

Deliveries Reduction Fund for Business Groups

Application Form
June 2018



All applications will be subject to an evaluation criteria set by Transport for London, details of which can be found in the supporting guidance

Please return your completed application form to [REDACTED] by Friday 20 July 2018

General Information:

Lead Applicant:

Other partners:

Do you have approval for this proposal from your Business Improvement District Board or senior management? If not, when do you expect this to be granted?

Lead Applicant Contact Details:

Contact name:

Email address:

Telephone number:

Project Team

Provide details of the proposed project team including external members e.g. resident group representatives, consultants; together with roles and responsibilities

Name	Organisation	Role	Responsibility
[REDACTED]	Vauxhall One	Programme Manager	Procurement and Management of Project
[REDACTED]	Vauxhall One	Environmental Manager	Overseeing waste collections
[REDACTED]	First Mile	Logistics	Will work out logistics for Micro Consolodation



Project overview: Please use the table below to provide a brief description of the proposed project. This will enable an understanding of how the proposal fits with the ambitions of the applicant's business.

<p>Background</p> <ul style="list-style-type: none"> • Brief description of the business(es) making the application • What is the relationship between the businesses in a joint application? • Any research undertaken to inform the planning of the project • Have similar projects been delivered in the district or by other groups? 	<p>Vauxhall One is a non-profit organisation owned and led by local businesses in Vauxhall. The area in which it operates is shown in the map here.</p> <p>The BID is funded by a small 'levy' on Vauxhall businesses based on the rateable value of their property. This raises more than £5m in the five-year term – money that is used to attract further funding from other sources. Its services are extra to those provided by the Council, the Police and other providers.</p> <p>Vauxhall One has developed an effective working partnership with First Mile offering members free daily collections of mixed recycling and general waste. This partnership sees around 90 businesses use the scheme (a third of the BID's membership) which is made up of almost exclusively kerb-side bag collections.</p> <p>The service is the greenest and most cost effective way for Vauxhall Businesses to handle recycling and general waste however daily collections involve diesel refuse vehicles entering Vauxhall, contributing to vehicle emissions, pinch points and poor air quality. This is clearly evidenced around the Vauxhall gyratory system which has some of the highest levels of NOx and PM in South London - made worse by First Miles diesel fleet.</p> <p>At present, the technology for zero emission collection vehicles is some way off becoming a viable clean alternative to diesel which is why, until the technology is developed, Vauxhall One aim to use its own electric fleet in an attempt to remove a third of its recycling partner's fleet from entering its boundary.</p> <p>To help realise this ambition, Vauxhall One are looking to implement a micro consolidation scheme that will see the collection of business refuse from a number of local businesses in central Vauxhall via its own electric zero emission vehicle. This refuse will then be deposited into a central underground waste deposit (which we will use match funding to fund) later collected on a bi-weekly (or when required) basis by our recycling partner. This will effectively remove the need for daily collections in this defined area via diesel vehicles.</p>
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	<p>We aim to learn from similar schemes that have been carried out locally (Micro Consolidation by Better Bankside 2017/18) but improve on the number of businesses using the scheme. We feel that our relationship with local businesses, our long established partnership with First Mile and our current infrastructure will enable us to achieve this goal.</p> <p>Last year Vauxhall One commissioned WPLC projects to consult with Albert Embankment / Goding Street to find out what businesses want over any possible development of this area. We also asked a series of questions around recycling, general waste and how they would feel about using shared resources to improve the efficiency of recycling. Within this document businesses expressed a desire to see;</p> <ul style="list-style-type: none"> • Better, more optimised waste and recycling facilities • Reduced number of wheelie bins on street • Reduced amount of collection vehicles coming into Goding Street. • Waste consolidation areas that could act as collection points for a single refuse collection company <p>Source here – Page 25</p> <p>Vauxhall One own and operate a flatbed electric vehicle (Goupil G4) which it uses to jet wash pavements, collect fly tipping as well as various other environmental jobs. With some minor alterations, this vehicle would easily be capable of collecting refuse from the targeted 20 businesses daily. Because Vauxhall One already the infrastructure in place to support a micro consolidation scheme, any capital funding the BID receive will be invested into permanent public realm improvements (i.e. underground waste systems) rather than electric vehicles, charging points or revenue costs.</p> <p>The specifics of our preferred underground waste systems can be found here</p>
	<p>Our aspirations are;</p>



