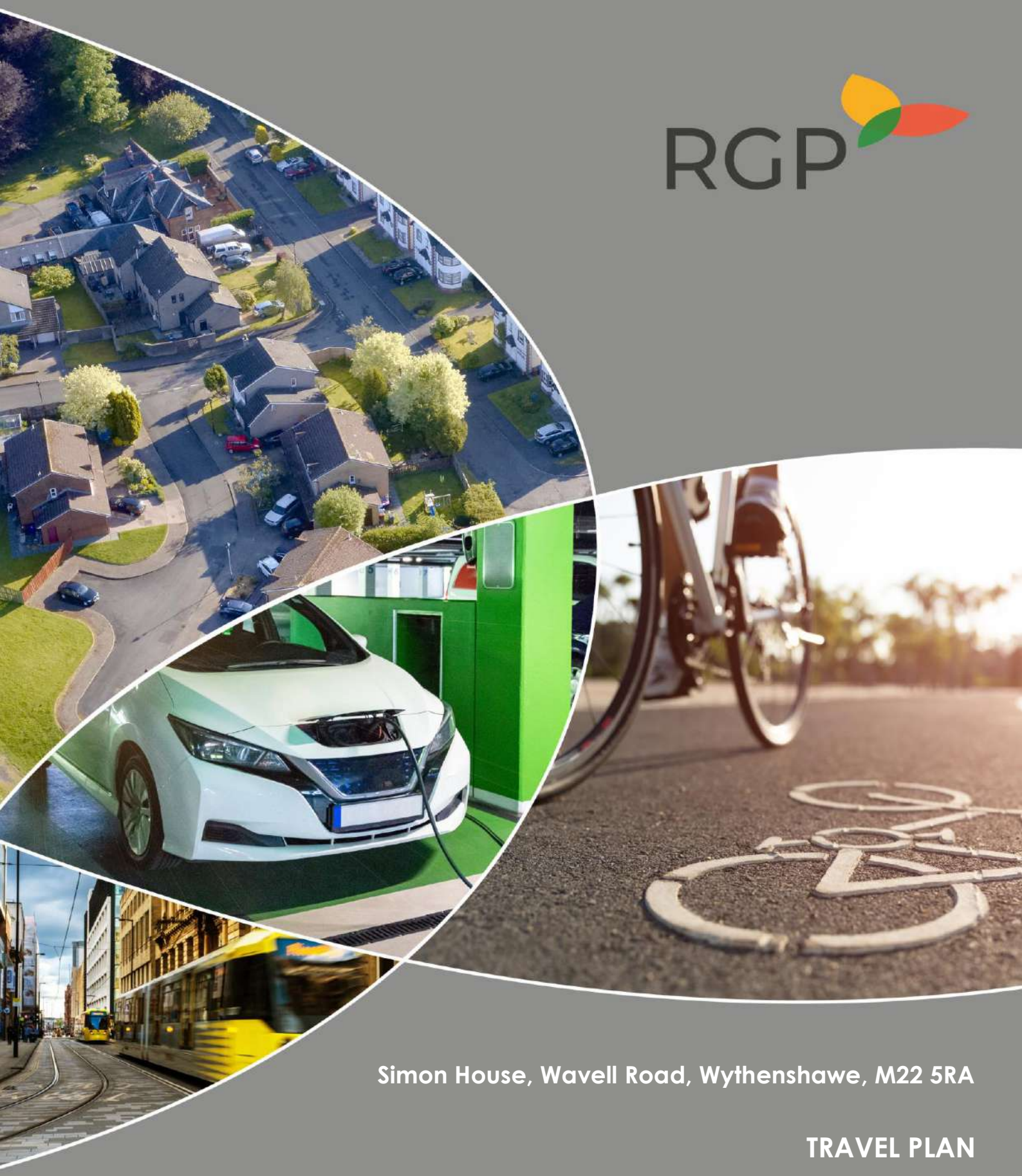


Simon House, Wavell Road, Wythenshawe, M22 5RA

TRAVEL PLAN

for Consented Data Centre
on behalf of Teledata UK Limited
2023/7192/TP04
April 2025

www.rgp.co.uk

DOCUMENT CONTROL

Project:	Simon House, Wavell Road, Wythenshawe, M22 5RA for Consented Data Centre
Report Type:	Travel Plan
Client:	Teledata UK Limited
Reference:	2023/7192/TP04

DOCUMENT REVIEW

Author:	RLR	Date:	24/04/2025
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1 INTRODUCTION

1.1 Report Context

1.1.1 This Travel Plan has been prepared in support of the new data centre at Simon House, Wavell Road, Wythenshawe, M22 5RA ("the site"). The new data centre forms part of the existing facility at Delta House, operated by Teledata UK limited.

1.1.2 In 2023, planning application 137424/FO/2023 was granted by Manchester City Council for the demolition of the existing office building known as Simon House to construct a new data centre building (sui generis use). A copy of the Site Plan is attached hereto at **Appendix A** for reference. The proposed facility will share access with Delta House and be provided with dedicated car parking and servicing arrangements.

1.1.3 Condition 17 of the Decision Notice reads as follows:

…The development hereby approved shall not be occupied until a detailed Travel Plan, based on the approved Framework Travel Plan (RGP 2023/7192/TP01, received on 28 June 2023), has been submitted to and agreed in writing by the City Council as Local Planning Authority. The approved Travel Plan shall thereafter be implemented in accordance with an agreed timeframe…

…In this condition, a Travel Plan means a document which includes:

i) The measures proposed to be taken to reduce dependency on the private car by those residing at the development;

ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time;

iii) mechanisms for the implementation of the measures to reduce dependency on the private car;

iv) measures for the delivery of specified travel plan services;

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car...

…Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use…

1.1.4 The preparation of this Travel Plan seeks to discharge the first part of the condition by providing a detailed Travel Plan and allowing the datacentre to be occupied. It also contains a commitment to preparing a Full Travel Plan within six months of the first use of the development.

1.2 What is a Travel Plan?

1.2.1 The following is adapted from the *'Travel Plans, Transport Assessments and Statements'* Guidance as published by HM Government, 2014.

1.2.2 A Travel Plan is a long-term management strategy for integrating sustainable travel into the planning process. Travel Plans are based on evidence of the anticipated transport impacts of both proposed and existing developments and aim to promote and deliver sustainable transport initiatives, e.g., walking, cycling, public transport use and telecommuting, to reduce demand for travel by less sustainable modes.

1.2.3 Travel Plans can positively contribute to:

- *'encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads*.'

1.2.4 Travel Plans support national planning policy which sets out that planning should 'actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.'

1.2.5 The National Planning Policy Framework (NPPF (2024)) states 'all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

1.2.6 A Workplace Travel Plan is a package of measures put in place by an employer to encourage more sustainable travel. The Chartered Institution of Highways and Transportation (CIHT) 'Making Smarter Choices' guidance highlights that workplace Travel Plans can reduce commuter car driving by between 10% and 30%, with an average reduction in single occupancy car usage of 18%.

1.2.7 Workplace Travel Plans have wider benefits through better staff retention and lower absenteeism, reduced parking costs and improved environmental credentials and image for the organisation.

A Travel Plan is never complete, it is an evolving document and process which requires continuous input and monitoring, as well as ongoing commitment from all site users.

2 BASELINE CONDITIONS

2.1 Site Location and Local Highway Network

2.1.1 The data centre is located on the corner of Wavell Road and Brownley Road in Wythenshawe. The location of the site is illustrated in **Figure 1**. The surrounding area is largely commercial in nature, with Brownley Road forming a boundary between this and the residential properties to the north and east.

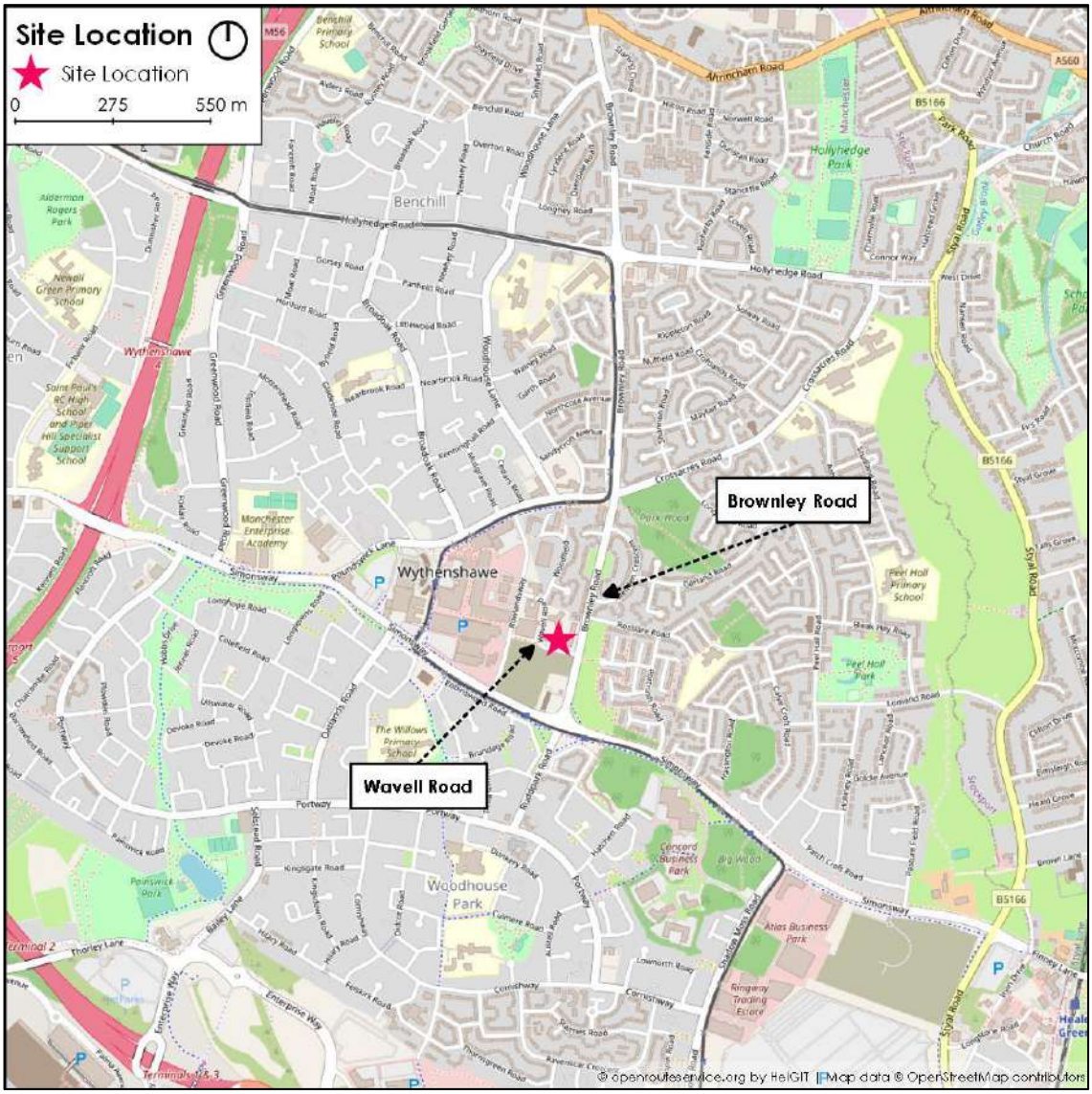


Figure 1 Site Location

2.1.2 The site currently takes access via Wavell Road at its western boundary. Wavell Road forms a one-way loop around the site perimeter and serves several commercial/ industrial activities in the locality. Two-way traffic is permitted up to the existing point of access, where the road then becomes a no-through route.

2.1.3 Footways are provided along both sides of Wavell Road, which facilitate access on foot to the local area around the site. Dropped kerbs are provided at key crossing points (such as the existing site access), which further facilitates access for pedestrians. The footways are also supported by street lighting along the length of the road within proximity of the site.

2.1.4 Traffic is able to access Wavell Road from the south-east of the site through the one-way route from Brownley Road; a two-way road which runs in a north-south alignment providing access towards Wythenshawe to the north and Manchester Airport to the south.

2.2 Accessibility by Sustainable Modes

Walking & Cycle Provisions

2.2.1 It is commonly accepted that walking is the most important mode of travel at the local level, offering the greatest potential to replace short car trips. Walking yields numerous personal benefits such as health and fitness improvement, complementing a positive impact from an environmental standpoint.

2.2.2 The '*Planning for Walking*' guidance (2015) produced by the CIHT has been considered as part of this report and provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians.

2.2.3 Further guidance set out within CIHT '*Providing for Journeys on Foot*' (2000) is also considered, in particular the section relating to desirable/acceptable/maximum walking distances. The table below outlines relative distances for different journey purposes from the guidance.

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

Figure 2 Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

2.2.4 **Figure 3** summarises an indicative 2 kilometres walking catchment around the site with reference to the local Metrolink network and bus stops.

2.2.5 The catchment around the site extends across the centre of Wythenshawe and southwards towards Manchester Airport. There are extensive residential areas encompassed within the catchment within which staff may reside.

2.2.6 The Robinswood Road Metrolink bus stops are located to the south of the site at a circa 500m (6-minute) walk. This is similarly the case for the Robinswood Road Metrolink stops themselves which provide access towards Manchester City Centre in the northerly direction. As also shown from the catchment, Heald Green railway station is located on the periphery of a 2km walk.

2.2.7 The local highway network is conducive to pedestrian travel, with footways provided along the local roads with dropped kerbs and crossing points to facilitate onward travel. There is therefore scope for staff to walk to/from the site, either as their primary journey mode or as part of a multi-modal trip.

