

Dockless e-bikes in London



Key information

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Overview

This data analysis, produced by the London Assembly Research Unit and postgraduate students from the Master of Public Policy (MPP) at the London School of Economics and Political Science (LSE), provides an overview of dockless e-bikes in London. It includes information on what dockless e-bikes are, where they operate in London, challenges caused by dockless e-bikes, and how their operation is controlled by boroughs.

The information presented in the report is based on published data from a range of sources and dockless e-bike operator platforms. Some information is sourced directly from primary research undertaken by the LSE MPP group.

[**Read the paper \(pdf\)**](#)

What are dockless e-bikes?

Dockless e-bikes are electrically assisted shared bikes that do not require fixed docking stations. Users can locate and rent these bikes via smartphone apps which use GPS technology to show available bikes nearby.

There are a number of different dockless e-bike operators in London, including Lime, Forest, Voi and Bolt.

Timeline of rental bike operation in London

Timeline of rental bike operation in London

Figure -

Source: TimeOut, London's rental bikes: a (wobbly) history, July 2019; Forest, HumanForest to launch e-bikes in London this summer, 24 June 2021; Voi, Voi e-bikes arrive in London, 19 April 2025; Bolt, Bolt expands e-bike fleet ahead of London transport strikes, 22 April 2026.

Where dockless e-bikes operate in London

The number of dockless e-bike companies operating in each borough differs across London. Central London boroughs such as Hammersmith and Fulham, Kensington and Chelsea and Westminster have four operators each (Lime, Forest, Voi and Bolt), while boroughs like Sutton and Richmond upon Thames have a single official operator.

In general, central London boroughs have a higher number of operators compared to outer London boroughs. Ten London boroughs, all located in Outer London, have no dockless e-bikes in operation.

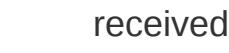
Number of dockless e-bike operators per borough

Figure -

Source: Jaramillo, V., Aaradhi, A., Fujimoto, H., Nakamura, K. Information on dockless e-bike coverage collected from boroughs' official websites, dockless bike apps and media reports. Map produced using Datawrapper.

Regulation of dockless e-bikes in London

Dockless e-bikes in London operate in a largely unregulated market. Currently, the operation of dockless e-bikes is the responsibility of boroughs, who are the Highway Authority for most roads in their area.

In April 2026, the  received Royal Assent and became law. Under this new legislation, TfL will be the licensing authority for dockless e-bikes. These powers will not come into force until the Government publishes secondary legislation, which is expected in the next 12 months.

Local authorities in London operate different types of local agreements for dockless e-bikes. This patchwork approach will be phased out once TfL is the licensing authority for dockless e-bikes across London.

Currently, Inner London boroughs and those to the east and west tend to control the operation of e-bikes through Memorandums of Understanding (MoUs). These are agreements with boroughs outlining each operator's responsibilities and obligations.

Seven boroughs, including four Outer London boroughs in the southwest and the neighbouring north London boroughs of Camden, Hackney, and Haringey use tenders.

These invite e-bike operators to submit competitive proposals to operate in the borough and can include details such as fleet size, service quality, pricing and fee structures, sustainability measures, and operational plans.

Types of local agreements in place for the operation of dockless e-bike schemes in London

Figure -

Sources: Jaramillo, V., Aaradhi, A., Fujimoto, H., Nakamura, K. Information collected from boroughs' official websites, council meeting minutes and formal documents, and media reports. Map produced using Datawrapper.

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