

Appendix 1

Occupancy History of Barbican Estate Car Parking – February 2021

Charge	Date	Residential Let Bays	% Change	Comments
£990	June 2006	863	-1%	
£990	Dec 2007	848	-2%	
£990	Oct 2008	820	-3%	
£1,038	Oct 2009	777	-5%	
£1,038	Oct 2010	752	-3%	
£1,070	Oct 2011	744	-1%	
£1,126	Oct 2012	737	-1%	
£1,155	Nov 2013	718	-3%	
£1,183	Nov 2014	691	-4%	
£1,210	Nov 2015	682	-1%	
£1,225	Sept 2016	679	-1%	
£1,225	Nov 2017	648	-5%	
£1,258	June 2018	653	+1%	BRC June 2018 - Approved Car Parking charge be increased to £1,340 pa for the ensuing year from Sept 2018, subject to review after one year. Direction of travel agreed to £1,500 pa over 3 years.
£1,340	March 2019	615	-6%	BRC June 2019 – resolved that the Car Parking Charge of £1,340 pa for the ensuing year be paused, subject to one-year review in June 2020.
£1,420	Mar 2020	626	+2%	BRC June 2020 - Approved Car Parking charge be increased to £1,420 pa for the ensuing year from Sept 2020, subject to review after one year.
*£1,420	Feb 21	568	-9%	From 22 June the Congestion Charge, which covers around one per cent of Greater London, will temporarily increase to £15, operate 07:00-22:00 seven days a week and the residents' discount will be closed to new applicants on 1 August.
				From 25 October 2021, the existing central London Ultra Low Emission Zone (ULEZ) will expand to create a single larger zone bounded by the North Circular Road (A406) and South Circular Road (A205).

****Bold/italics to be reviewed by Barbican Residential Committee.***

Appendix 2

Elasticity of Demand – February 2021

Surrender of Car Bay Licences

The following table displays the number of new car bay licences taken by residents and the figures for surrendered licences at the Barbican Estate.

Surrender Reasons – after charge review

Oct 20 – Feb 21	Car Bays
Moved out	0
Too Expensive	0
Don't need a Car	0
No Comment	28

June 20 – Sept 20	New	Surrenders
Car Bays	119	46

Oct 20 – Dec 20	New	Surrenders
Car Bays	24	11

Jan 21 – Feb 21	New	Surrenders
Car Bays	34	17

Surrender of old Stores

- On surrender no residents confirmed that store surrenders were as a result of rent increase.

Appendix 3

New Stores rent & occupancy – February 2021

		Size	Rent/Sq. ft.	Resident or Non-resident rent	Rent	Occupancy as of February 2021				
Location	Stores	Sq. ft.	£/sq. ft.		Price from Sept 2020	Let	Let Non-BE Resident	Vacant	Total	%
Car Park	Large	43	20.30	Resident	*£873 per year	128		79	207	62
			40.60	Non-resident	*£1,746 per year (inc VAT)					
Car Park	Extra Large	61	20.30	Resident	*£1,238 per year	48	2	1	51	98
			40.60	Non-resident	*£2,476 per year (inc VAT)					
Car Park	Extra Extra Large	86	20.30	Resident	*£1,746 per year	49	2	4	55	93
			40.60	Non-resident	*£3,492 per year (inc VAT)					

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- Since the start of COVID-19; occupancy of these new stores has remained circa 70% and only a few non-residents have confirmed a new store agreement (currently four).
- There are no residents on the waiting list for stores and the marketing campaign to other City residents within one-half mile of the Barbican Estate was completed in March 2020 but has not been repeated.

Appendix 4

Current Stores rent & occupancy – February 2021

		Size	Rent/sq. ft.	Rent	Occupancy				
Location	Stores	Sq. ft.	£/sq. ft.	Rent from Sept 2020	Let	Vacant	Total	%	Comments
<i>Residential block</i>	<i>Standard</i>	13	25.46	*£331	910	73	983	93%	BRC June 2018 – Although Working Party recommended £27.50/sq.ft (£358) - Members approved £25/sq.ft. from £24/sq.ft (£313). BRC June 2019 – Although Working Party recommended £27.50/sq.ft. over the next 2 years to £358 (from £326 to £336 from September 2019) & subject to review again in 2020 - Members approved a pause & review again in 2020. NB Since 2018 BRC decision – loss of potential income is £30 to £40K pa.
<i>Car Park</i>	<i>Transportable</i>	32	20	*£640	87	19	106	82%	BRC June 2018 - New users - rents from Sept 2018 - £20 per sq. ft. Existing users – 3-year policy: £14 per sq. ft. Sept 2018 £17 per sq. ft. from Sept 2019 £20 per sq. ft. from Sept 2020
<i>Car Park</i>	<i>Large</i>	41	20	*£820	46	3	49	94%	BRC June 2018 - New users - rents from Sept 2018 - £20 per sq. ft. Existing users - 3-year policy: £14 per sq. ft. - Sept 2018 £17 per sq. ft. from Sept 2019 £20 per sq. ft. from Sept 2020

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Appendix 5

Miscellaneous charges.

Motorcycle Annual Charges

Charge	Date
£226	September 2016
£235	September 2017
£239	September 2019
£239*	September 2020

Bicycle Locker Annual Charges

Charge	Date
£85	September 2015
£86	September 2016
£88	September 2017
£90	September 2019
£90*	September 2020

Bicycle Pods Annual Charges

Charge	Date
£30	September 2016
£30	September 2017
£30	September 2018
£31	September 2019
£31*	September 2020

Temporary Car Parking Charges

Charge	Date
£10.23	September 2017
£10.45	September 2019
£10.45*	September 2020

- An increase by RPI was agreed in 2017
- Charges were not incorporated into 2020 annual review.

****Bold italics to be reviewed by Barbican Residential Committee.***

Appendix 6

Premium car bays

Residents survey April 2021:

Survey included in our resident's bulletin which is distributed to circa 1,800 residents. There were 65 responses.

Question: Would you be interested in a larger bay which would be equivalent to a bay and a half of the current standard bay size?

Yes – 27.

Question: The current rental charge of a car bay is £1,420/per annum and the proposals for the Premium Car Parking Bay would be £2,130/per annum, would this be of interest to you?

Yes – 13. Maybe – 10. Those interested that named their current car park were generally all in different car parks.

Summary of comments:

- Charging drivers even more. Already overpriced compared to other local secure spaces - additionally these spaces should be seen as a facility available to residents - not as a cash raising asset owned by the Corporation. Feels like a money raising exercise.
- It would also be helpful if the premium bay was closer to resident lift entrances.
- Nice idea but overpriced. The premium is far too much. Current charges are overpriced.
- Only of interest if possible to park multiple cars in the enlarged bays.
- Given the limited take up of bays, why is the intent to charge 1.5 times more for these Premium bays to residents? They don't need to be 50% bigger, 25% would be fine ie reduce row of 5 spaces to 4.
- Need to increase uptake. Making them even less affordable than they already are will not help. We need decent sized spaces at a reasonable price.
- As bays are too narrow for present day cars it seems unreasonable to charge extra to provide what should be the norm. Manufacturers have increased car sizes - car park bays should be redesigned. Spaces should be redistributed to make them practical for use with the size of vehicles today.
- There should be smaller cars not bigger bays. It is wrong to facilitate or encourage owners of large cars. I don't think large vehicle ownership should be encouraged.