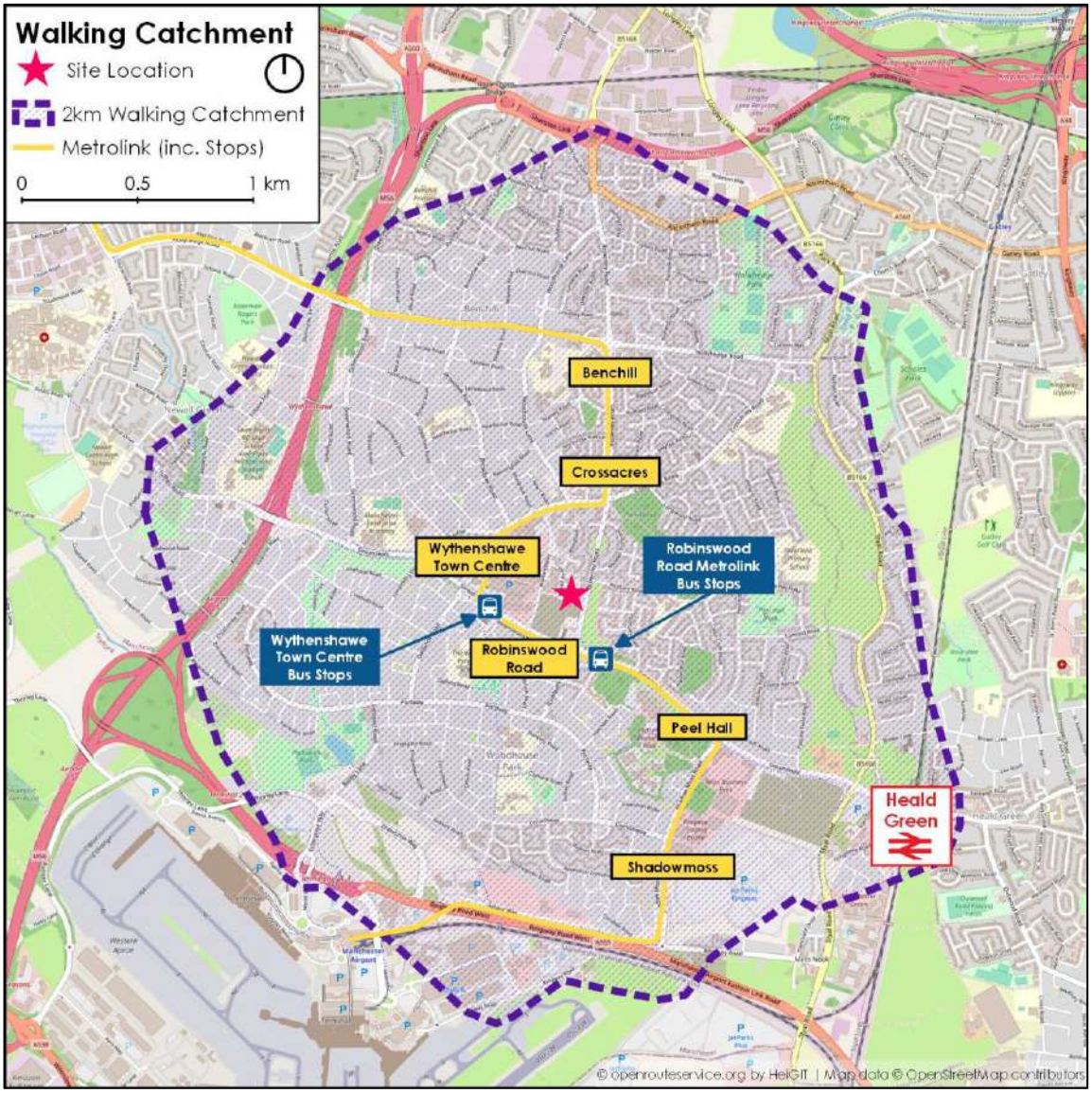


Figure 3 Indicative 2km Walking Catchment

2.2.8 Cycling is also an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity have increased demand for cycling.

2.2.9 Traditional Department for Transport (DfT) guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys, a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' (1996) suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. This distance is further supported/increased by the growing popularity of electric-powered cycles.

2.2.10 **Figure 4** illustrates an indicative 5km cycling catchment around the site with reference to the local cycle network.

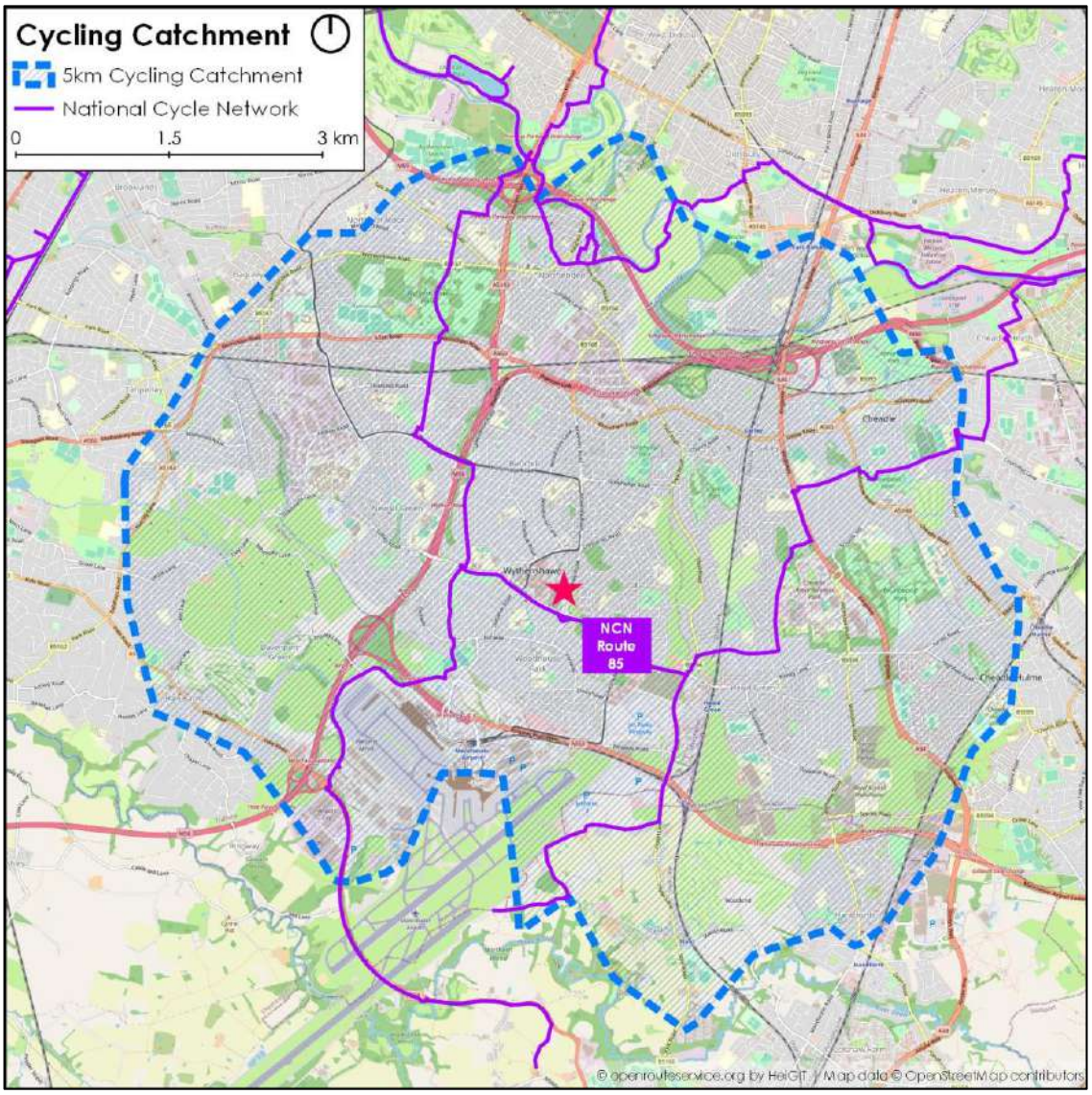


Figure 4 5km Cycling Catchment

2.2.11 As indicated, the cycling catchment is extensive and covers several residential areas across Wythenshawe and its peripheries. As shown, National Cycle Network (NCN) Route 85 runs to the south of the site. There is therefore scope for staff to cycle to / from the site, either as their primary journey mode or as part of a multi-modal trip.

Bus Services

2.2.12 As illustrated in **Figure 4**, Robinswood Road Metrolink station is located approximately 500 metres to the south of the site (a 6-minute walk). This station offers bus services with a flag and post arrangement with on carriageway markings and printed timetable information. The Robinson Road bus stops serve the 130 bus service between Manchester Airport and Macclesfield, via Wilmslow, Wythenshawe and Henbury. This route offers an hourly service during Monday to Friday, operating during the operating hours of the data centre. Services are also available on Saturday with a 90 minute frequency.

Metrolink Services

2.2.13 Robinswood Road Metrolink station is on the Manchester Airport Line providing connectivity between Manchester city centre, Manchester Victoria rail station, and Manchester Airport via the suburb of Wythenshawe. The line connects with all other lines on the Metrolink network with a tram every 12-minutes, and every 20-minutes before 06:00 hours. More information on the services from Robinswood Road and a journey planner can be found at: https://tfgm.com/plan-a-journey.

Rail Services

2.2.14 In addition to the Metrolink, Heald Green rail station is located approximately 2 kilometres to the south-east of the site (a 25-minute walk / 10-minute cycle) providing connectivity between Manchester Piccadilly and Wilmslow, with a branch to Manchester Airport. The station has cycle storage facilities in the form of 4 cycle lockers and 8 cycle stand spaces. **Figure 5** summarises the rail services available.

Key Destinations	Typical Frequency
Blackpool (North), Poulton-le-Fylde, Preston, Chorley, Adlington, Bolton, Salford, Manchester Piccadilly, **Heald Green**, Manchester Airport	Hourly
Liverpool Lime Street, Broad Green, Roby, Earlestown, Deansgate, Manchester Piccadilly, Burnage, **Heald Green**, Manchester Airport	Hourly
Crewe, Sandbach, Alderley Edge, Manchester Airport, **Heald Green**, Gateley, East Didsbury, Burnage, Manchester Piccadilly	Hourly

Figure 5 Summary of Rail Services - Heald Green Rail Station

2.2.15 The active and sustainable transport infrastructure provided in the local area could accommodate commuting trips by staff to and from the site. Trips by active and sustainable modes would be conducive to local commuting journeys, offering a cheaper and in some cases, more convenient alternative than the use of a private car.

2.3 On-Site Facilities

2.3.1 In addition to the local services available. The data centre provides a number of on-site facilities to accommodate sustainable travel.

2.3.2 Cycle parking is provided in a secure and sheltered location at the front of the new building. The location of the shelter is shown on the Site Plan at **Appendix A**. The shelter provides 10 cycle parking spaces available to all staff and visitors.

2.3.3 The on-site car parking includes electric vehicle charging points to encourage the use of electric vehicles when driving to work. The location of the two electric vehicle charging points is shown on the Site Plan at **Appendix A**. Full details of the specification and instructions for usage are provided at **Appendix B**.

3 AIMS, OBJECTIVES AND TARGETS

3.1.1 This Travel Plan represents a long-term strategy to promote sustainable travel and to offer realistic transport choices for commuting journeys by staff at the site.

3.2 Aims and Objectives

3.2.1 The objectives of this document are twofold. Firstly, to increase awareness of the sustainable travel modes available to staff and secondly to reduce the dependence of staff on travelling by car to and from the site in a bid to achieve the targets outlined. The subsequent overarching objectives are:

- To increase staff awareness of the advantages and availability of sustainable modes of transport over the car;
- To introduce a package of physical and management measures that will facilitate staff travel; and
- To limit unnecessary or unsustainable use of the car for journeys to and from the site by staff.

3.2.2 For Travel Plans to work effectively, there are five key issues to drive the required changes, these are:

- Achieving a **culture change** in the organisation and amongst people;
- **Providing real incentives** to encourage changes in travel behaviour and to ensure that these are continued;
- An **integrated holistic approach** to ensure that all measures work in the same direction and are fully cohesive;
- Total **management support** for both the measures and to provide leadership example to others; and
- **A clear and continued objective** to achieve for a clear purpose to maintain focus for the future.

3.2.3 In achieving a change of behaviour, the stages can be described in seven steps:

- Awareness of a problem, e.g. traffic congestion, pollution, environmental damage, example to the community etc.
- Accepting responsibility at an individual and corporate level that everybody and every organisation has their part to play;
- A perception that alternatives are possible;

- Evaluation, personally and for an organisation, to find which are the viable alternatives;
- Making a choice, with the intention to modify behaviour;
- Experimental behaviour, trying out new travel choices; and
- Habitual behaviour, long term adoption of sustainable modes.

3.3 Targets

3.3.1 The target of this Travel Plan is to decrease staff driving to/from the site, through an increase in active and sustainable travel, for all commuting journeys. The target will be in line with 'SMART' criteria:

Specific	Target increase/decrease in mode share shown over a set timescale.
Measurable	The mode share of staff will be measured and monitored using travel surveys to be undertaken within 3 months of occupation and biennially thereafter.
Achievable and Realistic	The targets, taking into account preferred travel modes and general Travel Plan promotion, need to be achievable and realistic.
Time-bound	The targets are to be monitored on a regular basis and met within five years of the Travel Plan's implementation.

3.4 Staff Travel Behaviours

3.4.1 The prospective operator of the proposed data centre has provided data regarding the current travel habits of staff at the adjacent Delta House, as summarised in **Figure 6**.

Travel Mode	No. Staff	Percentage (%)
Car Driver	5	33%
Work from Home	8	53%
Other	2	13%
Total	**15**	**100%**

Figure 6 Existing Staff Travel Patterns

3.4.2 As detailed above, the adjacent data centre of a similar size employs a minimal level of staff, many of whom operate remotely with little or no need to travel to the site. The remaining staff travel by car or alternative (other) modes.

3.4.3 A review of 2011 Census data from the *'WU03EW – Location of usual residence and place of work by method of travel to work'* category for the workplace population employed within the Manchester 050 Middle-Layer Super Output Area (in which the site is located) confirms that staff travelling to the site via alternative means to the private car would most likely do so via public transport or active travel (namely walking). A copy of the data is attached hereto at **Appendix C** for reference.

3.4.4 2011 rather than 2021 Census data has been referred to inform the baseline due to the 2021 travel to work data being widely considered as unrepresentative as a result of being undertaken during a global pandemic. The Office for National Statistics supports this stating "Data collected (in 2021) would be a snapshot in time, but with limited utility in measuring pre- or post-pandemic travel patterns."

Method of Travel	Mode Share
On foot	17%
Bicycle	3%
Bus, minibus or coach	15%
Passenger in a car or van	6%
Driving a car or van	57%
Other (Underground, metro, light rail or tram, train, taxi and motorcycle, scooter or moped)	2%
Total	**100%**

Figure 7 Manchester 050 MSOA Census Data

3.4.5 As summarised above, there would be scope for staff to walk to the site or travel via public transport, as an alternative to a single-occupancy car journey. Therefore, the Travel Plan measures are focussed on promoting these means and further reducing the need for staff to travel to the site.

3.4.6 In light of the information above, the following Travel Plan target has been set:

To decrease staff driving a car or van as the main part of their commute by 10% across the initial five-year life of the Travel Plan

3.4.7 The Transport Statement submitted in support of the proposed development (2023/7192/TS01) detailed the likely means by which staff would travel to the site. On the assumption that the additional staff would do so commensurately with the means of existing staff, circa a third of staff would drive to the site. As such, the proposed target would be to reduce this by at least 10% (i.e. to circa 23%) across the lifecycle of the document.

