

October 2026

Guide to the current situation regarding e-Bike enforcement and regulation.

MANAGING DAY TO DAY OPERATIONS

What RBKC is doing/can do

- **Memoranda of Understanding (MoU) with operators.** The MoUs contain agreed expectations relating to: permitted fleet size, bay capacity, agreed response times on relocation of incorrectly parked bikes (2 hours for removal of obstructively parked bikes, 6 hours for non-obstructively parked bikes), an agreed enforcement policy, data sharing policy, agreed fees for access to parking bays. The MOUs also state that the Council can remove obstructively-parked bikes immediately, if they are parked in a dangerous or hazardous position but as there is no legal mechanism for the Council to do so, that the operators are ultimately responsible for managing their fleets. MoUs (or contracts in other boroughs) do not guarantee that the suppliers will manage their fleets well. There are currently no legal powers to prevent e-bike companies operating or with which to compel them to manage fleets properly.
- **Removal / seizure of dangerously parked rental e-bikes and recover removal and storage charges from operators.** As of 1 October 2026, since seizures began in January 2025 over 3,000 bikes have been seized and over £300,000 of costs recovered. The Council is limited on what bikes they can seize under the Highways Act 1980. Officers can only seize bikes immediately if the bikes pose a danger. i.e. they cannot immediately seize bikes on footways that still permit pedestrians to pass, and they cannot seize bikes overspilling into adjacent parking bays. In these cases, the Council must give the operator either two or six hours to remove the bikes, as above.

Where seizures are possible under the Highways Act 1980, enforcement officers operate only within the following hours:

Monday to Friday: 8am-4pm

Saturday and Sunday: 10am-6pm

Reporting a dangerously parked e-bike

Rental e-bikes posing a danger can be reported to the enforcement team by filling in our reporting form: <https://myrbkc.rbkc.gov.uk/forms/report-problem/problem-on-street/> selecting the “Abandoned bicycles, vehicles, trolleys and locks” option, then the “Dockless Bikes and Scooters” option.

Reporting other poorly parked e-bikes

Any other poorly parked e-bike must be reported to the relevant operator using the contact details on our web page: <https://www.rbkc.gov.uk/streets-and-transport/getting-around/cycling-e-scooters-and-walking/e-bike-hire>

- **The Council can terminate an MoU** with a supplier. This does not guarantee that the supplier will cease operations in the borough as local authorities have no legal power to prevent e-bike companies operating.

- **Liase with supplier operations teams – at member and officer level** - to seek to deliver improvements to fleet management. We continue to do this, but it is evident that significant challenges remain.
- **Lobby Government to introduce legislation quickly to provide enforcement powers to councils.** See section below on the future legal framework.
- **The Council has run awareness campaigns reminding users not to leave bikes outside designated bays on our digital screens on street.**

What RBKC cannot do

- **Prevent suppliers from operating in the Borough.** Local authorities have no legal power to stop rental e-bike companies from operating.
- **Enforce a fleet cap.** Even where councils have agreed a permitted fleet cap with operators (in the Royal Borough, this is 600 bikes per operator), those councils have no power with which to enforce that fleet size and officers are aware that operators routinely breach the fleet cap.
- **Prevent over-deployment.** The Borough has no legal mechanism to prevent operators dropping off more bikes than designated bays can accommodate.
- **Directly manage operator fleets.** Responsibility for controlling fleets and ensuring parking compliance therefore currently rests solely with the operators.

FUTURE LEGAL FRAMEWORK

The Council has lobbied Government to introduce legislation to address problems associated with rental e-bikes. The **English Devolution and Community Empowerment Act 2026** has received Royal Assent, creating a legal framework for regulating dockless micromobility. However, the new regime is not yet in force because secondary legislation and regulations are still required. In London, the expectation is that TfL will become the licensing authority, replacing the current borough-by-borough MoU approach.

The likely outcome is:

- TfL issues licences to operators.
- Operating without a licence becomes a criminal offence.
- London moves to a single regulatory framework.
- Fleet size controls become more enforceable.
- Mandatory parking, data-sharing and operational standards are introduced.
- Boroughs retain an important role, particularly regarding parking and kerbside management, but regulation shifts to TfL.

ANTICIPATED TIMELINE

April 2026. The English Devolution and Community Empowerment Act 2026 became law. Key provisions include:

- Strategic licensing authorities to gain powers over dockless micromobility (in London, that strategic authority will be TfL).

- Future operation without a licence will become unlawful. Licences can contain both mandatory and locally tailored conditions.

Late 2026. Government consultation on the regulations is expected to begin with London Assembly scrutiny focusing on what powers TfL should have and what conditions operators should meet. A public consultation and parliamentary process is expected to take around a year.

2027. Secondary legislation and detailed regulations to be developed to introduce greater transparency over actual operator fleet sizes. The exact timing is not yet confirmed. TfL's licensing powers cannot operate until the regulations are made.

Late 2028 / Early 2029. Expected Pan-London licences launch

At that point the expectation is that:

- TfL licenses operators.
- Unlicensed operation becomes unlawful.
- Fleet size, parking, data sharing and operational requirements can be regulated through licence conditions.
- Existing borough MoUs and contracts would become redundant.
- Consistent London-wide rules.
- Better access for councils and TfL to operational data.
- Stronger mechanisms to influence operator behaviour.

Officers are engaged in discussion with London Councils and TfL over our aspirations for the development of the regulatory framework.