

CHARGE MY STREET LTD

Report to Members For the year ending 30th September 2023



Charge My Street

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1. INTRODUCTION

In response to the Climate Crisis, Electric Vehicles (EVs) are becoming the norm in our cities, towns and villages. Due to this, it is more important than ever that we continue to provide EV chargepoints no more than 5-minute walk away from current and prospective EV drivers' homes.

Charge my Street is a community benefit society which installs EV chargepoints for homes without off-street parking. We also support tourists wishing to charge whilst visiting more rural areas such as Cumbria.

This report sets out the Society's activities in the last year and its future plans.



Horse Harrier launch event with CMS Directors Daniel Heery & Angela Wakefield, owners of Horse & Farrier and Cybermoor Project Officer Tom Barker.

2. OUR VISION

Charge My Street's vision is for every home to be within 5 minutes walk of an EV chargepoint. This vision aims to support residents without their own driveways, such as those living in flats and terraced housing who wish to switch to an EV, as well as providing chargepoints in areas not served by mainstream commercial providers.

As a community benefit society, we are delivering this vision within the 7 cooperative principles:

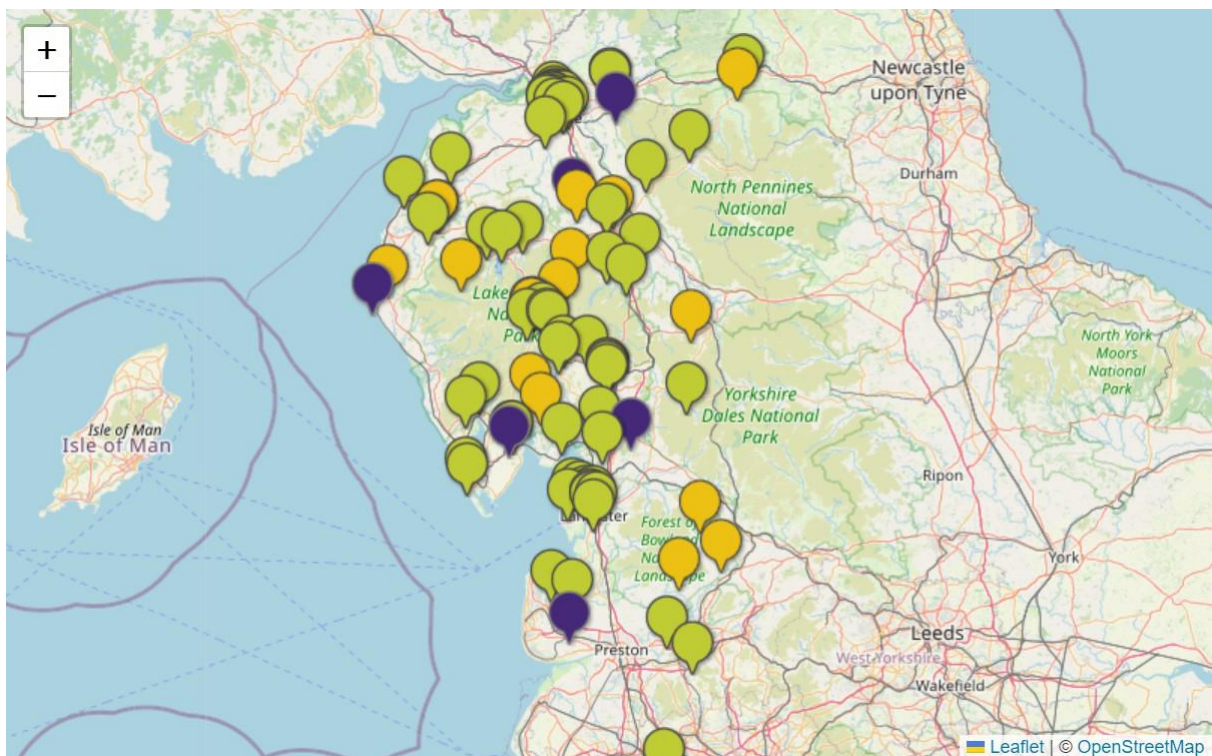
Co-operative principles

- Voluntary and open membership
- Democratic control
- Member economic participation
- Autonomy and independence
- Education, training and information
- Co-operation among co-operatives
- Concern for community

3. ACTIVITIES

Our activities over the last year have included:

- Installing and operating EV chargepoints around Cumbria, Lancashire, as well as further afield with community energy groups, community organisations, and car clubs.
- Providing people with the tools to locally finance a community EV chargepoint.
- Encouraging the take up of electric vehicles, allowing people to save money on fuel costs.
- Reducing air pollution and CO₂ emissions.



-  Available
-  Open for Pledges
-  Charge While You Sleep

The network currently consists of 190 public sockets, 20 private guest-only sockets and 6 residents' use only sockets. Presently, 55 sockets are in the installation or commissioning stage, these are spread across England, suiting a range of stakeholders.

3.1 Lake District Foundation Project

This project aimed to achieve the installation and management of EV chargepoints across the Lake District National Park. Building on the successful 'Charge While You Sleep' initiative, increasing numbers of visitors would need to charge their vehicles in the Lake District. Throughout the project, there were unexpected challenges that were successfully overcome and many of the new chargers are seeing high utilisation.

Installing publicly accessible EV chargepoints requires extra planning, materials & installation times, in comparison to private, guest-only charge points. When installing public sites, a range of stakeholders need to be consulted prior to the installation.

As a local chargepoint provider, with a knowledgeable team we were able to work with local hosts to install the following publicly accessible sites:

1. Braithwaite Village Hall: 2 x 22kW EO Genius 2 units.
2. Eaglesfield Village Hall: 1 x 7kW EO Genius 2 unit.
3. Wakefield Road Car Park, Cockermouth: 4 x 22kW EO Genius 2 units.
4. Horse and Farrier, Threlkeld: 2 x 22kW EO Genius 2 units.
5. Bampton Memorial Hall: 2 x 7kW EO Genius 2 units.

Using experience from previous projects, accessibility requirements were considered at all public sites. Where possible, large bay markings were painted and wheel stops were used, allowing those with accessibility requirements to access the chargepoints. All Charge My Street public chargepoints are available on a range of roaming apps and cards, such as Octopus Energy's Electroverse card and AllStar Fuel Cards. Contactless terminals were installed at selected sites allowing a quick and seamless experience.

During the project period, we installed 13 sockets (10 sites) at private guest-only sites at overnight hospitality venues across the Lake District. Although the process for installing these sites is less complex compared to a public installation, owners of these sites were sometimes reluctant to have a chargepoint installed, even when the site would be at no cost to them. This was a valuable lesson for Charge My Street going forward.

Recent studies have shown that EV chargepoint installations that feature a contactless terminal payment option, and are physically accessible to all, see the usage of the chargepoint doubled. As a result, existing installations that did not feature a contactless terminal were retrofitted with this technology.

3.2 Other Chargepoint Installations

The number of EV chargepoints being installed has remained steady over the last year; 77 new sockets (38 sites) were installed between 1st October 2022 and 30th September 2023.

We were pleased to win the tender to install chargepoints for a Local Authority client (Wigan Council) at Pennington Flash Country Park.

We were selected by Regenda Housing to deliver chargepoints across their estate and we have continued to work with property developers to adopt chargepoints on new build sites across England with the network now stretching to Ebbsfleet in Kent.

A requirement for local investment to match investment by Charge My Street has been implemented to help prioritise which sites should be installed. Sites which met the local investment target successfully demonstrated community support. External partnership funding has also supported the installation of sites in different areas, matching investment by Charge My Street.

The average number of days between a site being suggested and a chargepoint becoming operational has decreased due to our focus on using sites with existing electricity supplies such as community buildings. This reduces the delays when compared to sites requiring connection directly to the grid.

