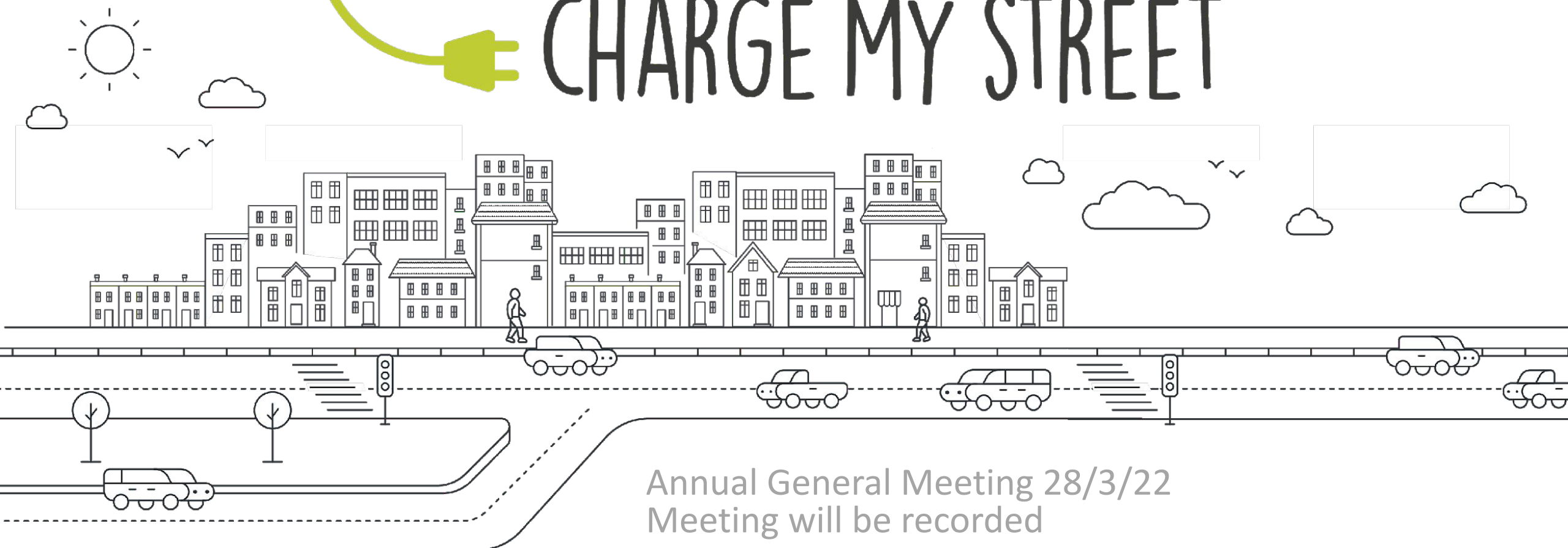


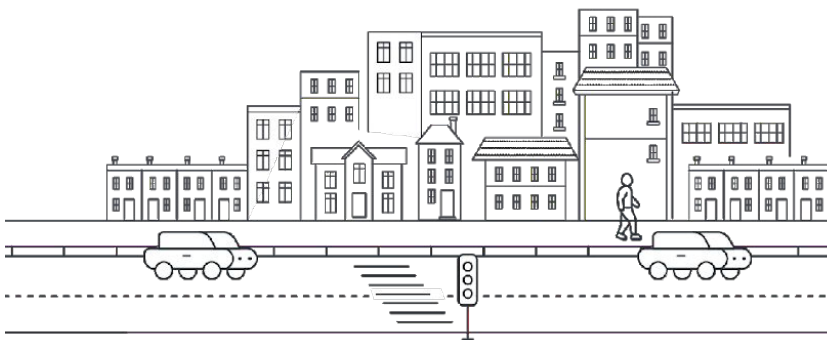
CHARGE MY STREET



Annual General Meeting 28/3/22
Meeting will be recorded

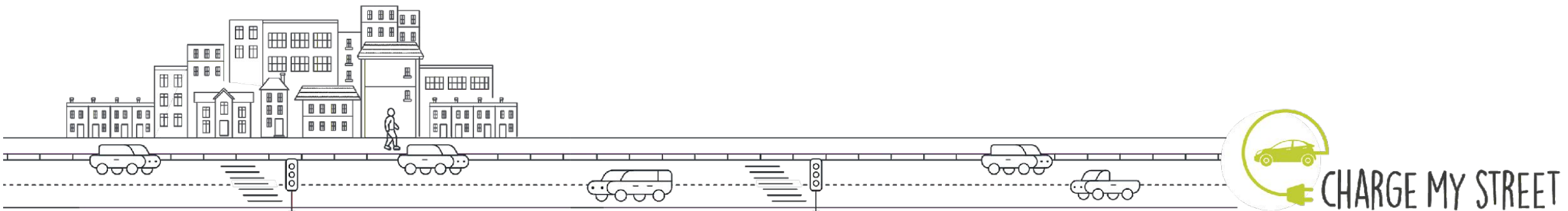
Welcome & Introductions - WME

- Apologies
- Confirmation of the required quorum
“a quorum shall be 3 Members or 10% of the membership (16), whichever is the greater”



Agenda

1.	Welcome & Introductions – Dr Will Maden (Chair)	8.05
2.	Confirmation of the required quorum	8.07
3.	Presentation of Annual Report	8.10
4.	Adoption of the Annual Report	8.40
5.	Presentation of the Accounts – Philip Lamb	8.45
6.	Adoption of the Accounts	8.50
7.	The appointment of an Auditor, if required;	8.55
8.	The election of the Directors	9.00
9.	Share offers	9.05
10.	The application of profits	9.15
11.	Any Other Business	9.20
12.	Closing Remarks	9.25

