Electric Boulevard

Dedicated website – No

Organisation webpage – Yes

Centralised portal – ENA Smarter Networks

Objectives/Success Criteria – Yes

Closedown/final report – Yes

Open-source data – No

Peer-reviewed academic output (Primary Subject / Referenced) - 0 / 0

Brochures/Case Studies – Yes

On-line major conference/event presentations - 3

Dissemination Event / Output available – 0 / 0

Follow-on project – No

Consumer Engagement

Consumer Participation – No

Consumer Feedback – No

Output Summary

Progress reports – Yes

Detailed and objective final report – Yes

Project method detailed – Yes

Performance to objectives detailed – Yes

Lessons learned identified – Yes

Policy/Regulation implications reviewed – No

Closedown report includes additional appendices with more detailed reviews of the individual work packages.

Outcomes vs. Objectives/Targets

Performance to objectives – All achieved

Key Findings

- 120kVA chargers can be accommodated on the LV network with appropriate (low) impedance levels.
- Padmount and conventional HV substations are also suitable if the LV network is constrained.
- 6,500 bus chargers would be required for a full UK rollout, and has the potential to save c.£40m if the project learnings are used.
- IPT chargers are largely used between 7am and midnight, while depot plug-in chargers are typically used between 7pm and 5am, peaking at midnight to 1am.

- Total demand from both IPT and plug-in chargers increases after 8pm as the reduction in frequency of IPT events is offset by longer charging times and the plug-in load increases in this period.