3.3 Supporting Local Renewable Generation

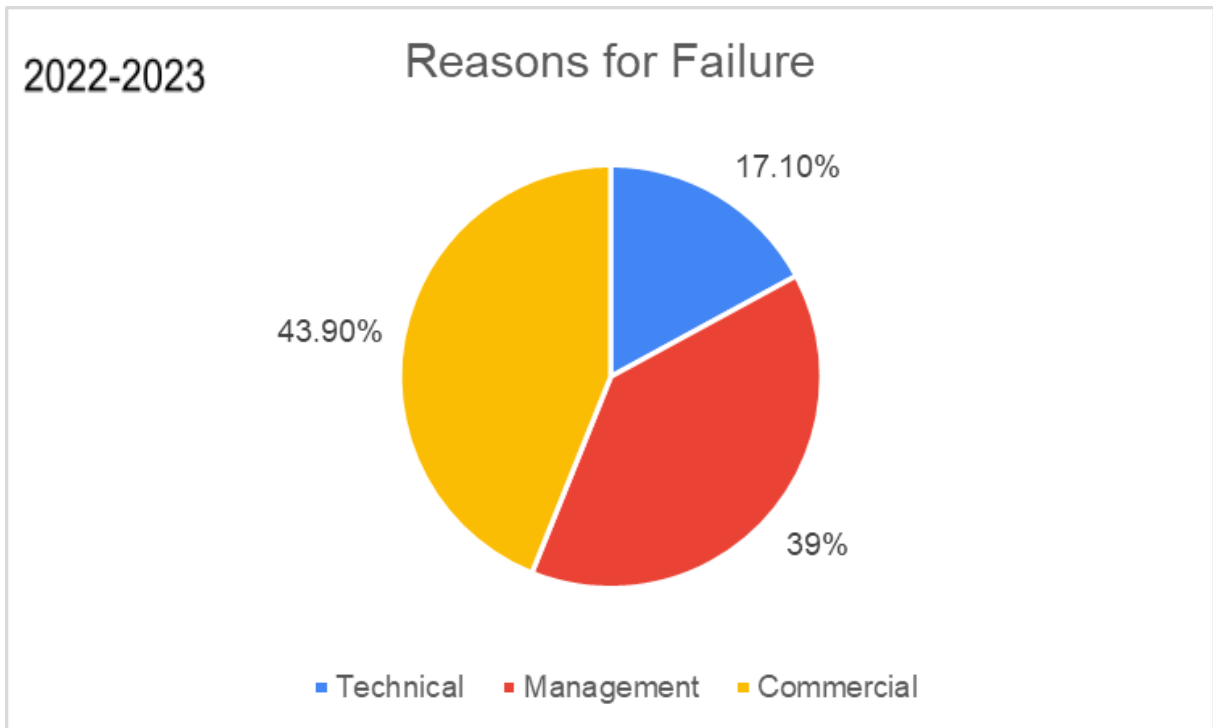
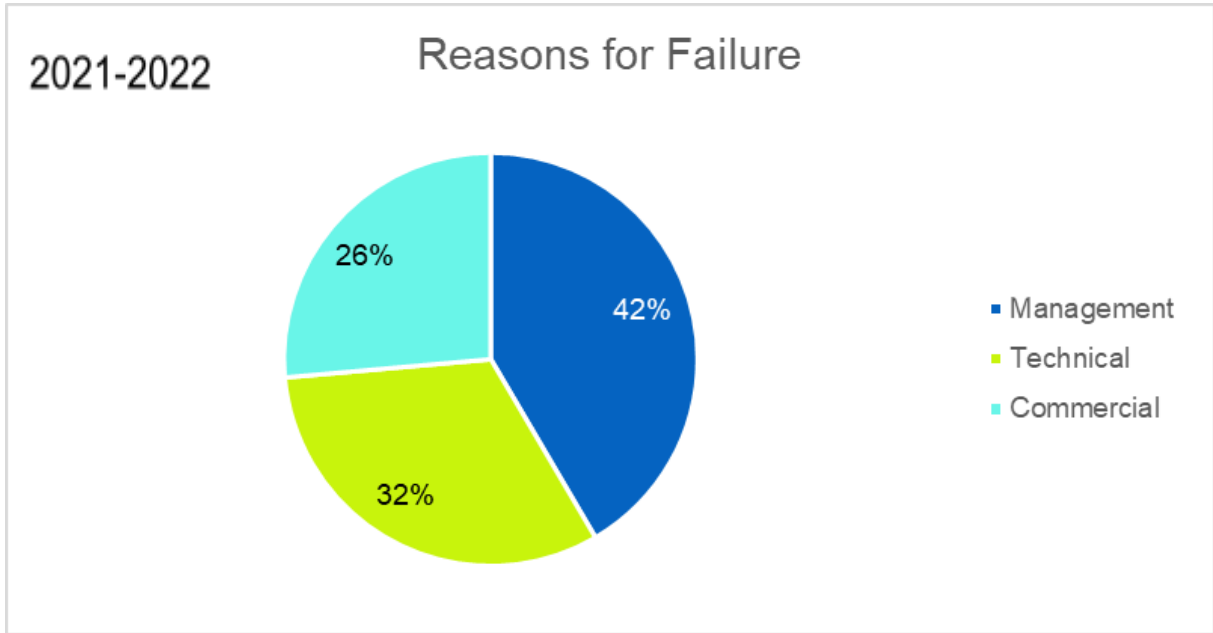
Currently, there are 22 sites that have their own renewable energy solution. As demands on the national grid increase, we are looking at innovative solutions to use existing renewables to power our chargepoints.

Financial support from Electricity North West Ltd (ENWL) Powering Our Communities Fund and the Energy Redress Scheme, has allowed us to trial a service enabling customers to charge their vehicles using solar energy. The Solar Charging Homes Without Driveways (SCHOWD) project commenced in October 2022 and has been followed by Energy Redress Funding which will run for 2 years. We have, in conjunction with Fuuse (who provide our chargepoint management software), developed the required software, hardware and processes which allow for the monitoring of surplus solar power with subsequent redirection to our chargepoints. This technology is being trialled and tested at two sites, Lancaster Boys and Girls Club and Victory Hall in Broughton. We hope to roll this technology out across five more sites in the coming months.

4. SITE SELECTION CRITERIA

Between 1st October 2022 and 30th September 2023, 58 sites were suggested and assessed against a set of criteria, compared with 231 suggested sites the previous year. The reason sites did not progress are summarised in the chart below and discussed in further detail in the sections below. The main issues faced at these sites were commercial, managerial or technical. When comparing the reasons for site failures with previous years, it is noted that there has been an increase in commercial failures and a decrease in technical failures. This is primarily due to sites being suggested which do not fall

within our ethos, for example, on-street residential areas with probable low usage, a higher degree of off street parking and therefore likelihood of property owners to install home chargers.



4.1 Technical

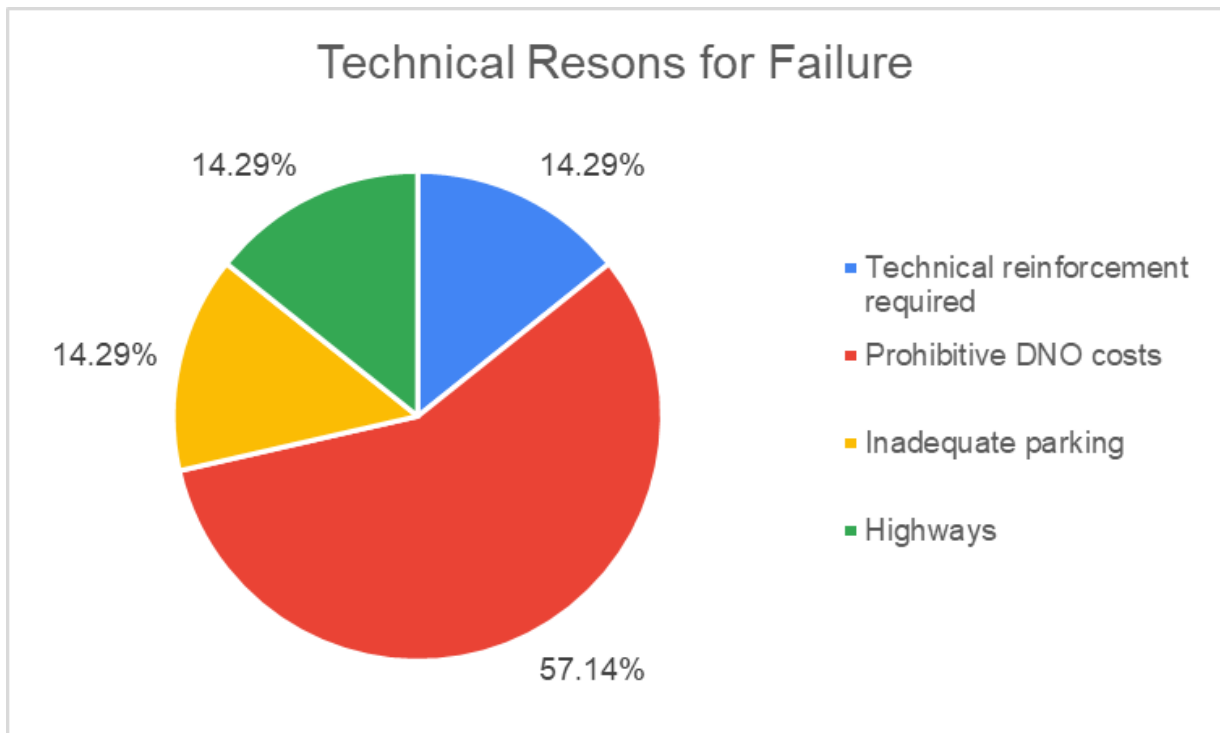
Many sites were unable to progress due to the unsuitability of the existing building's electricity supply. A solution to this involves creating a new connection from Electricity North West, however,

this comes at a cost over our budget of £5k, therefore such sites cannot progress. Electricity and meter connections have also taken longer to install due to a number of reasons such as meter staff shortages and demand for new connections increasing. As set out in last year's report, sites that have an adequate existing electricity supply are prioritised.

If a site owner wants a chargepoint on the far side of a car park, the groundworks required can push a project over budget and increase the amount of carbon produced in the installation.

Other issues are restrictions linked to Highways, and inadequate parking. During this time, Highways were the biggest source of technical restrictions and why chargepoint site suggestions failed to be selected.