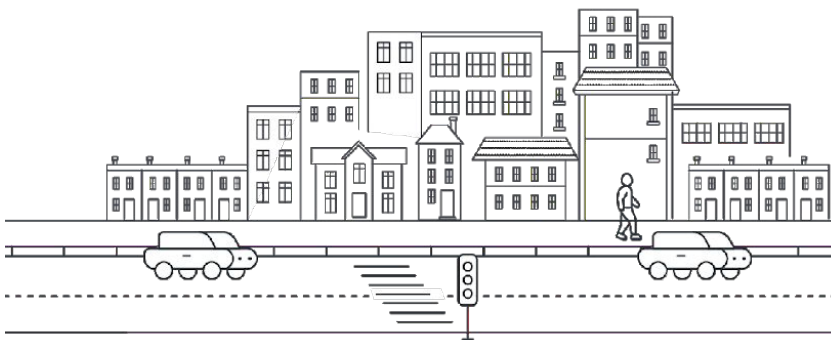


Annual Report

- Overview of activity – Daniel Heery
- Policy developments - Daniel Heery
- Case study – Ady Powell
- Impacts
- Governance
- Q&A at the end

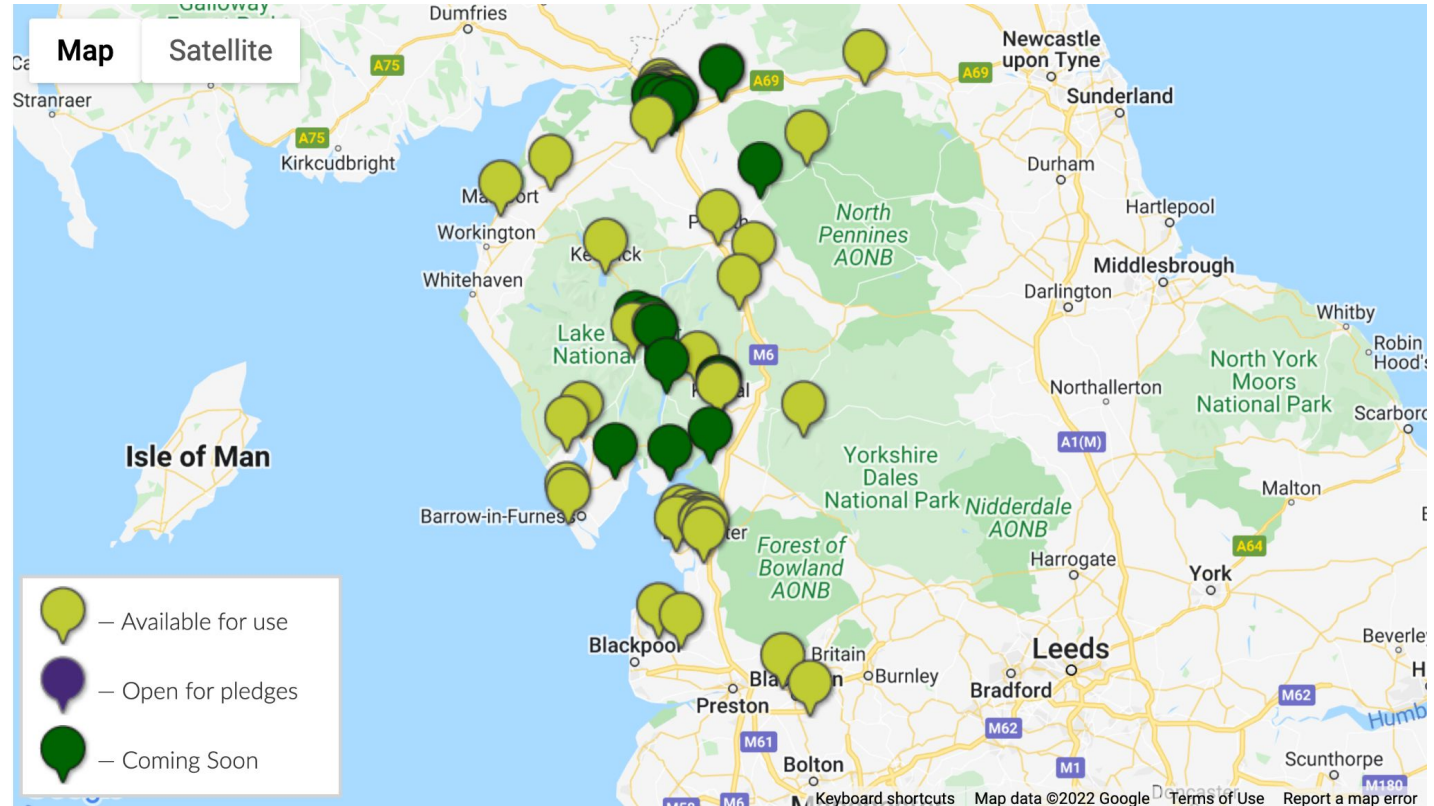


Opening Stanwix Car Park, Carlisle -
Left to right Keith Poole, Cllr
Christian and Daniel Heery



