

Resident Impact Assessment

Title of policy, procedure, function, service activity or financial decision: Greater London Dockless Vehicle Hire Byelaw

Service Area: Environment and Regeneration

1. What are the intended outcomes of this policy, function, etc?

The London Councils Transport and Environment Committee (LCTEC) has proposed a Greater London Dockless Vehicle Hire Byelaw on the boroughs' behalf to prohibit bike operators from parking dockless bikes anywhere other than at approved parking spaces. This byelaw would apply across all London boroughs.

The byelaw applies to all dockless hire vehicles, including e-scooters and other micromobility vehicles that might become legal to ride on the carriageway in future.

The desired outcome is to regulate and licence dockless vehicle hire firms (who might otherwise have a free hand) in line with other London boroughs.

2. Resident Profile

		Borough profile	Service User profile
		Total: 206,285	Total:
Gender	Female	51%	All
	Male	49%	All
Age	Under 16	32,825	All
	16-24	29,418	All
	25-44	87,177	All
	45-64	38,669	All
	65+	18,036	All
Disability	Disabled	16%	All
	Non-disabled	84%	All
Sexual orientation	LGBT	No data	All
	Heterosexual/straight	No data	All

Race	BME	52%	All
	White	48%	All
Religion or belief	Christian	40%	All
	Muslim	10%	All
	Other	4.5%	All
	No religion	30%	All
	Religion not stated	17%	All

3. Equality impacts

With reference to the [guidance](#), please describe what are the equality and socio-economic impacts for residents and what are the opportunities to challenge prejudice or promote understanding?

Clause 1 The byelaw defines several terms used in the draft Byelaw currently undefined in legislation (eg a dockless operator).

Clause 2 The byelaw allows all London boroughs (clause 2) access to controls over dockless hire operators.

Clause 3 Sets out minimum safety standards for dockless vehicles.

All users of dockless hire vehicles, pedestrians and other road users will positively benefit from these minimum standards.

Clause 4 Requires all bikes to be chipped to ensure their whereabouts can always be tracked and asset numbers clearly displayed.

These measures will make operators accountable in respect of responsible parking. Additionally, GPS chips will assist in reducing bike theft crime.

Clause 5 and 6 Dockless Vehicles can only be parked in areas designated by the Council and non-compliance would make the operator subject to a Level 2 FPN (up to £500 per vehicle).

This would benefit all pedestrians using the public highway in the borough.

4. Safeguarding and Human Rights impacts

a) **Safeguarding risks and Human Rights breaches**

Please describe any safeguarding risks for children or vulnerable adults AND any potential human rights breaches that may occur as a result of the proposal? Please refer to **section 4.8** of the [guidance](#) for more information.

N/A

If potential safeguarding and human rights risks are identified then **please contact equalities@islington.gov.uk to discuss further:**

5. Action

How will you respond to the impacts that you have identified in sections 3 and 4, or address any gaps in data or information?

For more information on identifying actions that will limit the negative impact of the policy for protected groups see the [guidance](#).

Action	Responsible person or team	Deadline
Council officers and dockless officers meet regularly to address any issues and ensure that operators are working collaboratively and responsibly. These meetings also seek to wide participation in these schemes.	David Shannon, Active Travel Team	Ongoing
Council officers and dockless operators to form a working group with disability action groups in the borough to establish best practice in relation to the deployment and management of dockless vehicles. The aim is to mitigate concerns and impact from mobility and disabled groups.	David Shannon, Active Travel Team Dockless operators Disability action groups LCC Living Streets	Ongoing

Please send the completed RIA to equalites@islington.gov.uk and also make it publicly available online along with the relevant policy or service change.

This Resident Impact Assessment has been completed in accordance with the guidance and using appropriate evidence.

Staff member completing this form:

Signed: *David Shannon*

Date: 06/09/2019

Head of Service or higher:

Signed:  Tony Ralph _____

Date: 06/09/2019