Cambridgeshire County Council

E-bike and E-scooter Fires Deep Dive:

Cambridge City

2025

Final v1.1

The Policy and Insight Team (PIT) is a multi-disciplinary team that fulfils the research function for Cambridgeshire County Council. The team continues to take on a range of work commissioned by other public sector bodies within both Cambridgeshire and beyond.

We publish publicly available data and reports on our dedicated website: Cambridgeshire Insight (http://www.cambridgeshireinsight.org.uk/)

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1. Executive Summary

Whilst the overall numbers of e-bike and e-scooter fire incidents have been low, since a single fire incident in 2019, there have been five e-scooter fire incidents in 2023 and three e-bike fire incidents in 2024. The highest profile and most severe case was an e-scooter fire incident in a flat in Cambridge City on 30th June 2023 that led to three deaths and two injuries.

At a national level, a report by the Office for Product Safety and Standards (OPSS) indicated that fires from e-bikes and e-scooters may be increasing (2024). The number of fires reported to the OPSS more than doubled between 2022 and 2023, from 93 up to 199. In 2023, 10 fatalities and 72 casualties resulting from e-bike and e-scooter fires were reported to the OPSS. As noted later in this document, the reporting process to the OPSS is voluntary and so the data cannot be used as representative of national statistics (see 3.2 Technical note). The true number of e-bike and e-scooter fires across the UK will be higher. However, as explained by the OPSS, the majority of fires in both years were reported by a single fire and rescue service (The London Fire Brigade), indicating there was potentially a real increase in the number of fires over this time (OPSS, 2024).

Although the number of e-bike and e-scooter fire incidents is currently small in Cambridge City, the substantial jump in 2023 and 2024 and the associated seriousness indicates a potential for increases in poor outcomes.

The purpose of this report is to understand this subject area further and to begin to develop and deploy preventive and education measures now to avoid future larger problems. The report has the following objectives:

- Determine **what** e-bike and e-scooter fire incidents have occurred in Cambridge City;
- Determine the causes and risk factors of **why** e-bike and e-scooter fire incidents have occurred;
- Determine **how** best to prevent e-bike and e-scooter fire incidents based by reviewing national best practices;
- Determine **who** and **where** to target prevention and education measures in Cambridge City.

Below are the key findings for each objective:

What e-bike and e-scooter fire incidents have occurred

Between January 2019 and May 2025, there have been four e-bike fire incidents and five e-scooter fire incidents for a total of nine fire incidents.

Cambridgeshire and Peterborough have had a total of 21 e-bike and e-scooter fire incidents between the same period with a similar number of respective fire incidents (10 e-bike fire incidents and 11 e-scooter fire incidents).

Cambridge City thus makes up 43% (9 of 21) of total e-bike and e-scooter fire incidents in Cambridgeshire and Peterborough. This is the highest proportion of the six local authorities.

Causes and risk factors of why e-bike and e-scooter fire incidents have occurred

The majority of e-scooters and e-bikes use lithium-ion battery energy storage systems, and these come with a risk of failure known as “thermal runaway”, where chemical reactions in the battery cell can create large volumes of hot, toxic, suffocating, flammable gas. This can lead to potential fires and explosions. The likelihood and severity of lithium-ion thermal runaway is increased when the cell is at a higher level of charge, is overcharged, overheated, or mechanically damaged.

National data indicates that conversion kits for e-bikes may pose an increased risk of fire. Conversion kits are a set of components that convert a bicycle into an e-bike. Not all conversion kits include a battery or charger, increasing the likelihood of purchasing an incompatible charger. Furthermore, the conversion kit testing carried out by the OPSS, showed evidence of poor quality, unsafe designs such as insufficient waterproofing and prevention of cell overheating, a lack of safety features (such as temperature sensors), and ineffective battery management systems.

The majority of e-bike and e-scooter fires reported to the OPSS in 2022 and 2023 occurred in dwellings with purpose-built flats or maisonettes being the most common property type. This highlights the risk of harm to residents.

How best to prevent e-bike and e-scooter fire incidents based by reviewing national best practices

There are currently national safety standards in place for e-bikes in the UK, but less stringent standards for e-scooters and no standards for conversion kits. A fire safety charity “Electrical Safety First” is campaigning for improved legislation on legal standards for these products.

Campaigns by the London Fire Brigade and the Department for Business & Trade are targeted at consumers and have provided advice on best practices owners of e-bikes and e-scooters.

There have been campaigns across the UK to encourage these safe practices by various local authorities, fire and rescue services, housing associations, and organisations. These have taken a variety of approaches, including:

- Promoting awareness using videos and images from real life e-bike and e-scooter fires, particularly those that have occurred locally.
- Dedicated pages or websites providing safety advice to consumers, including advice on where to buy safe products.
- Targeted safety advice to particular groups who are known to use these products, or who have been identified as having unsafe habits.
- In person visits to retail outlets to physically remove dangerous products from shelves.
- Using a competition quiz to both spread awareness of safe practices and identify risk groups.
- Communicating directly with central government to call for improvements in legislation and safer practices.
- Using various forms of media, including social media, news coverage, videos, dedicated website or pages, posters and leaflets with utilisation of QR codes to link to relevant webpages.

Who and where to target prevention and education measures in Cambridge City

- Recent data from the Cambridge City Voi rider base shows that majority of e-scooter users were young adults. The age groups 20 to 24 (28.4%) and 25 to 29 (23.7%) have the highest proportions of the rider base. Males are the biggest group within this across Voi age groups.
- Limited research means it is not clear what the demographics of e-bike users in the UK are.
- Although the 65+ age group may not contribute to the cause of e-bike and e-scooter fire incidents, the 65+ age group are vulnerable due to lower mobility and could be at risk of being affected by e-bike and e-scooter fire incidents.
- The nine locations of e-bike and e-scooter fire incidents in Cambridge City mentioned in Section 2 should be initially prioritised as locations for prevention and education measures.
- Given that the majority of e-bike and e-scooter fires reported to the OPSS in 2022 and 2023 occurred in dwellings with purpose-built flats or maisonettes being the most common property type, the following LSOAs in Table 1 with the highest number of flats should be prioritised for prevention and education measures.