Technical failure reasons such as prohibitive Distribution Network Operator (DNO) costs, building supplies limited and highways have increased compared to last year. However, inadequate parking, network reinforcement and prohibitive groundworks costs have decreased.



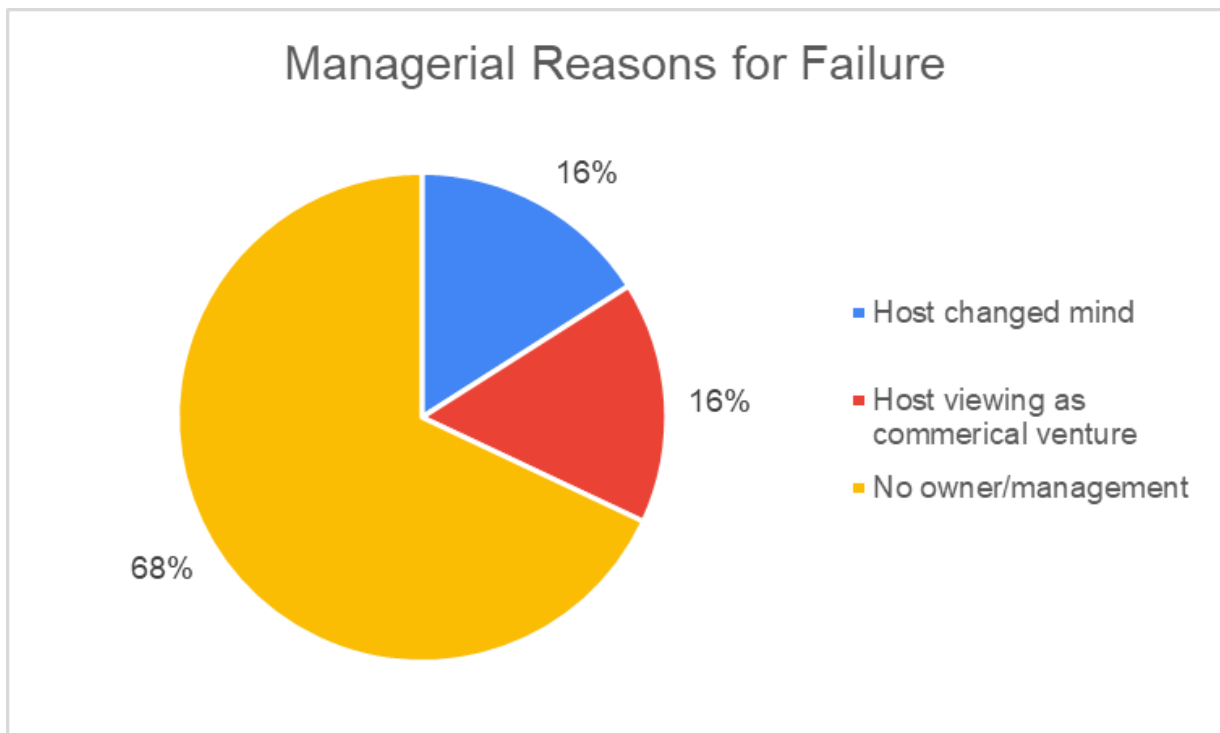
4.2 Managerial

Stakeholder engagement and interest is key to a successful site. If this is lacking even the most attractive sites are unlikely to move towards the installation stages. Namely, these concerns are linked to the idea that EV charging spaces will deprive petrol and diesel cars of a place to park at busy times. At a host site, such as a community centre, one member could be enthusiastic about working with Charge My Street to provide a charging point. But, other members may feel that another chargepoint

operator may offer a more attractive deal in the future. Decisions are deferred and the team has to move on to other sites.

Stakeholder management is a large part of Charge My Street’s work, this ensures plans are agreed upon between multiple stakeholders, and issues are identified early and successfully resolved. Overall, the majority of sites that fail for Managerial reasons is linked to the site suggested having no clear owner or a lack of response from those managing the site.

When compared to last year’s data, there is little difference between the managerial reasons for failure. Lack of owner/management engagement is still the main reason for sites failing to progress to installation stages.

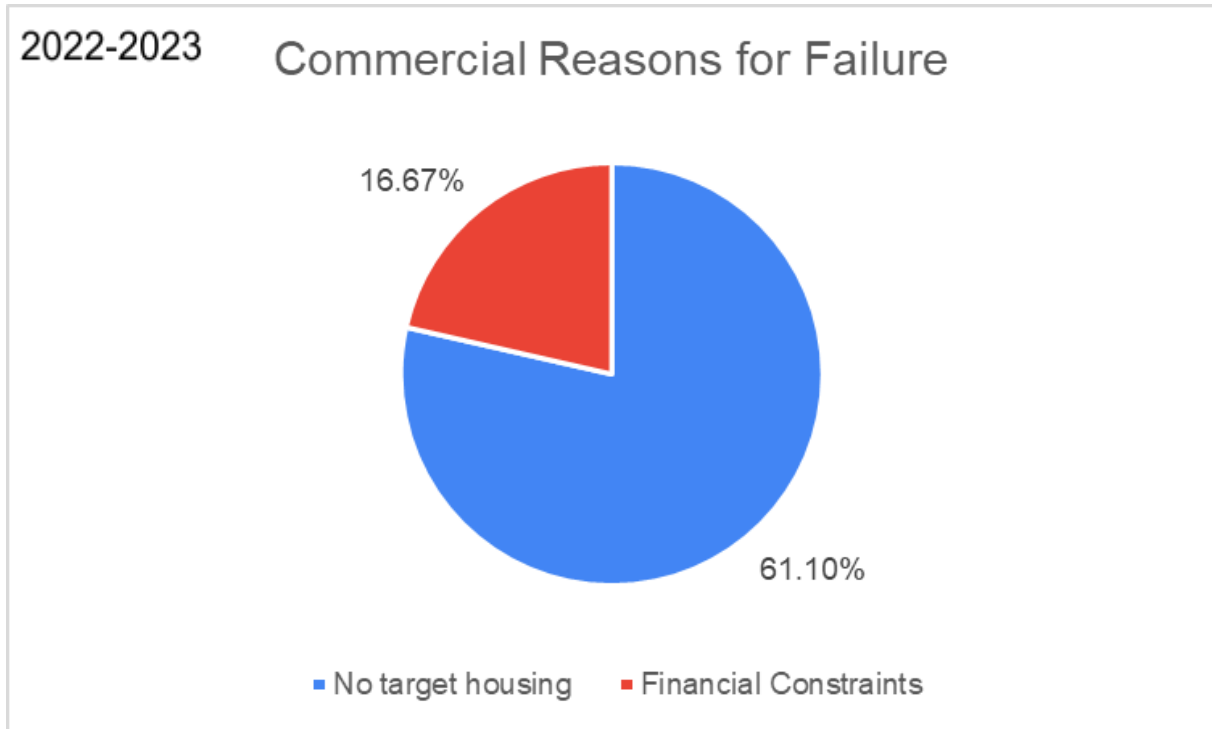
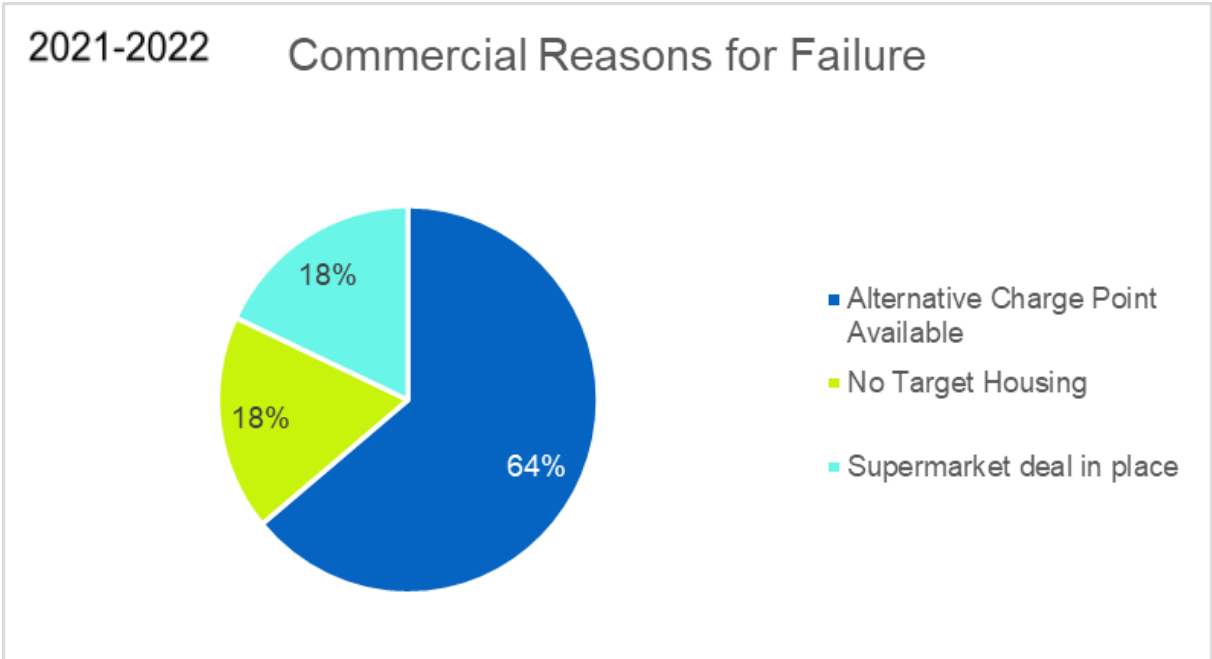


4.3 Commercial

Commercial reasons for sites not progressing fall into three categories:

- 1) There is not enough housing nearby where people lack access to a driveway (i.e. there is no target housing), so there is a high likelihood local residents will install a home charger resulting in low usage of a public chargepoint.
- 2) There is already a chargepoint within 5 minutes’ walk of a site.
- 3) The site has been suggested at a supermarket where there are already deals in place.

