

CHARGE

Frequently Asked Questions

WHO CAN PARTICIPATE IN THE TRIAL?

Who may be interested in participating in the trial?

If you are considering the installation of at least four chargepoints at a site, or already have chargepoints at a site that you are thinking of adding to, then this trial may be of interest to you. You may be the site owner, chargepoint operator or installer.

How advanced do my plans to install chargepoints need to be?

At a minimum, you need to have permission from the landowner and an initial understanding of the costs of installing the chargepoints (and necessary cabling) on site.

Can I take part in the project if I have already installed the chargepoints?

As long as you already have, or are planning to have, four chargepoints at your site, you may be eligible to participate in the trial. If you already have some chargepoints on site and are interested in adding to them, you may also be eligible to take part.

When do the chargepoints need to be installed by if I want to take part in the project?

The chargepoints need to be installed and the site open within a sufficient timeframe for us to gather a years' worth of data for the project. We would therefore like your site to be commissioned by June 2021.

What's the earliest that the trial can begin?

The trial at your site could start as early as Autumn 2020 if the installation is complete.

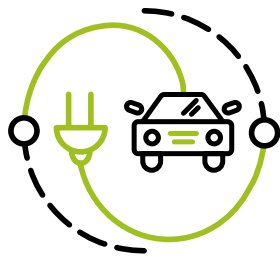
How long does the trial last?

We want to gather data for at least one year from each trial site. The start and end dates of each trial will be dependent on when your equipment is installed. We need to complete all trials by June 2022.

What happens at the end of the trial?

The data gathered will be used to support policy development and the development of our ConnectMore online tool. There is more information available about it, and the Charge project here: <https://www.spenergynetworks.co.uk/pages/charge.aspx>





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SITE REQUIREMENTS

Can the chargepoint site be anywhere in the UK?

Trial sites must be in the SP Manweb License Area, covering Merseyside, Cheshire, Shropshire, Mid-Wales and North Wales. If you are not sure if your site is in this area, use the post code finder on the ENA website: <https://www.energynetworks.org/info/faqs/who-is-my-network-operator.html>

What type of sites can join the trial?

The site must provide public access to the chargepoints ie. they must be available to residents, employees or members of the public. Here are some examples of the types of sites that we would like to recruit into the project:

- Multi-residential charging facilities (for example, a car park at a blocks of flats)
- Kerb-side charging (for example, chargepoints for residents without off-road parking)
- Community chargepoint facilities
- Workplace charging (where employers may want to provide chargepoints for staff or visitors)
- Destination charging (for example, in car parks or at the kerb-side at tourist attractions, shopping centres, town or city centres, restaurants, hotels etc)
- En-route charging (for example, at service areas or petrol stations)

Unfortunately, this trial is not suitable for houses with private off-road parking or businesses with commercial fleets.

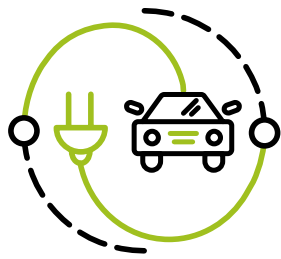
Is there a minimum number of chargepoints that I would need to be installing to participate in the project? Or a maximum?

You need to be considering the installation of four or more chargepoints – there is no maximum limit. You may also be eligible to participate if you already have some chargepoints on site and are interested in adding to them.

Do the chargepoints that I am installing need to have any particular technical characteristics?

The chargepoints need to be rated at 7kW or over and be capable of receiving and responding to an external control signal. Other communication requirements may be site specific and will be determined on a site-by-site basis.





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How do I find out if my site is suitable to take part in the trial?

Please read through the information about The Charge Project on this website. If you think your site would be suitable to take part, we would like to hear from you. The first step is to complete the Expression of Interest form. A member of the project team will then contact you.

FUNDING

If I participate in this project, what would SPEN fund and what would I need to fund?

SPEN will fund the equipment required for the smart charging connection ie. equipment other than what is required for a conventional connection. The trial participant is responsible for funding the installation of chargepoints, onsite infrastructure and the cost of connecting to the SPEN network.

SMART CHARGING CONNECTIONS

I've already spoken to the SPEN connections team about a scheme, but I was put off proceeding by the reinforcement costs quote. Could you help me?

Yes – we can look at the connection offer to assess if your scheme is suitable for a 'smart charging connection'. Smart Charging Connections will not create capacity where there is none, but if your connection request exceeded the available capacity by <30% they could be applicable and reduce the cost and time of your connection.

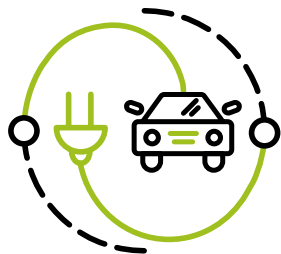
What does a 'smart charging connection' do?

A smart charging connection utilises the intelligence embedded in modern chargepoints to automatically adjust their power consumption to match the available electricity network capacity. They can reduce their power consumption when the network is heavily loaded and potentially increase their demand at times when surplus energy is being pushed onto the grid from renewable generation.

Why are SPEN trialling 'smart charging connections'?

SPEN wants to encourage the most efficient use of their existing network assets. This enables us to economically plan the future expansion of the network, and also support the swift roll-out of an electric vehicle (EV) charging infrastructure necessary to support the rapid uptake of EVs. 'Smart charging connections' allow the maximum number of chargepoints to be connected to the network as quickly and efficiently as possible.





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What are the benefits of a ‘smart charging connection’ to me?

Smart charging connections may enable you to install a greater number of chargepoints more quickly and less expensively than you could via a conventional connection. This is because you would not have to pay the additional costs associated with increasing the network capacity or wait for this work to be completed. This type of connection may also enable you to install chargepoints where network capacity is limited.

What are the wider benefits of a ‘smart charging connection’?

Smart charging connections will allow us to promote the most efficient use of our network assets, speeding up the connection of chargepoints and increasing the number of chargepoints that we can connect. The provision of public EV charging infrastructure is vital for enabling the rapid uptake of EVs and supporting the UK’s transition towards the electrification of transport.

What would the impact of the ‘smart charging connection’ be on customers charging their EVs at my chargepoints?

Most customers using chargepoint facilities managed by a smart charging connection will be completely unaffected by the trial. On some occasions, the smart charging connection may signal either one or more of the chargepoints on site to pause or reduce the amount of charge that it provides to an EV. It is up to the site owner and chargepoint operator to decide how the chargepoints at a particular site enact the signal. The impact on customers charging their EVs will therefore be dependent on the regime that you choose, but experience from other trials suggests that most owners don’t notice the impact of smart charging. We will however provide some signage explaining to customers that the site is participating in the trial and the potential implications of this to their charge session.