Table 1: LSOAs with the highest number of flats in Cambridge City

LSOA code	LSOA name	LSOA local name	Number of flats
E01035522	Cambridge 005F	Hills Road to Cambridge Train Station	1,170
E01035521	Cambridge 007I	Nightingale Recreation Ground	1,088
E01035518	Cambridge 010F	Cambridge Leisure Park	924
E01035512	Cambridge 013G	Eddington Centre	828
E01035516	Cambridge 014B	West Cambridge to The Backs	705

Note: Table produced by Cambridgeshire County Council Policy and Insight Team, using data from the Ordinance Survey © Crown copyright and database rights 2025 OS AC0000822131.

2. What e-bike and e-scooter fire incidents have occurred in Cambridge City

This section seeks to answer the following objective:

- Determine **what** e-bike and e-scooter fire incidents have occurred in Cambridge City.

Table 2 below shows that between January 2019 and May 2025, there have been four e-bike fire incidents and five e-scooter fire incidents for a total of nine fire incidents.

Table 2: Number of fire incidents, injuries, and deaths for e-bikes and e-scooters in Cambridge City, January 2019 to May 2025

Vehicle	2019	2020	2021	2022	2023	2024	2025	Total fire Incidents	Injuries	Deaths
E-bike	1	0	0	0	0	3	0	4	0	0
E-scooter	0	0	0	0	5	0	0	5	3	3
E-bike and E-scooter total	**1**	**0**	**0**	**0**	**5**	**3**	**0**	**9**	**3**	**3**

Note: Table produced by Cambridgeshire County Council Policy and Insight Team, using data provided by Cambridgeshire Fire and Rescue Service. Each year spans 1st January to 31st December. 2025 spans 1st January to 7th May 2025.

Table 3 below shows that Cambridgeshire and Peterborough have had a total of 21 e-bike and e-scooter fire incidents between the same period with a similar number of respective fire incidents (10 e-bike fire incidents and 11 e-scooter fire incidents).

Cambridge City thus makes up 43% (9 of 21) of total e-bike and e-scooter incidents in Cambridgeshire and Peterborough. This is the highest proportion of the six local authorities.

Table 3: Number of fire incidents, injuries, and deaths for e-bikes and e-scooters in Cambridgeshire and Peterborough, January 2019 to May 2025

Vehicle	2019	2020	2021	2022	2023	2024	2025	Total fire Incidents	Injuries	Deaths
E-bike	2	0	0	0	0	7	1	10	3	0
E-scooter	0	1	0	0	8	1	1	11	5	3
E-bike and E-scooter total	**2**	**1**	**0**	**0**	**8**	**8**	**2**	**21**	**8**	**3**

Note: Table produced by Cambridgeshire County Council Policy and Insight Team, using data provided by Cambridgeshire Fire and Rescue Service. Each year spans 1st January to 31st December. 2025 spans 1st January to 7th May 2025.

For both Cambridge City and Cambridgeshire and Peterborough, fire incidents for e-bikes and e-scooters have a similar split with four e-bike fire incidents and five e-scooter fire incidents in Cambridge City and 10 e-bike fire incidents and 11 e-scooter fire incidents in Cambridgeshire and Peterborough. Both e-bikes and e-scooters are a concern.

In Cambridge City, the number of fire incidents for e-bikes and e-scooters have been particularly high in 2023 and 2024 after no fire incidents between 2020 and 2022. There were five e-scooter fire incidents in 2023 and three e-bike fire incidents in 2024. This suggests the growing concern of e-bike and e-scooter fire incidents.

In terms of injuries and deaths in Cambridge City, two injuries and three deaths are attributed to one fire incident in 2023. The other remaining injury was from another fire incident in 2023. Both fire incidents involved e-scooters. The potential risk associated with these fire incidents is very high, even potentially fatal.

3. Causes and risk factors of why e-bike and e-scooter fire incidents have occurred

This section seeks to answer the following objective:

- Determine the causes and risk factors of **why** e-bike and e-scooter fire incidents have occurred.

3.1. Summary

- The majority of e-scooters and e-bikes use lithium-ion battery energy storage systems, and these come with a risk of failure known as “thermal runaway”, where chemical reactions in the battery cell can create large volumes of hot, toxic, suffocating, flammable gas. This can lead to potential fires and explosions. The likelihood and severity of lithium-ion thermal runaway is increased when the cell is at a higher level of charge, is overcharged, overheated, or mechanically damaged.
- National data indicates that conversion kits for e-bikes may pose an increased risk of fire. Conversion kits are a set of components that convert a bicycle into an e-bike.
    - Conversion kits are not well regulated.
    - Safety testing by the OPSS found several safety concerns with conversion kits available on the market: unsafe designs such as insufficient waterproofing, a lack of temperature sensors, or ineffective battery management systems. This was particularly true for lower priced kits (relative to power).
    - Data from the OPSS indicates that converted e-bikes which were on charge accounted for a notable proportion of fires in 2022 and 2023.
    - Batteries and generators were the most common causes of ignition in data reported to the OPSS (2022-2023).
- The majority of e-scooter and e-bike fires reported to the OPSS in 2022 and 2023 occurred in dwellings with purpose-built flats or maisonettes being the most common property type. This highlights the risk of harm to residents.

3.2. Technical note

The following section on build types and locations includes data from a report on e-bike and e-scooter fires as recorded by the Office for Product Safety and Standards (OPSS). It should be noted that fires involving consumer products are reported to the OPSS on a voluntary basis.

Therefore, the data cannot be used to:

- Compare across time periods,
- To estimate incidents at a national level,
- To compare fire and rescue services.

The true number of fires involving e-scooters, e-bikes, and other Personal Light Electric Vehicles across the UK is likely to be higher.

Moreover, the majority of the fires reported to the OPSS were reported by the London Fire Brigade; 94% in 2022, and 88% in 2023. This means that the data