Compared with last year’s commercial reasons for failure, there has been a 43% increase in ‘No Target Housing’.



5. SUPPLIERS

During this period our main suppliers were:

1. Chargepoint Equipment - EO Charging, Garo, Easee, Alfen & Autel
2. Chargepoint Installation - AMP EV & iCharge EV
3. Energy – Octopus Energy
4. Chargepoint management software – Fuuse
5. Project support – Cybermoor Services Ltd & Sixteen62
6. Research - Lancaster University Centre of Global Eco-Innovation
7. Maintenance - Charge Point Champions & iCharge EV
8. Out of hours call handling - Everyday EV

6. FINANCIAL RESULTS

The financial results can be downloaded from the website at <https://chargemystreet.co.uk/about>

7. MEMBERSHIP

The society has 175 members who have invested in share offers (up from 117 last year) and 52 active subscribers, totalling 227 members. Subscribers have almost trebled in the last year.

8. OPERATION OF CHARGE MY STREET

8.1 Operation

Charge My Street is a Community Benefit Society and is owned by members. A Board of volunteer Directors oversees the management of the Society.

8.2 Team

The Board of Directors of Charge my Street Ltd are:

- Will Maden (Technical Director)

- Angela Wakefield (Health & Safety Director)
- Daniel Heery (Business Development)
- Steven Agar (Finance Director)
- Rich Grant (Technical Director)
- Anne Chapman (Secretary)

Members of Staff:

- Laura Short (Charge My Street)
- Eamonn Hennessy (Charge My Street)

Subcontractors:

- Tom Barker & Daniel Heery (Cybermoor Services)
- Adam Tutt (Sixteen62)
- Jo Sparke (Bookkeeper)
- Ellie Dolmor (Lancaster University Masters Student)

8.3 Financial Management

Budgeting decisions are the responsibility of the Board of Directors of Charge My Street and they are jointly and severally liable for the good and proper financial management of the company under company law.

8.3.1 Accountants

Charge my Street has appointed an independent accountant and operates its own financial management. The accounts were compiled and examined by Taylor Robertson & Willett Ltd.

9. SOCIAL RETURN ON INVESTMENT AND IMPACT

As part of our commitment to record our social impacts, Charge my Street is continuing to measure the social and environmental impacts of the work it carries out. These impacts closely align with the Society's aims and objectives as agreed by the Board of Directors.

The methodology includes an annual survey to engage with users to understand the social impact of installing our chargepoints. The 2023 survey continued to take inspiration from the United Nations Sustainable Development Goals (SDGs). The SDGs focus on a wide range of issues with their 17 goals, from reducing world hunger to reducing inequality. The goals which CMS are more able to achieve include Goal 7, Goal 9 and Goal 11:



- Goal 7 focuses on affordable and clean energy, ensuring access to clean and green technology, and accessibility to cleaner energy infrastructure.
- Goal 9 focuses on promoting inclusive, sustainable and resilient infrastructure to support economic development, and human wellbeing, it particularly highlights ensuring equitable access to such infrastructures.
- Goal 11 focuses on making human settlements and cities inclusive, safe, resilient, and sustainable, ensuring that there is inclusive and sustainable urbanisation. It also includes attention to improving air quality and human well-being.

Data was collected from a survey of chargepoint users (109 responses). The results of the survey are summarised in Sections 9.4 to 9.9 below.

9.1 Carbon savings

In the 2019/20 period, 4,071 kWh of electricity were served to 51 drivers across all of the sites equivalent to a saving of **0.7 tCO₂e**.

In the 2020/21 period, 23,057 kWh of electricity was served to 340+ drivers equivalent to a saving of **4.0 tCO₂e**.

In the 2021/22 period, 136,220 kWh of electricity was served to 750+ drivers equivalent to a saving of **23.54 tCO₂e**.

In the 2022/2023 period, 311,917 kWh of electricity was served to 4,500+ drivers, equivalent to a saving of **53.9 tCO₂e**.

This is the equivalent of planting 2,476 trees*.

*Data from Climate Neutral Group.

9.2 Stakeholder Engagement

Throughout the last year, Charge My Street has attended or organised 8 stakeholder engagement events. These events allow us to engage and educate stakeholders from a range of organisations and to increase awareness within communities as well as with new stakeholders in the industry. This engagement increases the instances of stakeholders engaging via our website to suggest chargepoint sites.

Events have included the Lancaster Sustainability Hub opening event and the Horse & Farrier chargepoint launch. Charge My Street has been able to build an excellent working relationship with Lloyds group who have provided EVs for events and with Electricity North West. Both have been on hand to assist with questions attendees had about owning an EV.

Charge My Street has been in demand to talk at events with stakeholders in Cumbria and Lancashire on Net Zero issues and also on BBC Radio Cumbria.

The new **Lancaster Sustainability Hub** (right) has provided a high street presence for Charge My Street for the first time, with a display about EV charging and a chargepoint. Members of the team can work from the hub and respond to queries from the public. The hub was established by Green Rose - a Lancaster based social enterprise which focuses on energy efficiency and provides a great focus for local projects.



A growing number of groups are approaching us for our expertise on EV charging. **Consultancy contracts** were delivered advising Sustainable Keswick and Cockermouth (led by Cumbria Action for Sustainability) and Community First Hereford and Worcester (lead by Sharenergy). This helps to generate additional income for the Society which supports running costs and new chargepoint installations. It also helped build on our relationships with Derwent Valley Car Club and renewable generators like Baywind and Sharenergy.

As a result of the presence that Charge My Street has in the area, we were shortlisted for a **Make A Difference Award** through BBC Radio Lancashire.



Eaglesfield Village Hall

9.3 Chargepoint Champions

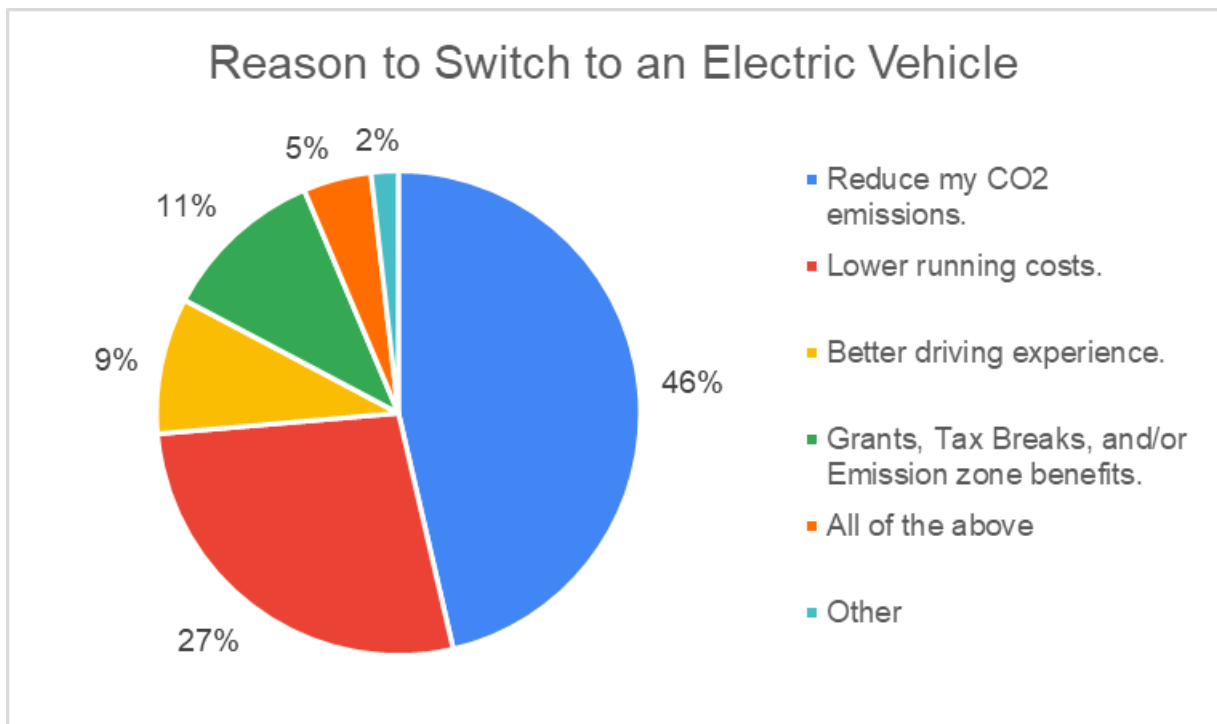
There are 83 ‘Chargepoint Champions’ who look after their local chargepoints, generally resetting because of trips in the power supply or loss of signal or otherwise escalating faults. These issues are easily resolved by a volunteer with a little training. Charge My Street are eager to develop EV-related skills with volunteers. As the network of chargepoints grows, Charge my Street has been able to recruit volunteer phone support handlers to help EV drivers on weekday evenings. Calls from EV drivers are received on a daily basis, either with questions relating to Charge My Street and EVs or when they are having issues with their charge session.

