



Barbican Residential Committee

Date: THURSDAY, 21 JUNE 2018
Time: 9.30 am
Venue: COMMITTEE ROOM 2 - COMMITTEE ROOMS

Members:

Rehana Ameer	Jeremy Mayhew
Randall Anderson	Deputy Joyce Nash
Matthew Bell	Barbara Newman
Chris Boden	Graham Packham
Mark Bostock	Susan Pearson (Deputy Chairman)
Deputy David Bradshaw	William Pimlott
Mary Durcan	Stephen Quilter
Ann Holmes	Deputy John Tomlinson
Michael Hudson (Chairman)	

Enquiries: Julie Mayer
Julie.Mayer@cityoflondon.gov.uk

NB: Part of this meeting could be the subject of audio video recording

John Barradell
Town Clerk and Chief Executive

AGENDA

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **CAR PARK CHARGING AND STORAGE ON THE BARBICAN ESTATE**
Report of the Director of Community and Children's Services.

For Decision
(Pages 1 - 26)
4. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
5. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

Agenda Item 3

Committee(s)	Dated:
Barbican Residential Committee – For decision	21/06/2018
Subject: Charging Policy for Car Parking and Stores	Public
Report of: Director of Community and Children's Services	For Decision by Barbican Residential Committee
Report authors: Michael Bennett Head of Barbican Estates	

Summary

The context for the review of the Charging Policy for Car Parking and Stores on the Barbican Estate includes the following:

- Expenditure on car parking on the Barbican Estate has for some years significantly exceeded income;
- The Barbican car parks are underused with a large number of vacant car parking spaces that could be put to much better use (including the provision of storage units for residents);
- There is currently a waiting list for additional storage of over 270 Barbican residents;
- The current 3-year Charging Policy for Stores expired in March 2018 and is due for review;
- The current 1-year Charging Policy for Car Parking expires in September 2018 and is due for review;
- The City Corporation has implemented an 'Efficiency Plan', which seeks to maximise income from its property assets;
- The City Corporation is carrying out a general review of all its car parks within the City.

At its meeting on 4 June 2018, the Barbican Residential Committee received a report on the Charging Policy for Car Parking on the Barbican Estate. The Committee agreed that the Member/Officer Working Party convene a further meeting to consider the comments made on the Charging Policy including representations from Members, residents and officers, before bringing a report back to a Special Meeting of the Barbican Residential Committee. The Working Party has now completed its task and, this report comprises an overview of its considerations and its recommendations.

Recommendations

The Barbican Residential Committee is asked to endorse the work and recommendations of the Member/Officer Working Group and specifically, to:

1. Increase the Barbican car park charge per parking space for the ensuing year to £1,340 per annum and review charges again next year.
2. Instruct officers to carry out an Equalities Impact Assessment and report back to the Working Party so that recommendations as to whether a reduced charge should apply to disabled or similar users and, if so what the reduction should be.
3. Ask officers to consider whether the provision of free short-term parking by visitors, tradesmen and others, could, and if so should, be allocated to the service charge account, and whether the free period of parking should be altered, and report to a future meeting of the Working Party.
4. Ask officers to consider how an adjustment can be made, consistent with complying with the lessor's obligations and service charge provisions within the leases, in the way concierge and related services are provided and charged and make recommendations to the Working Party to consider prior to it making recommendations to the Committee.
5. Increase the rents for stores within Barbican buildings (that is, stores not constructed in the car parks) to £27.50 per square foot per annum (which are all classed as small/standard stores) and subject to review after one year.
6. Increase the rents of all existing stores within the car parks to £20.00 per square foot per annum.
7. To phase in the increase of rents for existing stores in the car parks currently let to existing users over a three-year period and that they be let at £14.00 per square foot per annum for the ensuing year.
8. To charge rents for the new stores to be constructed in the car parks at £20.00 per square foot per annum and subject to review after one year.
9. Agree the lettings policy for the new stores in the car parks in order that:
 - stores be first offered to Barbican residents and not offered to non-Barbican residents for at least 6 months after the first letting of a new store;
 - the minimum Barbican resident use of the new stores be set at 90 per cent (subject to review and depending on the take up of the new stores);
 - non-resident users be restricted to City residents whose home is not more than one half mile from the entrance to the car parks containing the store such residents would use;
 - the minimum rent to be charged to non-resident users be set at £40.00 plus vat per square foot per annum, subject to review;
 - officers be instructed to finalise the management plan and submit it to the planning authority for approval.