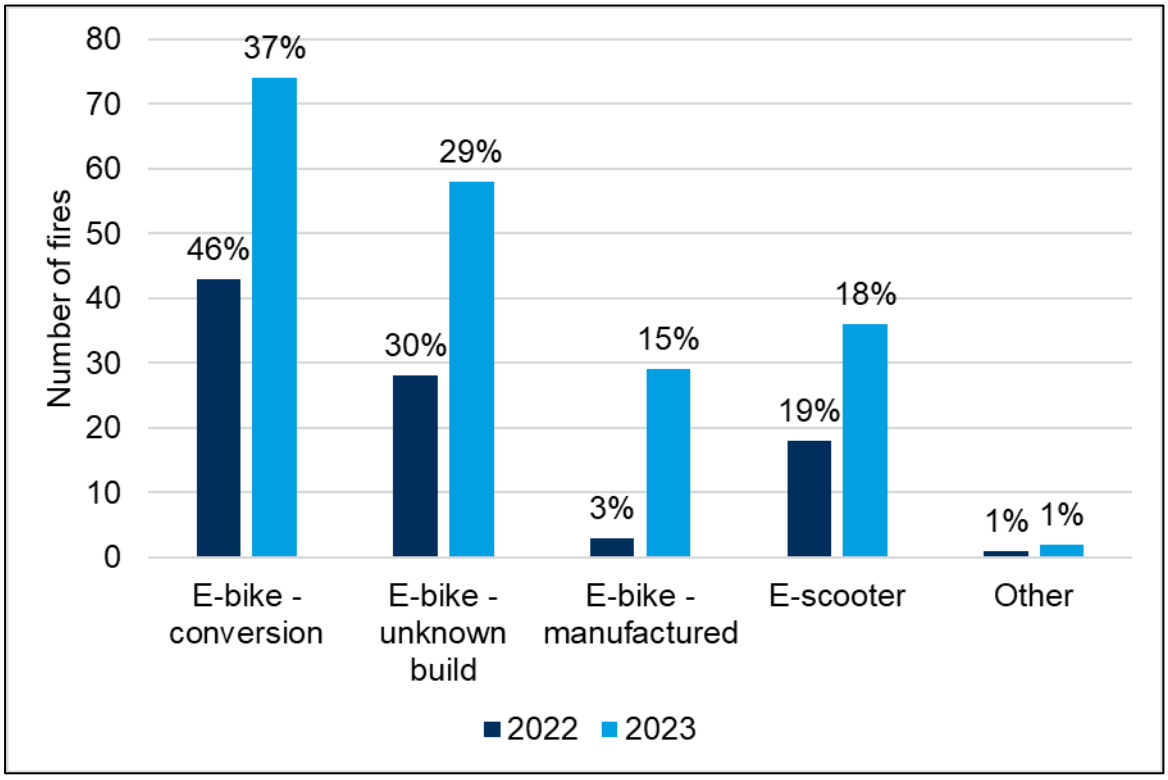
presented here may not be representative of fires across the UK as a whole (such as in the types of properties that fires occurred in).

3.3. Build types

According to a report by the Office for Product Safety and Standards (OPSS), the majority of e-bike and e-scooter fires reported to the OPSS between 2022 and 2023 were e-bikes.

Conversion kits can be purchased for bicycles, which enable users to add an electric motor to convert it to an e-bike (London Fire Brigade, n.d.). When broken down by build and type, OPSS data showed that e-bikes, which had been confirmed as post-market conversions, accounted for the largest proportion of fires (46% of fires in 2022, and 37% in 2023; see Figure 1) (OPSS, 2024). This is likely to be partly explained by differences in industry safety standards**; the standards for e-scooters are less strict compared to e-bikes, and there is no existing standard for conversion kits** (OPSS, 2025).

Figure 1: Number of fires reported nationally to the OPSS, involving e-bikes and e-scooters, by build type, 2022 and 2023



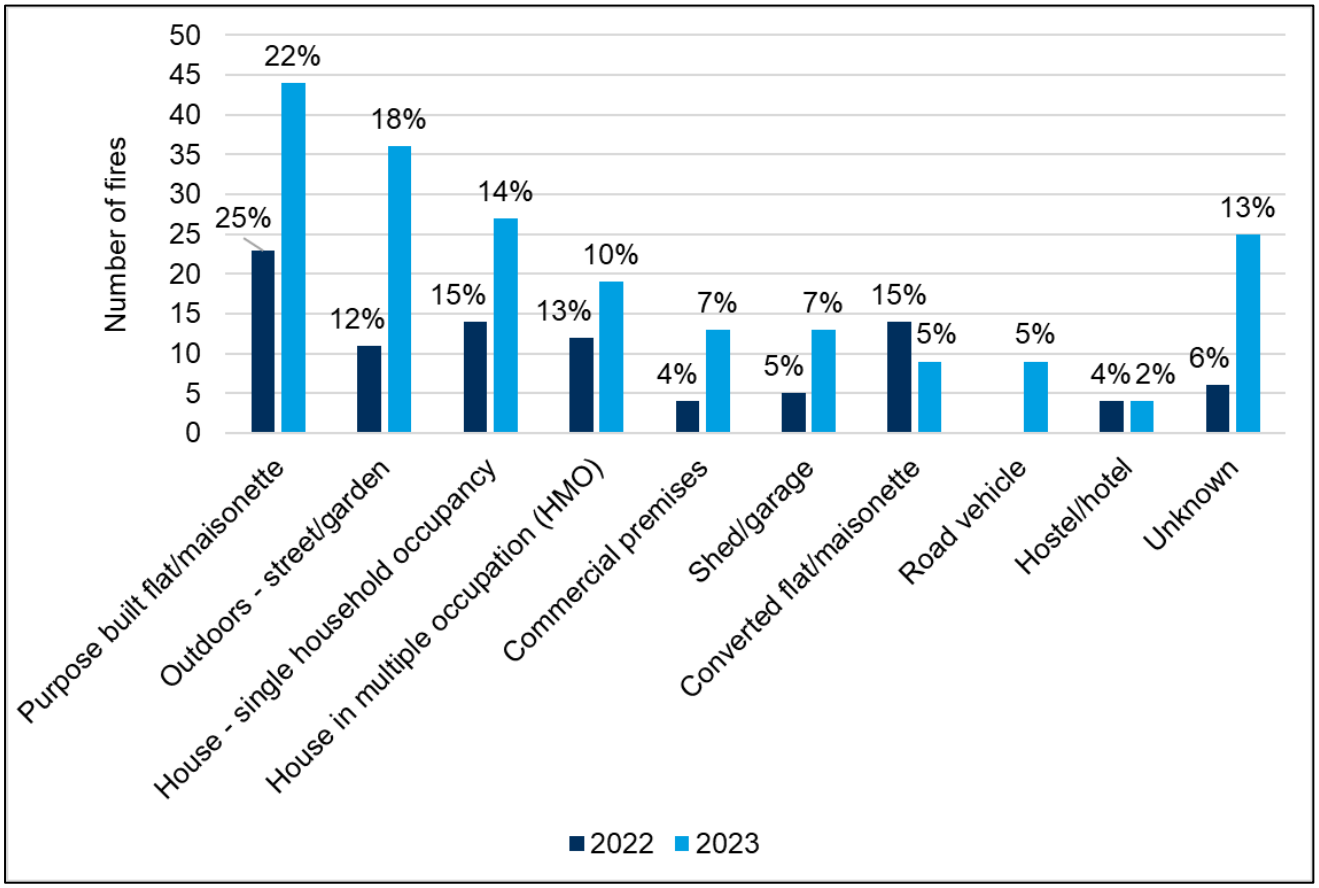
Source: Chart created by CCC PIT, using data sourced from tables for Figures 1 and 5 in the Office for Product Safety and Standards' "Fires in e-bikes and e-scooters – 2022 and 2023" report (OPSS, 2024).