<p>Your Aspiration</p> <ul style="list-style-type: none"> • Why are you implementing the project? • What issue is being addressed? • What is the “bigger picture” of the project? • How does this help to deliver the objectives / ambitions of the partnership? • What are the anticipated long term benefits to the partnership, members, and the wider community for example will improve air quality in the district. 	<ul style="list-style-type: none"> • To reduce number of diesel vehicles First Mile route through Vauxhall on a daily basis. Vauxhall suffers from some of the worst levels of NOx and PM 2.5 / 10 in South London. Schemes that successfully reduce harmful pollutants are those that produce behavioural change i.e reducing the number of diesel vehicles from a certain area • Create a blueprint for other inner London BID’s on how to successfully implement a micro consolidation scheme using street underground waste systems. • Kickstart the first phase of what we hope to be the regenerations of Goding Street. The implementation of underground compactors will support daily operational needs of businesses as well lead the way for a larger regeneration of this area. • Leave a legacy – underground waste systems can last for up to 25 years. Regardless of which company is servicing local businesses, this kind of system can be used by any refuse company or local business. <p>Issue being addressed;</p> <ul style="list-style-type: none"> • Improve look and feel of the area by removing street wheelie bins. Not having to store or move wheelie bins, or remember when and which bins to put out for collection will help support business operations. • Optimise waste and recycling facilities desired by local businesses as evidenced here. At present Goding Street waste collections can be quite unpredictable – especially given that there are so many different operators collecting at inconsistent times throughout the day. By signing all businesses up to this scheme it could ease road congestion as certainly reduce multiple collections. • Businesses have indicated they are interesting in sharing waste collection, or recycling services with other if A) it reduces the amount of wheelie bins on street B) Drives down collection costs for businesses collectively C) Offer a more consistent collection time D) Reduce the amount of collection vehicles coming into Goding Street. • Free up space for rail arch businesses to “open up” the front of their premises as exemplified here. There is a desire among some of the rail arch businesses (notably the bars and eateries) in Vauxhall to us the back of their premises to provide outdoor dining space. This cannot be achieved with street level
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wheelie bins due to space, smell and aesthetics.

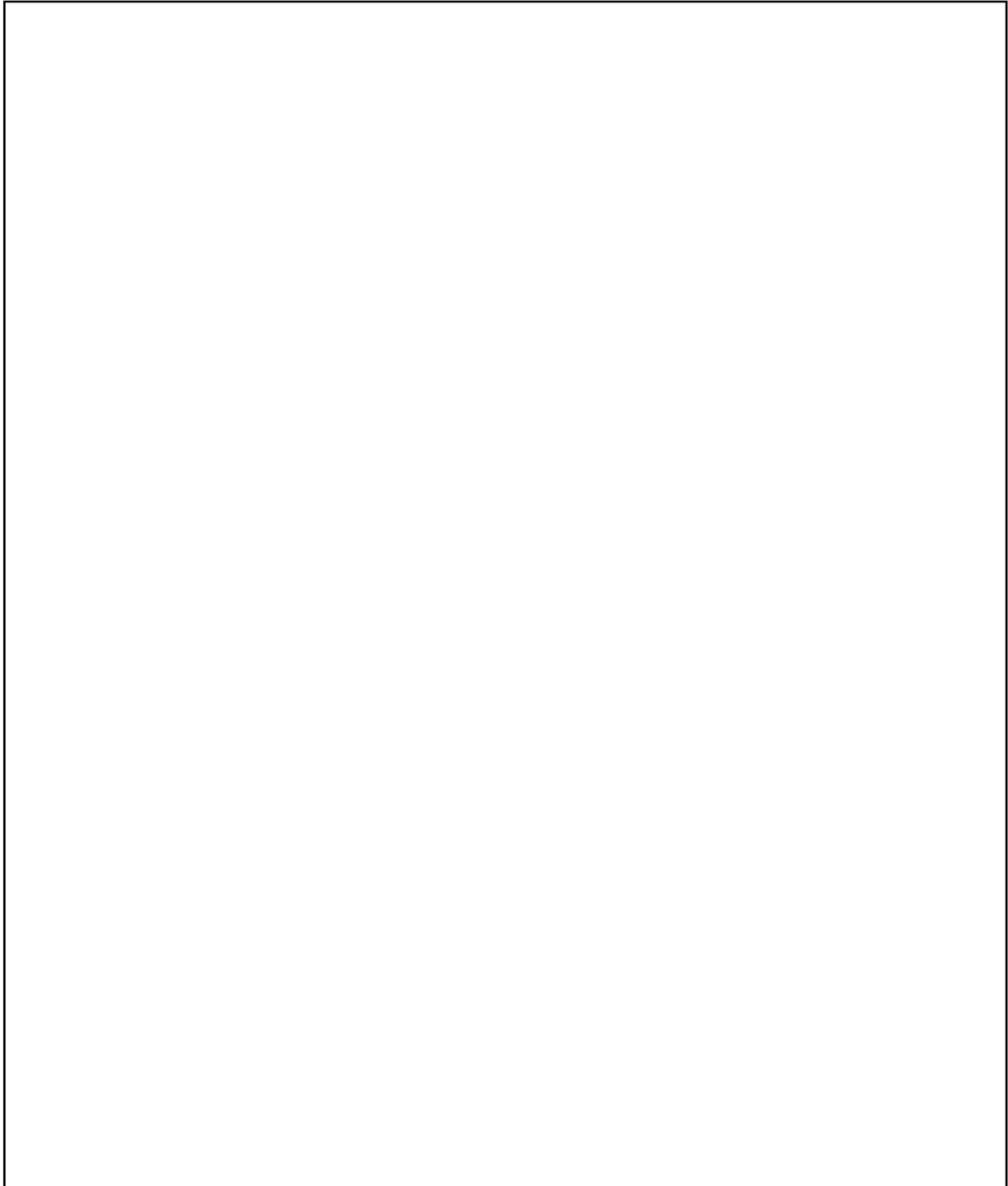
How does our BID meet the aims of the fund

