

<b>Committee(s)</b>	<b>Dated:</b>
Residential Consultation Committee – for information Barbican Residential Committee – for decision	04/03/2019 18/03/2019
<b>Subject:</b> Barbican Estate Residents Electric Vehicle Charging Policy	<b>Public</b>
<b>Report of:</b> Director of Community and Children's Services	<b>For decision by the Barbican Residential Committee</b>
<b>Report authors:</b> Barry Ashton Car Park and Security Manager	

### Summary

In January 2019, the Barbican Residential Committee reviewed a report regarding the pilot of Electric Vehicle (EV) charging points across the Barbican Estate.

The installation of the current units, the pilot and associated costs have been funded by the Low Emission Neighbourhood (LEN), which ceases in April 2019.

This report proposes a Policy for the Electric Vehicle Charging at the Barbican Estate from April 2019.

### Recommendations

The Barbican Residential Committee are asked to approve that:

1. From April 2019 EV Charging users have an additional quarterly surcharge on their car parking bay permit of £25 per quarter
2. From October 2019 (or sooner if funding and resources allow) EV Charging users to be charged for the electricity they use
3. From October 2019 EV Charging users are directly billed per kWh of electricity at 25p/kWh (14p/kWh domestic rate + 11p management levy/kWh)
4. All EV Charging users are assigned a dedicated EV bay, in line with the Car Parking Licence
5. Officers to progress the additional LEN funding of £17,000 to provide Breton House car park with charging facilities and connections via Smart Technology.
6. Officers continue to update the Electrical Vehicle Working Party (EVWP), carrying out a review after one year and report back to this committee

### Main Report

## Background

7. In December 2016, a Working Party was established by the Barbican Residential Committee to look to pilot the introduction of EV charging points across the Estate.
8. Consultants were contracted to oversee the pilot and produce a report with recommendations for a working business model regarding cost and management of the charging units, and for further roll-out of EV charging on the Estate. This was presented to members in January 2019.
9. In May 2018, 22 charging units were installed in five car parks (Breton, Bunyan, Cromwell, Thomas More & Willoughby) on the Estate providing a total capacity for 30 EV charging bays. A selection of charging units were chosen and installed as part of the trial to determine the best type of charger to meet residents' requirements.
10. 15 participants took part in the pilot and the main findings included:
  - Average electricity consumption of 1.3kW / day per participant
  - Low usage is due to high proportion of plug-in hybrid EVs in the participant group and low mileage due to inner City location
  - Preference for users to be charged per kW of electricity they use
  - Preference for dedicated use bays
  - Convenience of charging units' locations is key to uptake of using charging points
  - Preference for communicating charging units that can be operated with a swipe card and are connected to the Chargemaster management system
  - 7kW units identified as most suitable
11. Other key findings from the consultants reports include:
  - Reasoning for the 14p/kW charge
    - Standard domestic rate for electricity, so this component of the per kW charges covers the electricity costs incurred by the resident when charging their EV.
  - Rationale for the 11p management levy/kW charge
    - The additional component of the charge covers the annual maintenance costs for the units, and the standing charges for the back-office support from the charge point operator.
12. The consultants have confirmed that it is extremely difficult to estimate the set up costs for a resident within Greater London. It would vary significantly depending on the type of property, situation of the parking bay, available electrical supply and the type of charge point. But the prices from the 5 suppliers consulted as part of the study for the Barbican's car parks were broadly consistent – with a charging unit and installation cost range of: Low - £1,500, Average - £2,000, High - £3,000
13. The installation of the current EV charging units on the Estate, the pilot and associated costs has been totally funded by the LEN, with no charges to residents or the Car Park Account. This funding ceases in April 2019.

## **Current Position**

14. At its meeting on 31 January 2019, Members requested assurances for residents regarding:

- Procedures for users
- Metering of electricity use and its invoicing
- Communication of the Policy
- Timelines

## **Options**

15. The LEN Project team have been able to provide a further £17,000 funding to this project, which has to be spent within this current financial year.

16. This funding will be used for the conversion of all current equipment to smart charging points within Breton House car park.

## **Proposals**

17. That the Barbican Residential Committee approve the following:

- From April 2019 EV Charging users have an additional quarterly surcharge on their car parking bay permit of £25 per quarter
- From October 2019 (or sooner if funding and resources allow) EV Charging users to be charged for the electricity they use
- From October 2019 EV Charging users are directly billed per kWh of electricity at 25p/kWh (14p/kWh domestic rate + 11p management levy/kWh)
- All EV Charging users are assigned a dedicated EV bay, in line with the Car Parking Licence
- Officers to progress associated works to provide as many of the other car parks with charging facilities and connections via Smart Technology, that the current additional LEN funding allows
- Officers continue to update the EV WP and carry out a review after one year

18. Officers to provide EV Charging Users with a procedure user guide for the charge points including how they will be invoiced.

19. Officers to continue pursuing for alternative funding schemes to enable passive cabling infrastructure and the associated smart charging technology for the remaining car parks to allow the installation of individual charging units on an “on demand basis”.

## **Conclusions**

20. This project is currently being fully funded by the LEN project. From 1 April 2019, costs and management associated with the EV charging in Barbican car parks will no longer be sustained by LEN funding. Recommendations to resolve this are laid out in paragraphs 1-6 of this report.

## **Background Papers**

Electric Vehicle Charging Points Pilot Project - June 2017

Barbican Estate Residents Electric Vehicle Charging Infrastructure - January 2019

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