

October 2026

Guide to regulation and enforcement of dockless rental e-bike operators.

MANAGING DAY TO DAY OPERATIONS

Until the Government enacts the English Devolution and Community Empowerment Act 2026 (see later) there are currently no legal powers that enable any council to prevent any dockless rental e-bike business operating where and how they wish.

What RBKC is doing/can do

- **Memoranda of Understanding (MoU) with operators.** Each operator has agreed to manage their fleet according to a voluntary code of conduct that is detailed in a memorandum of Understanding (MoU). The MoU covers fleet size, bay capacity, and response times for relocating incorrectly parked bikes (2 hours for removal of obstructively parked bikes, 6 hours for non-obstructively parked bikes). 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.
- **Remove / seize dangerously parked rental e-bikes and recover removal and storage charges from operators.** The Council only has the legal power to remove an e-bike immediately if it is parked in a dangerous or hazardous position i.e. enforcement officers cannot immediately seize bikes on footways that still permit pedestrians to pass, or those 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. Since we began seizures in January 2025, we have seized over 3,000 bikes, recovering over £300,000 in costs.
- **The Council can terminate an MoU (but considers this a last resort)** however, doing so would not guarantee that the supplier would cease operations in the borough
- **We operate a [“Report It” facility](#)** that allows residents to report poorly parked e-bikes directly to the operators.
- **We liaise daily with suppliers’ operations teams** - to seek to deliver improvements to fleet management.
- **We have lobbied Government to introduce legislation quickly to provide enforcement powers to councils.** See section below on the future legal framework.
- **We have run awareness campaigns reminding users not to leave bikes outside designated bays on our digital screens on street.**

What RBKC cannot do: we have no legal power to:

- Prevent suppliers from operating in the Borough.
- Enforce the maximum fleet size in an MoU.
- prevent operators over-deploying bikes at a location.
- seize an e-bike unless it is parked in a dangerous manner.

FUTURE LEGAL FRAMEWORK

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.

ANTICIPATED TIMELINE AND ROLES

	Government	GLA / London Assembly / TfL	RBKC
Late 2026	launches public consultation on what aspects of dockless rental e-bike operations should be regulated	designs a draft regulatory regime for dockless rental ebike operators	Through London Councils, convey to GLA/ TfL our aspirations for the regulatory framework
Early 2027		Respond to public consultation	Respond to public consultation
late 2027	Publishes decision on what aspects of dockless rental e-bike operations TfL will be allowed (or required) to regulate		
ate 2028		TfL commence regulation	

Subject to public consultation, the likely outcome from late 2028 / early 2029 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.
- 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 are likely to become redundant.
- Consistent London-wide rules.
- Better access for councils and TfL to operational data.
- Stronger mechanisms to influence operator behaviour.