3.4. Locations

3.4.1. Property types

In the OPSS report on e-bike and e-scooter fires, the majority of fires in 2022 and 2023 took place in a dwelling (68% and 50% respectively); the most common location being a purpose-built flat or maisonette (25% in 2022 and 22% in 2023). A full breakdown in property types recorded by the OPSS in 2022 and 2023 is shown in Figure 2 (OPSS, 2024). However, it should be noted that this should be treated with caution. Firstly, the data quality appears to have decreased with a larger proportion of unknowns in 2023 - 13% up from 6%. As mentioned in Section 3.2, the majority of fires reported to the OPSS were reported by the London Fire Brigade. London is known to have a higher proportion of households who live in flats, maisonettes, or apartments (54%, based on census 2021 data), compared to other regions of England (which range from 11% to 22%) (ONS, 2023a).

Figure 2: National fires involving e-bikes and e-scooters reported to the OPSS, by property type, 2022 and 2023



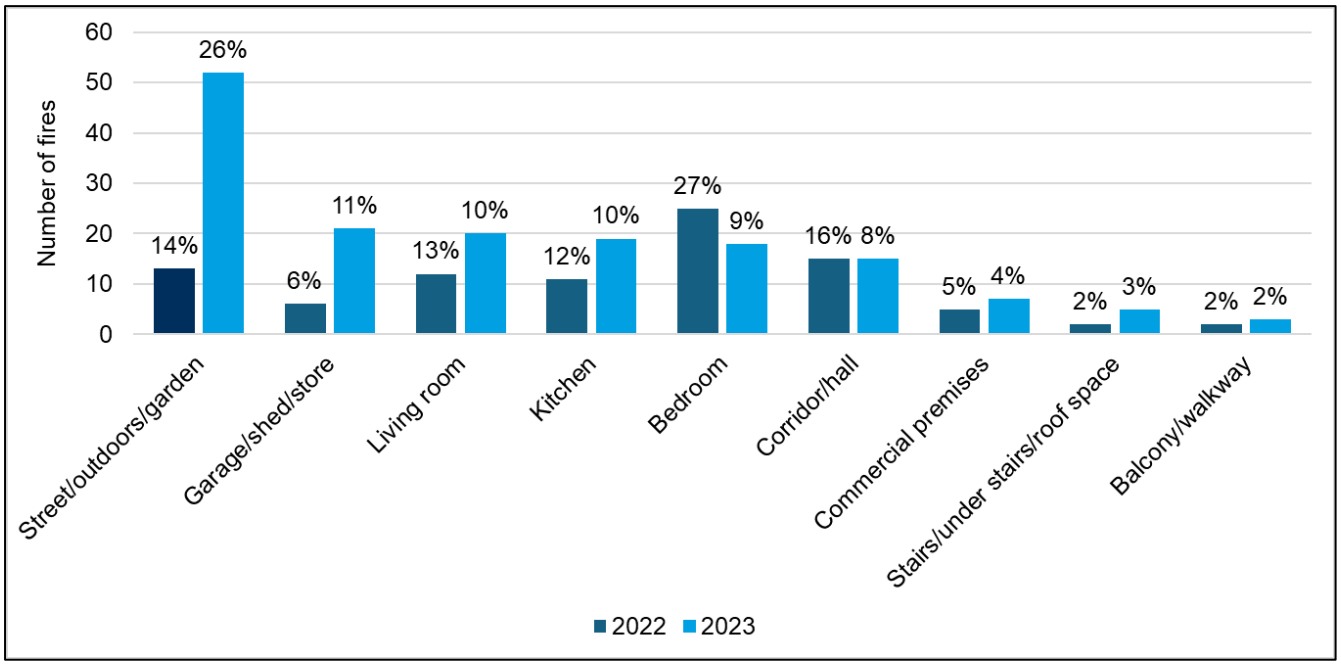
Source: Chart created by CCC PIT using data from tables for figures 2 and 6 in the Office for Product Safety and Standards' "Fires in e-bikes and e-scooters – 2022 and 2023" report (OPSS, 2024).
Notes: 2022 data did not contain the category "road vehicle".

3.4.2. Locations within properties

As well as statistics on the kinds of properties that fires occurred in (as recorded by the OPSS), more detailed information is available on the locations that those fires started in on those premises (such as a bedroom, hallway, etc).

In 2022, fires were recorded as most often starting in a bedroom (27%), whilst in 2023 the most common location was outdoors (26%) A full breakdown of location that fires started in, in 2022 and 2023, are shown in Figure 3.

Figure 3: Fires involving e-bikes and e-scooters reported to OPSS by location fire started, 2022 and 2023



Source: Chart created by CCC PIT team, using data in tables for figures 3 and 7 in the Office for Product Safety and Standards' "Fires in e-bikes and e-scooters – 2022 and 2023" report (OPSS, 2024).
Note: The category "stairs/under stairs/roof space" did not include "roof space" in 2022.

3.5. Ignition/causes

The destructive nature of fires means it is often not possible to determine the product type, the cause of the fire, and whether or not it was on charge (OPSS, 2025), so data on this should be interpreted with caution.

3.5.1. Batteries and chargers

According to the OPSS report on e-scooter and e-bike fires, the most common recorded causes of ignition were batteries and generators (91% in 2022; and 92% in

2023). Half of the vehicles in 2022 were known to be on charge at the time of ignition. Of the vehicles which were known to be on charge at the time of ignition, 67% were converted e-bikes. In 2023, almost half (48%) were known to be on charge at the time of ignition; 66% of these were converted e-bikes (OPSS, 2024).

As explained in a more recent report by the OPSS, e-bikes and e-scooters are a form of Personal Light Electric Vehicles (PLEV). The majority of PLEVs use lithium-ion battery energy storage systems. These come with a risk of failure known as “thermal runaway”, where chemical reactions in the battery cell can create large volumes of hot, toxic, suffocating, flammable gas, and this can lead to potential fires and explosions. As stated by the OPSS, a PLEV battery can contain between 30 and 100 of these cells (OPSS, 2025).