As part of our ongoing commitment to provide the best possible support to our network, processes have been put in place to undertake refresher training with Chargepoint Champions as well as enhancing their skills to take meter readings on site to improve the accuracy of our usage reporting.

If you would like to become a Chargepoint Champion, please get in touch at hello@chargemystreet.co.uk.

9.4 Adoption of EVs

This year’s survey did not explicitly investigate the adoption of EVs in chargepoint areas, but asked users what motivated them to switch from an Internal Combustion Engine (ICE) to an EV. As seen in the graph below.



The users were asked why they decided to switch to an EV and 46% switched to reduce their carbon emissions, which has not changed since last year. This demonstrates that users are environmentally conscious and are interested in how to reduce their environmental impact. While those choosing to

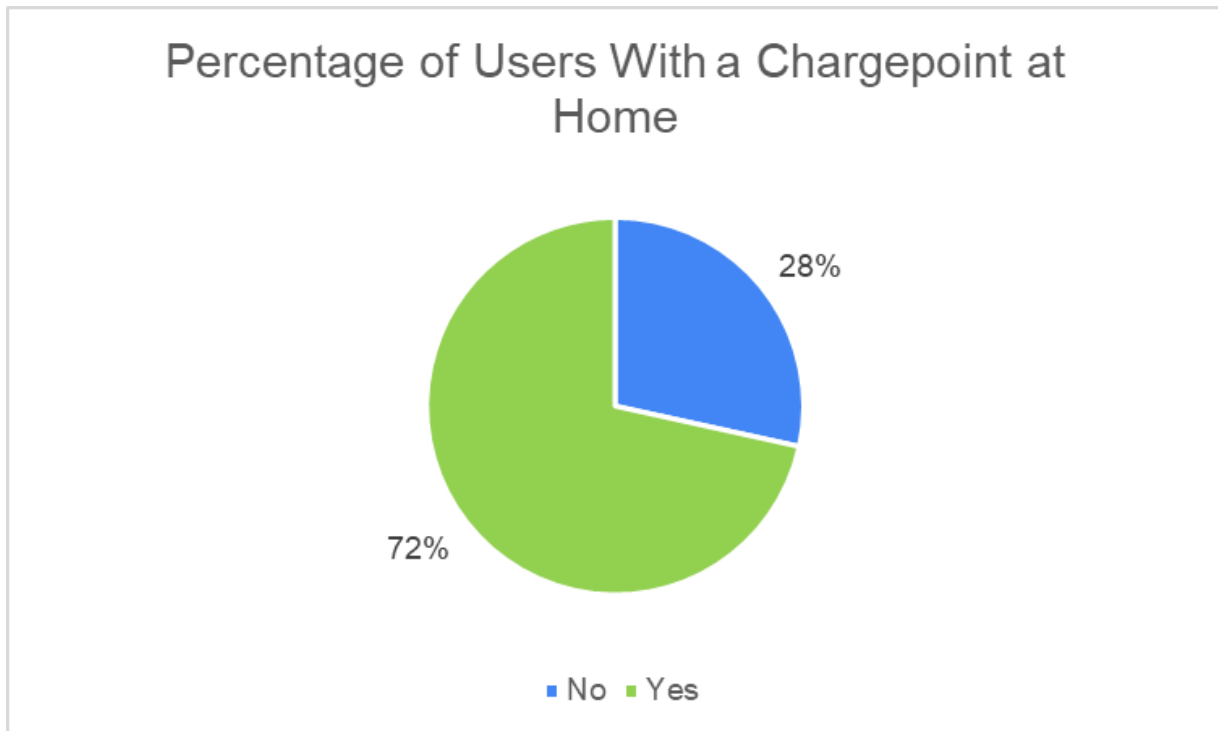
switch to an EV for lower running costs have decreased by 5%, there has been an increase of 6% in EV users switching for a better driving experience - indicating there are more than just environmental reasons for switching.

CMS is providing the tools needed to achieve parts of SDGs 7, 9 and 11.



9.5 Using our Chargepoints

The survey of chargepoint users showed that 11.9% of users do not have access to off-street parking, compared to a National 2022 survey which showed only 2% of users didn't have access to off-street parking (source Zap-Map survey). This demonstrates that CMS is meeting its aim to support people who do not have the ability to install a home charger.



On average there has been an increase in users without home chargepoints, as the number of users without has doubled. A Zap-Maps survey suggested, 16%

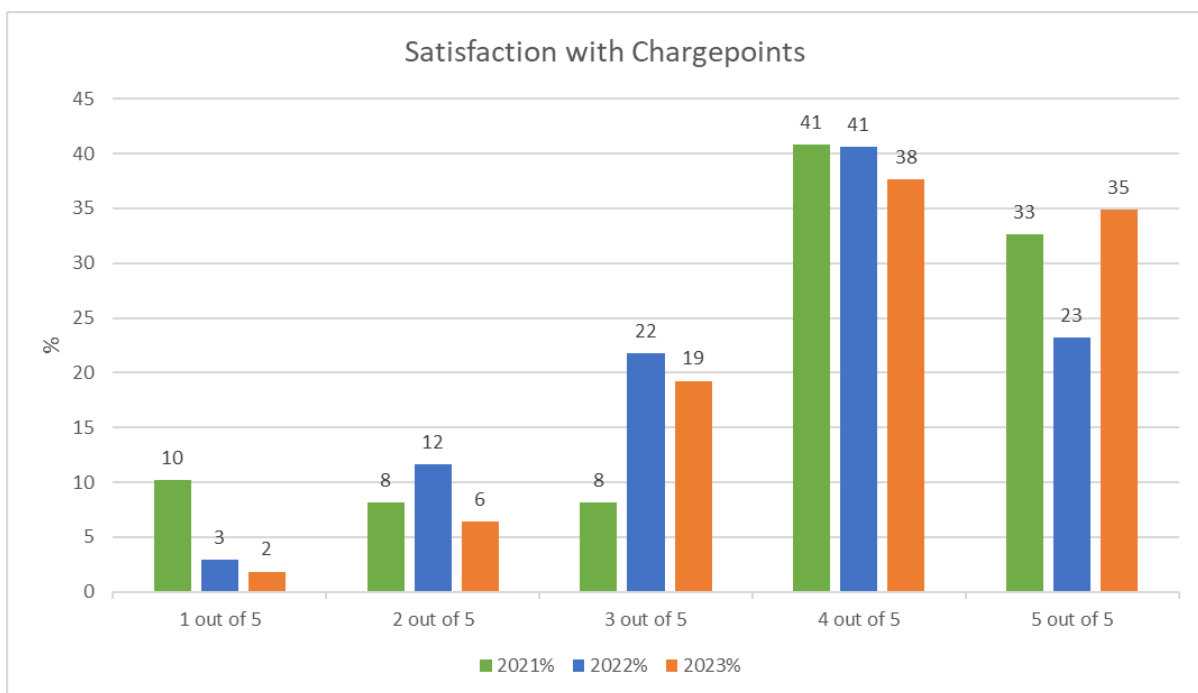


of their users didn't have access to an at home chargepoint. This illustrates how CMS is supporting those who don't have the ability to install a home charger.

This result suggests CMS is playing a key role in supporting the achievement of SD Goal 11 as it is ensuring equitable access to sustainable technology.

