



CONNECTED KERB

The future of your street

FEBRUARY 2023 WEBINAR

AGENDA

WSSC COMMITMENT TO EV CHARGING

INTRODUCTION TO THE CHARGEPOINT NETWORK

- The Partnership
- The Contract and Tender Process
- Progress So Far

INTRODUCTION TO CONNECTED KERB AND THE CHARGEPOINTS

- Site Selection

ON-STREET CHARGEPOINT DELIVERY

- TRO Process and Consultation
- Installation Timeframe

NEXT STEPS AND KEY DATES

QUESTIONS

West Sussex  **chargepoint
network**
Powered by  **CONNECTED KERB**





WSCC

COMMITMENT

WSSCC COMMITMENT TO EV CHARGING



Aims include:

- To put a sufficient charging infrastructure in place to support the vehicles predicted to be reliant on public infrastructure chargepoints.
- To ensure a renewable energy source for all chargepoints is enabled by us.

WSSCC committed to:

- Enabling charging infrastructure to be installed on our land and on public highways for public use focusing residents that don't have access to off-street parking
- Enabling a charging network that uses **public and community land**

FOCUS FOR DELIVERY KEY PRIORITIES

Focus of the EV Strategy and Project:

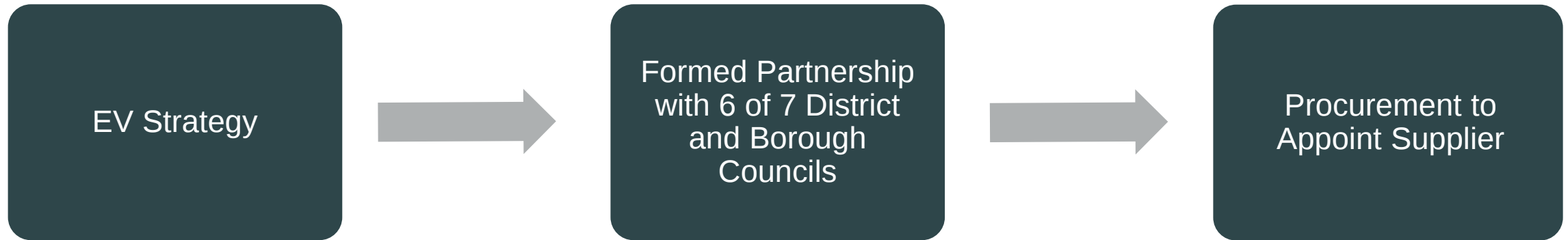
- A network of charging infrastructure across the county so that our businesses and residents, particularly those without access to off road parking, are not disadvantaged, and the area remains accessible and attractive to visitors.
- One consistent, affordable, easy to use, reliable, widely accessible and recognisable chargepoint network across the entire county, providing renewable energy charging





THE WEST SUSSEX
**CHARGEPOINT
NETWORK**

WSSCC COMMITMENT TO THE COMMUNITY



100% concession contract.

Portfolio Approach to whole county.

- Revenue from more commercially viable sites supports delivery of sites where individuals and communities want to see chargepoints but where they are less commercially viable

Small revenue stream from each kwh used.

- Portfolio approach to profit

Any town, parish councils or village hall landowners will be able to access the contract

Other community landowners can also access the contract:

- Other councils in West Sussex
- Registered social housing providers who are not for profit organisations (housing associations, registered charities etc.),
- Community Groups,
- Churches,
- Village Halls,
- and any other not for profit community landowners

THE CHARGEPOINT NETWORK



- Following a competitive tender process, Connected Kerb have been appointed to deliver the West Sussex Chargepoint Network, over a contract term of 15+5 years
- In November 2021, WSCC with ADC, A&W Councils, CBC, MSDC and HDC, have partnered with Connected Kerb to plan and install chargepoints across car parks and on-highway.
 - In October 2022, Chichester District Council joined the contract as a Collaborating Organisation.
- The partnership have been awarded up to £1.8m to fund the installation of up to 550 additional chargepoints
 - This funding will enable the programme to be accelerated and support installations in locations that might not be as commercially attractive at this stage