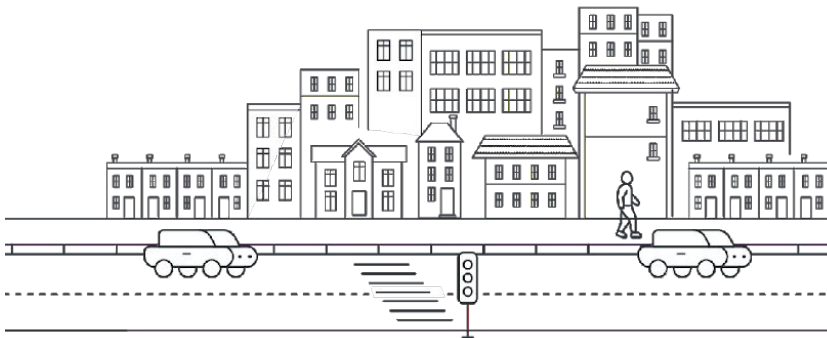
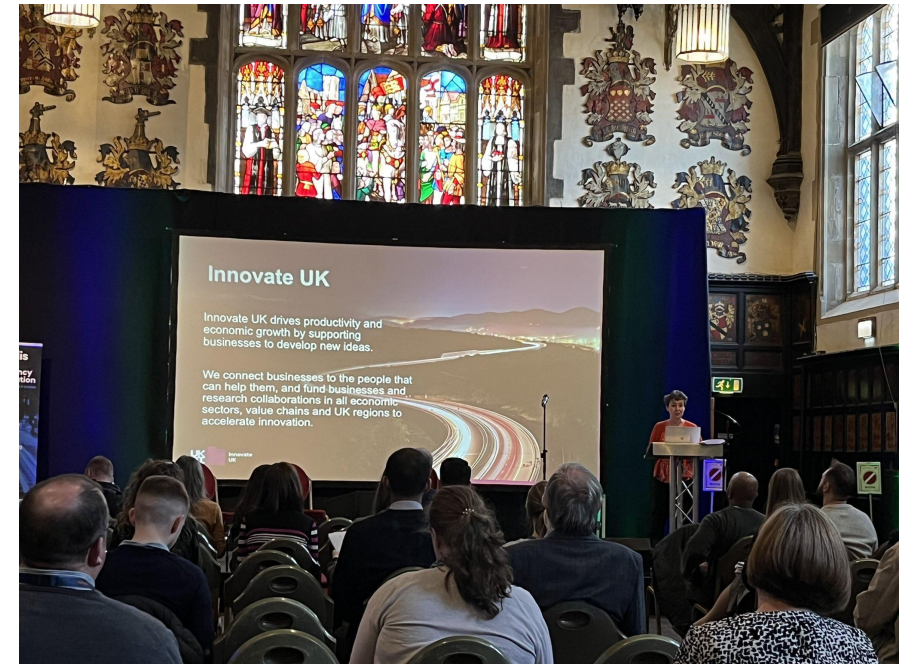
Overview of Activity

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

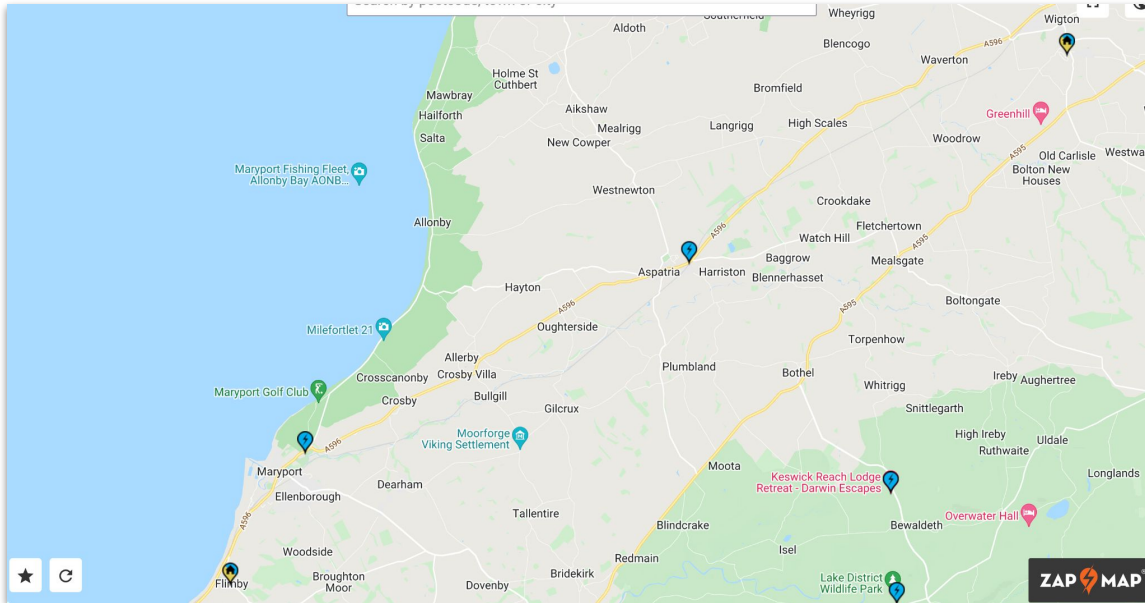


Policy Context

- Office for Zero Emission Vehicles Funding – LEVI £400M for public charging by March 2025
- Electricity NW see EV adoption 20% higher than forecast
- Voucher scheme for businesses / flats from April and end to home charger grants



Case Study - AP



May 2022

CASE STUDY

Netherhall School, Maryport

A CASE STUDY WITH DALE STEPHENSON, SCHOOL BUSINESS MANAGER

Netherhall School is a secondary school in Maryport, Cumbria. Maryport is a town and civil parish in Allerdale. The town is situated just outside the famous Lake District National Park.

The school has a fitness gym, AstroTurf, and large sports playing fields. The chargepoint was launched in December 2021 by David Tromans, Headteacher, Dale Stephenson, School Business Manager and Ady Powell, Project Manager of Charge My Street.

The chargepoints is located in the school car park. "The Community sports centre is run by the school, the chargepoint is available to the public using the community centre as well as residents and visitors to Maryport".

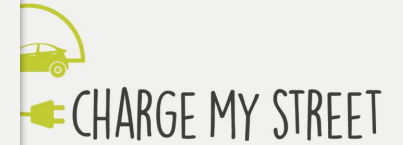
“The school is trying to be as environmentally friendly as possible. We believed the site would be excellent for the local community”



"A colleague who worked for Walney school put me in touch regarding Charge My Street". "It's really important for schools to support the transition to low carbon transport –we took practical steps to address climate change by installing the chargepoint"

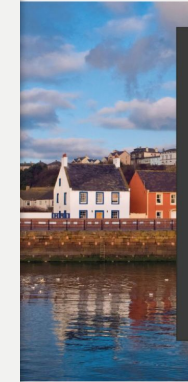
"The installation of the chargepoint was really straightforward, we are really happy with the installation and would suggest Charge My Street to any school thinking of having a chargepoint installed."

The chargepoints are now live and ready to use by residents or visitors of Maryport. The chargepoints were installed by **BAY EV**.