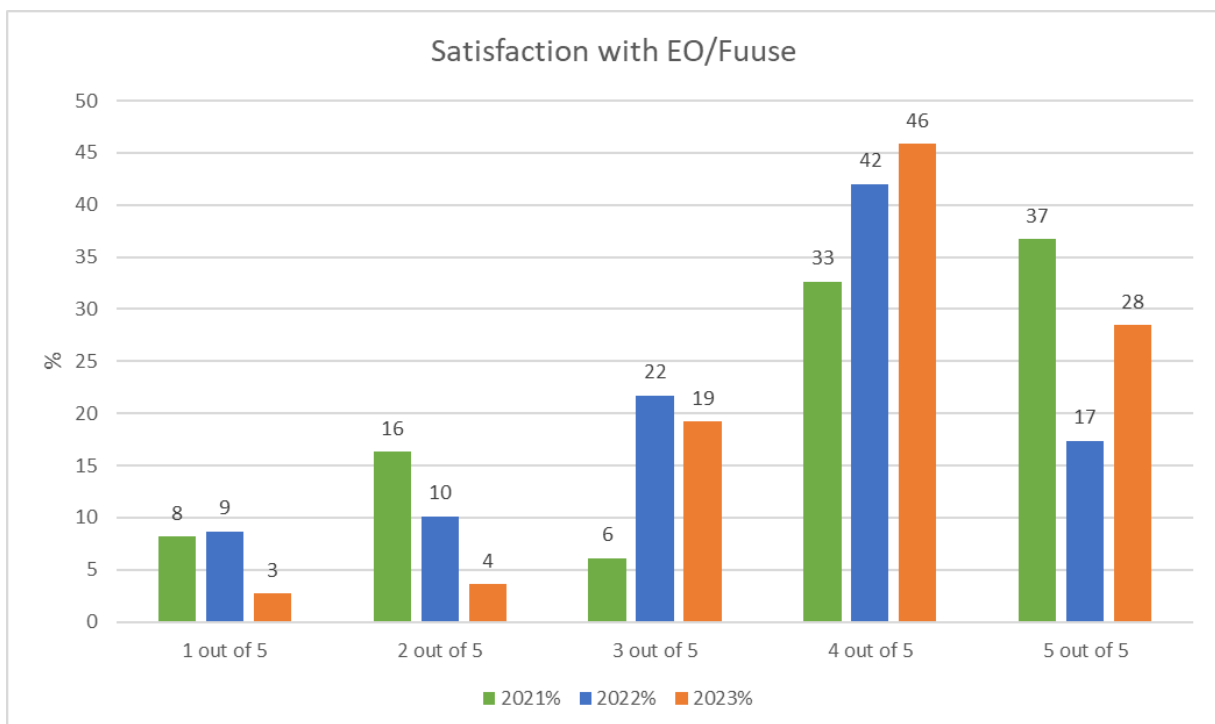
9.6 Overall Satisfaction

The users of CMS chargepoints were asked to rank how satisfied they were with their experience using the ranges of between 1 out of 5, very unsatisfied, to 5 out of 5, very satisfied. Overall, the average satisfaction rating for CMS chargepoints is 3.9 out of 5. The average top 20 satisfaction score from Zap-Maps survey for 2022 is 3.2 out of 5, suggesting that users of CMS are more satisfied on average than users of other chargepoints. CMS with a satisfaction rating of 3.9 could be placed in the top 3 providers from the Zap-Maps survey data. The average satisfaction rating has increased by 0.2 since the previous survey.



Rank	EV network	Overall rating*	Star rating**	Equivalent Rank 2022***
1	FASTNED 	4.3	★★★★★	1
2	mfG EVPOWER  <small>Fast Clean Energy</small>	3.9	★★★★☆	1
3	Osprey 	3.8	★★★★☆	4
4	IONITY 	3.7	★★★★☆	5
5	INSTAVOLT 	3.6	★★★★☆	3
6	GRIDSERVE  <small>ELECTRIC HIGHWAY</small>	3.2	★★★★☆	6
7	ChargePlace Scotland  <small>Charge. Welcome. Charging.</small>	3.1	★★★★☆	7
8	SWARCO E.CONNECT 	3.0	★★★★☆	8
9	Shell Recharge 	2.9	★★★★☆	9
10	bp pulse 	2.3	★★★★☆	11
11	GeniePoint 	2.0	★★★★☆	10

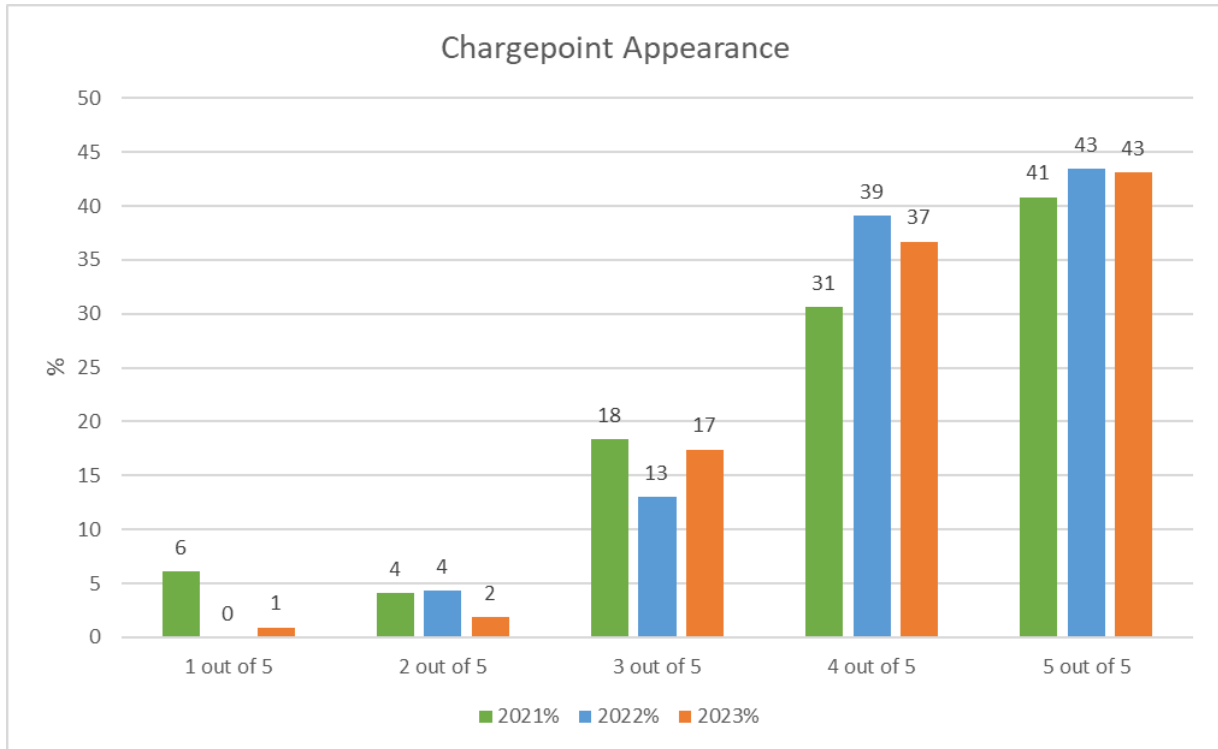
ZapMap Network Ranking 2023



Overall, around 70% of users are satisfied with their experience of using either the EO and/or Fuuse, an increase from previous years. More work is being done with partners to improve the overall

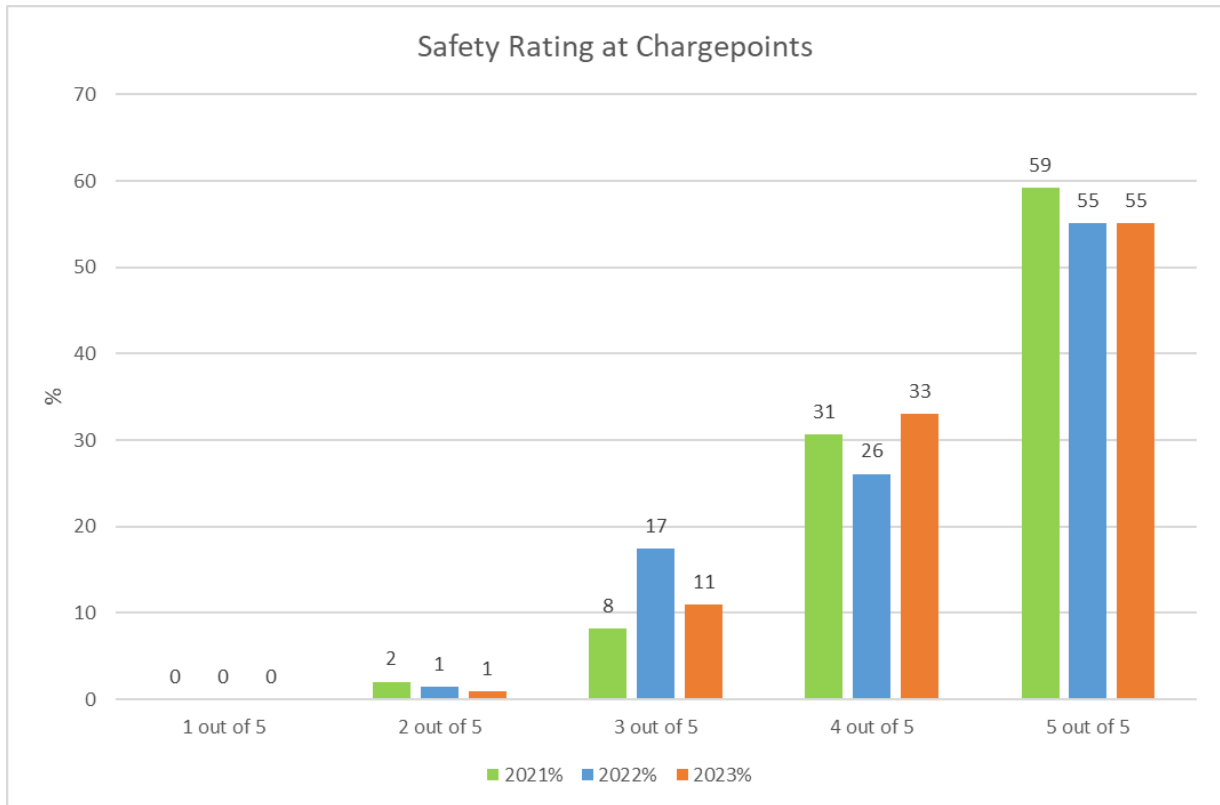
experience, with new features being developed on the app process. This reflects the investment made by our technical partners in improving the reliability and usability of their apps.