3.4.8 It is anticipated that the above decrease would be complemented by an increase in active and sustainable travel, notably, cycling and public transport (tram) use, as well as reducing the need for staff to travel to the site altogether.

3.4.9 Following the baseline surveys (within 3 months of occupation), a Full Travel Plan will be prepared. As part of this process, the target will be reviewed and amended based on the site-specific data obtained, with the aim of decreasing driving a car or van to a minimum to achieve the target as above.

4 TRAVEL PLAN MEASURES

4.1 Travel Plan Initiatives

4.1.1 The Travel Plan initiatives as below will be provided and will be subject to ongoing monitoring and review in terms of uptake and success:

Promoting Journeys on Foot

4.1.2 Journeys to/from the site on foot would be encouraged through the following:

- Distribution of walking maps to all staff;
- Making umbrellas available for loan; and
- Offering a free ride home for those walking to work in case of an emergency.

Promoting Journeys by Cycle

4.1.3 Journeys to/from the site by cycle would be encouraged by:

- Provision of secure cycle storage on-site;
- Provision of puncture repair kits to staff who cycle;
- Making cycle maps available to all staff; and
- Offering a free ride home for those cycling to work in case of an emergency.

Promoting Journeys by Public Transport

4.1.4 Journeys to/from the site by public transport would be encouraged by:

- Provision of up-to-date and extensive public transport information; and
- Offering a free ride home for those typically taking public transport to work in case of an emergency.

Promoting Car Sharing

4.1.5 Staff would be encouraged to car share to reduce the number of single-occupancy car journeys to the site through the following:

- Allocation of priority car parking spaces for staff who car share;

- Offering a free ride home for all car-sharers if lift falls through or an emergency occurs; and

- Setting-up an internal lift-share database for staff to identify potential opportunities to car share.

Personalised Journey Planning Contents

4.1.6 Personal Travel Planning can be provided for all staff who may feel that driving to work is their only option. Whilst it is recognised that this will be the case for some staff for a variety of reasons, there will undoubtedly be some who could realistically travel by an alternative mode. A personal travel plan would include:

- The location of bus stops close to the employee's home and identification of which of these provide a service to the site;

- Bus and train service timetables;

- Details of where and how to buy public transport tickets;

- The cost of tickets relative to the cost of driving;

- Details of pedestrian and cycle routes if the employee lives close enough to utilise these; and

- Details of car share schemes.

Remote Working & Reducing Travel Need

4.1.7 The most effective way of removing traffic and its consequences is to avoid travel in the first place. Facilitating working from home for viable roles can be encouraged through:

- Subsidising the cost of establishing an appropriate, comfortable home working space;

- Negotiating employee contracts to embed a formal split between home and office working;

- Providing resources to aid colleagues' mental wellbeing; and

- Setting aside time in the week for social interaction between intra-team and inter-team colleagues.

On-Site Infrastructure

4.1.8 The following provisions will be made through on-site infrastructure to encourage sustainable travel;

- Provision of secure cycle parking; and
- Provision of Electric Vehicle Charging Points (EVCPs).

Promotion and Partnerships

4.1.9 Information boards will include promotion of travel initiatives organised by local and national transport groups, including:

- Walk to Work Week (May);
- Work Wise Week (May);
- Bike to Work Week (June);
- Travelwise / European Mobility Week (September);
- National Liftshare Week (October); and
- Commute Smart Week (November).

4.2 Action Plan

A full Action Plan detailing the Initiatives is attached hereto at **Appendix D**.

4.3 Travel Plan Coordinator

4.3.1 A Travel Plan Coordinator (TPC) will be appointed, who will be responsible for all aspects of travel planning at the site. The Travel Plan Coordinator role could fall within the remit of an existing staff member, who will be responsible for taking the lead of the Travel Plan and responsible to raising awareness of the Travel Plans aims; objectives and target, and the monitoring and evaluation of any surveys undertaken throughout the life of the Travel Plan. It will be ensured that the Travel Plan Coordinator has adequate resources available to them to fully implement the Travel Plan.

4.3.2 The main responsibilities of the TPC will be, although not exclusively, as follows:

- Acting as a point of contact for all staff and visitors requiring travel information;
- Overseeing the site and implementation of the document and the measures it includes;
- Developing promotional marketing and awareness-raising materials to facilitate organised promotions;
- Undertaking monitoring of the Travel Plan, including designing and undertaking travel surveys and preparing a monitoring report;

- Liaising with all interested parties, stakeholders, management, local public transport operators, etc. in the delivery of the Travel Plan; and

- Working closely with the local authority Sustainable Travel Team to ensure the Travel Plan remains consistent with wider sustainable travel initiatives.

5 REVIEW AND APPROVAL

5.1 Implementation and Funding

5.1.1 An initial budget will be allocated for the implementation of the Travel Plan and reviewed by the Travel Plan Coordinator annually to identify whether any adjustments are required in order to achieve the Travel Plan aims, objectives and target.

5.1.2 The implementation of some measures (e.g., cycle parking) will be met as part of the construction phase, whilst the ongoing monitoring and management will be part of the Travel Plan Coordinator role.

5.1.3 Any other associated costs to fund ongoing Travel Plan measures will be met by Management. This, for example, could include maintenance costs and other resources as necessary to implement the Initiatives outlined.

5.2 Monitoring

5.2.1 An important part of any Travel Plan is the collection of data relating to the modes of travel used by staff, in order to identify and understand travel habits and how the site operates. The collection of such data could be undertaken through itrace-compliant SurveyMonkey questionnaires.

5.2.2 Following the initial surveys, monitoring will be undertaken by the Travel Plan Coordinator. The Travel Plan Coordinator will be responsible for comparing the results and adjusting the target and Initiatives accordingly, they will also take into account travel-related feedback received from staff throughout the year. In addition, the Travel Plan Coordinator will prepare an updated Travel Plan following monitoring surveys.

5.2.3 An overview of the monitoring and management process is set out in **Figure 8**.

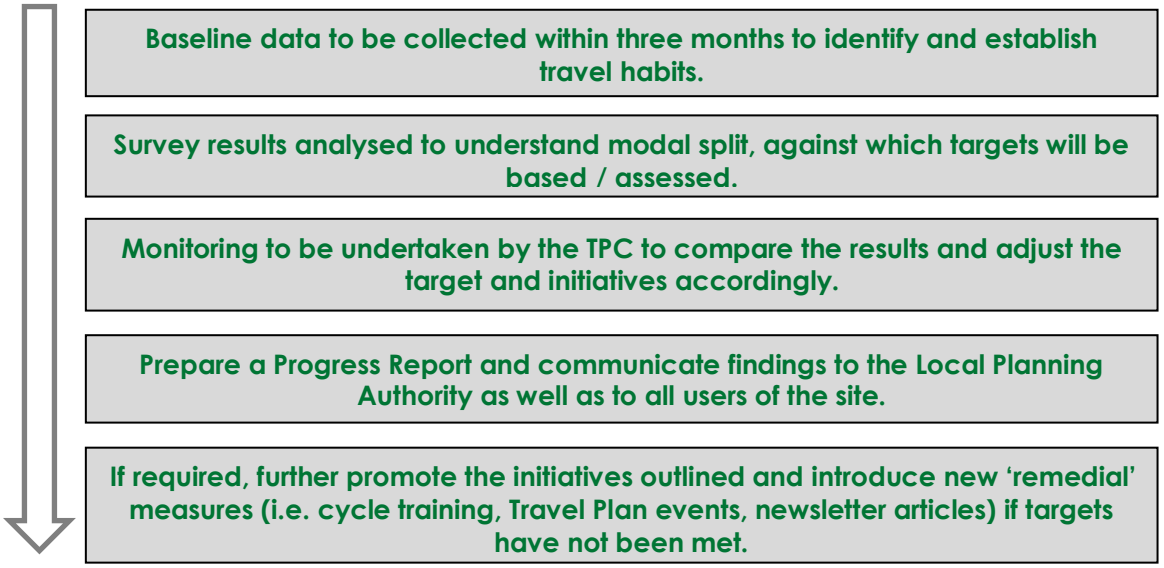


Figure 8 Monitoring and Management

5.3 Approval

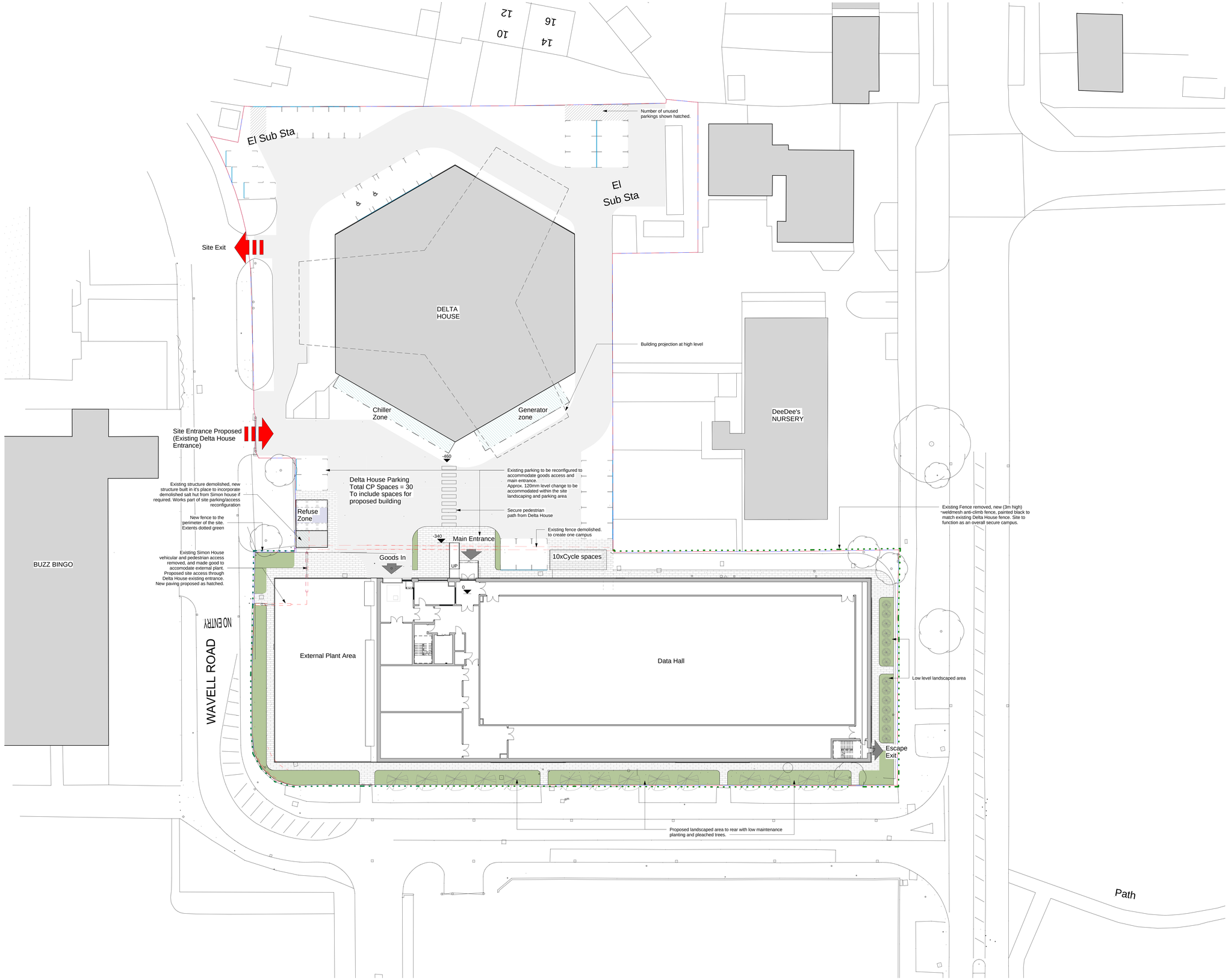
5.3.1 This Travel Plan is hereby approved for implementation at the following development:

Simon House, Wavell Road, Wythenshawe, M22 5RA

Initial	Company/Organisation	Date
RLR	RGP	23/04/2025
TBC	TBC	TBC

5.3.2 As noted within, this is a 'live' document and will be subject to continuous updates and amendments over the course of its implementation.

APPENDIX A



1 LEVEL 00 - Site Plan Proposed 1-200
1 : 200

Information

Copyright of ttsp Ltd ©

N

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A0

GENERAL NOTE:

Existing drawings based on information by ACAD Design and Surveys,
Topo Survey by JLP Surveying Consultants

KEY

- Application Boundary
- Extent of new boundary fence
- Existing to be removed
- Proposed paving
- Proposed landscaping
- Refuse Zone
- Existing Structure (indicative)

WIP

Rev	Date	Description	By	Ch'd
P04	07.02.2023	Issued for review	DM	IM
P03	02.06.2023	Issued for review	DM	IM
P02	25.05.2023	Issued for information,comment	DM	IM
P01	22.05.2023	Draft issue for information	DM	IM

Drawing Status
FOR INFORMATION

Project Title
KEYSOURCE - TELEDATA MAN2

Drawing Title
Site Plan - Proposed

Sheet	Scale	Date	Drawn	Ch'd
A0	As indicated	26.04.2023	DM	IM

Project No.
3447

Drawing No. Rev
3447-TSP-ZZ-XX-DR-A-00-002 P04

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APPENDIX B

EVA-22D-SE-RFID / EVA-22D-SE-RFID-C

22kW Pro Earth Floor AC Charger Dual Gun RFID [63a Three Phase]



The Future of EV Charging

The EVA-22D-SE-RFID & EVA-22D-SE-RFID-C is a three-phase dual AC charging unit, packed with features, such as a no earth spike required installation. The dual gun charger is perfect for both domestic and commercial use with a market-leading five-year warranty.

This charger also has time shifting capabilities giving you the opportunity to save £100's per year*, a cable lock system for added security, free mobile monitoring app, and a dynamic load balancing system.

The EVA-22D-SE-RFID & EVA-22D-SE-RFID-C is ready out of the box and perfect for any domestic electric vehicle charging. The RFID unit comes with one RFID card as standard, with additional RFID cards (EV-RFID) available for purchase. Optional ground mounts (EV-GMEVA-D-2) & optional protection posts (EV-POST2) are available to purchase.