According to the OPSS, scientific literature indicates that **the likelihood and severity of lithium-ion thermal runaway is increased when the cell is at a higher level of charge, is overcharged, overheated, or mechanically damaged.** Testing of conversion kits by the OPSS showed that when cells have been over-charged, **thermal runaway can occur even after the charging has stopped**. It is battery management systems that prevent cells from exceeding safe voltage and temperature limits (OPSS, 2025).

As reported by the OPSS, main causes of thermal runaway (according to laboratory testing) are:

1. “Mechanical abuse, such as crushing or penetration of cells.
2. Thermal abuse, meaning over-heating.
3. Electrical abuse by over-charging (over-voltage or charging over-current) or over-discharging (under-voltage or discharging over-current). Over-charging is generally much more likely to cause thermal runaway than over-discharging.
4. Defects within a cell, resulting from manufacture or the effects of long-term use, are also known causes, but are much more challenging to reproduce in the laboratory.” (OPSS, 2025).

3.5.2. Conversion kits

As part of the #ChargeSafe campaign, the London Fire Brigade (LFB) has warned the public about the risks of using e-bike conversion kits. Not all conversion kits include a battery or charger, increasing the likelihood of purchasing an incompatible charger, and of causing damage during the installation; both of which increase the risk of fire (London Fire Brigade, n.d.).

Furthermore, the conversion kit testing carried out by the OPSS, showed evidence of poor quality, unsafe designs such as insufficient waterproofing and prevention of cell

overheating, a lack of safety features (such as temperature sensors), and ineffective battery management systems. This was particularly true for those at lower price points (relative to the level of power) (OPSS, 2025).

The risk of cell safety limits being exceeded was also notably higher when unsuitable chargers were used, and when the PLEV drive motor was modified. It was noted that **this kind of misuse can render existing safety features ineffective, without any clear signs that would signal an issue to the user** (OPSS, 2025).

The LFB has warned the public about purchasing batteries from online retailers, as they may not adhere to UK safety regulations; as well as purchasing second-hand batteries which may already have sustained damage. They have urged customers to purchase vehicles from reputable sellers; to avoid tampering with the battery, motor, or charger; and to use professionals to install any conversions (London Fire Brigade, n.d.).

Due to the limited research, it is not clear what the demographic profile of e-bike owners and users in the UK looks like.

However, the following could be considerations could be made:

- Higher levels of ownership may be expected in urban areas due to better infrastructure catering to cyclists.
- Whilst e-bikes present a cheaper option of transport compared to larger vehicles such as cars, they remain relatively high in cost. This will act as a barrier for lower socioeconomic status households.

3.6. Local data

Table 4 below shows that the cause for 67% of e-bike and e-scooter fire incidents in Cambridge City was “fault in equipment or appliance”, and these incidents were split

with three e-bike fire incidents and three e-scooter fire incidents. This suggests that the quality of e-bikes and e-scooters are important in preventing fires.

Table 4: Main cause of fire incidents for e-bikes and e-scooters in Cambridge City, 2019 to 2025

Vehicle	Fault in equipment or appliance	Faulty fuel supply - electricity	Faulty leads to equipment or appliance	Heat source and combustibles brought together deliberately	Total
E-bike	3	1	0	0	4
E-scooter	3	0	1	1	5
E-bike and e-scooter total	6	1	1	1	9

Note: Table produced by Cambridgeshire County Council Policy and Insight Team, using data provided by Cambridgeshire Fire and Rescue Service. Each year spans 1st January to 31st December. 2025 spans 1st January to 7th May 2025.

4. How best to prevent e-bike and e-scooter fire incidents based by reviewing national best practices

This section seeks to answer the following objective:

- Determine **how** best to prevent e-bike and e-scooter fire incidents based by reviewing national best practices.

4.1. Summary

There are currently national safety standards in place for e-bikes in the UK, but less stringent standards for e-scooters and no standards for conversion kits. A fire safety charity “Electrical Safety First” is campaigning for improved legislation on legal standards for these products. It is hoped that legislation in the forthcoming Product Regulation and Metrology Bill will address the need for improvements in national safety standards.

Campaigns by the London Fire Brigade and the Department for Business & Trade are targeted at consumers and have provided advice on best practices owners of e-bikes and e-scooter. They include advice on:

- How to charge e-bikes and e-scooters safely (such not leaving the product on charge unattended, not overcharging, and not overloading batteries).
- Warning signs that an e-bike or e-scooter battery is a fire hazard (such as the battery emitting a smell, sound, leak, or smoke, or appearing deformed).
- How to maintain e-bikes and e-scooters to ensure they remain safe to store and use (such as keeping out of areas which are extremely hot and out of direct sunlight).
- How to purchase safe products, such as only buying from trusted sellers, as well as only buying batteries and chargers that are compatible, and have been recommended by the vehicle manufacturer;
- Using professionals to carry out e-bike conversions.
- Disposing of batteries using local authority or recycling centre guidance.

There have been campaigns across the UK to encourage these safe practices by various local authorities, fire and rescue services, housing associations, and organisations. These have taken a variety of approaches, including:

- Promoting awareness using videos and images from real life e-scooter and e-bike fires, particularly those that have occurred locally.
- Dedicated pages or websites providing safety advice to consumers, including advice on where to buy safe products.
- Targeted safety advice to particular groups who are known to use these products, or who have been identified as having unsafe habits (including cycling organisations, delivery services that use PLEVs, and demographic groups).
- In person visits to retail outlets to physically remove dangerous products from shelves.
- Using a competition quiz to both spread awareness of safe practices and identify risk groups.
- Communicating directly with central government to call for improvements in legislation and safer practices.
- Using various forms of media, including social media, news coverage, videos, dedicated website or pages, posters and leaflets with utilisation of QR codes to link to relevant webpages. This includes artwork on bin wagons and leaflets disseminated around various establishments (such as schools and colleges).

More detail on the advice given to consumers on best practices are provided in the following sections, with case studies the methods used to encourage these practices by various organisations presented in Section 4.6.