- **We will improve the efficiency of road network by taking off large diesel vehicles not just from our recycling partners but also others. First Mile estimate we can remove at least one vehicle per day from the area.**
- **This will lead to improved air quality as less and less vehicles enter the area. Our Vehicle is zero emission.**
- **Road Safety will be improved as a result and collection times will be managed so that the underground waste systems are emptied after the hours of 07:00 – 10:00**

Long Term Benefits

- Reduction in the number of diesel vehicles collecting refuse from Vauxhall making sure their carrying capacity is fully used.
- Enable local businesses to easily dispose of refuse enhancing operational needs of area
- Removes 30+ diesel vehicles a month entering the area improving AQ
- Aspiration to open it up to more businesses as well as encourage businesses to think more critically about their own waste





What is the location of proposed project? Please provide either a map showing the geographical area or a description

Locaiton of site

Vauxhall Pleasure Gardens just off Goding S street

<https://goo.gl/maps/d8FnFL47HvH2>

Land owned by LB Lambeth



Visual of indicative



Aims and objectives of the proposed project

Delivery approach e.g. 4 phases. Please list what's in scope and out of scope?

- 1) **Seek approval from stakeholders** – This project will require written consent from LB Lambeth due to proposed civil ground works and instillation of underground waste systems. Discussions with council offers have been positive to date however this proposal will need to be approved Lambeth's environmental team , regeneration and parks. Vauxhall One has a strong working partnership with Lambeth having already delivered a number of public realm improvement projects this year including a pop-up GIFA electric box in Vauxhall Pleasure Gardens as well as replacing 5 railway sleepers on Albert Embankment.
 - 2) **Identify boundary as well as participating businesses.** We will engage with business who are willing to participate using timed collections. We have data from consultation of 17 businesses who took part in 45 minute interview on how we could improve Albert Embankment Goding Street. We will create a timing schedule as well as staff work schedule. We will work with our partners at First Mile who have a proven track record of delivering successful consolation programmes. This will help us estimate how much waste could be collected on a weekly basis helping inform out procurement decisions. First Mile will also identify which system will work best with its current operating fleet.
 - 3) **Procurement and instillation of compactors** – We have identified the specification and type of underground system we need and have discussed project with a number of suppliers, both for the systems and ground works that a required.
 - 4) **Ongoing monitoring of scheme** – Vauxhall One will keep a record the number of businesses using the scheme and the amount of waste they are despotising to ensure the operation side runs smoothly. The waste storage systems have a finite amount of waste they can hold, so by regularly monitoring we can ensure that these are being used to full capacity.
- Only businesses who are Vauxhall One members or Small Business Club Members (businesses paying <£20,000 who opt in for a small fee) will be included in the scheme for the first 12 months. After this we will evaluate the effectiveness of the programme and potentially open it up to other businesses.
 - Vauxhall One/First Mile will be the sole operator of the underground waste compactors for the first 12 months. Depending on evaluation we will open this up to other waste refuse companies.
 - We will only deliver underground waste solutions in the area proposed. Vauxhall One do not want to operate a micro consolidation scheme that would see street level compactors within a tenanted building.