- TYPE 2 x2 SOCKETS
- DUAL GUN PRO EARTH
- CABLE LOCK SYSTEM
- 5 YEAR WARRANTY
- RFID CONTROL
- MID METERING



METHODS OF CONTROL

Plug & Charge - Project EV's ethos is to make charging electric vehicles easy and stress free for all. With the Plug and Play mode you do not require any additional software or applications to control your EV charge point, you simply plug your car into a Project EV device, and the charge begins.

RFID - RFID Mode Charging is an easy simple way for uses to control their EV Charge Point with a swipe of a card. One RFID card is supplied as standard, however extra cards can be supplied for those interested in public charging.

Project EV App - The FREE Project EV App allows you to choose and customise charging rates, prioritise off-peak charging to maximise savings (including via a solar charging mode) and create charging records; so you can see and control all your data.

Project EV Pro App - The Project EV Pro App is a unique EV charging platform, providing you the ability to utilise public charging capabilities and manage and control multiple chargers - from which you can generate a fluid revenue stream.

ANDROID APP ON Google play

Download on the App Store

Note - EVA-22D-SE-RFID/EVA-22D-SE-RFID-C Datasheet - Information correct as of 01/23

*The amount of potential savings you can save per year depends on your energy provider, and your set energy tariff rates.

Input & Output

Input Amps	63a Three Phase
Input voltage	415V AC
Input frequency	50HZ
Output voltage	415V AC
Max. output power	22KW per socket
Max. output current	32A per socket
Charging interface type	IEC 62196-2, Type 2

Protection

Over voltage protection	✓
Under voltage protection	✓
Over load protection	✓
Short circuit protection	✓
Earth leakage protection	✓
Over-temp protection	✓
Surge protection	✓
PEN fault protection	✓
Anti tamper Switch	EVA-07D-SE-RFID-C Model Only

Function & Accessory

LCD	Yes
Ethernet/WIFI/4G	Yes/Yes/Opt.
Outlet Type	Type 2 (socket)
Number of outlets	2
RCBO	Type A +6mA DC fault current protection (Equivalent to Type B)
LED Indicator light	✓
Mid Metering	✓
Emergency stop button	✓
RFID	✓
Dynamic Load Management	Modbus Meter Only (EV-TPM)

Working Environment

Protection degree	IP65
Environment temperature	-25°C~+50°C
Relative humidity	0-95% non-condensing
Cooling	Natural air cooling
Standby power consumption	＜8W
IK Rating	IK10

Mechanical

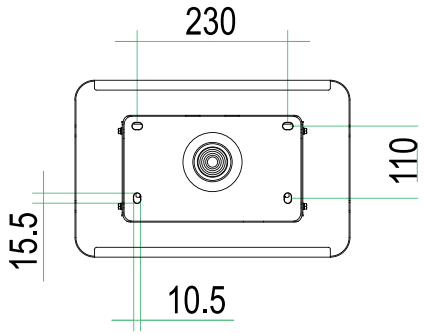
Dimension (W/H/D)	320/1635/175mm
Weight	30KG

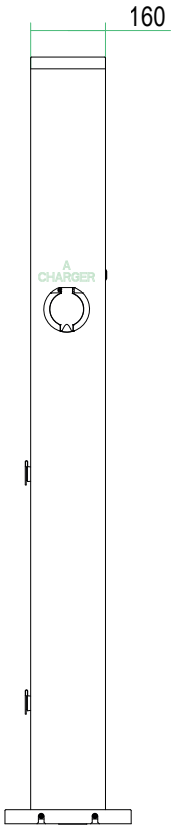
Mounting & Accessories

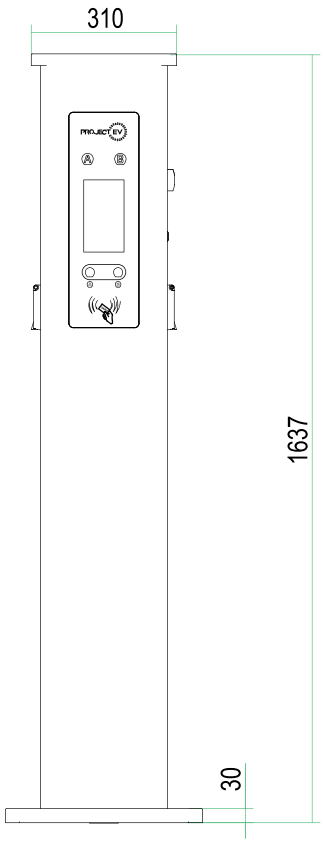
Ground-mounting	Opt. EV-GMEVA-D-2
Recommended base size (W/H/D)	600/600/400mm
Dynamic Load Management	Opt. EV-TPM-200A

Certification

CE	✓
SA8000 Accredited	✓
OZEV Approved	✓
UKCA	✓







Dual Floor Pro Earth
User Manual

A Complete Guide From Installation To Operation



EVA-07D-SE-RFID / EVA-22D-SE-RFID
EVA-07D-SE-RFID-C / EVA-22D-SE-RFID-C

Dual Outlet Floor AC Charger
User Manual

*Information correct as of 05/23

Disclaimer

This user manual is copyrighted by Project EV. (Hereinafter referred to as “ATESS Power Technology”). No company or person may extract or copy part or all of this user manual without the written permission of ATESS Power Technology. Content must not be transmitted in any form, including materials and publications.

All rights reserved. ATESS Power Technology has the final right to interpret this user manual. The information in this manual is subject to change without notice.

Thank you for using Project EV charging equipment!

EVA series of intelligent dual outlet AC charger is a power supply device that uses professional and advanced technology to provide energy supply to electric vehicles, it also has friendly man-machine interface and versatile functions of control, billing, and communication. The charger can be connected to a back-office server to utilise the functions of diversified communication options, including wired Ethernet, WIFI, 4G is available for back-office server connection. We sincerely hope that this product can meet your needs and will continuously improve the quality of our products.

Features Packed as Standard

We pack our products with the best features, so you can make the most out of your EV charger.

All of our 7.3kW fast charge points, up to our 40kW rapid chargers, are all OZEV approved. All of our chargers are OCPP 1.6 compliant, all meeting UK & European standards, and they are all covered by a market leading five-year warranty.

- 5 YEAR WARRANTY
- PRO EARTH — NO SPIKE REQUIRED
- CABLE LOCK SYSTEM
- 18TH EDITION COMPLIANT
- SOLAR COMPATIBLE
- ONBOARD RCBO ISOLATION
- DYNAMIC LOAD MANAGEMENT
- OFF-PEAK TIME SHIFTING

Project EV are proud to be one of the most competitively priced electric vehicle charge point manufacturers on the market, with a highly versatile range, we are positive Project EV can solve all your charging needs.

Key Features

Compact Design

Attractive appearance, simple but elegant

Full Protection

Full electrical protection, over/under temperature protection, etc

Global Standard

OCPP v1.6 open charge point protocol. IEC 62196 type II connector

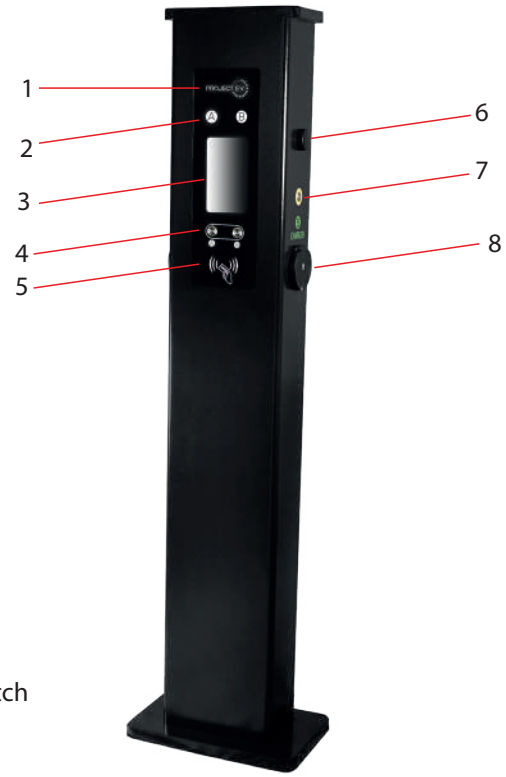
Intelligent

Intelligent power adjustment, emergency stop, WiFi/APP/ethernet monitoring

Contents
Dual Floor Pro Earth

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- **Specification** 5-6
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  EVA-22D-SE-RFID / EVA-22D-SE-RFID-C
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Product Description
Dual Floor Pro Earth



1. LOGO
2. A/B Status Indicator
3. LCD display
4. Button/A & B Gun Switch
5. RFID reader
6. WIFI/4G Antenna
7. Emergency Stop Button
8. Outlet B

Specification

EVA-07D-SE-RFID / EVA-22D-SE-RFID-C

Input & Output

Input Amps	63a Single Phase
Input voltage	230V AC
Input frequency	50HZ
Output voltage	230V AC
Max. output power	7KW per socket
Max. output current	32A per socket
Charging interface type	IEC 62196-2, Type 2

Protection

Over voltage protection	✓
Under voltage protection	✓
Over load protection	✓
Short circuit protection	✓
Earth leakage protection	✓
Over-temp protection	✓
Surge protection	✓
PEN fault protection	✓
Anti Tamper Switch	EVA-07D-SE-RFID-C Model Only

Function & Accessory

LCD	Yes
Ethernet/WIFI/4G	Yes/Yes/Opt.
Outlet Type	Type 2 (socket)
Number of outlets	2
RCBO	Type A +6mA DC fault current protection (Equivalent to Type B)
LED Indicator light	✓
Mid Metering	✓
Emergency stop button	✓
RFID	✓
Dynamic Load Management	Modbus Meter Only (EV-SPM)

Working Environment

Protection degree	IP65
Environment temperature	-25°C~+50°C
Relative humidity	0-95% non-condensing
Cooling	Natural air cooling
Standby power consumption	<8W
IK Rating	IK10

Mechanical

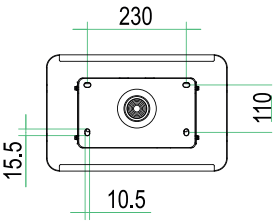
Dimension (W/H/D)	320/1635/175mm
Weight	30KG

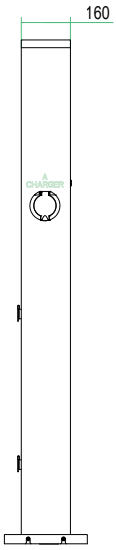
Mounting & Accessories

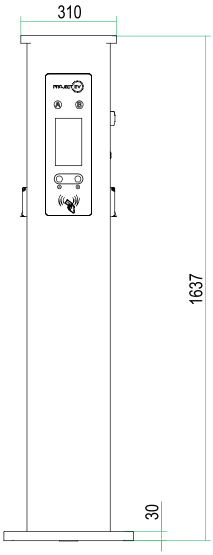
Ground-mounting	Opt. EV-GMEVA-D-2
Recommended base size (W/H/D)	600/600/400mm
Dynamic Load Management	Opt. EV-SPM

Certification

CE	✓
SA8000 Accredited	✓
OZEV Approved	✓
UKCA	✓







Specification

EVA-22D-SE-RFID / EVA-22D-SE-RFID-C

Input & Output

Input Amps	63a Three Phase
Input voltage	415V AC
Input frequency	50HZ
Output voltage	415V AC
Max. output power	22KW per socket
Max. output current	32A per socket
Charging interface type	IEC 62196-2, Type 2

Protection

Over voltage protection	✓
Under voltage protection	✓
Over load protection	✓
Short circuit protection	✓
Earth leakage protection	✓
Over-temp protection	✓
Surge protection	✓
PEN fault protection	✓
Anti tamper Switch	EVA-07D-SE-RFID-C Model Only

Function & Accessory

LCD	Yes
Ethernet/WIFI/4G	Yes/Yes/Opt.
Outlet Type	Type 2 (socket)
Number of outlets	2
RCBO	Type A +6mA DC fault current protection (Equivalent to Type B)
LED Indicator light	✓
Mid Metering	✓
Emergency stop button	✓
RFID	✓
Dynamic Load Management	Modbus Meter Only (EV-TPM)

Working Environment

Protection degree	IP65
Environment temperature	-25°C~+50°C
Relative humidity	0-95% non-condensing
Cooling	Natural air cooling
Standby power consumption	<8W
IK Rating	IK10

Mechanical

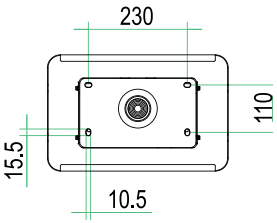
Dimension (W/H/D)	320/1635/175mm
Weight	30KG

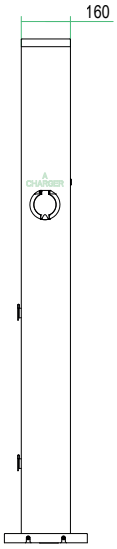
Mounting & Accessories

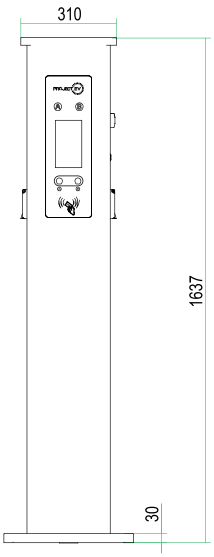
Ground-mounting	Opt. EV-GMEVA-D-2
Recommended base size (W/H/D)	600/600/400mm
Dynamic Load Management	Opt. EV-TPM-200A

Certification

CE	✓
SA8000 Accredited	✓
OZEV Approved	✓
UKCA	✓







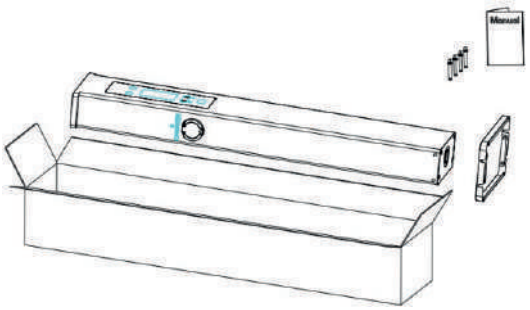
Packaging List
Dual Floor Pro Earth

No.	Name	Qty	Remark
1	Charger	1	
2	User Manual	1	
3	Quality Certificate	1	
4	User Card	3	
5	M5*12 stainless Steels hex-head self-drilling screws	4	4 to fix the bottom cover
6	M8*80 Plastic expansion bolts	4	The bottom bracket
7	Pedestal	1	Chargepoint base

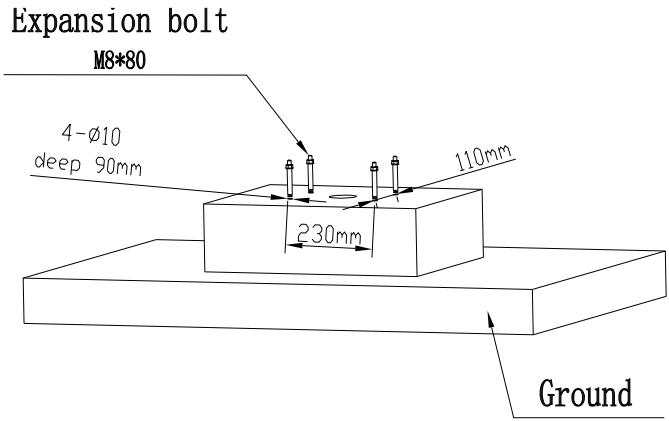
Installation
Floor Mounted

Mount on a Wall

1. Open the packaging, you'll see a charge point, a mounting bracket, a user manual and a bag of mounting accessories. There is also an RFID card.