Main Report

Background

1. Expenditure on car parking on the Barbican Estate has for some years significantly exceeded income. In 2016, the Barbican Residential Committee instructed officers to review the underused Barbican car parking spaces and subsequently agreed that they could and should be put to other uses including the provision of additional storage space in order to generate additional income to meet the Service Based Review targets of £154k and annual efficiency savings from 2017/18 for the Barbican Estate.
2. Following consideration of a report on the charging policy for car parking and stores on the Barbican Estate at its meeting in December 2016, the Barbican Residential Committee instructed officers to obtain advice from an independent consultant on opinions of value of car parking and storage spaces and bring back to Committee the recommended charges.
3. A Charging Policy for Car Parking was subsequently presented to the Barbican Residential Committee at its meeting on 5 June 2017 however, members decided, as an interim measure, to increase the charges for 2017/18 in line with the Consumer Price Index.
4. Members also agreed that a Member/Officer Working Party be established to carry out further work on the Charging Policy including, commissioning and considering advice from alternative independent consultants in relation to market rental levels for car parking and storage spaces and, a study of car park usage and cost allocation, before bringing a report back to the Barbican Residential Committee.
5. The Planning and Transportation Committee at its meeting in April 2018 approved the planning application for new stores in the car parks for residents and non-residents, subject to conditions and the approval of a management plan.
6. A report on the Charging Policy for Car parking was presented to the Barbican Residential Committee on 4 June 2018. The Committee agreed that the Member/Officer Working Party convene a further meeting to consider the comments made on the Charging Policy including representations from Members, residents and officers, before bringing a report back to a Special Meeting of the Barbican Residential Committee.
7. The members of the Working Party are:
 - Michael Hudson (Chair) – Chairman of the BRC
 - Sue Pearson – Deputy Chairman of the BRC
 - Randall Anderson – Member of the BRC
 - John Tomlinson – Member of the BRC
 - Paul Murtagh – Assistant Director Barbican & Property Services
 - Michael Bennett – Head of Barbican Estates

Current Position

8. The Member/Officer Working Party reconvened on 11 June and reconsidered all of the extensive communications from Members and residents.

Options

9. The Working Party took into consideration a number of factors with regards to the Car Park charges (see Appendix 1) and Stores charges (see Appendix 2).

Proposals from the Working Party

10. It was approximated that the present charge for residents to use the City public car parks effectively puts a cap on the amount that can currently be charged for the Barbican car parks of £1,500 per annum (that is, less than double the City public parking charge to residents), due to the likely reduction in the number of users of the Barbican car parks if the charge was to be increased beyond £1,500 per annum.
11. Charges should be for a one-year period in view of (i) actual occupancy and demand in the next twelve months and (ii) the officer group's work relating to the City's public car parks and the effect their recommendations (if accepted by the relevant committee) might have on the charges at those car parks.
12. If the direction of travel for Barbican Car Park charges was to move to £1,500 per annum it should be phased over three years. The phasing of such an increase would result in the following charges from September of each year:

Year	Charge (£)
2017/18 Current	1,258
2018/19	1,340
2019/20	1,420
2020/21	1,500

13. It is proposed that an increase to £1,340 per annum for 2018/19 would help establish elasticity of demand.
14. It is proposed that the following be taken into consideration in relation to a Stores charging policy:
- rents for storage accommodation in office buildings are to be included in assessing the price to charge Barbican residents;
 - lets to Barbican residents are generally longer term lets than lets with specialist storage providers;
 - availability of storage in nearby office buildings may limit the rents that can be charged for Barbican storage;

- the historic low level of some storage rents in the Barbican placed a cap on the immediate increase of those rents and the increase should be phased in over a 3-year period;
- increases of the levels considered by the Working Party would help establish elasticity of demand.

15. It is proposed to increase the rents for stores within Barbican buildings (that is, stores not constructed in the car parks) to £27.50 per square foot per annum (which are all classed as small/standard stores). The effect of this would be to increase charges from £313 per annum to £358 per annum.

16. It is proposed to increase the rents of all existing stores within the car parks to £20.00 per square foot per annum.