4.2. National safety standards

There are currently national safety standards in place for e-bikes, which manufacturers must meet in order claim compliance. However, these standards are lacking for other build types. As explained by the OPSS:

> "The latest e-bike standard specifies that, where a manufacturer wishes to claim compliance with the standard for the e-bike, they will also need to ensure that the e-bike battery conforms with the most rigorous applicable UK battery standard, but the standard for e-scooters has less stringent battery safety requirements. There is no dedicated standard to cover conversion kits, as... there is no legal or industry definition of a conversion kit for which a standard could be created." (OPSS, 2025)

As explained above, it is likely that the variance in fires between different build types is linked to these differences in manufacturing standards.

Electrical Safety First, a fire safety campaigning charity, is campaigning for improvements in national safety standards for e-bike and e-scooter batteries, including changes in legislation:

"**Safety Assurance**: This clause mandates a third-party safety assessment, conducted by a government-approved body, for all e-bikes, e-scooters, and their lithium-ion batteries before they enter the UK market. This process mirrors safety measures in place for other high-risk products like fireworks and heavy machinery.

Responsible Disposal: This clause requires the Government to make regulations ensuring the safe disposal of lithium batteries once their lifecycle ends.

Comprehensive Fire Safety: The Government is to assign responsibility to comprehensively addressing fire-related concerns. This involves enhancing safe usage, charging, and storage practices for these devices. It includes setting standards for conversion kits and charging systems and considering a temporary ban on the sale of universal chargers that heighten fire risks.

Online Marketplaces - A clear and enforceable duty on online marketplaces, and clearer definition of key terms to provide confidence for consumers, businesses, and the online marketplaces themselves together with the extension of liability for defective products to online marketplaces, particularly those sold by third party sellers. This will ensure all existing and future online marketplaces and products cannot take advantage of gaps to avoid responsibility" (Electrical Safety First, n.d.)

In October 2024, it was confirmed that secondary legislation in the **Product Regulation and Metrology Bill** will include legislation relevant to e-bikes and e-scooters. Electrical Safety First stated that they would be working to ensure that their requests for legislation are delivered (Electrical Safety First, 2024).

The Bill was recently debated at a second reading in April 2025, and at the time of writing was with a Public Bill Committee to be scrutinised. The committee is due to report to the House by Tuesday 20th May (UK Parliament, 2025). The following stages include a report stage, a third reading, consideration of amendments, and royal assent, before being implemented. More information on the stages of Bills that start in the House of Lords is available on the UK Parliament website: Second reading (Lords) - UK Parliament.

4.3. Charge Safe Campaign

The Charge Safe Campaign developed by the London Fire Brigade (LFB) is aimed at providing guidance to the public on how to safely purchase and charge e-bikes and e-scooters and help prevent fires. The LFB is working with the National Fire Chiefs Council (NFCC) to raise national awareness.

The campaign includes advice on:

- Charging
- Warning signs your e-bike or e-scooter battery is a fire hazard
- Maintenance
- Buying your e-bike or e-scooter
- Conversion kits

Advice can be found on the NFCC website: Charge Safe - NFCC.

4.4. Buy Safe, Be Safe Campaign

The Department for Business & Trade has developed the Buy Safe, Be Safe Campaign to encourage safer purchasing, including:

- only buying from trusted sellers,
- using professionals to carry out e-bike conversions, and
- only using batteries and chargers that have been recommended by the vehicle manufacturer. (Office for Product Safety and Standards, 2024)

Figure 4: Poster for the Department for Business and Trade's Buy Safe, Be Safe Campaign

Source: From the online guidance published by the OPSS, on the Buy Safe, Be Safe information page (Office for Product Safety and Standards, 2024).

Steps that consumers can take to reduce the risk of fires and further online resources are available on the online guidance published by the Office for Product Safety and Standards: [Buy Safe, Be Safe: avoid e-bike and e-scooter fires - GOV.UK].

4.5. Fire England Safety Advice

Another organisation which has published online safety advice is Fire England. This includes:

- Warning signs that your e-bike or e-scooter battery is a fire hazard
  - Including overheating,
  - deformation,
  - leaking,
  - hissing or cracking sounds from the battery,
  - a strong or unusual smell, or smoke coming from the battery,
  - the battery taking longer to charge or not charging fully,
- What to do in case of a lithium-ion battery fire risk, such as:
  - unplugging and turning off the device,
  - calling the manufacturer,
  - reporting to the Citizens Advice Consumer Service, and

    - following basic fire safety procedures if a fire occurs.
- How to safely charge e-bikes and e-scooters, including:
    - not charging in locations that block escape routes (e.g. hallways),
    - not leaving the device charging unattended (such as overnight),
    - not overloading electrical sockets or using inappropriate extension leads,
    - prevent overheating (e.g. by storing in hot locations or in direct sunlight),
    - do not cover chargers or battery packs,
    - Charging removable batteries on hard flat surfaces in an area with good ventilation,
    - Keep away from combustible materials or hazardous substances when charging.
- How to maintain e-bikes and e-scooters, such as
    - following manufacturers instructions,
    - using manufacturer approved, compatible batteries and chargers;
    - regularly inspecting for damage, or warning signs of fire risks,
    - avoiding modifying or tampering with the vehicle battery.
- General fire safety advice
- Advice on buying e-bikes and e-scooters
- Advice to use a professional to install E-bike conversion kits, and the risk of not using a professional.
- To safely dispose of a lithium-ion battery, following local authority or recycling centre advice.
- Legal use of e-scooters

The published safety advice, and further resources can be found on the Fire England website: [How to keep your home safe when charging your e-bike or e-scooter | Fire England].

4.6. Case studies

The following section includes examples of organisations across the UK, and the methods they have to reduce e-bike and e-scooter fires.

4.6.1. Tower Hamlets and East London Councils

Tower Hamlets Council has taken a multi-pronged approach to preventing e-bike and e-scooter fires.

This includes:

- Forming a local version of the London Fire Brigade's Charge Safe campaign (#ChargeSafe Tower Hamlets), including a safety video;
- Working with local businesses to raise awareness and physically removing dangerous batteries from shelves.
- Writing to central government to call for research, funding, and improved legislation.

(Tower Hamlets Council, 2024).

Further details of these activities are detailed in the following sections.

4.6.1.1. Safety Video

As part of the ChargeSafe Tower Hamlets campaign, Tower Hamlets Council has worked with the London Fire Brigade (LFB), to create an animation on e-bike and e-scooter safety. The animation was designed to be an accessible way to inform the public on how to keep themselves safe. There was an initial screening of the video in August 2024 at an engagement event hosted by the LFB, Deliveroo, Tower Hamlets Council, and Hackney Council; it was aimed at sharing safety advice with Deliveroo drivers.