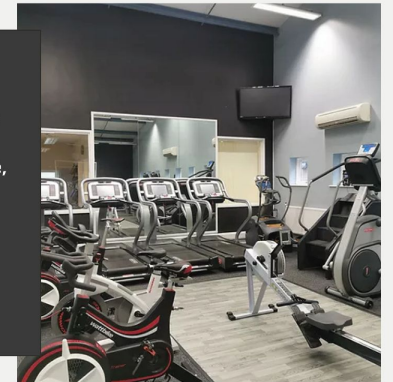


STUFF TO DO

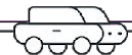
"Maryport has plenty of pubs and shops close by. The Chargepoint is a 10-15 minute walk to the marina and the town centre"



sports centre facilities, dance centre, and a fitness community park here.



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



CHARGE MY STREET

Future Sites

We have learned that sites should have these characteristics

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

Based on data from site installs. These sites can be delivered quicker and at lower cost

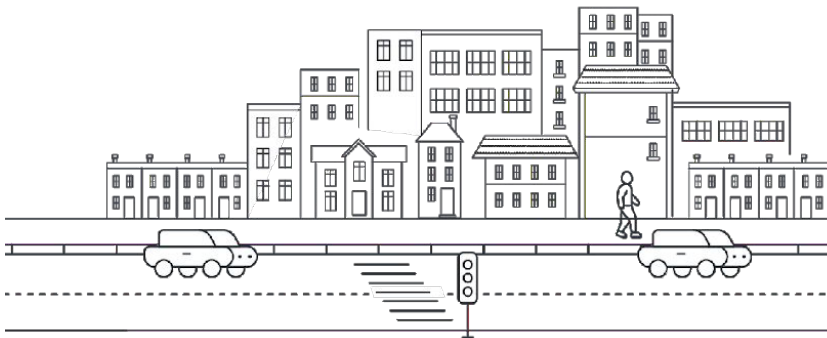


Education Impacts - Stakeholder Engagement

- Spoken at 24 events hosted by organisations like Church of England, renewable energy associations, Coops UK and community groups.
- We have been invited to attend and present at webinars and events on a regular basis allowing us to engage with organisations and educate stakeholders.
- Launch events for new EV chargepoints and explainers



“How to Charge your Car” Information event as part of Big Green Week in Williamson Park, Lancaster

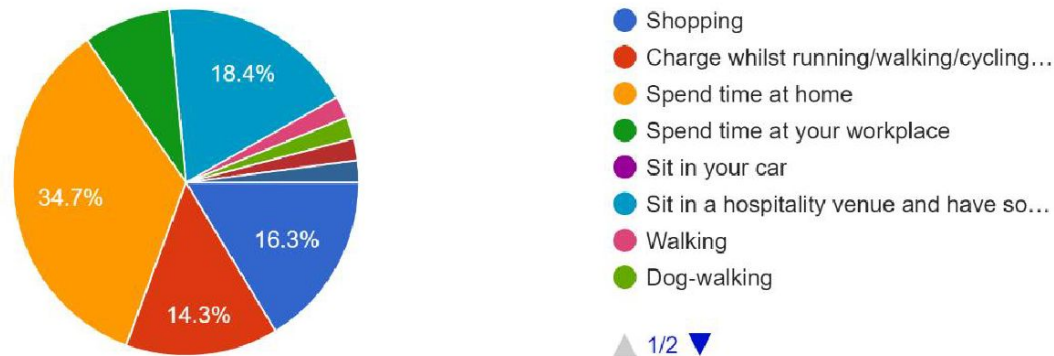


Economic Impacts - AP

- Objective is to support local businesses near chargepoints - third of respondents spend time shopping / visiting hospitality venues while they charge
- Third spend time at home

What do you mainly do while you are waiting for your car to charge up?

49 responses



The Dog Inn, Belthorn

“As we are a community-run pub, it was very important to us to work with another community benefit society.”

A CASE STUDY WITH YVONNE BROWN, BOARD MEMBER.

The Dog Inn is a community-run pub that is situated in Belthorn, a small village in Lancashire. The village boasts stunning views over the moors to the Ribble estuary, the Fylde Coast and Pendle Hill to the east.

In March 2015, the community came together to discuss saving the several hundred years old building. In 3 months, the community raised £180,000 leading to the community benefit society being created.

Yvonne said "I searched for chargepoint operators and found Charge My Street's website, I emailed them for further information and went from there. There is a lot of housing without off-street parking in Belthorn so we believe the chargepoints are key for the adoption of electric vehicles in the area."

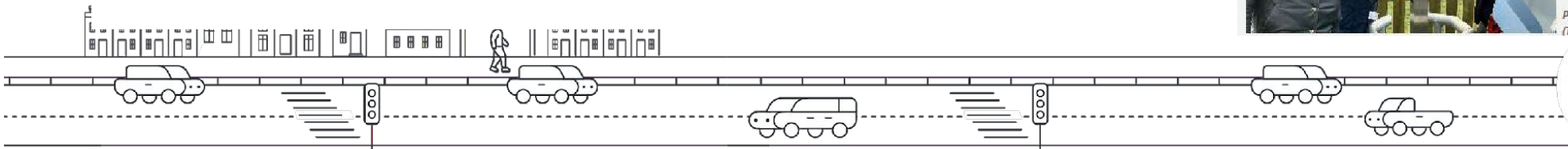


"We have a restaurant, pub and a coffee shop. We also have a room that can be hired for events. The Dog Inn acts as a community venue for the village. We also attract a lot of people from outside visiting the restaurant and the local area".



The chargepoints were launched in December 2021 and are ready to use by residents or visitors of Belthorn. The chargepoints were installed by BAY.EV, a local installer based in Morecambe as part of the SOSCI project, funded by Innovate UK.