17. It is proposed that, in view of the current low level of rents for the existing stores in the car parks, to phase in the increase the rents for existing stores in the car parks currently let to existing users over a three-year period.

18. The phasing of such an increase would result in the following charges from September of each year:

Current Stores	Size (sq.ft.)	Current charge (£)	Charge per sq. ft. (£)	2018/19	Charge per sq. ft. (£)	2019/20	Charge per sq. ft. (£)	2020/21	Charge per sq. ft. (£)
Medium	32	373	11.65	448	14	544	17	640	20
Large	41	440	10.73	574	14	697	17	820	20

19. It is proposed to charge rents for the new stores to be constructed in the car parks at £20.00 per square foot per annum. This would result in the following charges for new stores:

New Stores	Size (sq.ft.)	Charge (£)
Large	43	860
Extra Large	61	1,220
Extra Extra Large	86	1,720

20. The following lettings policy be proposed in order to comply with the Planning Permission conditions permitting the new stores to be constructed:

- stores be first offered to Barbican residents and not offered to non-Barbican residents for at least 6 months after the first letting of a new store;
- the minimum Barbican resident use of the all new stores be set at 90 per cent (subject to review and depending on the take up of the new stores);

- non-resident users be restricted to City residents whose home is not more than one half mile from the entrance to the car parks containing the store such resident would use;
- the minimum rent to be charged to non-resident users be set at £40.00 plus vat per square foot per annum, subject to review;
- officers be instructed to finalise the management plan and submit it to the planning authority for approval.

Corporate & Strategic Implications

21. In terms of the relevant policies incorporated in the City Corporation's Corporate Asset Management Strategy, the proposals contained in this report will ensure that:

- Operational assets remain in a good, safe and statutory compliant condition;
- Operational assets are fit for purpose and meet service delivery needs;
- Annual revenue expenditure is efficiently managed to ensure value for money and operational asset running costs are reduced wherever possible;
- Opportunities to create added value and maximise income generation be pursued.

Implications

22. The additional income would not only help in achieving the City Corporation's Efficiencies Savings targets, but would also potentially, provide for significant additional funding for future projects across the City including the Barbican Estate.

23. The financial implications are included in Appendices 3, 4 and 5.

24. Given the assumptions set out in the report, the adoption of these charging policies over the next three years would result in a small surplus of £29k being made by the car park area in 2020/21 as set out in Appendix 5. Clearly net income figures are sensitive to the level of occupancy and the assumptions around this should be kept under review in forthcoming periods as the level of charges increase.

25. Delays in the new stores project and an agreed charging policy have had a financial impact on the budget position for 2017/18 and will continue to do so for 2018/19. If a charging policy is not agreed by Committee at its meeting today, it will not be possible to give the required notification to licence holders in order to effect the increase from the September quarter (notice has to be given by 24 June). Any later than this and the increases would not come into effect until 25 December 2018.

26. Furthermore, following planning approval for the new stores in the car parks, the latest estimations are that contractors would be on site in the Autumn and we would be in a position to commence letting in the Autumn. If a charging policy is not agreed by Committee at its meeting today it will not be possible to market these new stores to residents.

27. Dependent on the Members decision on the policy for surplus storage being available to those within walking distance, further additional income could be obtained.

28. Additional resources will be required to manage and administer the potential considerable changes that are expected to result from implementing these recommendations.

Conclusions

29. The Member/Officer Working Party, set up at the instruction of the Barbican Residential Committee, has reviewed comments from Members and residents presented at its last meeting on 4 June and their recommendations are laid out in paragraphs 1-9 of this report.

Appendices

- Appendix 1 – Car Park Charging considerations
- Appendix 2 – Stores Charging considerations
- Appendix 3 - Worked examples of stores charges and potential income and costs
- Appendix 4 – Worked examples of car park charges and potential income and costs
- Appendix 5 – Forecast of Car Park Account with car park stores income

Background Papers

Car Park Strategy Stage One 2009

Car Park Strategy Update 2009

Barbican Estate Car Park Efficiency Strategy Working Party 2011

Baggage Stores Charging Policy 2011

Car Park Charging Policy February 2013

Car Park Charging Policy December 2013

Car Park and Baggage Stores Charging Policy January 2014

Revenue and Capital Budgets – Latest Approved Budget 2013/14 and Original Budget 2014/15

