Electricity Network Innovation Competition Full Submission

Supplementary Answer Form

Project: Charge: Refuelling Tomorrow's Electrified Transport

Tick if this answer has been provided verbally: ☐

Project code	SPMV1	Question Number	46
Question date	30/08/18	Answer date	03/09/18
Submission section question relates to		N/A	
Topic	d) Is innovative		
Question	In your response to Q13 you indicate that the two aspect of the ConnectMore Tool that differentiates it from other innovation projects and existing tools is that (a) it will take into account HV and (b) location, size of load, flexible options. i. can you please clarify that the Method 1 Integrated Transport and Network Planning tool will not form part of ConnectMore ii. According to your submission, the Integrated Transport and Network Planning tool is unique as it goes down to LV. Can you explain why the network planning part of this differs from NAT which also goes down to LV. iii. It is proposed that once the requirements of users are better understood, NAT will add user interface tools that will include demand profiles, etc. Can you please provde detail of exactly how your tool will differe from NAT.		
Notes on question			
Answer	I. To clarify, the Method 1 work package will not produce a tool. It will produce outputs to understand how consumer electrified transport needs impact on the network and, thus, where capacity will be needed. At this stage, under Method 1, this is intended to be down to 33kV level, i.e. the macro picture. Once the work under Method 3 is complete to fully understand the capacity from 33kV down to LV, the transport planning work will be overlaid to provide a more granular view of capacity. II. The Method 1 activity will not go down to an assessment of the LV network. The transport planning work under Method will produce a static "EV Capacity Requirements Map" – this will provide outputs in a granular form such as to be included in the ConnectMore tool down to street level (i.e. suitable for overlaying onto an LV		

	network) III. The key differences between the NAT and ConnectMore are: a. The NAT is not a connections tool and is not intended nor suitable for direct customer use. The NAT is intended for engineers and contains no functionality to add new connections and re-assess the network b. The ConnectMore tool will also include HV, which adds in the complexity of needing to assess the network against abnormal operating conditions (e.g. due to faults and maintenance) c. The tool will incorporate features to assess a wide range of EV charger connection types, whereas the NAT assesses networks solely in residential settings with household EV charging equipment d. The UI will be geared towards customers and not engineers, meaning that more effort will need to be expended on ensuring the tool is easy to use and intuitive e. The NAT contains methods to assess LV feeders in detail, accounting for the unique design, geographic features and customer demands to the customer connection point. ConnectMore will also go down to LV, however, the NIC funding will not be applied to assess LV feeders to avoid duplication with the NAT. We will deploy the various software algorithms already developed for the NAT into ConnectMore.
Attachments	n/a