9.6.1 Chargepoint Appearance



Site appearance ratings have decreased slightly, which is likely due to the age of the chargepoint stock but 80% of users were still satisfied with the appearance of their regular chargepoints. The survey has highlighted some areas for improvement, and these are being actioned.

9.6.2 Safety at Chargepoints

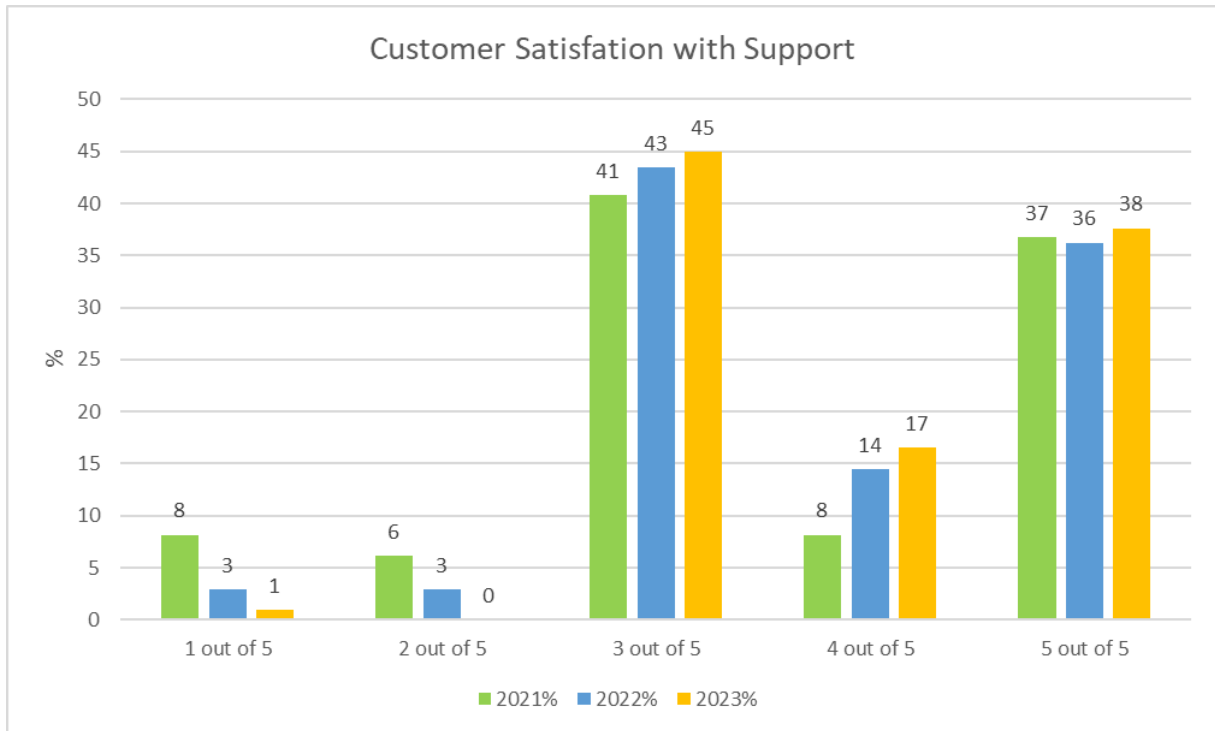


Users feeling safe at CMS chargepoints is very important, especially when considering women and vulnerable groups using chargepoints at night. Comparing the survey responses from 2021 to 2023 there is little difference between how safe users feel at their regular chargepoint, with over 80% of users feeling safe at CMS chargepoints.

When considering the SDGs this result can feed into the achievement of Goal 11, as it is ensuring chargepoints are safe spaces for users to charge their EVs. This is reflected in the result that no users suggested they felt very unsafe at CMS chargepoint, and the majority felt comfortable charging their EVs.

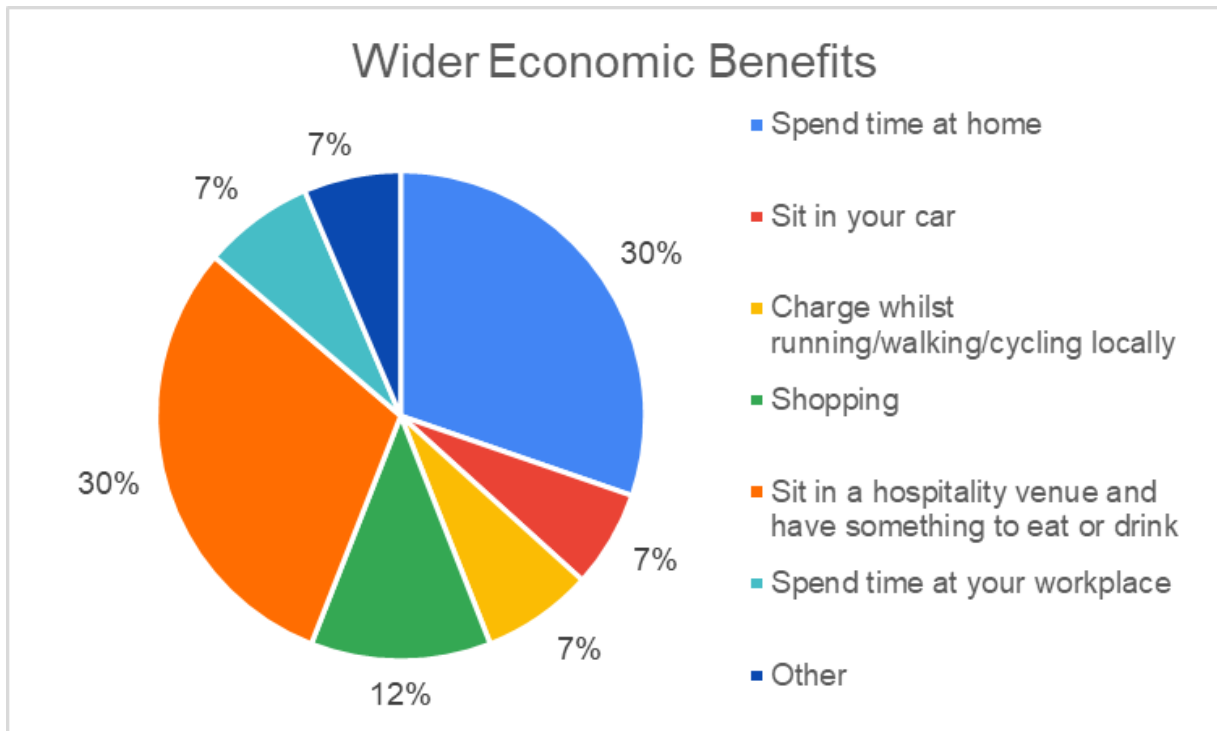


9.6.3 Satisfaction with Support



There has been an overall improvement in user satisfaction with assistance via phones/emails from the support service for the chargepoints. The introduction of Everyday EV to handle customer calls outside office hours ensures that all customers have a positive charging experience even when they encounter difficulties in charging. Any poor charging experience can be improved and resolved through good customer support. CMS relies on support from the team and volunteers, with additional support from the EO charging call centre. Some chargepoints have poor mobile coverage in more rural areas; therefore, they can be more difficult to support.

9.7 Wider Economic Benefits



As one objective of CMS is providing support to local businesses near chargepoints, it's important to consider what users do whilst they are waiting for their car to charge. The survey responses show that nearly 50% of users spend time shopping, sitting in a hospitality venue or doing an activity locally, such as running/walking/cycling. Chargepoints at locations such as Horse & Farrier and The Square, Great Ecclestone, can provide additional income to local businesses.