Service Based Review Proposals – Department of Community & Children's Services 2014

Car Park Charging Policy 2015

Car Park Charging Policy March 2016

Service Based Review March 2016

Review of Public Car Park Provision in the City November 2016

Charging Policy for Car Parking and Stores November 2016

Charging Policy for Car Parking June 2017

Charging Policy for Car Parking and Stores June 2018

Michael Bennett

Head of Barbican Estates

Department of Community and Children's Services

T: 020 70293923 and E: michael.bennett@cityoflondon.gov.uk

This page is intentionally left blank

Appendix 1 Car Park Charging considerations

1. The current charge per space is £1,258 per annum.
2. The latest Consumer Price Index (CPI) figure (at 11 June 2018) is 2.8 per cent.
3. If the charge is increased by 2.8 per cent the revised charge would be £1,293 per annum for the ensuing year.
4. The breakeven reduction of 28 per cent shown in the report to Committee for the 4 June 2018 meeting took no account of increases based on CPI or Retail Price Index (RPI), and if charges are increased by CPI each year the breakeven point will be lower.
5. The charges for City residents to use the City owned public car parks (the relevant competitors being London Wall and Rotunda car parks) of £800 per annum (£1,000 per annum if paid quarterly at £250 a quarter) affect the amount that can be charged to Barbican residents.
6. Except for the limited existing commercial users, parking use is limited to Barbican residents.
7. Commercial users are currently charged £5,522 per annum (including rates).
8. The representations and views expressed at the Residents Consultative Committee.
9. The Farebrother report revealed a number of factors:
 - Dockhead parking spaces were predominately commercial (29 out of 39, 74%) at £2,500 per annum compared with the Barbican commercial rate of £5,522 per annum (including rates);
 - The comparables were outside the Congestion charging zone (the report indicated a reduction should be made as the Barbican is within the congestion zone) and ranged from £900 per annum to £2,600 per annum (the St George's Wharf charge of £2,982 per annum was for non-residents, which could be compared to the Barbican commercial charge);
 - The Dolphin Square charge varied according to the size and location of parking space and given the size of Barbican parking spaces the Dolphin Square £1,740 per annum was considered the comparable figure;
10. The Gerald Eve report revealed a number of factors:
 - It does not mention the number of parking spaces at each development;

- Their comparables range from £1,040 per annum (Seven Sisters Road) to £4,680 per annum (Elm Park Gardens), between these one is £4,420 per annum (said to be probably the most expensive parking within a residential development, and the accuracy of this figure has been questioned), one is £3,276 per annum, one is £2,485 per annum, one is £2,200, two are £1,820 per annum, one £1,560 per annum, one £1,320 per annum, and one £1,300 per annum (Seraph Court, which is the closest comparable by location, but is a much smaller new development than the Barbican);
- Car parking provision in the Barbican was high compared to more modern residential developments.

11. Neither of the instructions to the agents mentioned the City public car park charge of £800 per annum or the Barbican commercial parking charge of £5,522 per annum nor did either report refer to these charges (except for the Gerald Eve report which mentioned the City public charge).

12. No Equalities Impact Assessment has yet been undertaken in respect of the car park charges.

13. The current Barbican car park charge is 57 per cent more than the City owned public car parks.

14. The input from officers following the 4 June Barbican Residential Committee meeting.

15. The input from Members and representations made to Members, specifically the reasoned submission from Lauderdale Tower.

16. That an officers' group was considering the level of charges at the City's public car parks and their report to the Planning and Transportation Committee would not be produced before the autumn.