The video has been made available to be used by councils across the country, and can be accessed via YouTube: https://youtu.be/lYjJaPTvhTg (Tower Hamlets Council, 2024).

4.6.1.2. Working with local businesses

Tower Hamlets Council's Trading Standards Team has been visiting local shops to identify and remove unsafe batteries from the market. By 14th August 2024, they had identified 93 unsafe imported lithium batteries and removed them from shelves (Tower Hamlets Council, 2024).

4.6.1.3. Writing to central government

Efforts from the ChargeSafe Tower Hamlets campaign prompted East London Council to write to the previous government requesting improved legislation, as well as more funding for local authorities and for research (Tower Hamlets Council, 2024).

4.6.2. The LFBs Charge Safe campaign – real examples

As well as providing guidance to the public on how to safely purchase and charge e-bikes and e-scooters, the Charge Safe Campaign also used real life examples of

fires involving e-bikes and e-scooters to warn the public. This was used to highlight the risks of unsafe practices and direct readers to guidance. This also included a story of a fatality resulting from a e-bike fire, and video of an e-scooter fire.

These can be viewed on the London Fire Brigade Website:

- Story of a real fatality from an e-bike fire: Sofia's Story | London Fire Brigade
- E-scooter battery fire: ChargeSafe | London Fire Brigade

4.6.3. Greater Manchester Fire and Rescue Service

The Greater Manchester FRS also released video footage of a house fire resulting from a several modified e-bike batteries. They used the footage as an opportunity to provide safety and purchasing advice. An article including the video and advice can be found on the Manchester FRS website: Video shows impact of modified electric bike battery fire - Greater Manchester Fire Rescue Service.

4.6.4. Salix Homes housing safety campaign

Salix Homes, a housing association for homes in Salford, launched a fire safety campaign following a fire at one of their tower block properties, resulting from an e-bike battery. They used the fire as an example of the risks associated with e-bikes and e-scooters, including images of the damage created by the fire (see Figure 5). They highlighted the safety risks of converter kits, particularly those sold online. They also highlighted the fire risk of batteries that are over-charged, short circuited, or damaged as well as the importance of charging safety. They included a set of safety advice as well as highlighting the importance of evacuation procedures (Salix Homes, 2023).

An article on the campaign, including the safety advice they have provided, can be found on the Salix Homes website: Fire safety campaign launched following e-bike fire at Salford tower block | Salix Homes.

Figure 5: Poster for Salix Homes' fire safety campaign

Source: (Salix Homes, 2023)

4.6.5. Lancashire Fire & Rescue

Lancashire FRS ran a lithium-ion batteries campaign, which aimed to raise awareness of safety risks of charging, educate the public on how to charge safely, as well as gaining insight into risk groups, and practices that increase risk. The campaign targeted:

- Households that have e-bikes and e-scooters as leisure activities for teenagers.
- Those aged 25-45; this age group is most likely to have children of various ages and are most likely to use and purchase electrical products.
- Students (aged 18 to 30), who may use PLEVs as a cheaper, alternative method of transport.

The campaign used a multimedia approach, and was disseminated via:

- the Lancashire FRS website,
- various social media platforms,
- five news articles in local media outlets,
- artwork on bin wagons,
- leaflets and posters distributed to schools, colleges, and communities which included a QR code which linked to the campaign page on the Lancashire FRS website.

The campaign included images from real life examples of fires resulting from e-bikes and e-scooters in the area, “to demonstrate that these incidents do occur and could happen to anyone” (Lancashire Combined Fire Authority Performance Committee, 2024).

An animated video, depicting a text message conversation including an image of a local e-bike fire, was used to target a younger audience.

A competition quiz was also created to help promote key safety messages and highlight unsafe practices. The competition was entered by 1789 people. As a result, it was identified that 25- to 34-year-olds were more likely to charge devices in hallways. This lead to targeted efforts to advise 25–34-year-olds about the risks of charging PLEVs in these locations.

The campaign successfully attracted over 4 thousand visitors to the campaign page on the Lancashire FRS website - 450 of which came from the QR code on leaflets.

4.6.6. E-Bike Positive – industry campaign

The E-Bike Positive campaign was an industry led campaign (Bosch eBike Systems), which worked with cycling groups to educate the public on safe certified e-bikes and unsafe kits.

The campaign included a dedicated website; just under 300 media articles; live interview and media coverage on national new outlets; and cycling media outlets. They also asked retail outlets to sign a “Positive Retailer Pledge”, to only sell and service safe and legal e-bikes, chargers and batteries as well as sharing campaign materials with customers.

The dedicated website includes advice for customers, advice for retailers, and a directory of retailers that customers can use to find retailers who have signed up to the campaign.

Furthermore, the campaign has led to communication with the Department for Transport, the Home Office, the OPSS, the London Fire Brigade as well as national bike delivery operators (Shift Active Media, 2024).

The campaign website can be viewed here: Be E-Bike Positive

5. Who and where to target prevention and education measures in Cambridge City

This section seeks to answer the following objective:

- Determine **who** and **where** to target prevention and education measures in Cambridge City.

5.1. Who

- Data from a UK study indicated that the majority of e-scooter users were young adults, and male.
- Limited research means it is not clear what the demographics of e-bike users in the UK are.
- Although the 65+ age group may not contribute to the cause of e-bike and e-scooter fire incidents, the 65+ age group are vulnerable due to lower mobility and could be at risk of being affected by e-bike and e-scooter fire incidents – especially in flats with close proximity.

5.1.1. E-scooters

Recent data from the Cambridge City Voi rider base in Table 5 shows that majority of e-scooter users were young adults. The age groups 20-24 (28.4%) and 25-29 (23.7%) have the highest proportions of the rider base. Males are the biggest group within this across Voi age groups. It is recommended that the Cambridge City Community Safety partnership target the 20-24 and 25-29 age group for prevention and education measures.

Table 5: Percentage of Cambridge City Voi rider base by age group, from April 2024 to March 2025

Age Group	Percentage of Cambridge City Voi rider base
18-19	7.6%
20-24	28.4%
25-29	23.7%
30-34	14.9%
35-44	14.5%
44+	10.9%

Note: Table produced by Cambridgeshire County Council Policy and Insight Team, using data provided by Voi.

The age groups are consistent with research in other countries showing males and young adults accounted for the largest proportion of e-scooter users; New Zealand (Curl & Fitt, 2019), Austria (Vienna) (Laa & Leth, 2020), Greece (Thessaloniki) (Nikiforiadis, et al., 2021), Norway (Trondheim) (Pazzini, et al., 2022).