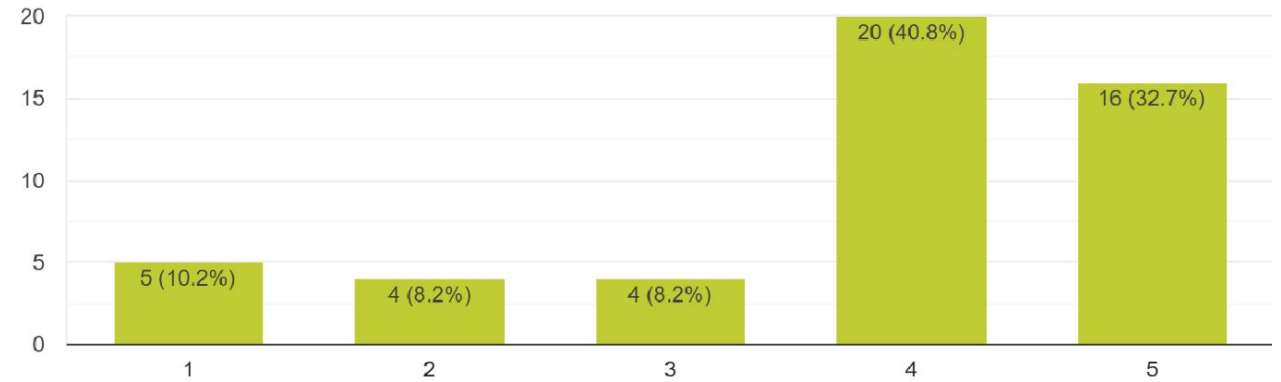
Pictured: John Hall (Local Charge My Street Investor), Yvonne Brown (The Dog Inn) and Daniel Heery (Director of Charge My Street)



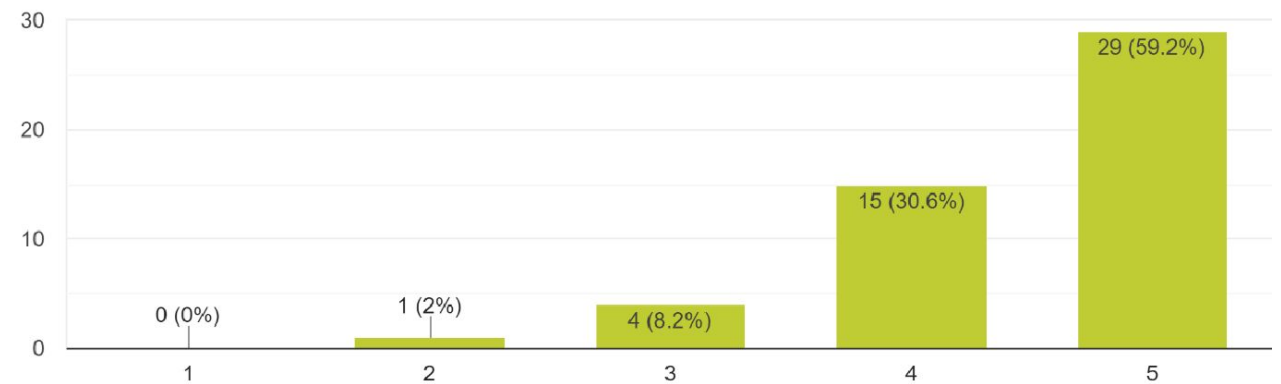
Impact – Customer Experience WM

- The overall satisfaction score for CMS users is 3.77 compared to 3.4 as the average in the top 15 operators according to Zap-Map. We will aim to improve this to 4 out of 5 in the next year by improving our systems and support.
- At some sites like Dent and Dalston, we have installed additional lighting – overall 90% of respondents rated the chargepoints as being very safe or safe.

How satisfied are you with the overall experience of using our chargepoints?
49 responses



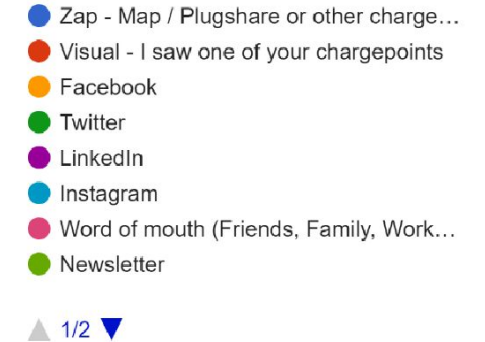
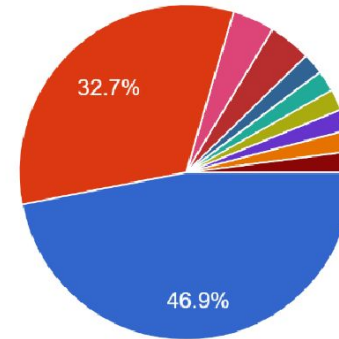
How safe do you feel using your regular chargepoint?
49 responses



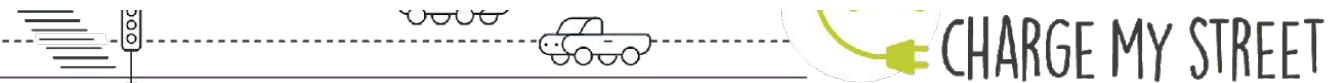
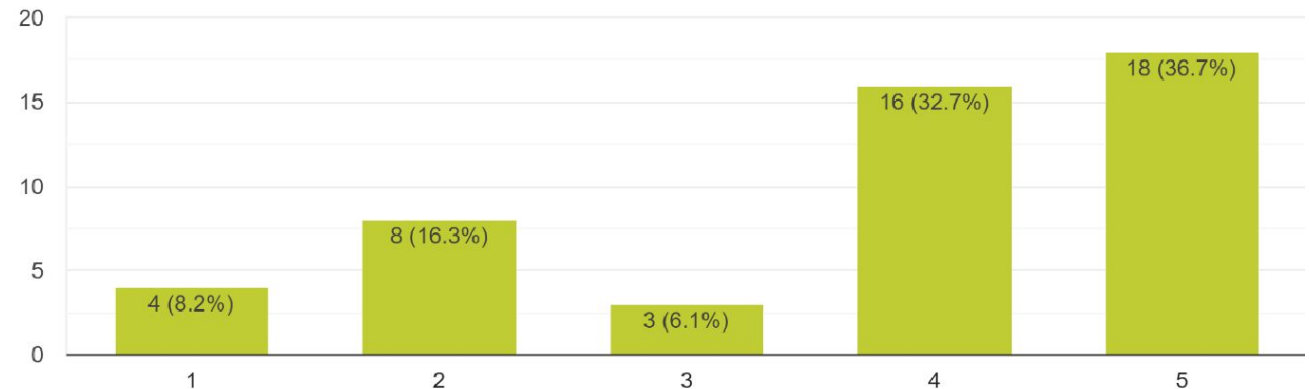
Experience / cont

- The most common way people discovered CMS was via Zap-Map (47%) or visually (33%) – seeing the chargepoint appear in an area, this shows the importance of expanding.
- 69% are satisfied with using the app and more work is being done with our partners to improve the overall experience with new features being developed.