Appendix 2 Stores Charging considerations

1. The current charges per square foot varied according to the size of the store.
2. City Surveyor's advice that smaller stores command a higher charge per square foot than larger ones.
3. The charges for stores within the buildings will continue to be credited to the stores account and only stores constructed within the car parks will be treated as car park income.
4. The Farebrother and Gerald Eve reports showed the charges quoted by storage operators were "headline" charges and that charges actually received were lower due to concessions in the initial rental periods and individually negotiated concessions.
5. Space let by storage operators were generally short term lets (for example, Attic 60% are for 3 to 6 month lets; Access estimate only 20% of lets are for 6 months or more, that is 80% are for less than 6 months; the Gerald Eve report omits this information) and short term-lets bring greater costs in obtaining users, producing agreements and void periods.
6. Both the Farebrother and Gerald Eve reports took specialist storage providers' charges as their comparables.
7. Storage charges in office building basements are lower, at £10 to £15 per square foot, but landlords of office buildings would usually only let such space to commercial users for business storage, and not to individuals for domestic storage. Whilst landlords often preferred only to let to occupiers of office space within the building, there were tenants who wanted storage in a different building in case their offices were destroyed.
8. The advantages/disadvantages of solid block stores versus galvanised metal stores (with inbuilt floors) roughly balanced each other out.
9. "Grade B" offices within the City can be rented at a rate, including service charge and insurance rent, of less than £40 per square foot. However, Grade B offices are typically let for more than £40 per square foot inclusive, for example, offices within close proximity of the Barbican, are currently being let at £40 per square foot exclusive of rates and service charge.
10. The input from officers following the 4 June Barbican Residential Committee meeting.

11. The input from Members and representations made to Members, specifically the reasoned submission from Lauderdale Tower House Group Committee.
12. The Lauderdale Tower House Group Committee had calculated the average rent for storage space was £21.19 per square foot.
13. Officers estimate of the rent per square foot that would need to be charged to make constructing the new stores viable.

Appendix 3 Worked examples of stores charges & potential income & costs
All Stores

		Phased increase over 3 years					
Current Stores		current rent*	2018/19	2019/20	2020/21		
	sq ft	£/ sq ft	£/ store	£	£	£	£
Standard	13	27.5	357.5	313	357.5	357.5	357.5
Medium	32	20	640	373	448	544	640
Large	41	20	820	440	574	697	820
*as at September 2017 rates							
INCOME	no of stores		£,000	£,000	£,000	£,000	£,000
Standard	1029		322	293	313	313	313
Medium	98		37	34	41	49	49
Large	38		17	16	21	24	24
Misc (ser chge, lockers admin)			8	8	8	8	8
Sub-total			383	352	383	395	395
Note							
Income 2018/19 onwards reduced by 15% to reflect probable transfers							
Rent are increased in September each year							
78 stores have been sold and the income is included in 'misc'							
New stores			current	2018/19	2019/20	2020/21	
	sq ft	£/ sq ft	£/ store	£	£	£	£
Large	43	20	860	0	860	860	860
X large	61	20	1220	0	1220	1220	1220
XX large	86	20	1720	0	1720	1720	1720
INCOME#	no of stores		£,000	£,000	£,000	£,000	£,000
Large	208		0	18	152	152	152
X large	55		0	7	57	57	57
XX large	50		0	9	73	73	73
Sub-total			0	33	282	282	282
#assumes 10% occupancy 2018/19, 85% occupancy 2019/20 & 2020/21							
TOTAL INCOME			383	385	665	677	677

Expenditure all Stores

EXPENDITURE	2018/19
	£
Repairs and Maintenance	(17)
Cleaning	(6)
Supervision and Management	(30)
Technical Services	(2)
Total	(55)
Capital Charges	
Operational Buildings Notional Interest	(167)
Equipment Notional Interest	(19)
Equipment Depreciation	(28)
Total	(214)
Total Expenditure	(269)