Provide a separate, detailed project plan including information illustrated with example in table below

Information required	Example
Primary activities / tasks:	<p>Seek permission from LB Lambeth Council</p> <p>Procurement of underground waste system</p> <p>Appointment team to prepare civil ground works</p> <p>Engage with businesses to recruit 20 participants in project on Goding Street, Albert Embankment, Kennington Lane and Glasshouse Walk.</p>
Timescales	<p>August – September 2018 – Seek approval from Lambeth Council.</p> <p>September – January 2018/19 – engage with local businesses a recruit sign ups</p> <p>September – October 2018 – procurement of underground waste systems</p> <p>January-March 2019 – creation of work plan and schedule of collections</p> <p>April 2019 – implement scheme</p>
Milestones	<ul style="list-style-type: none"> • Approval from Lambeth Council • Signing up 10 businesses pre-launch • Signing up an additional 10 businesses within 10 months • Procurement of underground systems • Delivery and installation of underground systems
SMART targets	<p>10 businesses recruited by April 2019</p> <p>10 businesses recruited by December 2019</p>
Key Performance Indicators (KPIs)	
Outputs and deliverables	<p>Business Engagement Plan</p> <p>Data from 10 businesses before and after</p>



	initiative implemented
<p>Risks / issues</p> <p>Mitigation</p>	<p>Risk - Unable to obtain permission from LB Lambeth at preferred spot.</p> <p>Possibility is unlikely. Lambeth are supportive of public realm improvements that benefit the business community and improve the urban realm. If this location is not suitable we will look to place the underground system at a different location close by. For example behind the RVT at the end of Goding Street.</p> <p>Risk - Businesses are not interested in participating.</p> <p>Our data shows that most of the businesses on Goding Street are on board with communal facilities for recycling. We have 210 members in Vauxhall with 90 currently using the scheme. If we're unable to attract businesses from our preferred area we will look to reach out to businesses in other areas of Vauxhall.</p> <p>Risk – Vauxhall One unable to get lease extension on rail arch where charging point is for electric vehicle.</p> <p>Would be able to charge at several different charging points across Vauxhall</p> <p>Risk - Too much rubbish is being collected on a daily basis for Vauxhall One to transport</p> <p>The area in which we will offer to collect is very small. We will start by offering it to only Goding Street / Albert Embankment businesses for the first 3 months to more accurately gather data on quantities of waste being transported. We should however be able to accurately measure needs before rolling out the scheme by working with First Mile on historical numbers they have around waste.</p>



Monitoring and Evaluation – What will success look like?

How will the project delivery and performance be measured, monitored, reported and evaluated?

What monitoring and evaluation will be undertaken to measure the impacts of the proposed project against the objectives?

How will you gather financial information to assess the long term viability of the project and costs to roll-out to a wider audience?

Monitoring Evaluation and Performance.

- We will actively monitor the number of bags that our users are depositing each day. This will help us ensure the underground waste systems are being used to full capacity. We will start with one road (Goding Street) offering bag collection at certain times and expand from there based on our own monitoring.
- We will work with member businesses to offer times that suit them, ie either an AM or PM collection
- We will setup a new inbox to be jointly monitored by Vauxhall One and First Mile to ensure the scheme is running smoothly
- Regular questionnaires will be sent to businesses to gauge feedback on the scheme and how we could improve the offer
- We will report stats on our social medial platforms as well as periodically let businesses know of the amount of recycling they are doing
- Timing is critical to the success of the scheme. We will ask businesses to report back to us if bags are left on the ground for 1+ hour.

What will success look like?

- The complete removal of all wheelie bins on Goding Street
- All businesses on Kennington Lane, Goding Street and Albert Embankment using the scheme by month 12
- Full capacity of underground storage being reached
- Reduction of diesel vehicles entering bounrary by 1/3



Set-out amount of funding requested from TfL together with itemised list of what it is to fund together with identified sources of match-funding:

Expenditure item	Detail	Funding Source	2018/19 £k	2019/20 £k
Underground Systems	5 Contenur crane lift underground containers	Mayor of London	£0	£50000
Ground works	Civil works for underground containers and surrounding public realm improvements	Vauxhall One		£20000
Staff Time	Project management of scheme including procurement of waste systems, business engagement and ongoing evaluation 1 x day a week for a year	Vauxhall One		£5000
Operational Staff Time	Vauxhall One environmental team 3 hours a day, every day.	Vauxhall One		£20000
Electric Vehicle Modifications	HSE Cages for Electric Van	Vauxhall One		£2500
Charging vehicle	Van charging costs per annum	Vauxhall One		£2500

To comply with State Aid rules in awarding financial assistance, please list funding received from public-sector sources over the last 3 financial years e.g.Transport for London, Boroughs, GLA, etc (See Appendix A in Guidance for further information)

Financial Year	Date	Funding Source	Amount £'000
2016-17			
2017-18	April	Lambeth MET Police	40000 70000



2018-19	April	Lambeth MET Police	40000 70000
TOTAL			

Please return completed application form to:
[REDACTED] **by 20 July 2018**

