-power, on-street charging infrastructure across England and accelerate the commercialisation of and investment in the local charging infrastructure sector

The LEVI fund includes:

- Capital funding to contribute to the costs of delivering charge points.
- Capability funding for local authorities to employ and train new staff specifically to plan and deliver charge point infrastructure.

The LEVI capital funding of £37.5 million has been made available to all London councils to deliver electric vehicle charging infrastructure.

Electric vehicle infrastructure ('EVI') in the Borough is considerably behind in terms of implementing the infrastructure, as an outer London borough, this has not been a high priority in the past. The borough has a high level of private vehicle usage due to a lack of public transport options for residents; there is therefore a case to substantially increase EVI in order to meet future demand while also encouraging residents to adopt electric vehicles.

To progress this at a larger economy of scale, Cabinet Members are being requested to join forces with other London boroughs, with Ealing undertaking and leading on procurement of a successful supplier across the borough. Delegated authority to sign any final agreement is also advised to ensure the Council retains control over the siting of charge points, parking revenue, and the EV charging strategy within Hillingdon. This includes decisions on the type, speed, and location of chargers, as well as the ability to offer Hillingdon First discounts.

### **Alternative options considered/ risk management.**

The Borough experiences a range of transport and related challenges, including long-standing issues around congestion, air quality and road safety, as well as growing problems around public health inequalities and climate change. A key priority for the Council is to enable greener and more active and sustainable travel choices, with a particular emphasis on encouraging journeys to be completed by walking, cycling and public transport, thereby reducing the number of journeys completed by private motor vehicles. Facilitating the take-up of zero/low-emission vehicles through expansion of the charging infrastructure for electric vehicles addresses some of the key concerns about range and is central to achieving the abovementioned priority of achieving a greener Hillingdon.

Fuel use and emissions from road transport are one of the key sources of CO2 emissions in Hillingdon. The Council's Strategic Climate Action Plan set out in Key Theme 2 - Transport, that petrol and diesel road journeys will have at least halved by 2030, whilst residents' journeys by walking, cycling or public transport should have increased. Many of Hillingdon's drivers have already changed from a petrol or diesel car or van to an electric vehicle (EV).

One of the Borough Plan's five specific priorities to build a Better Hillingdon is to build 'A cleaner, more considerate Hillingdon'. Further expansion of the borough's EV charging infrastructure to support the continued transition from petrol and diesel vehicles to EVs will help achieve this.

## Democratic compliance/ previous authority

As per the Council's Constitution, Cabinet may co-operate or enter into agreements with other local authorities such as a pan-Borough project and Cabinet may also authorise another local authority to exercise procurement functions on its behalf. In the absence of this matter being considered at a Cabinet meeting, the Leader of the Council may authorise such decisions.

## Select Committee comments

This report progresses the recommendations from the former Property, Transport and Highway's Select Committee review into "Electric Vehicles, Infrastructure and Future Policy Development for the Borough", approved by Cabinet on 24 March 2022.

## SUPPORTING INFORMATION

### Background

In exploring funding opportunities and the potential of entering into various partnerships with a range of charge point operators, the Council has made substantial progress in delivering EV charging infrastructure over recent years.

Despite the progress made to date, challenges associated with existing local EV infrastructure provision remain. An analysis of current and future EV infrastructure ("EVI") provision in Hillingdon and across parts of London reveals the following:

- Disparities in access to off-street parking and socio-economic factors significantly influence EV adoption rates across London, with parts of outer London and areas of high deprivation often seen as less attractive by operators for investment in EVI.
- Strategic deployment and expansion of EVI is imperative to meet projected EV growth in London and ensure equitable access to charging. As the number of drivers using/purchasing electric vehicles increases, there is a growing need to provide additional charge points and supporting infrastructure, particularly for those who do not have access to private, off-street parking.

### Local Electric Vehicle Infrastructure Fund

The Government's Office for Zero Emission Vehicles (OZEV) set up the Local EV Infrastructure (LEVI) Fund to support local authorities across England to plan and deliver charging infrastructure for residents without off-street parking. The fund comprises:

- capital funding to support charge point delivery and
- capability funding to ensure that local authorities have the staff and expertise to plan and deliver charging infrastructure.

