

Committee(s)	Dated:
Residents Consultation Committee – For comment Barbican Residential Committee – For decision	14 June 2021 28 June 2021
Subject: Electric Vehicle Charging Update	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	1, 4 and 11
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain’s Department?	Y/N
Report of: Andrew Carter, Director of Community and Children’s Services	For Decision
Report author: Michael Bennett, Head of Barbican Estates	

Summary

This report provides an update on the provision of EV charging points across the Barbican Estate Car Parks following the introduction of Phase 1 in 2018 and the implementation of Phase 2 to the remaining car parks during Summer 2021. It includes the re-introduction of a Residents Working Party via the Residents Consultation Committee (RCC) and the ensuing meetings, actions and proposals.

Recommendation(s)

Members are asked to note, consider and comment on this report.

It is proposed that as part of the implementation of Phase 2 of the new EV charging points across the remaining Barbican Estate Car Parks:

- Subject to ongoing discussions with BP Chargemaster EV users are charged directly with no intermediation or add-ons by the Barbican Estate Office. EV users would be charged for electricity at the domestic rate that they use and any associated charges including fees for each EV user transaction and standing charges for electricity per car park location directly by BP Chargemaster
- maintenance contract charges to be recharged to the Car Park Account subject to further comments from the RCC and BRC.

Main Report

Background

1. In December 2016, a Working Party was established by the Barbican Residential Committee to look to pilot the introduction of Electric Vehicle (EV) charging points across the Barbican Estate.
2. In 2018, a pilot of charging points for 30 EV charging bays (Phase 1) which had been installed in five car parks on the Barbican Estate (Breton, Bunyan, Cromwell Tower, Thomas More and Willoughby), funded by the Low Emission Neighbourhood was carried out (funding was for the electrical infrastructure, charge points and pilot study which included free electric charging for users).
3. This funding ceased in April 2019 and a charging policy was agreed for current users but further work was required on the long-term proposals for an extension of EV charging on the Barbican Estate.
4. In Summer 2020 the BEO contacted a number of different grant schemes including the Office for Low Emission Vehicles to ascertain the viability of securing additional funding via the On-Street Residential Chargepoint Scheme for the provision of additional EV charging points on the Barbican Estate (Phase 2). It was confirmed that applications would be accepted for off-street underground car parks.
5. Due to the pandemic and short timescales to put forward applications; Phase 2 was based on Phase 1 and the original EV Charging Working Party was not reconvened. In Autumn 2020, following a number of on-site inspections by the potential provider of the scheme; an application to secure funding for the remaining Barbican Car Parks (Andrewes, Defoe, Lauderdale and Speed as part of Phase 2) for the provision of a further 32 EV charge points was put forward. This application included funding for the electrical infrastructure and charge points and was fully specified and costed.
6. In Winter 2020, the Phase 2 application based on the fully specified and costed proposals was approved and the City received the funding to enable the above works. The RCC and BRC were subsequently provided a briefing of the above position at their meetings in January and February and the RCC set up a Working Party to work with Officers to review the current provision and to establish future demand and potential.

Current Position

7. The RCC EV Working Party has met on two occasions in March and May 2021 and the minutes of those meetings are included at Appendices 1 and 2.
8. A summary of the main areas of discussion and actions at the Working Party meetings include:

- Reliability and connectivity for EV users during Phase 1 including the implementation of a maintenance contract in conjunction with Phase 2 (see options below)
- Pricing and billing including direct billing between the EV user and the service provider (see options below)
- Implementation of an EV user guide and Frequently Asked Questions to be agreed with the Working Party
- Physical use of EV charging points including overstaying and random parking by users to be managed and monitored by the Estate Concierge/Car Park Attendants
- Availability of EV charging points including website and smartphone app. This is a communal facility and not based on the assignment of a dedicated EV bay to users
- Work on Phase 2 has commenced and the scheme for 32 new EV chargepoints in Andrewes, Defoe, Lauderdale, and Speed car parks is expected to be completed by the end of July
- It is also anticipated that the above actions will be progressed in conjunction with the completion of Phase 2 by the end of July
- Communications of the above to residents to be agreed with the Working Party before the completion of Phase 2 at the end of July
- Residents questionnaire on the current and future provision of EV charging facilities by the Working Party

Options

9. The current charges for EV users was approved in 2019 following the pilot on the Estate:
 - From October 2019 (or sooner if funding and resources allow) EV users to be charged for the electricity they use
 - From October 2019 EV users are directly billed per kWh of electricity at 25p/kWh (14p/kWh domestic rate + 11p management levy/kWh)
10. Following ongoing discussions with the service provider EV users could be charged directly by BP Chargemaster with no intermediation or add-ons by the Barbican Estate Office. EV users could be charged for electricity at the domestic rate that they use and any associated charges including fees for each EV user transaction and standing charges for electricity per car park location. This change in Charging Policy would require the approval of the BRC.
11. A new maintenance contract has been agreed with BP Chargemaster for both Phases 1 and 2, which will cost circa £15.5k for the first year with no call out charges. Following current trials of a new maintenance contract by BP Chargemaster in the UK there is the potential for this to be rolled out across the country next year with the estimated costs to reduce to circa £6k per annum.
12. The main issues would be how these costs could be recovered by the Estate Office from EV users. The Working Party considered three options:

- a. Make this a general service charge item, to be recovered from all leaseholders
 - b. Add these costs as a general charge to the Car Park Account
 - c. Recover the charges from EV users
13. The advice from the City Solicitor with regards to the option of recharging leaseholders for the maintenance contract charges is that there is no express provision in the lease allowing recovery through the service charge. In the absence of an express provision, the Corporation would have to fall back on the sweeping up clause and it is uncertain whether a Court would allow recovery under that clause and other recovery methods should be preferred in the circumstances. Using the sweeper clause would almost certainly be challenged.
14. Resident members of the Working Party felt that it would seem unlikely that we could amortise the circa £15.6k first year's maintenance charge across the 60 plus plug in electric vehicles owned by residents. This will result in a charge of £250 for each owner. 40% of these users have the opportunity of charging at other private locations and may well use them rather than incur such a charge. The remaining 60% may be inclined to opt to refuse a licence and find other external charging locations. This risks a spiral where fewer and fewer users will share a larger and larger proportion of the cost or in which the charge is not recovered. This would also likely have the unfortunate effect of disincentivising other residents from switching to electric vehicles, thereby undermining the City's efforts in tackling air pollution and the interventions resulting from its Climate Action Strategy.

Proposals

15. It is proposed that, subject to ongoing discussions with BP Chargemaster, as part of the implementation of Phase 2 of the new EV charging points that EV users are charged directly by BP Chargemaster with no intermediation or additions by the Barbican Estate Office. EV users would be charged for electricity at the domestic rate that they use and any associated charges including fees for each EV user transaction and standing charges for electricity per car park location. This change in Charging Policy would require the approval of the BRC.
16. It is also proposed that maintenance contract charges are recharged to the Car Park Account subject to further comments from the RCC and BRC.

Financial implications

17. The Car Parking account has a budgeted deficit and this deficit will increase as a result of this additional recharge of circa £15.5k for the EV maintenance contract.

Conclusion

18. Although Officers have successfully sought funding for the further roll-out of an EV charging programme across the Barbican Estate (Phase 2) there have been a number of outstanding issues with the original EV provision (Phase 1). The re-introduction of a Residents Working Party via the RCC has been working with Officers to review the current provision and to establish future demand and potential.

- Appendix 1 – Residents EV Charging Working Party minutes March 2021
- Appendix 2 – Residents EV Charging Working Party minutes May 2021

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