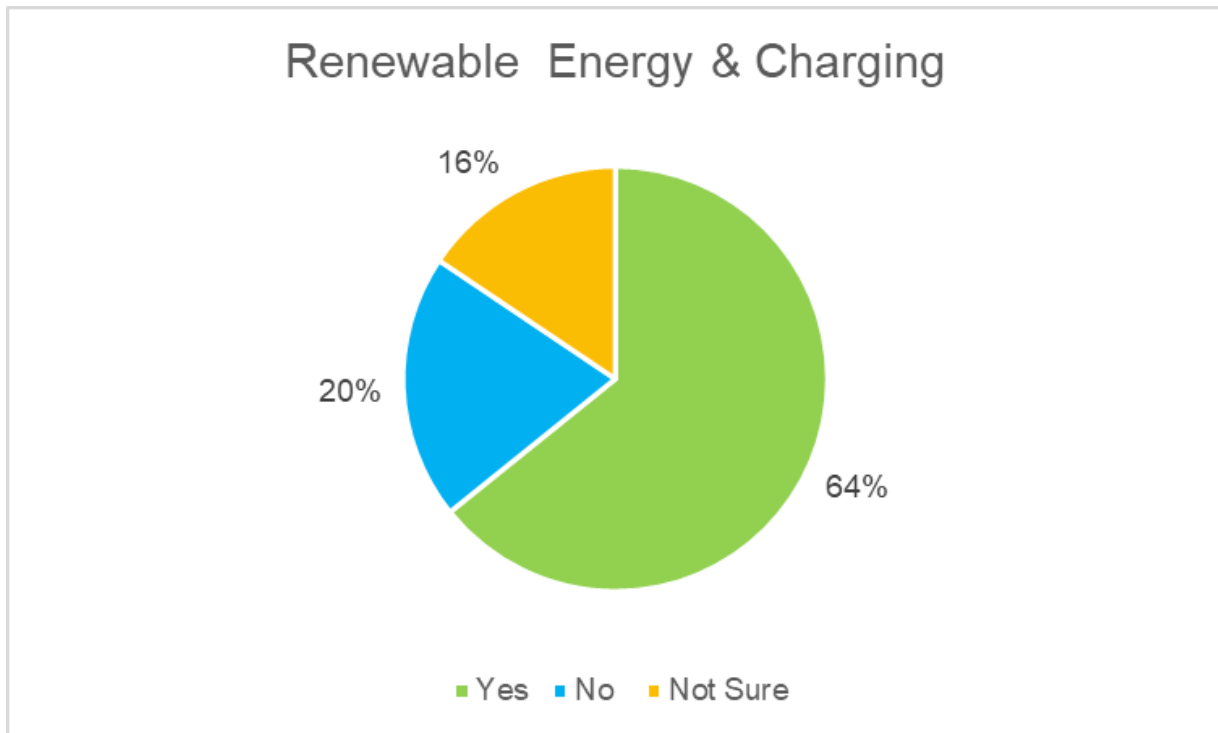
A total of 30% spend time at home whilst their EV's charge. Showing that CMS chargepoints are being used by local people and by visitors to the area. As 12% of users are undertaking leisure activities locally it suggests that they are adapting their daily routines to include charging their EV.

Monitoring the wider economic benefits also links to the SDGs as part of providing reliable infrastructure, but also ensuring small business and other enterprises are part of sustainable technical innovation. Additionally, charging and using EVs will reduce air pollution in these areas, which is in line with Goal 11 specifically.



When comparing last year's wider economic benefits to this years, there has been a decrease in the number of users spending time at home whilst charging, but an increase in users undertaking leisure activities while waiting for their cars to charge. There has also been an increased number of users spending time in a hospitality venue whilst waiting for their car to charge. This suggests that CMS is delivering on its aim to provide chargepoints within a 5-minute walk of user's homes and when visiting hospitality venues. There has been an increase in the number of users that are charging overnight with the use of the Charge While You Sleep scheme.

9.8 Renewables



In line with the SDGs and CMS goals, special attention was given to renewable energy and why users were switching to EVs to fit with Goal 7 and Goal 9.

From the survey, over half of users agreed that if they knew chargepoints were using renewable energy to charge their EVs, they would be more likely to choose it. Suggesting that there is an interest by consumers to contribute to reducing climate impacts. As over 20% of CMS sites have the capacity to generate their own renewable electricity, supporting our Solar Charging Homes Without Driveways (SCHOWD) project.

9.9 Barriers to achieving impacts

The main barriers to the adoption of EVs are the cost of buying an EV and concerns about the reliability of public charging infrastructure. CMS has the ability to address the second concern by reducing the downtime of chargepoints, working with our team of chargepoint champions and phone support team to improve the overall experience.

There are still many areas which are underserved, and there is an added difficulty of identifying and installing suitable sites in such areas. Sites which are initially promising can drop out due to contractual or technical issues late in the development process when significant effort has been expended by the CMS team.



10. CASE STUDIES

When installing our chargepoints, Charge my Street engages with a range of sites. Site hosts will benefit from EV charging waiting times as drivers are likely to engage with the business nearby the chargepoint. Charge my Street has continued to develop a series of case studies highlighting sites that offer a range of benefits to the community as well as the EV driver. These case studies focus on the benefits the chargepoint has brought to the site, as well as the process of having the sites installed. The case studies can be accessed on the Charge My Street website.

September 2022 CASE STUDY

Alresford Parish Council, Colchester

A CASE STUDY WITH FRANK BELGROVE, CHAIRMAN.

Alresford Parish Council Village Hall is a village hall in Colchester, Essex. The village hall is the focal point of the local community. Alresford is a village of approximately 2,100 people and is situated about 6 miles from Colchester in the Tendring district. The village hall hosts a range of community groups & events, such as the 1st Alresford Scout Group & a Craft and Farmers Market.

Frank Belgrove, the Chairman, said, "The parish council are delighted with the two new chargepoints that have been installed at the village hall, they are a step in the right direction for the village."

“Recently, the parish council declared a climate emergency so we're looking for new ways to do our bit to achieve net-zero.”



"Councillor Sue Hammick proactively investigated installing electric vehicle chargepoints at the village hall to meet our targets. Due to Sue's links with sustainability groups, we were able to suggest the site to Charge My Street, who have been fantastic throughout."

The chargepoints were launched in July 2022 and are ready to use by residents or visitors of Alresford. The chargepoints were installed by [Cross Tech Electrical](#), a local installer based in East Anglia as part of the [SOSCI project](#), funded by Innovate UK.



CHARGE MY STREET



STUFF TO DO

The centre of the village is about a mile north of the creek and is split in two by the railway line. There is a main shopping centre, adjacent to the railway station in Station Road, as well as a General Store, Post Office, Fish-and-Chip shop, a Chinese take-away, Indian take-away and a Carpet shop.

THE SITE

"The hall can be booked for a range of events. The auditorium holds around 150 people as well as a licensed bar, equipped kitchen and a newly fitted sound system."



FOR MORE INFORMATION VISIT: [ChargeMyStreet.co.uk](https://www.ChargeMyStreet.co.uk)

11. FUTURE

The Society will continue to embed the approach of community-owned chargepoints in Lancashire, Cumbria and further afield.

There have been positive developments in the last year which bodes well for the future:

1) The policy landscape is still supportive, with the Office for Zero Emission Vehicles providing grants to Local Authorities for public charging. However, policy changes such as delaying the ban on petrol and diesel cars have not been helpful.

2) Car manufacturers have overcome supply chain issues, with the cost of new EVs coming down and the second hand market improving.

The Directors feel that Charge My Street's approach will become increasingly attractive to other communities across the UK.

11.1 Strategy

The future strategy is to:

- 1) Support individuals who wish to switch to an EV and would like support to get a local chargepoint installed.
- 2) Work with community organisations that are interested in hosting EV chargepoints.
- 3) Support Local Authorities in Northern towns that control assets that could be used for EV charging, but lack the capacity to apply for funding and install charging points.
- 4) Develop Charge My Street's capacity (both organisational and financial) to secure more Local Authority contracts to install and operate EV chargepoints.
- 5) Deliver more destination chargepoints in the North West.
- 6) Promote the use of installed chargepoints to generate more revenues for the Society.
- 7) Launch an open offer of withdrawable shares (November 2023) to enable people to invest in the society and pledge their investment to a particular chargepoint.

Whilst the picture of usage is developing across our network, it is difficult to define a set of criteria that will always be successful in the future. The strategy over the coming year will target sites in the middle of the scale, so that Charge My Street can balance the difficulty and cost of installation with expected long-term usage, whilst sticking to its social inclusion ethos.

The ideal site will have:

- 1) Location of parking bays within 5 metres of the building to reduce cabling costs and groundworks.
- 2) Sufficient building power to avoid the requirement for a new DNO connection.
- 3) Sufficient space within the building to accommodate equipment like hubs and electricity meters.

Sites not meeting these criteria will generally be more expensive and the local community or user community at the site will be given the opportunity to invest towards the cost of installation. An average site costs in the region of £10,000 to install and people would be expected to pledge half of the costs to progress the site. Charge My Street will look for additional funding through its relationships with Local Authorities and other stakeholders which will reduce the amount of local investment required.

11.2 Using Electric Vehicles to return power to the grid (V2X)

V2X, or Vehicle-to-Everything, refers to the communication technology that enables vehicles to communicate with various elements in their environment. This communication can occur with other vehicles (V2V), infrastructure (V2I), pedestrians (V2P), networks (V2N), and more.

We will work on technology which will allow EV drivers to take part in V2X trials focusing on three main use cases; resilience, local renewables & flexibility.

V2X can help rural communities seize opportunities in the transition to Net-Zero by enhancing energy resilience and mobility. It can integrate rural car clubs, community buildings, local renewable generation, and Distribution Network Operators (DNOs).

With this project in particular, it will allow EV car owners to discharge electricity from their vehicles back into the building it has charged from in order to allow communities to make use of this facility to charge emergency items during periods without power.



Solar array at Lancaster Boys & Girls Club with Garo EV charging sockets.

12. PARTNERS & SUPPORT

12.1 Funders

Charge my Street would like to thank our community investors and the following organisations for funding elements of our work over the last year.



Office for
Zero Emission
Vehicles



European Union
European Regional
Development Fund



**energy
saving
trust**