Indicative capital funding has been allocated to Tier 1 local authorities (unitary, county Council or combined authorities) in England on behalf of all their constituent authorities. In London, capital funding will be delivered through borough partnerships.

Hillingdon has been entered into one of London's borough partnerships: *Partnership 6*. This partnership comprises of six boroughs: Brent, Hammersmith & Fulham, Harrow, Hillingdon, Haringey and Ealing who are the Partnership's Lead Borough.

Following the submission of an Expression of Interest in May 2023, Partnership 6 has been provisionally allocated LEVI funding totalling c.£7.5m for the purpose of delivering on-street charging infrastructure to support residents to make the switch to electric vehicles.

In February 2023, LEVI introduced a Capability Fund, allowing Hillingdon to apply for a grant aimed at enhancing capacity and capability for developing local EV infrastructure strategies and planning and implementing local EV infrastructure. Hillingdon's application was successful

The primary focus of the proposed further expansion of the existing EVI network across the partnership area aims at meeting the requirements to enhance accessibility and convenience. Hillingdon specific challenges to be addressed include:

- Disparities in access to off-street parking within the borough, impacting EV adoption rates.
- High levels of air pollution in central and south-central areas.

Based on a predominately residential charging model, where most Charge Points ('CP') will be in residential streets, the 2022 Hillingdon Electric Vehicle Infrastructure Plan (EVCIP) projected a need for more CPs by 2030. However, the EV and charging infrastructure market is rapidly evolving, so that projections are subject to change.

Cenex, a consultancy commissioned by OZEV to form part of the support body assisting in the delivery of the LEVI programme, has developed the National EV Insights and Support ("NEVIS") service, which supplies data, maps and modelling. Based on March 2024 NEVIS projections for a residential high growth model, continued and substantial growth of Hillingdon's EV infrastructure will be required to enable Hillingdon's drivers to make the switch from petrol and diesel-powered cars and vans to EVs.

NEVIS projections further show that delivery of these 1,673 additional charge points should be prioritised in high-demand areas that have a high percentage of on-street parking, low current numbers of CP provision and are lagging in EV uptake.

LOTI (London Local Government's Innovation Team), a coalition of London Boroughs, London Councils and the Greater London Authority ("GLA"), is assisting boroughs to work together, use innovation, data and technology, be high-performing organisations, improve services and tackle London's biggest challenges together. LOTI has set up a dedicated EV Charger Dashboard, a data and mapping service that provides numerous useful information that helps to inform EVCP site identification. As a LOTI member, Hillingdon Council can access the EV Charger Dashboard.

## **Charge Point Locations**

Individual sites will require detailed assessment to ascertain whether they are feasible for installation of charge points, the type and number of charge points that could be supported, and whether any potential mitigation measures might be required, or alternative locations need to be considered. Site assessments will be undertaken following the appointment of a CPO(s) and a final list of locations drawn up.

When determining appropriate locations for new charging infrastructure, the Council will also take into consideration a range of additional factors, including existing/ potential parking pressures; road safety and access considerations; potential harm to the streetscape, whether the area is within a Green Neighbourhood, heritage considerations and access to appropriate power networks. Charge points would be installed under Permitted Development rights.

A prioritisation process considering the above range of criteria will be established to inform which locations should be prioritised for installation in a manner that both meets OZEV's priorities and supports EVI delivery in areas where demand is currently lower due to socio-economic factors as well as such locations that offer sufficient financial incentive vis a vis utilisation levels and thus profitability to charge point operators.

In anticipation of the Partnership securing the requested funding from OZEV, the Council, as part of this partnership, is now preparing to commence to the tender process in order to procure CP's to deliver a high-value contract for the supply, installation, operation and maintenance of electric vehicle charging points on the public highway across all partnership boroughs.

Early market engagement and work on developing the various tender documents, including detailed specifications of requirements, is under way with documents required to align with the requirements of the Heads of Terms as set out by OZEV. Formal agreement by the participating local boroughs to these is a condition for receiving LEVI funding.

LEVI funding and forming a partnership with neighbouring boroughs provides the opportunity and economy of scales to attract substantial additional private sector investment in the expansion of the charging infrastructure for electric vehicles, facilitating a continued and equitable take-up of zero/low-emission vehicles. This is central to addressing transport related challenges, including long-standing issues around congestion and air quality, as well as growing problems around public health inequalities and climate change. This will also help achieve one of the Council's key priorities: to enable greener and more sustainable travel choices.