Stores rates vary and with the highest price /sq ft for the s

£27.5 / sq ft for the standard stores

£20 / sq ft for the medium /large /Xlarge

£20 / sq ft for XXlarge

Current medium & large car park stores phased over 3 ye

EXPENDITURE	(269)	(269)	(269)	(269)
NET INCOME	114	116	396	408

smallest stores

ears at £14, £17 & £20 / sq ft

This page is intentionally left blank

Stores in Car Parks

				Phased increase over 3 years			
Current Stores				current rent*	2018/19	2019/20	2020/21
	sq ft	£/ sq ft	£/ store	£	£	£	£
Medium	32	20	640	373	448	544	640
Large	41	20	820	440	574	697	820
*as at September 2017 rates							
INCOME	no of stores			£,000	£,000	£,000	£,000
Medium	98			37	34	41	49
Large	38			17	16	21	24
Misc (ser chge, lockers admin)				4	4	4	4
Sub-total				57	55	66	78
New stores				current	2018/19	2019/20	2020/21
	sq ft	£/ sq ft	£/ store	£	£	£	£
Large	43	20	860	0	860	860	860
X large	61	20	1220	0	1220	1220	1220
XX large	86	20	1720	0	1720	1720	1720
INCOME#	no of stores			£,000	£,000	£,000	£,000
Large	208			0	18	152	152
X large	55			0	7	57	57
XX large	50			0	9	73	73
Sub-total				0	33	282	282
#assumes 10% occupancy 2018/19, 85% occupancy 2019/20 & 2020/21							
TOTAL INCOME				57	88	348	360
EXPENDITURE				(80)	(80)	(80)	(80)
NET INCOME				(23)	8	268	280

Stores in blocks (Standard stores)

				Phased increase over 3 years			
Phased				current rent*	2018/19	2019/20	2020/21
	sq ft	£/ sq ft	£/ store	£	£	£	£
Standard	13	27.5	357.5	313	357.5	357.5	357.5
*as at September 2017 rates							
INCOME	no of stores			£,000	£,000	£,000	£,000
Standard	1029			322	293	313	313
Misc (ser chge, lockers admin)				4	4	4	4
Sub-total				326	297	317	317
EXPENDITURE				(189)	(189)	(189)	(189)
NET INCOME				137	108	128	128

Expenditure Stores in car Park

EXPENDITURE as at 2018/19 budget	Stores
	£,000
Staff	0
Repairs and Maintenance	(10)
Rates & Water	0
Cleaning	(2)
Energy	0
Supplies and Services	0
Computers Recharge	0
Insurance	0
Supervision and Management	(20)
Technical Services	(1)
Sub- Total	(33)
Capital Charges#	
Operational Buildings Notional Interest	(47)
Total	(47)
Total Expenditure	(80)

Expenditure Standard stores

EXPENDITURE	2018/19
	£
Repairs and Maintenance	(7)
Cleaning	(4)
Supervision and Management	(10)
Technical Services	(1)
Total	(22)
Capital Charges	
Operational Buildings Notional Interest	(167)
Equipment Notional Interest	0
Equipment Depreciation	0
Total	(167)
Total Expenditure	(189)

Appendix 4 Worked examples of car park charges & potential income & costs

Car Park Income @ £1500 Phased	current rent*	2018/19	2019/20	2020/21	
	£	£	£	£	
As at Sept 2017 rates*	1258	1340	1420	1500	
No of standard bays (assumes 0% reduction pa)	647	647	647	647	% reduction in bays 0

	current	2018/19	2019/20	2020/21
INCOME	£,000	£,000	£,000	£,000
Residential rent *	814	840	893	945
Commercial rent	109	109	109	109
Service charge (sold bays) **	285	285	285	285
Fees***	69	69	69	69
Total	1277	1303	1356	1408
Total Expenditure	(1,659)	(1,659)	(1,659)	(1,659)
NET INCOME	(382)	(356)	(303)	(251)

Assumptions:

Based on 2018/19 budgets

*based on number of let residential bays & rent increases in Sept

** number of sold bays assumes no change

*** temporary parking and admin fees assumes no change

Average No of standard bays - assumed decrease 0% per year on let bays

Annual review in 2019 - BRC to review & approve 3 year phasing to £1,500 per car parking space

This page is intentionally left blank

Appendix 5 Forecast of Car Park Account with car park stores income

Car bays @ £1,500 over 3 years

NET INCOME

	current rent* £,000	2018/19 £,000	2019/20 £,000	2020/21 £,000
Car bays		(382)	(356)	(303)
				(251)
 Car park stores @ £20/ Sq ft		(23)	8	268
Sub total Car Park Area		(405)	(348)	(35)
Standard stores @ £27.50 :	137	108	128	128
Net Income		(268)	(240)	93
				156

Based on assumptions in appendices 3 & 4

This page is intentionally left blank

8. **CAR PARK CHARGING POLICY**

Members considered a report of the Director of Community and Children's Services in respect of car park charges and stores on the Barbican Estate. Members noted that there had been extensive communications from residents in this matter, including an alternative proposal from one of the House Groups, which had been supported by the RCC when it met on 21st May. Since the meeting of the RCC, the City Solicitor had provided legal responses to some of the questions raised at the RCC'S meeting on 21st May and these had been circulated to RCC and BRC Members ahead of today's meeting.