How did you find out about Charge my Street?
49 responses



How satisfied are you with your overall experience of our app? (EO or Fuuse)
49 responses

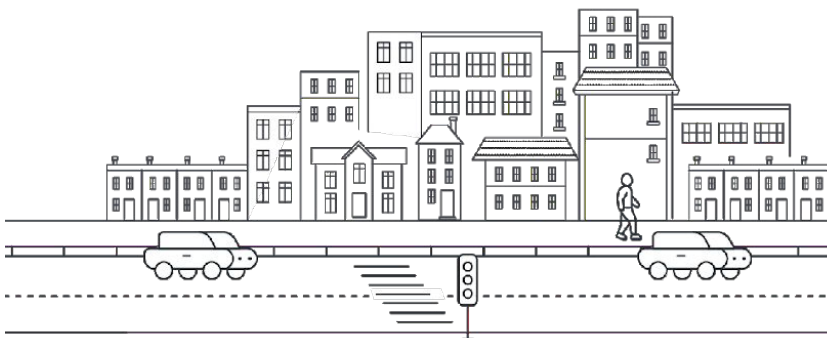
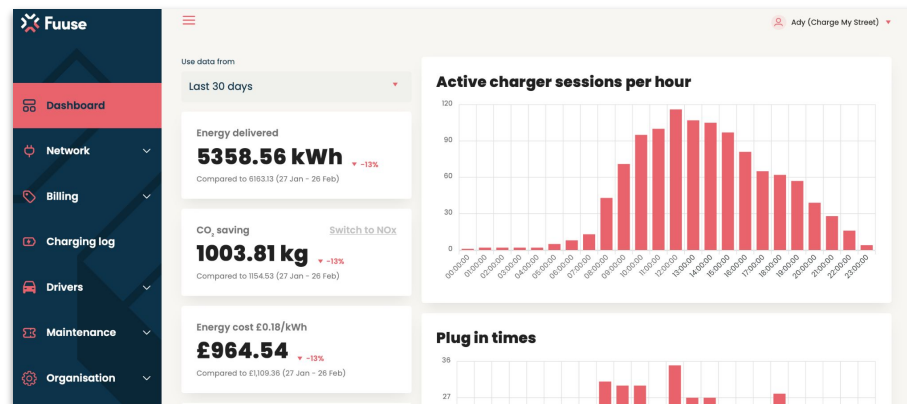


Environmental Impacts - AP

- Integration with renewable energy at 8 sites across the North.
- In 2019/20 period **4070.57 kWh** of electricity were served to 51 drivers across all of the sites equivalent to a saving of **37.84 tCO2 savings** .
- In 2020/21 period **23,057 kWh** of electricity were served to 340+ drivers equivalent to a saving of **214.33 tCO2 savings**. *This is a five-fold increase on the last year.*



Solar Panels on Morland & Newb Village Hall, Penrith



Strategy - DH

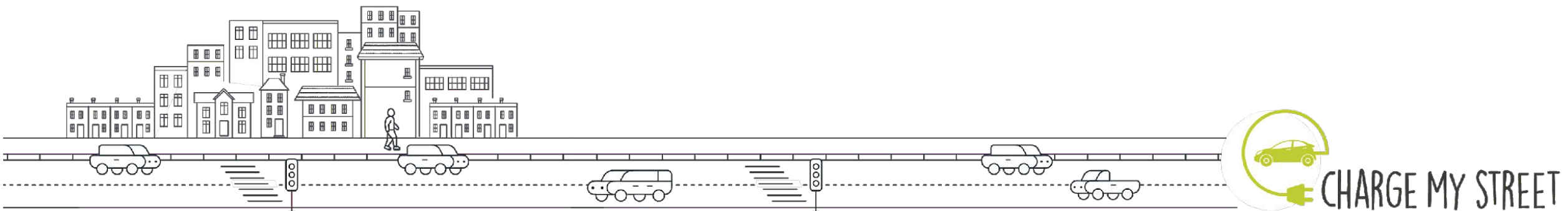
Overall aims

- Support individuals who wish to switch to an EV and would like support to get a local charging point installed.
- Work with community organisations and Local Authorities that are interested in hosting EV charging points.
Deliver more destination chargepoints in the North West.
- Promote the use of installed charging points to generate more revenues for the Society.
- We track the delivery of social, environmental and local economic impacts.
- Current financial projections show that we will need another ~240 chargepoints over the next 3 years to reach a scale where revenues are sufficient to cover network management, staff costs interest and share capital repayments and overheads.
- Dependent on the type of chargepoint – locations, usage levels and energy prices.