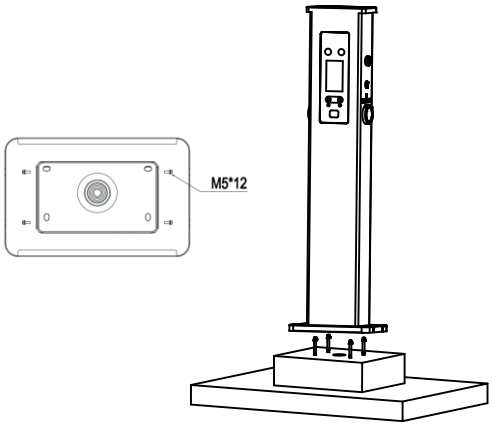


2. The pole must be installed on a hard surface (concrete surface is recommended or ground mount for soft ground). It can also be mounted on a solid ground. Drill holes according to the requirements marked on the illustration for fixing expansion bolts.

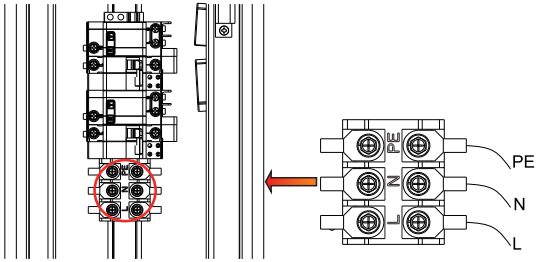


Installation
Floor Mounted

3. Fix the pole onto the holes with expansion bolts. The input cables go into the pole from the centre at the bottom and will exit through the grommit provided below the charger.



4. Using the keys provided, open the door to the charger, crimp the cables using M8-x Metal crimp lugs. Polarity can be found written on the terminal points - the RCBO is at the top of the unit (Left is A and Right is B) and may need the resetting to power up. Once complete, close and lock the access door of the charger.



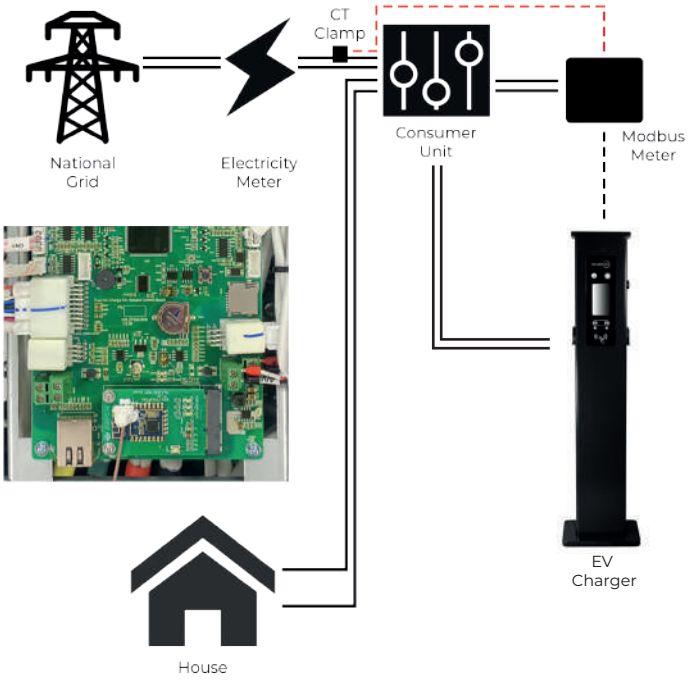
	Model	L	N	PE
Terminal	7K			
Wire	7K	≥16mm² ≥AWG5	≥16mm² ≥AWG5	≥16mm² ≥AWG5

Disclaimer: All terminals must be torqued to 5.5Nm.

Installation
Modbus Meter

To monitor the real-time power import and export, a CT clamp is needed for this function to work properly. The CT Clamp is needed to operate and use, both solar and dynamic load balancing only.

Note: CT Clamp wiring can be extended up to 50m using Cat5e cable.



Load Management
Dual Floor Pro Earth

Dynamic Load Management

For dynamic load management to work the Modbus Meter must be installed correctly and the following setting must be set:

- Enable Power Allocation - Enabled
- External current sampling method - Meter
- External monitored max input power (kw) - main fuse size
- Meter Address - Side Of Meter

External monitored max input power is measured in kw and must be set to the main fuse size so that if the load on the property was to reach the limit set the charger would reduce it's output accordingly to not exceed the property main fuse.

60A = 13kw
80A = 18kw
100A = 23kw

Static Load Management

For installations where dynamic load management is not possible you can hard limit the charger using setting **'charger maximum output current (A)'** - As default this will be 32A, however can be downrated to as low as 6A (1.76kw) if required and anything inbetween.

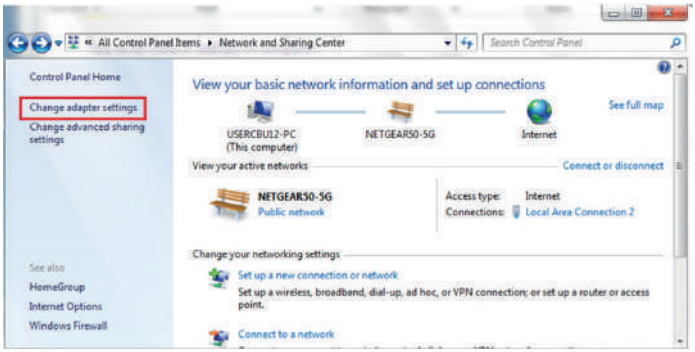
Configuring a laptop for commissioning

Setting the laptop for a static IP.

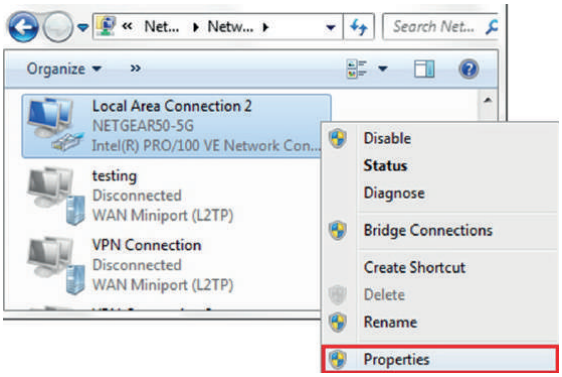
The Charger's default IP address is 192.168.1.5. To access the parameter setting interface, you'll need to first set the computer's IP to **192.168.1.3**
To set a static IP on your Windows computer:

1. Click **Start Menu > Control Panel > Network and Sharing Center**. (For Windows 8 and higher, search for and open Control Panel and select Network and Internet).

2. **Click Change adapter settings.**

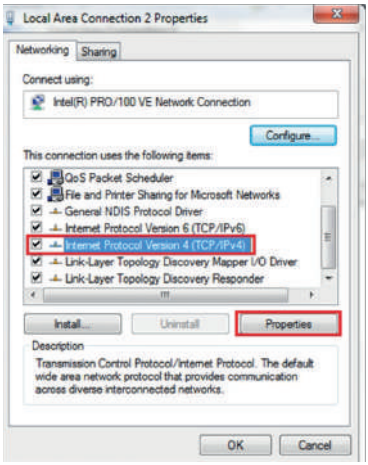


3. Right-click on Local Area Connection Ethernet and click on properties.

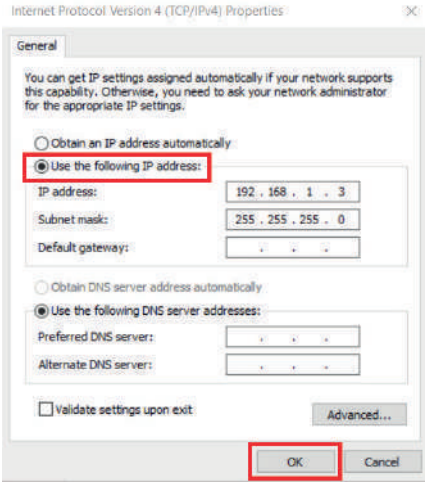


Configuring a laptop for commissioning

4. Select Internet Protocol Version 4 (TCP/IPV4) and click on properties.



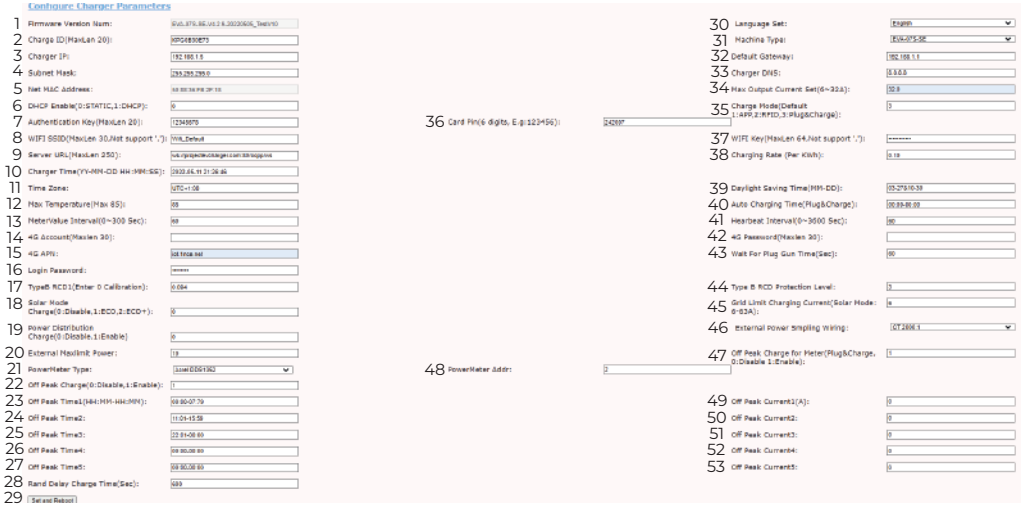
5. Select 'Use the following IP address' and enter the IP address, subnet mask, default gateway. Click OK and close the Local Area Connection properties window.



Laptop commissioning settings explained

Connect the charger to a computer via a network cable. Open the web browser and type in **192.168.1.5:8080** in the address field and click enter, then the parameter setting page of the charger will open up.

Parameter setting can only be done via web browser on a computer. It is suggested to use microsoft edge or chrome (other browser might have compatibility problems).



Laptop commissioning settings explained

1. Firmware version of the Charger. This item cannot be modified here on the setting page.

2. Charger ID: this is the unique identification of the Charger. If the charger is to be connected to Project EV back-office server, this ID must be set as the serial number on the nameplate of the Charger. Otherwise the Charger cannot be registered on the server.

3. Charger IP: The default IP is 192.168.1.5. It is not suggested to change the default IP. If you have changed the default IP and forgot the new IP, you can reset the charger to factory setting by long press the reset button(the reset button on control board, not the emergency stop button) until the charger reboot. Then you can use the default 192.168.1.5 for access. Please note: ID(same as serial number, can be found on the nameplate sticker) and server url, otherwise the charger won't be connected to the back-office server. After restoring the charger to factory setting, you'll need to reset the charger

4. Charger Subnet mask: The default value is 255.255.255.0. It is not suggested to change. If the subnet mask has been reset to other value and you have forgotten the new value, you can restore the charger to factory setting by long press the reset button.

5. Net MAC Address

6. Change the charger from static IP to DHCP- It is recommended to use static to allow future access if required.

7. RFID TAG Limit

8. WiFi SSID(wireless network name)

9. Server URL is to set the domain name or IP address of the back office server to be connected. The domain name of Project EV is **ws://projectevcharger.com:80/ocpp/ws**. For electric miles use **ws://occpp.electricmiles.io/**

10. Charger Internal Time - This is when the unit is online as the time is retrieved from the server.

11. To be used to alter the time zones should the charger be installed outside GMT time zone.

12. Max Temperature the charger internals will reach before triggering a fault.

13. Meter value time in Seconds - The charger sends these to the server to be displayed in the app.

Laptop commissioning settings explained

14. Only Required with other brands of sim cards
15. If used in 4G this is required to let the charger know which sim server to connect to.
16. This is the login password for the or laptop on commissioning default is 12345678 and is recommended to change this on commissioning.
17. RCD Calibration
18. Solar Modes
19. Enable Load Management / Solar Features
20. Property Main Fuse Size (kw)
21. Load Management Meter Model
22. Opt Out/ Opt In of the UK EVC regulations default charging hours plug + charge
23-27. UK EVC regulations 2021 charge allowed times
28. UK EVC regulations 2021 randomised delay to 600 seconds and can be changed by end user
29. Save settings
30. Language
31. Charger Module
32. LAN Connection default gateway
33. Charger DNS server
34. Stati output of the charger
35. Charging Mode: 1. APP/RFID mode; 2. RFID Mode; 3. Plug & Charge Mode
36. RFID Default Pin
37. WIFI Password
38. Default charging cost for records for multi tariffs set up in the app.
39. Daylight saving start + end date
40. Plug + charge allowed charge window
41. Heartbeat signal sent to the server (time in seconds)
42. Password required by some sim cards that are not Project EV.
43. Time out (in seconds) for starting charge without plugging in a vehicle
44. Required for testing purposes only
45. Minimum export power required before the vehicle charge will engage (1.76kw/6amp)
46. Load Management reading hardware - CT/Power Meter
47. Opt Out / Opt In of the UK EVC regulations default charging hours plug and charge
48. Power Meter Address
49-53. Limit your charger to the adjacent times. 0 is default setting 34.

Introduction to the Project EV Standard App

Description
The Project EV Standard App is an app for controlling your charger. It can help you quickly and easily charge your vehicle with your charger.

