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	18
Question date	21/08/18	Answer date	23/08/18
Submission section question relates to		N/A	
Topic	a) Low carbon/environment and net financial benefits		
Question	For Method 1, how often will network capacity info be updated once the combined modelling and planning tool is BaU? How will new connection and Connection Offers be managed in this planning data?		
Notes on question			
Answer	We take this question to refer to the BaU adoption. NIC funding is requested as we believe Project Charge could have the ability to deliver carbon and environmental benefits for electricity customers. The project has been constructed to mitigate risk and to ensure that learning generated will be disseminated to other UK Networks Operations as the project progresses in a timely manner and also to inform the project outcomes and importantly what the BaU solution could be. As with all innovation projects there is risk and unknowns which will be encountered along the path as the project progresses which will determine the preferred or optimal solution. However, we anticipate a BaU system will be update at regular intervals to ensure that it will continue to be useable, pertinent and up-to-date for customer needs. This information will also be available publicly. In this way, connection offers will automatically consider network capacity. However, it has to be remembered that in a future world of constrained networks and flexible connections, the very concept of network capacity will change from being a single one dimensional "number" to a blend of capacity and availability. • Under Method 1, the Transport Planning activity will identify likely charging locations, which will be overlayed against the current sub-transmission network for a licence area (SPM). The resultant output will be a static plan shared on SPEN websites with stakeholders for them to invest in EV charging infrastructure. • The transport planning exercise outputs will be a static dataset from PTV Group, but the exercise can be repeated periodically into the future as new data becomes available.		

	• Method 1 will not manage any Connections processes. We would expect any connectees, responding to the publication of the transport/network plan to apply to SPEN as any normal connection request. We recognise that this is not the final solution, which is why Method 3 takes these outputs further with the creation of self-serving tools and systems for connectees.
Attachments	n/a