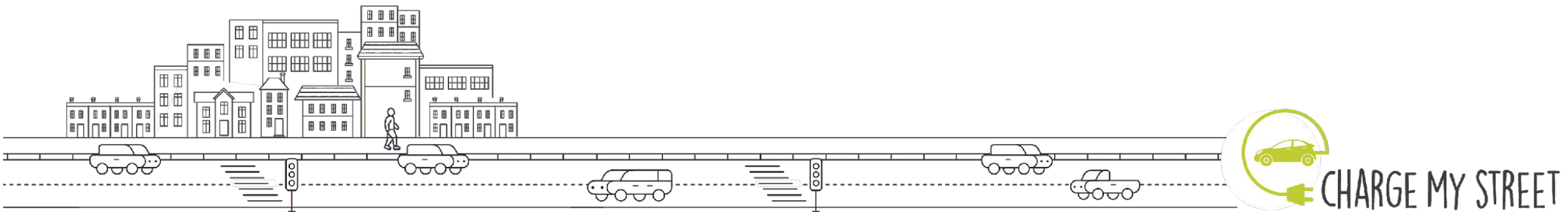
Future - DH

- Last 2 years has provided evidence base – cost of site installations, duration of installation, usage of chargepoints – better decisions on sites to develop
- Expanding the network of chargepoints – working with community venues, businesses and Local Authorities.
- Activities will include financing, installing, owning and operating chargepoints across multiple models, depending on what is most suitable.
- Consultancy work for organisations which need support in right EV charging technology, finance and business model.
- Work with partners to attract funding for activities from Government and other sources.

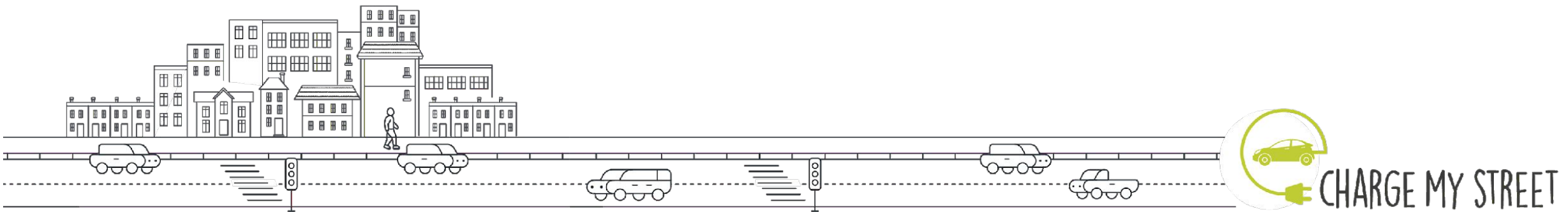


Governance - Angela

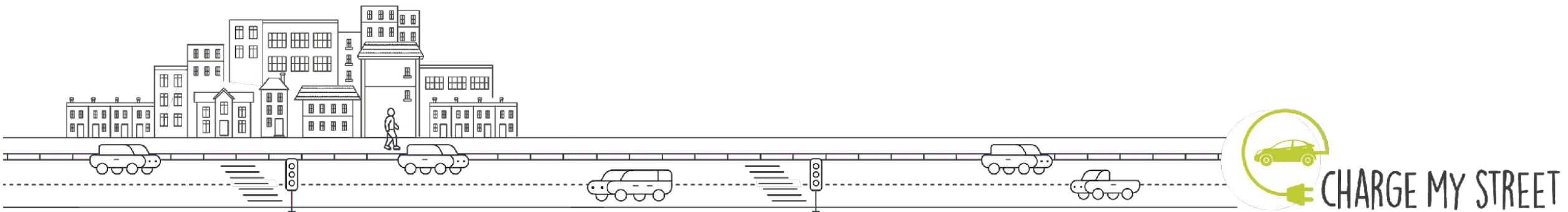
- Board of Directors
- Regular monthly meetings
- All meetings fully minuted
- Actions log for ongoing items



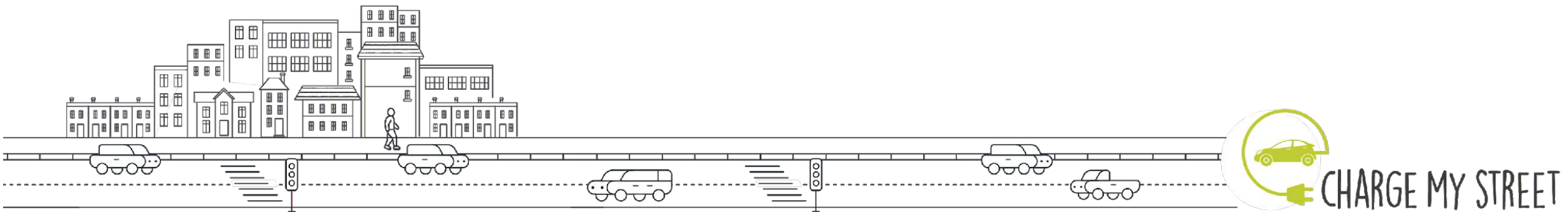
Q & A



Adoption of Annual Report - PF



Presentation of the Accounts - Philip Lamb

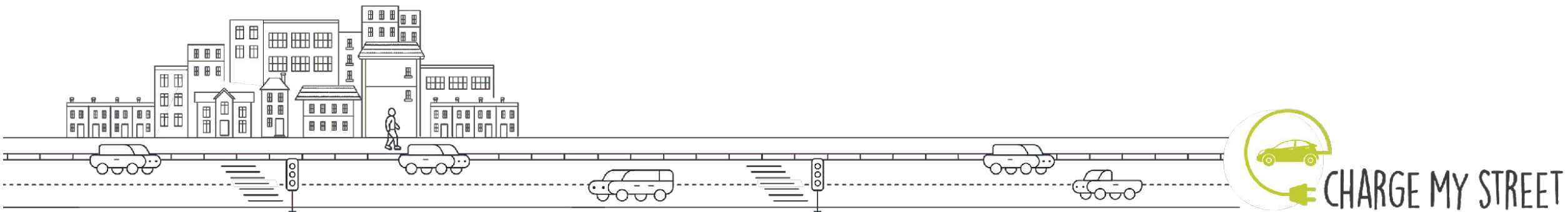


Auditor

- The appointment of an Auditor, if required;

Unless the Society meets the criteria set out in section 83(2) of the Act or may disapply the audit requirement in accordance with section 84 of the Act, the Board shall in each financial year appoint an Auditor as required by section 83(1) of the Act, to audit the Society's accounts and balance sheet for the year.