## **Procurement approach**

OZEV requires borough partnerships to undertake a single joint procurement for one or more suitable CPO(s). Subject to relevant internal approvals of six councils, the partnership has agreed to enter into an open procurement process to appoint a charge point operator(s) (CPO) across the six boroughs, though each borough will enter into its own contract with the CPO. As detailed above, the LB Ealing is currently the partnership lead borough, having submitted the grant application and therefore it is considered that it should lead on the procurement and as a result, its Contract Standing Orders and Financial Regulations should be used for the procurement.

Once Invitation to Tender (ITT) documents are finalised and agreed with the Government's support body, Expressions of Interest (EoI) will be requested from previously identified potential CPOs before these are formally invited to tender. Ultimately, the procurement process, notification of award and contract completion is not expected to conclude before late 2025.

Following the appointment of an operator(s) further technical work will be undertaken to confirm suitable charge point locations, which will then, where applicable, be consulted upon through public consultation and the required statutory Traffic Management Order (TMO) process. Following installation of a charge point, the CPO will become responsible for its continued operation and maintenance for the duration of the contract.

LEVI funds will have to be spent solely on EV infrastructure, however, as part of the preparation of tender document the partnership is currently exploring options for mechanisms to generate revenue for partnership boroughs to support rising staffing costs in respect of project planning and delivery as well as ongoing project management over the 15-year contract period. There is still some uncertainty regarding the CPO contract structure and how revenue share mechanisms will be selected and split. Options under consideration include fixed EV bay licence fees and pence per kW charge revenue to be shared across partnership boroughs. It is anticipated that the contract will also include details regarding benchmarking and capping of pence per kW charging

tariffs as well as end of contract arrangements such as removal of CPs that are no longer required and making good of surfaces at nil-cost to the Partnership boroughs.

Key risks linked to the successful procurement of a CPO and delivery of the proposed charge points include:

- Procurement as partnership: Partnership Procurement as one will bear significant risks, particularly with respect to aligning positions, development of tender documents, reporting and sign-off.
- Availability of staff resources: Preparation of tender documents, specification of requirements, evaluation, and moderation of submissions across six boroughs, contract negotiations, management of delivery stage and contract over fifteen years will require substantial staff time. Availability of sufficient staff resources is a key risk.
- Capacity and capability of charge point operators: EV charging infrastructure is a developing field where technology is continuously evolving and the legislative framework is subject to change. Charge point operators are developing their capacity and capability to operate in this immature market alongside these advancements, carrying risks regarding their capacity and capability to fulfil technical, operational and contractual requirements.

## **Funding**

Funding for this programme will be provided from two sources: a contributory grant from OZEV, and the successfully appointed CPO(s). Hillingdon has applied for c.£1.2m LEVI funding (one-sixth of the total c.£7.5m provisionally allocated funding) from OZEV in support of the initiatives outlined in this report. The funding began in 2024/25 and is expected to cover the stages up to 2030 outlined in Table 1 at the end of the report, though delivery timings may vary.

OZEV will supply between 15% and 30% of the funding required, whilst the appointed CPOs will be expected to provide between 70% and 85% match funding in addition to meeting all operational and maintenance costs associated with the respective Charge Points over the duration of the contract, which is expected to be in place for 15 years.

Hillingdon's funding allocation will go towards the delivery of up to 1,673 electric vehicle charge points solely within the borough. EV infrastructure delivery costs have been benchmarked against equivalent costs of similar infrastructure installed in the borough and elsewhere in London.

The total amount of funding available for the supply, installation, operation and maintenance will be determined by the percentage share of LEVI funding relative to the percentage share of investment the CPO(s) will be willing to contribute. Additionally, in acknowledgement of the LEVI programme's demand on officer time, Hillingdon and the other partnership boroughs have individually received capability funding.

OZEV is expecting a total project funding and investment envelope for each individual partnership borough as a minimum of 30% LEVI funding / 70% CPO investment split and at a maximum of 15% LEVI funding/ 85% CPO investment split.

