

## 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.
<b>*£1,420</b>	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

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

<b>June 20 – Sept 20</b>	<b>New</b>	<b>Surrenders</b>
Car Bays	119	46

<b>Oct 20 – Dec 20</b>	<b>New</b>	<b>Surrenders</b>
Car Bays	24	11

<b>Jan 21 – Feb 21</b>	<b>New</b>	<b>Surrenders</b>
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	%
<b>Car Park</b>	<b>Large</b>	43	20.30	<b>Resident</b>	<b>*£873 per year</b>	128		79	207	62
			40.60	<b>Non-resident</b>	<b>*£1,746 per year (inc VAT)</b>					
<b>Car Park</b>	<b>Extra Large</b>	61	20.30	<b>Resident</b>	<b>*£1,238 per year</b>	48	2	1	51	98
			40.60	<b>Non-resident</b>	<b>*£2,476 per year (inc VAT)</b>					
<b>Car Park</b>	<b>Extra Extra Large</b>	86	20.30	<b>Resident</b>	<b>*£1,746 per year</b>	49	2	4	55	93
			40.60	<b>Non-resident</b>	<b>*£3,492 per year (inc VAT)</b>					

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

- 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	<b>*£331</b>	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	<b>*£640</b>	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	<b>*£820</b>	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
<b>£239*</b>	September 2020

#### ***Bicycle Locker Annual Charges***

Charge	Date
£85	September 2015
£86	September 2016
£88	September 2017
£90	September 2019
<b>£90*</b>	September 2020

#### ***Bicycle Pods Annual Charges***

Charge	Date
£30	September 2016
£30	September 2017
£30	September 2018
£31	September 2019
<b>£31*</b>	September 2020

#### ***Temporary Car Parking Charges***

Charge	Date
£10.23	September 2017
£10.45	September 2019
<b>£10.45*</b>	September 2020

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

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## 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.