Main Functions Of Project EV Standard App
(1) The user can add a charger by entering the chargepoint serial number and scanning the QR code.
(2) The user can control the start and stop of the charger through the APP.
(3) The user can preset the charging scheme and reserve charging.
(4) The user can modify the parameter settings of the charger.
(5) Users can authorise other users to use their own charger.
(6) The user can view the charging record.
(7) Users can manage and set up their own accounts.

Performance
The APP is easy to use and reliable, it guarantees information security and confidentiality.

Instructions

APP download and install
Android phone users can search and install “Project EV” through Google play.
iPhone users can search and install “Project EV” through the App Store.

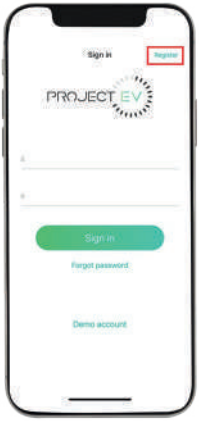
Registration and login
When the user first visits, the user registration is performed by the following steps:
Click the desktop icon Login page Register.

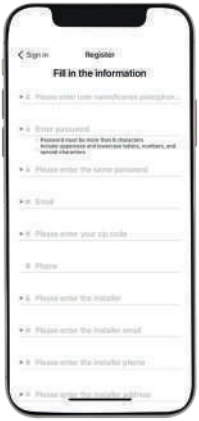
Project EV Standard App
Creating a new account

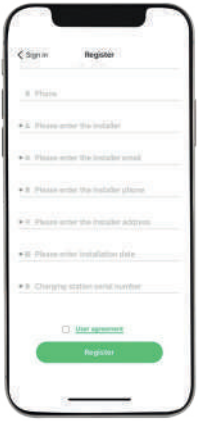
Firstly, if you have not done so already, you will need to create a unique account for yourself. Select **register** on the top right of the app and follow the required fields. These are de-noted with a * next to them. If an installer details are unknown, please state **unknown** as they are a required field. Once all the fields have been completed, read and tick the user agreement before pressing register.

Installer details are used by Project EV to give assistance to installers, and to contact them should an issue be raised. This could be installation based and not charger hardware issues.

Installer Top Tip:
If you are installing Project EV chargers regularly, set your own account up to commission the chargers - when completed simply delete the charger from your app and add to the customer account - All the settings entered are transferred over!





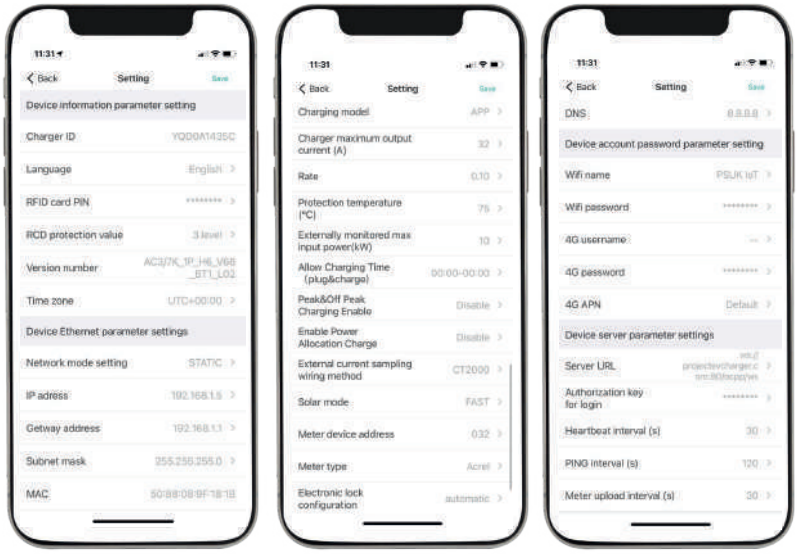


Project EV Standard App
Commissioning Process

APP Commission
1. Download Project EV App.
2. Create user account
3. Add charger to serial number on the account.
4. Power charger up from the fuseboard – (This will emit hotspot for 1-2 minutes from when unit is powered on to allow user to get back to charger)

5. Press the WiFi symbol in top right of the App
    a. Go to WLAN settings
    b. Connect to charger Serial Number
    c. Enter password '**12345678**'
    d. Go back into the App
    e. Serial Number appears above connected next
    f. Press '**Connected Next**'

6. Enter in the desired settings. (CAUTION: Any WIFI details are case sensitive).



EV Smart Charge Points Regulations

What are the EV Smart Charge Points Regulations?

The Electric Vehicles (Smart Charge Points) Regulations 2021 is the sale and installation of electric vehicle charge points are prohibited unless they meet smart functionality requirements.

The regulations only affect charge points defined as:
• Occupiers of domestic premises and their visitors
• People at their place of work including fleet drivers at most depots

At Project EV, we would like to highlight and put your mind at ease that all of our charge points comply with these new standards and have been designed to protect both the stability of the electricity grid and our consumers. Project EV is working in partnership with Electric Miles to provide consumers with not only a compliant solution, but the best smart charging experience available.

Key Points You Should Know

• **Default off-peak charging** – The charge point will not operate during peak hours of 8am to 11am and 4pm to 10pm, on weekdays. We would like to make it clear that you can over ride these options if you wish.

• **Demand Side Response (DSR)** – Any charge point with a DSR Agreement won't need to follow the default off peak charging regulations as a DSR Agreement will work in conjunction with the end user's electricity tariff enabling the user to save money. Project EV has teamed up with **Electric Miles** who can provide this feature should you require it.

• **Randomised delay** – Please note when you set your car to charge it may not start instantaneously, it may take up 600 seconds before the car begins to charge. This is of no fault on the charger, it is simply complying to regulation above. However, there are certain charging scenarios where this functionality is not desirable, particularly if an immediate response is needed from the charge point, therefore the owner or end-user has the option to cancel the randomised delay by manually overriding the delay for that charge.

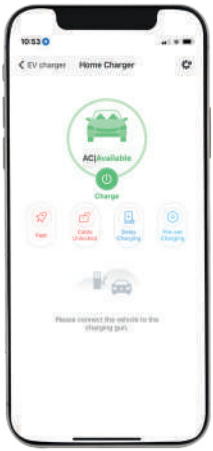
If you have any questions regarding the regulations above please send an email to:
enquiries@projectev.co.uk

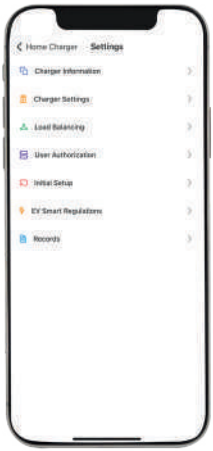
These regulations are mandatory, and will come straight out the box with the settings included. As per regulations, in certain circumstances, these regulations are not desirable and must give the end user the option to opt out at any point - as well as to opt back in.

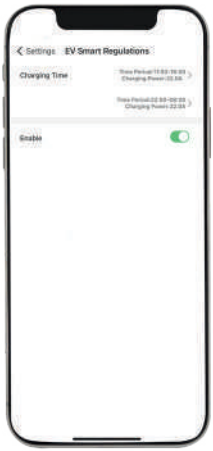
EV Smart Charge Points Regulations

How to opt out of the peak charging hours

To opt out, there are two ways to do this. The first way is to plug into the unit with a laptop and change setting 22 + 47 to 0. This will disable the pause in charging in peak hours. The second way is once the unit is available on the app, go into the settings, into EV smart regulations and select the slider to the left.







Anti-Tamper Switch

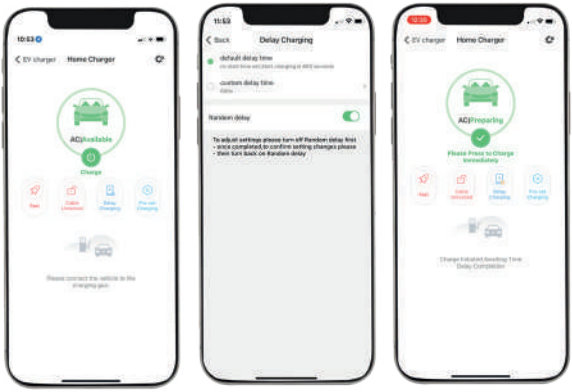
New Regulations require an added level of security, so now units have an anti-tamper switch.

If someone opens the door and activates the anti-tamper switch, the unit displays 14 red flashes and displays error and door open on the app.



EV Smart Charge Points Regulations

How to opt out / adjust time delay



You can opt out/adjust the time delay on setting 28 when configuring with a laptop. However, similar to the peak hours settings, this can also be done via the app.

Firstly, select delay charging on the home screen to access the settings. The slider to the left will turn off all time delays. There are two options if you wish to keep the time delay - default will operate and start the charge any time from 0-600 seconds whereas custom will start the charge after the set period of 1-1800 depending on the desired range.

Should you start a charge with the time delay enabled you can start the charge immediately by pressing the charge button again. Otherwise the charge will begin automatically once the time delay has been passed.

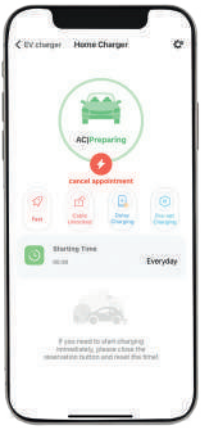
• **Privacy** - Charge points are now required to meet certain privacy and security standards. In terms of privacy, chargers ensure all data sent to and from the station is encrypted and protected to safeguard user privacy and mitigate the risk from cyber attacks. The regulations also require users to be able to easily control what data they share and provide ways of deleting any personal data that has been collected. By default, this information will only be retained for 12 months.

• **Security -** New regulations require an added level of security. The regulations require that a charger must be 'designed, manufactured and configured to provide appropriate protection against the risk of harm to, or disruption of, the electricity system and the relevant charge point.' In other words, chargers will need to ensure they are created in a way that safeguards the user's safety, prevents damages to the charger, and guarantees the charger won't disrupt the electrical grid, for example, by overloading it.

These regulations are mandatory and will come straight out the box with the settings included. As per regulations, in certain circumstances, these regulations are not desirable and must give the end user the option to opt out at any point - as well as to opt back in.

If you have any questions regarding the regulations above please send an email to: enquiries@projectev.co.uk

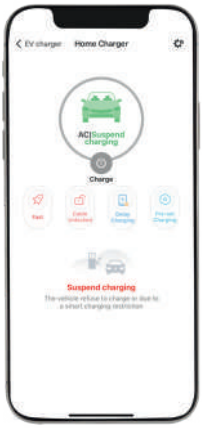
Project EV Standard App
App Status



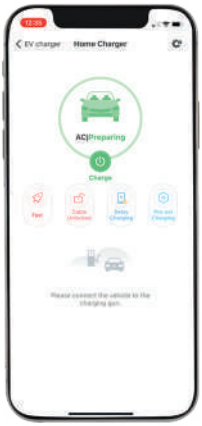
Schedule Charge Set



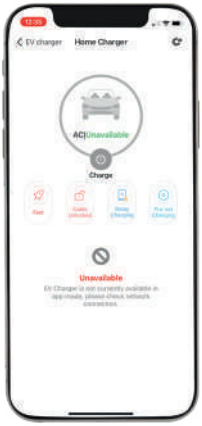
Charger Faulted



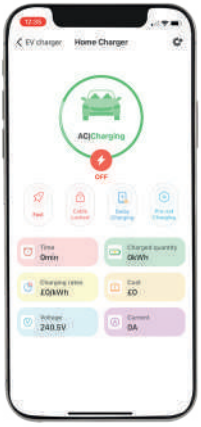
Car Fully Charged



Car Plugged In



Charger Offline

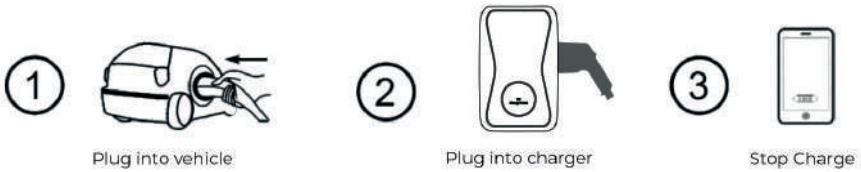


Car Charging

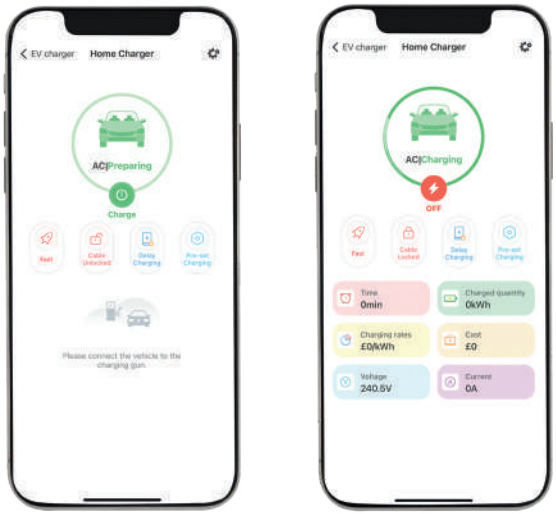
Project EV Standard App
Charger Control Methods

Charging Mode & Operation

APP/RFID Mode:
Initiate or cease charging by using App or by swiping RFID card (If applicable). You can also use App for reservation and payment provided that the back office server supports such functions.



If you are using the Project EV App, charging can be stopped by pressing the on/off button on the App.

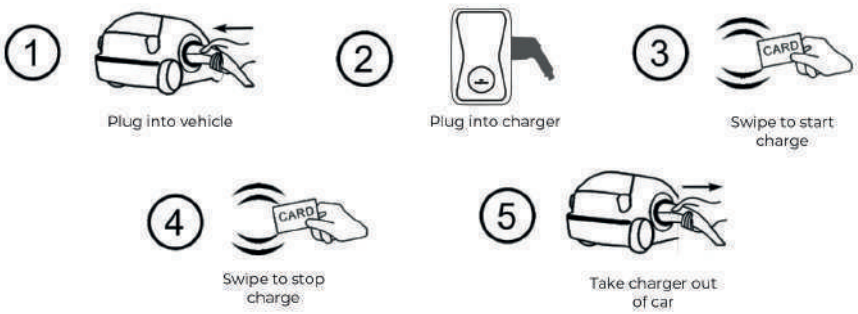


Always ensure you plug charger in vehicle, then charger before using App or RFID.