Expenditure will be monitored in line with specific project plans, to ensure it is spent in accordance with the timeframes and conditions set out by the funding body. The Council is already in receipt of additional Capability Funding from OZEV to fund additional staff resources to begin delivery of the project in 2024/25 and to cover certain legal costs. Additional costs associated with the delivery of the proposed charge points, such as TMOs, public consultations etc., should not put a burden on Council revenue budgets. Officers will require contributions from the CPOs to cover



any ancillary costs. The partnership is seeking to make provisions to address this in the tender documents and subsequent CPO contract details.

Revenue will help to fund ongoing monitoring and help to mitigate any loss of parking revenue (non-infrastructure costs). A separate administration fee would also be charged annually to cover contract management, based on pro-rata FTE staff costs in each borough. More details will become apparent once CPOs have been procured.

## **Commercial Terms**

Borough partners are seeking a percentage of the Charge Point turnover rebate to be paid annually in arrears, once utilisation reaches a sufficient threshold, in line with the LEVI Heads of Terms. A separate administration fee would also be charged annually to cover contract management, based on pro-rata FTE staff costs in each borough. More details will become apparent once CPOs have been procured.

Dependent on the final contract, the Council may also stand to receive a licence fee and a share of the revenue from the CPO for operating charge points in the public highway, which could in part compensate for any parking income loss and project-related staffing costs. Details will have to be explored more in detail as part of the tender process and contract negotiations.

## **Financial Implications**

The report seeks the approval from Cabinet Members agree to the recommendations as outlined above, in order to carry out on-street electric vehicle charging infrastructure in collaboration with five other London Boroughs, to be funded through grants and third-party contributions, with no recourse to Council funds.

There is a provisional figure of £7,500k to be split amongst six London Boroughs of which our share is expected to be £1,250k. This is being awarded by the Office of Zero Emissions Vehicle (OZEV) for Local Electrical Vehicle Infrastructure (LEVI). When the grant is finalised and received the grant conditions will have to be adhered to by LBH.

Once the Charge Point Operator (CPO) is collaboratively procured with five other London boroughs as set out in the report, the CPO will be responsible to supply, install, operate and maintain up to 1,673 electric vehicle charge points across Hillingdon. Furthermore, the CPO will also contribute match funding of between 70% to maximum 85% towards this capital project, the amount is not yet quantified but will be determined once the procurement process takes place. The CPO contract is likely to be for a period of 15 years.

If approvals are obtained, then this project will assist the Council in meeting its net carbon zero targets and the estimated costs will need to be budgeted as well as a separate capital release report is required to be submitted for approval via the usual governance process.

## **RESIDENT BENEFIT & CONSULTATION**

### **The benefit or impact upon Hillingdon residents, service users and communities**

- To ensure that the Borough's EVCP strategic requirement is met.
- Consider the evolving electric vehicle market by using data trends and forecasts to produce an EV charging solution with targets for the short, medium and long term.

- Enhance the EVCP to ensure the Council's highway network that aligns with the current and future needs of residents and other stakeholders.
- Prioritising public EV charge points within the borough as part of a wider council strategic action plan, which seeks to make Hillingdon a sustainable borough that is carbon neutral.
- Residential streets where there is no or very limited off-street parking facilities will meet current and future demand due to the lack of off-street parking, which is demonstrated by the type of housing in the immediate area.
- The chargepoints will provide a discount for the Hillingdon First scheme which is available only to local residents of the borough of Hillingdon.

### **Consultation & Engagement carried out (or required)**

Locations will be subject to public consultation with residents and businesses. Depending on the outcome, the Traffic Management Orders will be progressed, which require statutory consultation and the placing of notices. Officers will consider any objections during the process and may choose to change proposed locations.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

Corporate Finance have reviewed this report and concur with the Financial Implications set out above, noting the recommendation to accept a Grant from the Office of Zero Emission Vehicles for the Local Electrical Vehicle Infrastructure for the sum of £1,250k, and to approve a budget virement to create a new Capital Project, thereby increasing the approved 2025/26 Capital Programme budget by the £1,250k.

Furthermore, it is noted that approval is sought for the collaborative procurement with the London Borough of Ealing, the Lead Authority and four further London Boroughs for a Charge Point Operator to supply, install, operate and maintain up to 1,673 (locations are determined by LBH) electrical vehicle charging points across Hillingdon, with the expectation that this contract will be for a period of 15 years.