The Chairman opened the debate by asking Members as to whether or not they wanted to consider car park and storage either together, or as separate items, and the consensus was for them to be taken together.

During the discussion and debate the following points were noted and each Member, who had been granted a dispensation, was given the opportunity to speak:

1. Should the proposal before Members not go ahead, could Members take a decision in respect of the bigger stores, and some increase in respect of car park charges, to residents only, although by a lesser amount than that suggested in the report?
2. Could the Car Park Charges Working Party undertake a new study, including the proposals put forward by the RCC House Groups?
3. Could there be a longer-term approach, with a quick fix on short term problems, to assist those in small flats who are in need of storage?
4. The proposal appears to lack a consolidated financial analysis and might need more work; it was suggested that a 15% drop in demand might be underestimated.
5. Could the proposal be more creative, without the need for a large increase? Gradual increases are always more acceptable and Concierge allocation and stores need a more holistic approach.
6. If non- residents use baggage stores they would not have an assa key which would access private residential areas of the Estate. Access arrangements would be via a dual lock system; 1 would be kept by the Concierge and 1 by the non-resident, as agreed by the Police and the Barbican Association Security Committee. Could charging for key porters be introduced?
7. Residents of the City are entitled to a considerable discount in City car parks and there was a concern about assumed elasticity of demand.
8. There should have been an Equalities Impact Assessment with the report and Members expressed concern for those residents with mobility issues who need to park their cars close to where they live. Could a reduced amount be introduced for residents with a disability?

9. The RCC had rejected this report but there had been unanimous support for the Lauderdale Tower House Group proposal. House Groups had clearly given serious thought to producing logical arguments for scrutiny at the RCC.
10. There were concerns about the accuracy of data in respect of the number of car parks and vacancies. Whilst Members accepted that the car park deficit cannot be sustained, they had concerns that commercial costs appeared to have been applied to a residential area.
11. The Girls School proposal and Culture Mile will impact on car parking spaces.
12. BRC Members would have liked more time to consider the extensive number of emails from residents over the past week.
13. If the Stores application to the Planning and Transportation Committee had not been delayed, there would be a different set of figures before Members.
14. The Deputy Chairman is a resident of Golden Lane and pays more for car parking than Barbican residents.

Some Members spoke in support of the report and Officers responded, as follows:

15. There is a need to look at reapportioning service charges and, whilst not affecting the basis of this report, car park users effectively pay for the parking of other residents' visitors and contractors.
16. This report is based on the views of a Member/Officer Working Party, on which Members were in a majority. It was established a year ago as the BRC had no charging policy and needed one, and the remit of the Working Party was to look for a fair return for car parking and storage.
17. It is commonly accepted that a fair return is based on market values - the basis by which City Corporation rents are set. The City Corporation can choose not to go to the maximum suggested by market valuations; as set out in the proposal before Members.
18. The only leaseholders with any entitlement to a parking or storage space in the car parks are those who have bought a lease on one. Other residents have no entitlement to the use of these spaces.
19. Policy and Resources Committee and the Court of Common Council can intervene in decisions which impact on a Committee's ability to balance its budget. If a facility fails to return a fair rent then it is possible that other uses can be found.
20. The City is densely occupied and has a very limited amount of land. As we move towards a City community, which is a mix of business, cultural and residential uses, is it prudent to leave tracts of land either underused or undercosted?

21. In response, the resident Members stressed that, notwithstanding their duty to the City and the Committee's role as a Landlord, they are also here to represent their constituents. Given that such a high number of residents are unhappy, then the Committee should consider an alternative.
22. Officers confirmed that the current stores Charging Policy expired in March 2018 and the current car parking Charging Policy expires in September 2018. Officers also confirmed that stores and car parking licence holders require three months notification to take effect and that this would have to be completed by 23 June to effect an increase for the September quarter.
23. The signing of the contract for the new stores has been delayed and if this is not done shortly then the works would have to be re-tendered.

It was then Proposed by Jeremy Mayhew, seconded by Matthew Bell and RESOLVED, that -

The Car Park Charging Working Party convene a meeting to consider the matter further and a Special Meeting of the BRC be convened, on the morning of Court, 21st June 2018 to take a decision.

This page is intentionally left blank