RFID Mode:

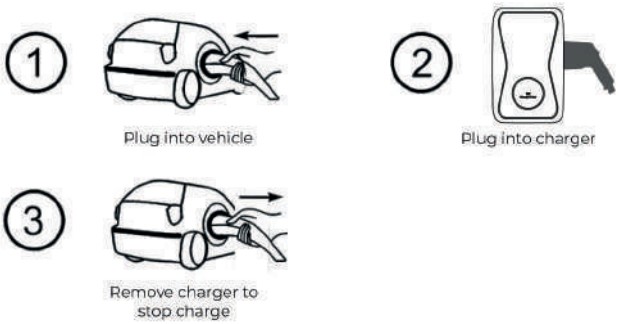
Always plug in vehicle then charger- then tap RFID

Charging can only be initiated or ceased by swiping RFID card.



Plug & Charge:

Charging will start automatically after EV plugged in. If you want to stop the charging , just press the forced on/off button on the side of the charger.



When the chargepoint status is preparing, the user can use the preset charging scheme and the reserved charging function by selecting Pre-Set charging.

When charging, the preset charging scheme, the amount of charge, the amount of consumption, the duration of charging, the charging rate, and the current voltage are displayed.

Preset charging scheme and reservation function



You can make an appointment to charge according to the amount, amount of electricity, and duration. For example, if the preset power is 20kwh, the charge point will automatically stop charging when the charging power reaches 20kwh.

Only one of the three charging schemes can be selected to take effect at 1 time:

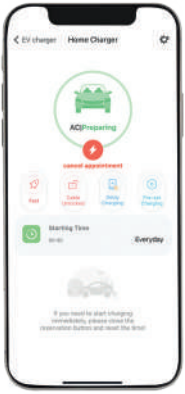
Click the cost to set the preset amount. When the preset amount is reached, the charger stops charging.

Click the energy to set the preset power. When the preset power is reached, the charger stops charging.

Click the time to set the preset time. When the preset duration is reached, the charger stops charging.

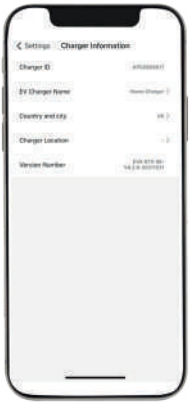
Project EV Standard App
Scheduling a charge

You can also schedule a charge start time and set whether it will take effect every day. For example, if you want to start charging at 00:30 every day, if the vehicle is connected to the chargepoint, charging will start automatically.



The preset charging scheme and the reservation function can be used simultaneously. However, when using at the same time, the lower reservation charging is only used as the start time, and the reservation time period cannot be set.

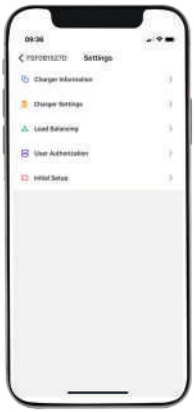
On the setting page, the user can view the charging station ID, and the version number (not modifiable) in charger information:

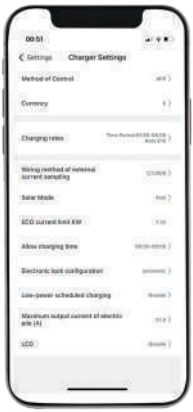


Parameter settings
You can set the charger parameters by parameter setting.

The basic parameters can be modified - the name of the charger, the national city, and the station.

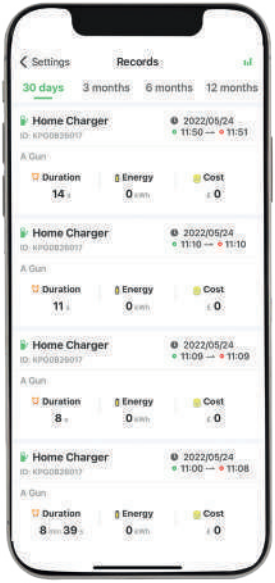
Under charger settings you can change charge rates which will be used to work out total cost in records. The method of control (App, RFID, Plug + Charge) can also be changed here along with the lead lock system + solar modes.





Project EV Standard App
Making your unit bespoke

Charging Record
Press 'Records' found in charger settings to view past charge records, this will include charger ID, Gun A or B, Time, Energy, Cost and many other great details to help you keep track of your EV charging



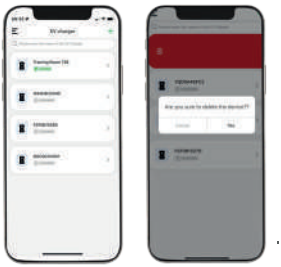


Project EV Standard App
Account Management

Add charger
When you use Project EV for the first time, you need to add the charger in the APP to set up and control it. The process of adding a charger is as follows:
Click ‘Add’ to add a charger by scanning the code or entering the charger ID.



Charger switching and removal
When there are multiple chargepoints, you can switch the chargepoint by clicking on the name of the chargepoint. Press and hold the chargepoint name to remove the chargepoint. You can add a new chargepoint by adding a button.



Start and stop control of charger.



Press ⚡ to turn on/off.
Note: when charger status is Preparing, you can press ⚡ to start charging.

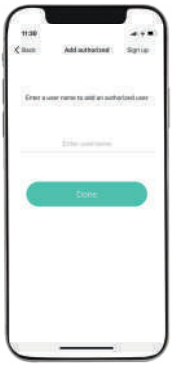
Project EV Standard App
Account Management

Authorisation management
To manage authorised users, you can view the authorisation time, account name, and delete user in the authorisation management interface.



Users can authorise other users to use a charging station through authorisation management. Enter the user name to authorise other users to use the chargepoint.

If the person you want to authorise does not have an account, you can register the new user by pressing the button in the upper right corner of the screen.



Users can manage their accounts, set their avatars, change their passwords, and bind their mobile phone numbers and mailboxes.

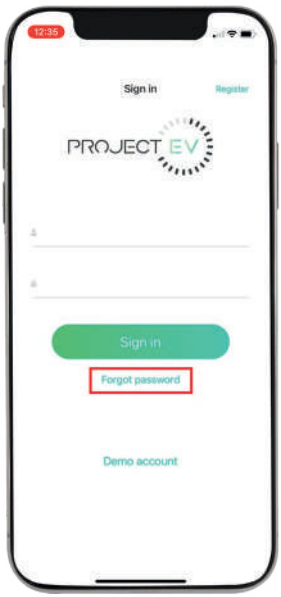
Change password: You need to verify the original password, then enter and confirm the new password.

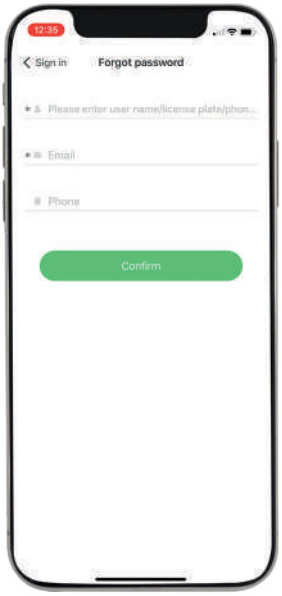
Modify the phone number: Follow the steps to verify the new phone number with a verification code.

Modify the mailbox: Follow the steps to verify the new mailbox by verification code.



Forgotten Password
For a forgotten password, go to the login page, click “forgot password” button, and follow the instructions.





Electric Miles

Troubleshoot by LED behaviour or LCD display

If fault occurs, users can check the fault information on the LCD or by the number of blinks of the LED indicator light. Each fault is indicated with a sequence of different numbers of LCD blinking. A pause of 3 seconds between each sequence indicates the beginning or end of a sequence. If multiple faults happen at the same time, each sequence of blinking shows in chronological order at an interval of 3 seconds.

Please see the table below for detailed information:

No.	Fault Code on LCD (If Available)	Number of blinks on the LCD	Fault Description
1	100	3	Red emergency stop button is pressed or broken
2	105	1	Over Voltage on phase L1
3	106	2	Under Voltage on phase L1
4	108	4	Over Current
5	109	5	Over Temperature
6	110	6	DC leakage current detected
7	111	7	RS485 Communication Fault
8	112		Reserved
9	113	9	Type A Switch Fault
10	114	10	Relay
11	115	11	PE Fault
12	116	12	PEN Fault
13	117		Reserved
14	118	14	Anti-Tamper Switch Activated
15	1000		Other Fault

Troubleshooting
Dual Floor Pro Earth

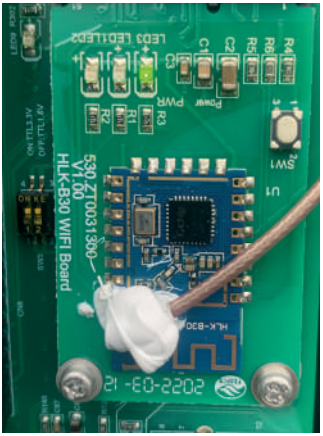
No Connection: App shows unavailable

On the Wi-Fi module (blue band), is there 1 or 2 blue lights?

1 Light:
Check Wi-Fi details entered correctly and Wi-Fi is available at charge point location.

2 Lights-
Check charger is not still connected to phone + check firewall problems.

LED 1-
LED 1 will rapidly flash when the charger is connected to Wi-Fi.



On the 4G module (Red band) is the light solid or flashing?

Solid -
Check Sim is inserted correctly + aerial is correct.

Slow Flashing-
Connected to 3G (Network may take some time to show available. Check 4G APN in charger parameters are correct for the Sim inserted.

Fast Flashing-
Connected to 4G (Check 4G APN in charger parameters are correct for the Sim card inserted.



Charging Issues
If charging cannot start after the car is plugged in

a. Check if the red emergency stop button is pressed. .
b. Check what charge mode is being used

APP/RFID- Charge can only be started/stopped by APP or RFID card, and the charger must be connected to the back office server already.

RFID- Charge can only be started/stopped by RFID card.

Plug & Charge- Charge will start automatically when car is plugged in.

c. Check if off-peak charging is set and if charger's time is correct. If off peak charging is set, charge can only start within the charging allowed time period.

d. Check vehicle settings

Cannot unplug the cable from the charging point

When charging finishes, customer can unlock the car with key, and then unplug cable from car and the charging point. If the cable cannot be unplugged from the socket outlet of the charging point, please check if the charging connector is plugged correctly and firmly. If not, please push it to the correct position, then press the silver ON/OFF button on the right-hand side of the charging point to unlock the connector. If. It doesn't work, check the settings are set to automatic then disconnect electric vehicle side. If this doesn't. work, switch power off to the unit.

Further Support
Project EV

Please use the following details when contacting Project EV so that your query can be pointed to the correct department/people.

Technical Assistance

Option 1:
Send us an email: **technical@projectev.co.uk**
Send us an email and someone from the team will get back to you via email.

Option 2:
Join us for a **Live Chat**
Go to www.projectev.co.uk during our opening hours, in the bottom right of the page press the 'chat' option. One of the team will join the chat and provide any assistance needed. This would be the quickest way to get in touch.

Option 3:
Give us a call: **0800 599 9582**

Choose options > Project EV (1) > Technical Support (2) In the unlikely event that no one is available to answer immediately, you will be placed into a queue for 2 minutes. If the queue time is exceeded, the call will be put through to a receptionist who will take a message and someone from technical will get back to you as soon as possible.

Warranty
Dual Wall Pro Earth

5 Year Warranty Statement for ATESS EV AC/DC Chargers

Authorized Warranty Installer

(valid from 1st December 2020)

(These warranty terms are only applicable to UK consumers only for the ATESS EV chargers, bought through the authorized repair and installation partner)
Welcome to Project EV and ATESS, and thanks for choosing our Electric Vehicle charge point.
All our products are backed by a 5-year warranty (3-years parts and labour plus 2 years parts) giving you years of trouble-free charging.
However, in the unfortunate circumstances where something does go wrong, we are here to help and get you up and running as soon as possible.
Electric vehicles are changing all the time and even what appears to be the same manufacturer, model and year can have different battery and software configurations, we understand this can be frustration but sometimes the problem can lie with the vehicle and manufacturer.

With this in mind, we have developed a product that allows our company to make changes remotely and update chargers to keep them running at their optimum and in step with the latest electric vehicles on the road.

All we ask is that you follow the process below and make a number of small checks prior to calling or email the team.
- It sounds obvious but check the emergency stop button has not been activated.
- Check the RCD on the unit.
- Check the consumer unit in the property.
- Check all cables are installed correctly and are not loose or have been damaged.
- Check power cable to the vehicle.
- Check the manufacturers charging guidelines (doors may need to be locked and the vehicle alarmed etc.)
- Make sure the vehicle software is the latest version, please refer to the manufacturer
- Please make sure the charger is online – we will not be able to remotely access or diagnose faults if it is not.
- Call 0800 599 9582
- Email enquiries@projectev.co.uk please take pictures or videos

- If we cannot diagnose the fault we will aim to get an engineer to your charge point location to rectify your problem with a replacement or fix the issue (we will not call out to solve or fix Wi-Fi or connectivity problems, please refer to your original installer.

1. Warranted Products
This 5 Year limited warranty shall only apply to EV Chargers AC/DC only installation up to 300kW installed and provided by an Authorized 5 Year Warranty Installer.

2. 5 Year Limited Warranty
A. 5 years Limited Product Warranty

ATESS warrants its EV chargers, known as 'ATESS Products' here after including factory assembled charger sockets, charger plug and cables, if any, to be free from defect in materials and workmanship which would impact the functionality of the product under normal application, installation, use and service conditions. The duration of this limited warranty is for life from the date of delivery in the original packing to the first customer (CUSTOMER) of the ATESS products, or latest 6 months after manufacturing date, the earlier time between the two.

