

## RCC Electric Vehicle Charging Working Party Information Note

### Background

By 2030 all new cars should be zero emissions and that by 2025 the GLA / TfL have proposed that a large part of central London will be subject to zero emission zones. The City hopes to be in the forefront of these moves. To help facilitate these targets, considerable investment is required in the charging infrastructure across City carparks. The Barbican is home to around 600 cars and considerably more parking spaces. We should be planning for infrastructure which enables this move to electric vehicles to occur.

The Barbican Residents Consultation Committee (RCC) has set up a working party to review current provision and to establish future demand and potential. This working party has much to do, but this interim note has been prepared to inform decisions about new provision, both physical and commercial.

The RCC is concerned by the apparent malfunctioning of the existing EV charging provision in the Barbican and the impending installation of new EV charging capability

### Summary

The working party understands that the provision and ongoing operation of EV charging has been hampered by issues, many of which are outside the control of the BEO. The two biggest external factors are.

- Covid 19 and its impact on service levels
- The innovative nature of the installation of the charging provision. At the time of the installation, there was little expertise within the City or elsewhere on this subject, and the provision was installed in a rush to meet artificial deadlines set by external funding.

Despite the best efforts of BEO officers and the stalwart efforts of our CPAs the current provision is creaking, with poor availability, little maintenance, unrealistic pricing, and an obscure commercial relationship linking the three parties involved in this process: residents, the providers of the EV charging and the BEO.

This means that residents are often obliged to leave the estate to charge their BEVs (battery electric vehicles) or in the case of PHEVs (plug-in hybrids) to rely more on petrol. An overall symptom of this poor provision is that in 2020 the average Barbican EV vehicle travelled only 900 miles on Barbican supplied electricity. This is surely not just a result of lockdowns.

### Reliability

A recent note from the BEO claims that *Reliability is generally good*. This does not seem to match with the observations of users; right now, for example, all four of the charging points in Thomas More are out of commission and have been for weeks. An anecdotal survey of reliability suggests that at any one time over 25% of chargers are out of service.

### Availability

A spot survey of charger availability suggests that even when all the chargers are functioning, peak demand can be very close to supply. Poor information on availability makes it difficult for users to

determine which spaces are free and functioning, and rather than being able to use technology which is widely available they are forced to tour the various facilities around the estate.

This lack of availability is exacerbated by inconsiderate behaviour both by EV users and internal combustion engine (ICE) users. There is no incentive for EV users to vacate the charging station after completing charging and no redress if they don't. ICE users, both resident and visitor, seem to park at will in charging bays. An example of this is in Willoughby House, where a dust covered ICE permanently blocks one of the charging bays.

### **Useability**

There are issues with useability which arise from the limited size of the EV charging bays.

### **Pricing and billing**

Pricing is a real problem for residents, particularly the BEO mark up. The working party has some sympathy with the BEO on this issue as the billing system is archaic and cumbersome. Nevertheless, 11p per kWh mark-up charge seems unfair to residents. A by product of this billing system is that there is no mechanism for users to check the validity of their bills.

The working party wonders why the BEO bothers to charge anything as a management charge. The sums raised are nugatory. It seems that for the whole of last year, the management charge raised around £1,300 for the BEO; equivalent to 30 minutes of underfloor heating.

Setting aside the mark-up the base charge of 12.5p/kWh seems out of line with the rest of the market.

Most of the billing issues arise from the intermediation of the BEO between the provider and the user.