The funding for the Electrical Charging Vehicle Infrastructure will be met from the £1,250k grant and third-party contributions from the Charge Point Operator, with no financial impact on the General Fund, which will be monitored through the regular monthly monitoring cycle and as part of the wider MTFS.

### **Legal**

Legal Services confirms that the participation in the collaborative procurement/pan Borough Agreement (with a lead external local authority) for Local Electric Vehicle Infrastructure is permitted in accordance with the Councils Constitution and will assist the Council in meeting its Long-Term Transport Strategy Review 2022 and Electric Vehicle Charging Infrastructure Plan 2022-2041 as set out in the body of the report.

Legal services confirms that there are no legal impediments to authorise the Council to participate in the collaborative procurement provided any procurement exercise complies with the Council's Procurement and Contract Standing Orders and any inter-borough agreements do not contain anything too onerous to the Council. Legal services will be able to assist with the review of any such agreements if necessary.

## BACKGROUND PAPERS

- [Funding information from HM Government](#)
- [Contractual and procurement terms information](#)
- [Hillingdon's Electric Vehicle Charging Infrastructure Plan 2022-2041](#)
- [Strategic Climate Action Plan 2025-2028](#)
- [Select Committee 2022 review into EVs, Infrastructure and Future Policy Development](#)

## APPENDICES

Appendix A – Next Steps and Indicative Delivery Programme

## APPENDIX A

**Table 1 Next Steps and Indicative Delivery Programme**

Subject to approval, the table below outlines the next steps and indicative delivery programme for the LEVI programme. This programme is subject to change.

Timeframe	Key Tasks/ Activities
October/November 2024	Develop Invitation to Tender Documents
March 2025	LEVI Grant Approval and Reception by Partnership
Early 2025 to late 2025	Procurement and Contract Development
Early to mid-2026	Contract Completion
2026 to 2030	<p>Planning and Approvals</p> <ul style="list-style-type: none"> <li>• Project initiation</li> <li>• Site selection assessment</li> <li>• Identification of charge point locations</li> <li>• Conduct physical site reviews</li> <li>• Regulatory compliance</li> <li>• Community engagement</li> <li>• DNO engagement</li> <li>• DNO location confirmation meeting</li> <li>• DNO site application sign off</li> <li>• Public and statutory stakeholder consultations</li> <li>• TMO approval</li> <li>• Planning permission approval (where required)</li> </ul> <p>Installation &amp; Commissioning (All Sites)</p> <ul style="list-style-type: none"> <li>• Equipment Procurement and Delivery</li> <li>• Ground works and site preparation</li> <li>• Installation of pit, ducting system and cabling</li> <li>• Trench back filling and reinstatement</li> <li>• Installation of EV charge point units</li> <li>• Install new distribution boards and earthing</li> <li>• Energise the EVCI units</li> <li>• Perform both live, and dead tests to the electrical supply</li> <li>• Complete commissioning sheets and complete NICEIC certification</li> <li>• Register with NCR/ open cloud platforms</li> <li>• Complete the bay marking &amp; signage</li> <li>• Clear site, make good and remove all waste materials</li> </ul>
2026 to 2040 (end of 15-year contract)	<p>Operations &amp; Maintenance</p> <ul style="list-style-type: none"> <li>• Train operational staff</li> <li>• Go live date</li> </ul>

	<ul style="list-style-type: none"> <li>• Public Awareness campaign</li> <li>• Grant claims process</li> <li>• Continuous maintenance</li> <li>• Monitoring and reporting</li> <li>• Three-month contingency window</li> </ul>
2040	Decommissioning/ Handover <ul style="list-style-type: none"> <li>• Replace or repair</li> <li>• Annual review of hardware</li> <li>• Remote diagnostics of equipment</li> </ul>

Building on the Hillingdon EV Charging Infrastructure Plan, supplemented with analysis of more recent datasets provided by NEVIS and LOTI and in line with OZEV LEVI funding guidance, provisionally proposed charging device locations have been drawn up. The criteria for identifying these areas include:

- highest proportion of on-street parking, socio-economic factors that significantly influence EV adoption;
- poor access to public transport links;
- high car ownership density;
- large number of registered taxis and PHVs;
- high numbers of Motability customers;
- areas with high numbers of EVCP resident requests; and strong utilisation of existing EVI.