Warranty
Dual Floor Pro Earth

Claims under the warranty can only be accepted if the buyer can provide the proof that the malfunctioning or non-conformity of ATESS Products results exclusively from defects in materials and/or workmanship under normal application, installation, and use and service conditions. If an ATESS Product fails to conform to this warranty, ATESS will, at its option, either repair or replace the product. In the event that a like for like replacement is not available and upgrade may be offered at an additional customer cost

A.1 Product Warranty within / up to 3 years

If, within a period of three (3) years, the costs belonging as below:

Items	**Cost Belonging**
Spare Parts	**ATESS**
International Transportation	**ATESS**
On-site service (If needed)	**ATESS**
Other Cost	**Installer/User**

A.2 Product Warranty from 3-5 years

If, within a period of three (3) years, the costs are belonging as below:

Items	**Cost Belonging**
Spare parts (*except DC chargers)	**ATESS**
International Transportation	**Installer/User**
On-site service (If needed)	**Installer/User**
Other Cost	**Installer/User**

3. Exclusions and Limitations
The aforementioned “Limited Warranty” does not apply to any ATESS Products which have been subjected to:
A. If the direct customers who has obtained the ATESS Products from ATESS or its distributor failed to pay the ATESS Products according to the purchase price, ATESS is entitled to reject the claim under this warranty based on this provision.
B. Cosmetic change in appearance stemming from the normal wear and tear over time of product materials, for example the out casing, charger sockets, charger plug, cables and so on
C. Installation on mobile or in a marine environment, or extreme thermal environment, damage caused by ammonia, high air pollution, acid rain or any other abnormal environment that beyond ATESS’s control;
D. Misuse, abuse, neglect or accident, alteration, improper installation or application, Improper or unauthorized repair or modifications, power failure surges, lightning, flood, fire, accidental breakage or other events outside ATESS’s control.
E. Service or installation by unapproved technicians who are not qualified under the relevant law or made illegible regulations at the place of installation.
F. Installation by none approved company or person
G. ATESS Products for which the nameplates or serial number have been altered, removed or made illegible.
H. ATESS Products which have been moved from their original installation location without the express written approval of ATESS.
I. Defective components in the construction on which the ATESS Products are mounted.
J. Wi-Fi connectivity, internet connectivity or APP connectivity is not covered or any associated connectivity issues

4. General Conditions for Warranty Claims
A. The direct customers who have obtained the ATESS Products shall register the ATESS Products and upload the information within 30 days from the date of receiving the ATESS Products. If the customers fail to register the product before the deadline, the Limited Product Warranty will remain at 3 years. The warranty registration can be done either through the APP or via the website.
B. The direct customer shall notify the warranty claims to Authorized 5 Year Warranty Installer or its Distributor within 1 week via email only after becoming aware of the circumstances which constitute a warranty case. The report shall include the following information:
1. Name and address of the END CUSTOMER
2. Name and address of the INSTALLER or SELLER
3. A copy of the purchase agreement or installation agreement

4. Module type and serial number of the respective ATESS Products
5. Address of the place of installation of the respective ATESS Products
6. A short description of the problem at hand as well as a short description of the tests which may have already been performed as well as their results.
7. Regarding any defect or fault, where possible, pictures and videos of the effected ATESS products clearly showing the problem or fault.
C. Any repaired or replaced ATESS Products provided by ATESS under a warranty claim, shall be covered by the same Limited Warranty and terms as the first ATESS Products purchased.
D. No warranty periods or terms shall be extended because of a warranty claim or remedy.
E. The Limited Warranty does not cover any transportation costs for return of the defective ATESS Products or for reshipment of any repaired or replaced ATESS Products or costs associated with installation, removal or re-installation of repaired, replacement or additional ATESS Products.
F. The Limited Warranty does not cover any other costs, loss of use, loss of profits, and loss of production, loss of revenues associated with performance or non-performance of defective
ATESS Products.
G. If the authorized partner should cease to trade the warranty reverts to ATESS standard UK
warranty which can be viewed online at www.atesspower.com. The warranty is only valid
through a valid Authorized 5 Year Warranty Installer directly. ATESS will not cover any product unless it goes through an Authorized 5 Year Warranty Installer. ATESS Warranty is with and for the Authorized 5 Year warranty installer. This product is covered by authorized partner.
H. 5 Year Warranty only applies to products installed by an Authorized 5 Year Warranty Installer.
I. An upgrade may be offered at an additional cost should the product or the components be unavailable at an additional cost.
J. Refurbished or factory reconditioned products may be used in part exchange.
K. No responsibility will be taken by ATESS for fluctuations in voltage supplied from the
National Grid that may affect performance and may cause the EV charger to fail or fault.
L. An approved installation or technical partner must be used, none approved third party invalidate this warranty in full.
M. A call out costs and labor charges will be applicable in all cases.
N. The EV charger must be accessible by ATESS and the consumer to read any faults.
O. The EV charger must be online and have latest firmware, and make sure the authorized
installer can diagnosis potential faults and settings remotely or further labour costs will be required.
P. The units must be connected so remote analysis can be confirmed or further charges may
be required
Q. Replacement product for warranty claims can only be honored through an Authorized 5 Year Warranty Installer; in this case ATESS has the right to terminate claims over and above its standard terms and conditions if claims do not come through Authorized 5 Year Warranty
Installer Ltd.

5. Dispute regarding a material defect or a reduced power
In case of a dispute regarding the existence of a material defect or reduced power in a warranty claim, ATESS will accept the judgment of an accredited testing institute (which is to be selected by ATESS in advance.) The cost and expenses for the testing shall remain with the Buyer if it is found to be good performance.
6. Force Majeure
ATESS shall not be responsible or liable in any way to the Buyer for any non-performance or delay in performance under this Limited Warranty due to occurrences of force majeure such as, war, riots, strikes, epidemic, unavailability of suitable and sufficient labor, material, or capacity or technical or yield failures and any unforeseen event beyond its control, including, without limitation, any technological or physical event or condition which is not reasonably known or understood at the time of the sale of the defective Product(s) or the notification of the relevant warranty claim under this Limited Warranty.
7. Validity
This Limited Warranty shall apply to ATESS Products (s) manufactured after 1st of Jan 2020. This Limited Warranty shall be valid until a new revision is issued by ATESS and is subject to change without prior notice.
8. Others
EV charger spare parts and service costs are assessed each year, subject to the latest prices.
ATESS reserves the right to interpret other unmentioned matters.

FAQ'S
Dual Floor Pro Earth

What Affects The Charging Time Of An Electric Vehicle?
In the case of AC charging the time required to charge depends on the power of the charger, as well as the power of the inverter installed within the vehicle.

What Kind Of Electrical Connection Is Required To Supply A Charging Station?
The power of the connection depends on the power of the charger. In the case of AC charging station, it is between 3.7kW and 22kW.

What are the benefits of Electric Vehicles (EV)?
Reduced Emissions – Electric vehicles produce fewer greenhouse gas emissions than internal combustion engines.

Improved Air Quality – Fewer emissions means reduced environmental pollutants and improved air quality.

Cost Savings
- Fuel – Electricity costs are typically less costly than gasoline.
- Maintenance – Electric vehicles, including plug-in hybrid have fewer powertrain components and have fewer maintenance requirements than internal combustion engines, i.e. oil changes, brakes, etc.
- Reduced Noise – Electric vehicles are typically quieter and reduce engine noise dramatically.

What is the difference between a Level 2 charger and a DC fast charger?
Project EV (240 volt AC input) Pedestal and Wall Mount EV charging stations are well-suited for any commercial or public location. The sleek design and product features are perfect for spaces such as: retail locations, restaurants, hotels, public parking areas, schools, apartments, office buildings, or airports.

Project EV, DC Fast Chargers deliver the fastest EV charging rate currently available. The DC Fast Charger is perfect for high-traffic commercial locations, fleets installations, gas stations, and at locations along major transportation corridors. The DC Fast Charger is classified as a DC, 750volt, 50amp 3-Phase AC input charging station capable of 37.5 kW charge per hour.

My Project EV charger is not working and there are no lights on the unit
Check that the circuit breaker at the consumer unit is in the on position. If problem persists, contact Project EV.

My Project EV charger is not working and is continually flashing red
The unit has detected an overvoltage and has shut down for safety purposes. Turn off the charger for around a minute and turn back on. If problem persists, contact Project EV.

My Project EV charger is not working and is continually flashing red two times
The unit has detected an undervoltage and has shut down for safety purposes. Turn off the charger for around a minute and turn back on. If problem persists, contact Project EV.

My Project EV charger is not working and is continually flashing red three times
Check that the red emergency stop button at the top right-hand side of the charger hasn't been accidentally pressed. Turn the button slightly right to release. If problem persists, contact Project EV.

My Project EV charger is not working and is continually flashing red four times
The unit has detected an overcurrent. Please turn off the charger at the consumer unit for around a minute and turn back on. If problem persists, contact Project EV.

FAQ'S
Dual Floor Pro Earth

My Project EV charger is not working and is continually flashing red five times
Overtemperature has been detected. Please turn off your charger at the consumer unit and leave for a short time before turning back on. If problem persists, contact Project EV.

My Project EV charger is not working and is continually flashing red six times
Reset the RCD switch on the left-hand side of the charger. Please note: The small reset button next to the RCD switch will need to be pushed for the switch to stay in the on position. If problem persists, contact Project EV.

My Project EV charger is not working and is continually flashing red fourteen times
The anti-tamper switch on the charger has been activated, the cover is either loose or has been removed, check, and replace as necessary. If the problem persists, contact Project EV.

My Project EV app is showing my charger as "Unavailable"
Please check your home WiFi and ensure that it is working properly. Is the distance between the charger and home router 10m or more? A WiFi extender may be required to boost the range of WiFi in your property. Check your signal strength by standing next to your charger and scanning for your home WiFi using a mobile phone or tablet. Please check our YouTube channel to watch our tutorials, support site or contact the Project EV team directly.

My Project EV app is showing my charger as "Preparing"
Press "Start" on the app.

My Project EV app is showing "Door open"
The anti-tamper has been activated, the cover is either loose or has been removed, check and replace as necessary. If the problem persists, contact Project EV.

My Project EV charger is not working and is showing an Amber light
Press "Start" on the app.

My Project EV charger is not working and is pulsing Green
Vehicle is fully charged.

I cannot get my charger connected to my home WiFi via the app
This process should be done by the installer during installation as this helps validate your warranty. However, if for any reason the internet drops out, please check our YouTube channel to watch our tutorial, support site or contact the Project EV team directly.

I need help setting Reserved Charging in order to take advantage of off-peak energy tariff
Please check our YouTube channel to watch our tutorials, support site or contact the Project EV team directly.

Project EV,
Unit 1 Lakes Court,
Lancaster Park,
Newborough Road,
Burton-On-Trent
DE13 9PD

www.projectev.co.uk

enquiries@projectev.co.uk
0800 599 9582

*Information correct as of 01/23

APPENDIX C

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
ONS Crown Copyright Reserved [from Nomis on 7 June 2023]

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
usual residence	England and Wales (country)
place of work	E02001094 : Manchester 050 (2011 super output area - middle layer)

Method of travel to work	**2011**	**%**
Underground, metro, light rail or tram	10	0%
Train	27	1%
Bus, minibus or coach	427	15%
Taxi	21	1%
Motorcycle, scooter or moped	7	0%
Driving a car or van	1,600	57%
Passenger in a car or van	156	6%
Bicycle	71	3%
On foot	468	17%
Other method of travel to work	8	0%
All categories: Method of travel to work (2001 specification)	**2,795**	**100%**

In order to protect against disclosure of personal information, records have been swapped between different geographic areas.
Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX D

TRAVEL PLAN ACTION PLAN

Simon House, Wavell Road, Wythenshawe, M22 5RA

The below table highlights the Initiatives that will be committed to as part of this Travel Plan. The Travel Plan Coordinator (TPC) will have overall responsibility and will be able to implement other measures and modify existing ones at their discretion.

Measure	Details	Responsibility	Implementation Timescales
General			
Travel Plan Coordinator	*A Travel Plan Coordinator will be appointed prior to occupation of the site and trained to ensure they are fully aware of their responsibilities in relation to the Travel Plan.*	Management	To be completed prior to Datacentre opening.
Travel Noticeboard / Information Point	*Provision of a travel noticeboard / information point to be established in a prominent location (e.g. staff room) to include relevant travel information.*	TPC / Management	Erect a noticeboard in a suitable location, prior to operations commencing and part of the TPC role to update.
Promoting Journeys on Foot			
Distribution of Walking Maps to Staff	*Local walking routes will be detailed in plan form for easy interpretation by staff as to how they could use them as part of their commute.*	TPC	To be promoted by the TPC from outset.
Umbrella Loans	*Umbrellas will be available for temporary use by staff in the event of inclement weather.*	TPC / Management	To be available from outset. TPC to promote to staff on an ongoing basis.
Emergency Lift Home	*Employees who walk, cycle or use public transport to travel to work will be provided with a free ride home in the event of an emergency at the discretion of management.*	TPC / Management	To be available from outset. TPC to promote to staff on an ongoing basis.
Promoting Journeys by Cycle			
Provision of Cycle Storage	*Cycle parking will be provided at the site, offering easily-accessible and secure spaces.*	Construction Company	To be available from outset. TPC to promote to staff on an ongoing basis.
Puncture Repair Kit	*A puncture repair kit, pump and bike maintenance equipment shall be made available from a prominent location (e.g. staff room).*	TPC	To be available from outset. TPC to promote to staff on an ongoing basis.

Cycle Maps	*Local cycle routes will be detailed in plan form for easy interpretation by staff as to how they could use them as part of their commute.*	TPC	To be promoted by the TPC from outset.
Emergency Lift Home	*Employees who walk, cycle or use public transport to travel to work will be provided with a free ride home in the event of an emergency at the discretion of management.*	TPC / Management	To be available from outset. TPC to promote to staff on an ongoing basis.
Promoting Journeys by Public Transport			
Public Transport Information	*Promote and publicise public transport information and routes to the site to bring attention to these routes for all staff to complete their commute by sustainable modes.*	TPC	Service to be available from outset. TPC to promote to staff on an ongoing basis.
Emergency Lift Home	*Employees who walk, cycle or use public transport to travel to work will be provided with a free ride home in the event of an emergency at the discretion of management.*	TPC / Management	To be available from outset. TPC to promote to staff on an ongoing basis.
Promoting Car Sharing			
Allocation of Priority Bays	*TPC and Management to explore scope to allocate parking bays for car sharers (e.g. priority spaces close to building entrance).*	TPC / Management	Ongoing monitoring.
Emergency Lift Home	*Employees who typically car share to be offered an emergency lift home at the discretion of management.*	TPC / Management	To be available from outset. TPC to promote to staff on an ongoing basis.
Internal Lift-Share Database	*TPC to gauge demand for car sharing and identify potential opportunities for staff to make use of this.*	TPC	Ongoing monitoring.
Personalised Journey Planning			
Personalised Journey Planning	*Personalised Travel Plans will also be offered to staff to aid in their journey planning.*	TPC	Service to be available from outset. TPC to promote to staff on an ongoing basis.
Remote Working & Reducing Travel Need			
Subsidising Equipment Costs	*Staff who work from home can discuss the potential subsidising of equipment costs, at the discretion of management.*	Management	Ongoing.

Negotiating Employee Contracts	*Employees' contracts to be reviewed as part of annual review process to establish scope for formal working-from-home arrangements.*	Management	Annual Review.
Mental Health Resources	*Management to promote relevant mental health resources (e.g. NHS resources) to aid mental wellbeing when working remotely.*	Management	To be available from outset. Management to promote to staff on an ongoing basis.
Colleague Integration	*Management to explore possibilities to engage on-site and remote staff at social events, for example.*	Management	Ongoing.

RGP

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