CONNECTED KERB
OFFERING

INTRODUCTION TO CONNECTED KERB

The majority of chargepoints are fast, 7kW and allow a typical car to charge 0-80% in 3-7 hours

Where locations are suitable, there will be a smaller number of rapid chargepoints installed on the network

We charge no membership or connection fees. Cost to charge: £0.35 pence per kWh

All chargepoints have a customer support number clearly written on them for people to report an issue and receive help 24hrs a day 7 days a week. Customer support teams assist users, and most problems encountered can be fixed remotely. If this is not the case engineers are sent to the site to fix the problem, and connected Kerb app and Zap map updated to make it clear that the chargepoint is temporarily unavailable.

How to start a charge: <https://vimeo.com/652414737/bb383ff496>

<https://vimeo.com/652414737/bb383ff496>



- Questions



THE CONNECTED KERB OFFER

- ✓ **Manufactured in the UK.**
- ✓ **Discreet**, low visual impact charging units.
- ✓ **3.5kW - 7kW smart charging, load management.**
- ✓ **Innovated** for intensive use, robust, durable.
- ✓ **Prolonged uptime**, 45-minute repair/replacement.
- ✓ **Easy-to-use** User Interface, Mobile App & RFID payment.
- ✓ **Support IoT Technologies**, ultra-fast Wi-Fi, 5G, air quality, traffic & parking sensors

Gecko



- **On-street residential environments**
- Discreet – fits to post or bollard
- Multiple colour options
- Hardwearing and secure with double-skin

Limpet



- **Multi-storey car parks & perimeter walls**
- Wall-mounted, no excavation required
- Partially made from recycled tyres
- Positioned in groups of up to 10

Power & Data Pack



- **Subterranean charge point controller**
- Connects to fast fibre
- Supports wireless / inductive charging
- Deployed in all scenarios

Chameleon Concept Design



- **On-street residential environments**
- Discreet, low impact on street appearance
- Cost effective option with dual sockets

Market leading software



Open Charge Point Protocol (OCPP 1.6 / 2.0) compliant intelligent software & features:

- Mobile app for both Apple & Android
- Advanced energy management functionality
- Smart tariff, charging & booking functionality
- Contactless payment options with RFID, mobile web payments
- 24/7 customer service with remote problem solving



EV SITE SELECTION

Key Factors for Considerations	Key Factors for Considerations
Residents: • Resident’s requests • Number of residents without access to off-street parking • Away from residence front door	CK Others: • Space for 3 dual chargers + (6 parking spots) • No other chargers nearby
Streetscape: • Pavement widths • Away from existing furniture • Ideally on grass verge • At the end of the street • Away from trees	• Points of interest • Safety
Power: • Are there power connections nearby • Is there mobile signal strength • 2.5m from lamppost & electrical utilities	• 3.5-5 min ideal walking time from charger and minimum 500m from another CK charge point



Accessibility Bays	Reason
Dropped kerb	Ensures those with impaired mobility can access the charge point
Min. 20m from from a junction	Reduces amount of time those with reduced mobility might spend in the carriageway / close to higher volumes of traffic
Straight roads	Curved roads reduce visibility for drivers and for those charging
1 in 5 sites	CK attempts to have every 1 in 5 sites to be an accessible bay (but it's up to a Council)





ON-STREET
**CHARGEPOINT
DELIVERY**

PROGRESS SO FAR



Car Park Chargepoints

- 70 chargepoints have been installed and commissioned in 15 car parks across the Mid Sussex and Horsham Districts

Site Selection and Planning

- An additional 24 car parks across West Sussex are expected to have 148 chargepoint sockets installed in the coming months
- Over 40 on-street site locations, correlating to 240 chargepoint sockets have been proposed for the first phase of on-street installations
- In addition, numerous on-street and Car park site locations have been proposed for the second phase of on-street delivery, currently undergoing initial review