- Proposed to retain Allan Sykes

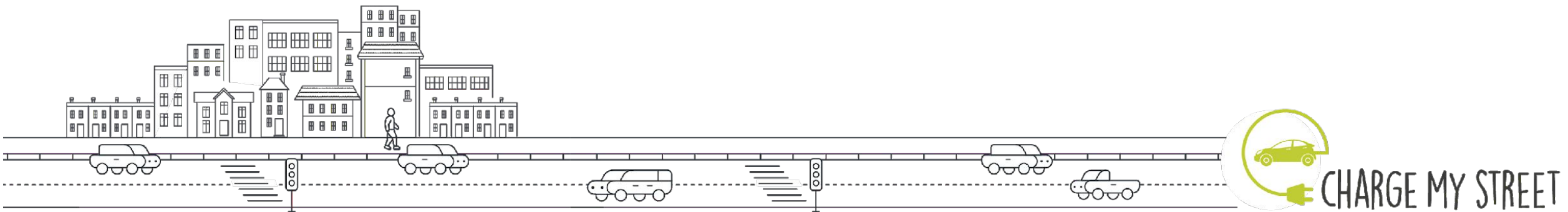


The election of the Directors

Retiring Directors

Paul Fisher

Standing for election

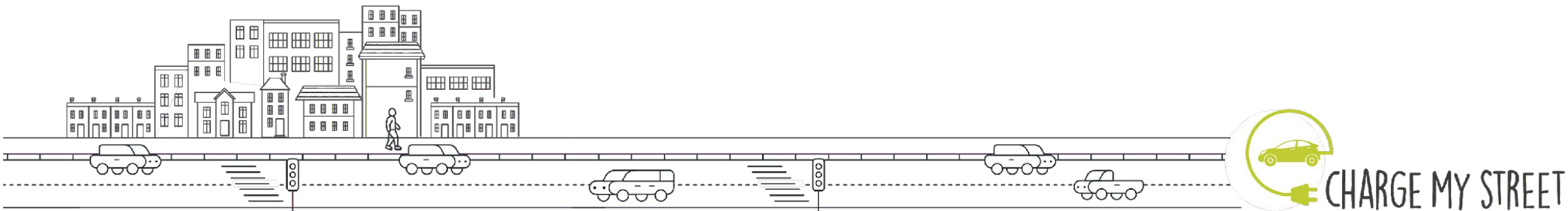


Share offer Dividend & Capital Withdrawal

- 2018 investors
 - Offer closed 30/4/18
 - SEIS rules lock investment 3 years
 - Capital can now be withdrawn
 - Offer stated Interest would not be paid for 3 years

“Our financial modelling for the four charge points we intend to install with the capital raised from this share offer suggests that after year 3 we will be able to pay share interest at 2% and from year 4 repay £2,700 of share capital per year.”

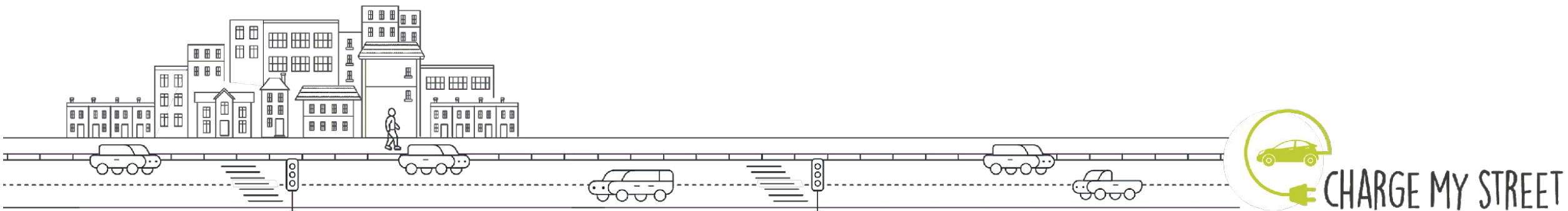
- Share interest has been calculated added to your share account - can now be withdrawn.



2020 Investors

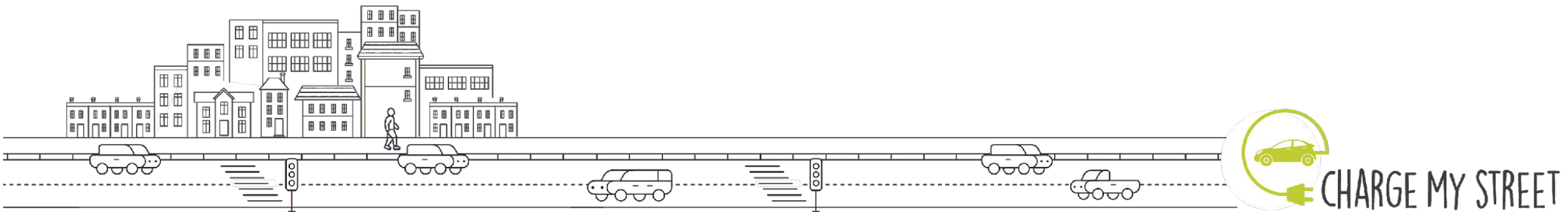
Offer document text

- *Based on our detailed financial projections, we expect to be able to pay share interest of 2% and, if use of the charge points increases over time as we expect, 5% after five years. We also intend to repay investors' capital.*
- *You will not be able to withdraw the money you have invested for at least three years*
- *It is our intention to pay back your capital as well as pay annual interest payments from year 3 (Spring 2023)*
- *Payment of share interest is subject to the financial performance of the Society and will be agreed at each AGM. You have the option for share interest to be credited to your share account as new shares, or paid in cash.*



New share offer

- New share offer will be developed next quarter.
- Purpose will be twofold:
 - Assess demand for sites by asking for local pledges from residents
 - Raising investment for network expansion to match with other funding e.g. OZEV grants
- Focus on extending network to meet financial objectives



Remaining items

- The application of profits - WM
- Any Other Business - WM
- Closing Remarks - WM