MAP OF PHASE 1 SITES



- On – street (38)
- Surface Car Park (37)
- Multi storey (1)

[Link](#)

TRO PROCESS

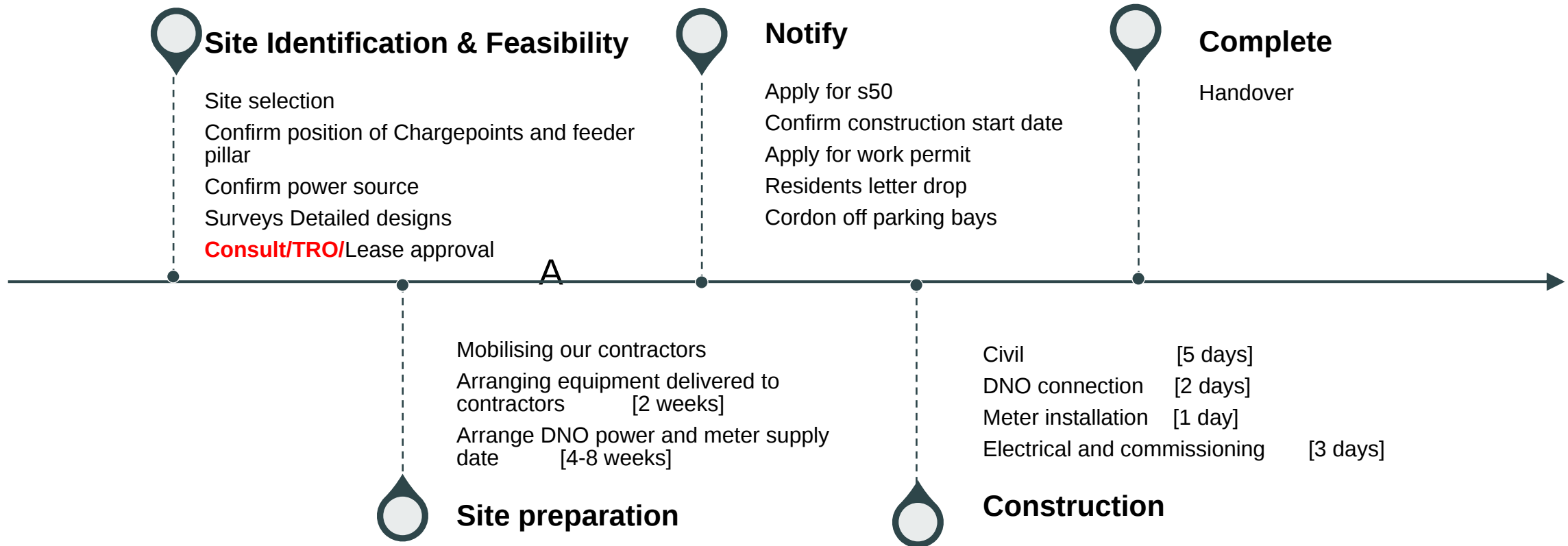


On-street Chargepoints

- All on-street sites go through the Traffic Regulation Order process, which involves a statutory consultation
- The TRO consultations for the first phase of 67 on-street chargepoint sites occurred in November and December 2022
 - Correlating to 400 chargepoint sockets
- 18 sites that received no objections have had charge points installed and waiting for meter installation & commissioning in March.
- Some of the remaining 26 sites with less than 5 objections were presented to the Assistant Director of Highways Transport & Planning for a decision with some dropping off .
- A total of 23 sites that received more than 5 objections are currently waiting written approval from WSCC
Cabinet Member

INSTALLATION TIMEFRAME

Phase Timing





NEXT
STEPS

NEXT STEPS



Further Site Selection

- The second phase of on-street chargepoint locations have been proposed by Connected Kerb
 - These are to be shared with council officers for review in the coming week.
 - Members briefing and Press release to go out in early March
- We are continuing to ask for requests on suggestions for chargepoints via [this online form](#)
 - This will help inform future planning of chargepoints, both on-street and in car parks



Q&A