5.1.2. E-bikes

Research on the demographics of e-bike users in the UK is limited, but some research related to the possible demographic profiles of users is presented here.

One UK study surveyed 2092 users and potential users (i.e. those that had considered using e-bikes). The survey did not directly aim to compare the numbers of male and female users, but it did find that there was a lower uptake of female respondents (30%) despite targeted advertising (Melia & Bartle, 2021).

The only significant difference found between respondents who had or had not used a e-bike in this study was that there was a slightly lower proportion who had a degree level qualification amongst e-bike users.

Whereas the studies presented on e-scooter users in the current report showed that the most common age group was young adults, this was not reflected in Melia and Bartle's UK study on e-bike users; with only 16% of respondents aged 40 or younger (Melia & Bartle, 2021). This contrasts with research in Australia indicating young adults had higher levels of e-bike ownership (Wu, Lee, & Pettit, 2024).

5.1.3. 65+ population

Discussions with the Cambridgeshire Fire and Rescue highlight that the 65+ age group is a vulnerable population regardless of specific fire incidents and should be considered in e-bike and e-scooter fire prevention and education measures.

Although the 65+ age group may not contribute to the cause of e-bike and e-scooter fire incidents, the 65+ age group are vulnerable due to lower mobility and could be at risk of being affected by e-bike and e-scooter fire incidents – especially in flats with close proximity.

5.2. Where

5.2.1. Locations with past e-bike and e-scooter fire incidents

It is recommended that the nine locations of e-bike and e-scooter fire incidents in Cambridge City mentioned in Section 2 should be initially prioritised as locations for prevention and education measures. Given the past negative impact, these populations will be the most receptive for prevention and education measures and will serve as an initial base to build critical mass.

5.2.2. Locations with the highest number of flats

Given that the majority of e-bike and e-scooter fires reported to the OPSS in 2022 and 2023 occurred in dwellings with purpose-built flats or maisonettes being the most common property type, the locations with the highest number of flats should be prioritised.

Figure 6 below shows a map of Cambridge City and the number of flats by LSOA. This figure can also be accessed via an interactive Google Maps link: Interactive Google Maps Link. Names of the LSOAs can be found at this Google Maps link: Google Maps link.

Figure 6: Number of flats by LSOA in Cambridge City

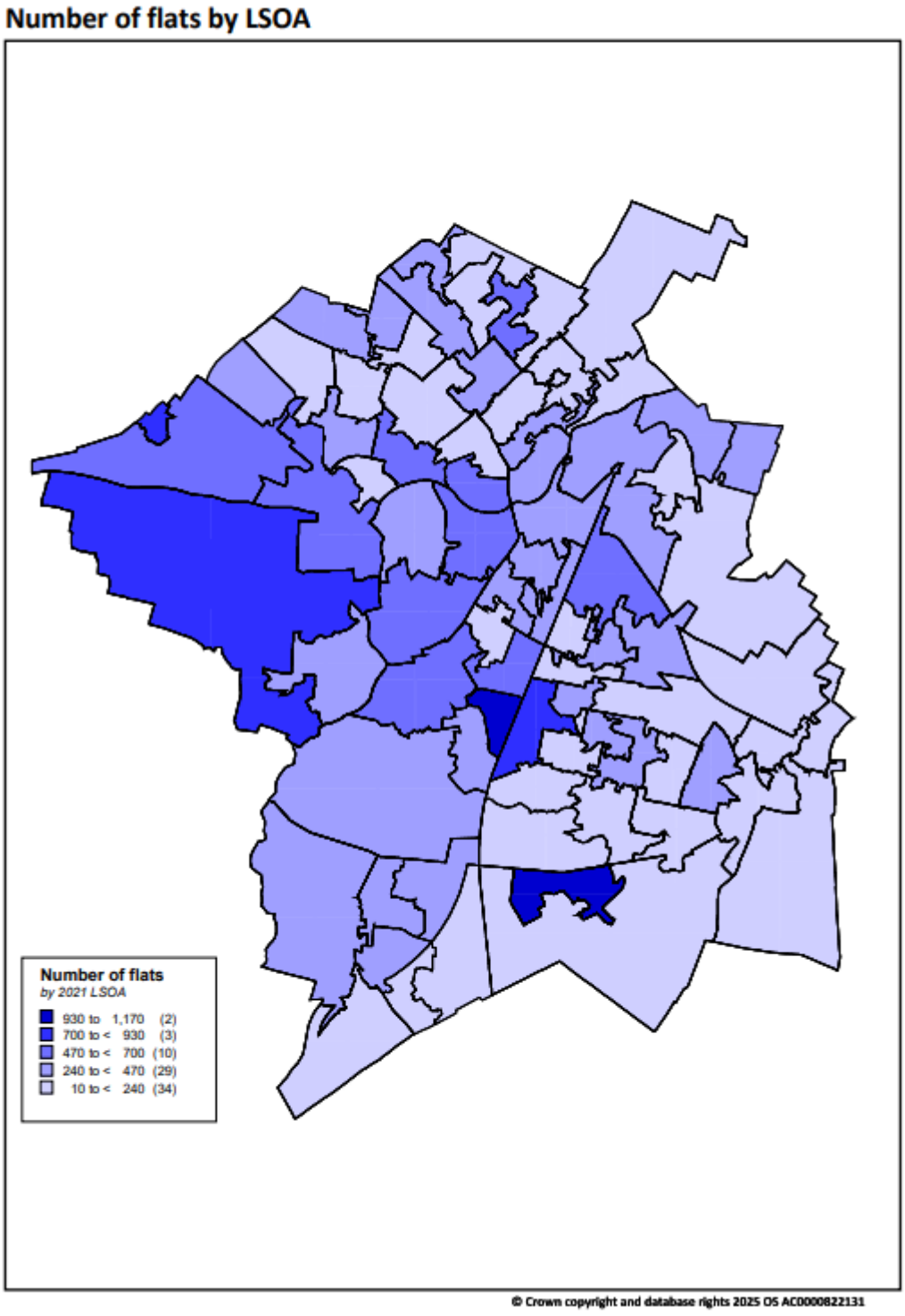


Table 6 below shows the top five LSOAs with the highest number of flats, and it is recommended that these LSOAs should be prioritised for prevention and education measures. Table 8 in the Appendix provides the number of number of flats and the percentage of flats for all LSOAs in Cambridge City.

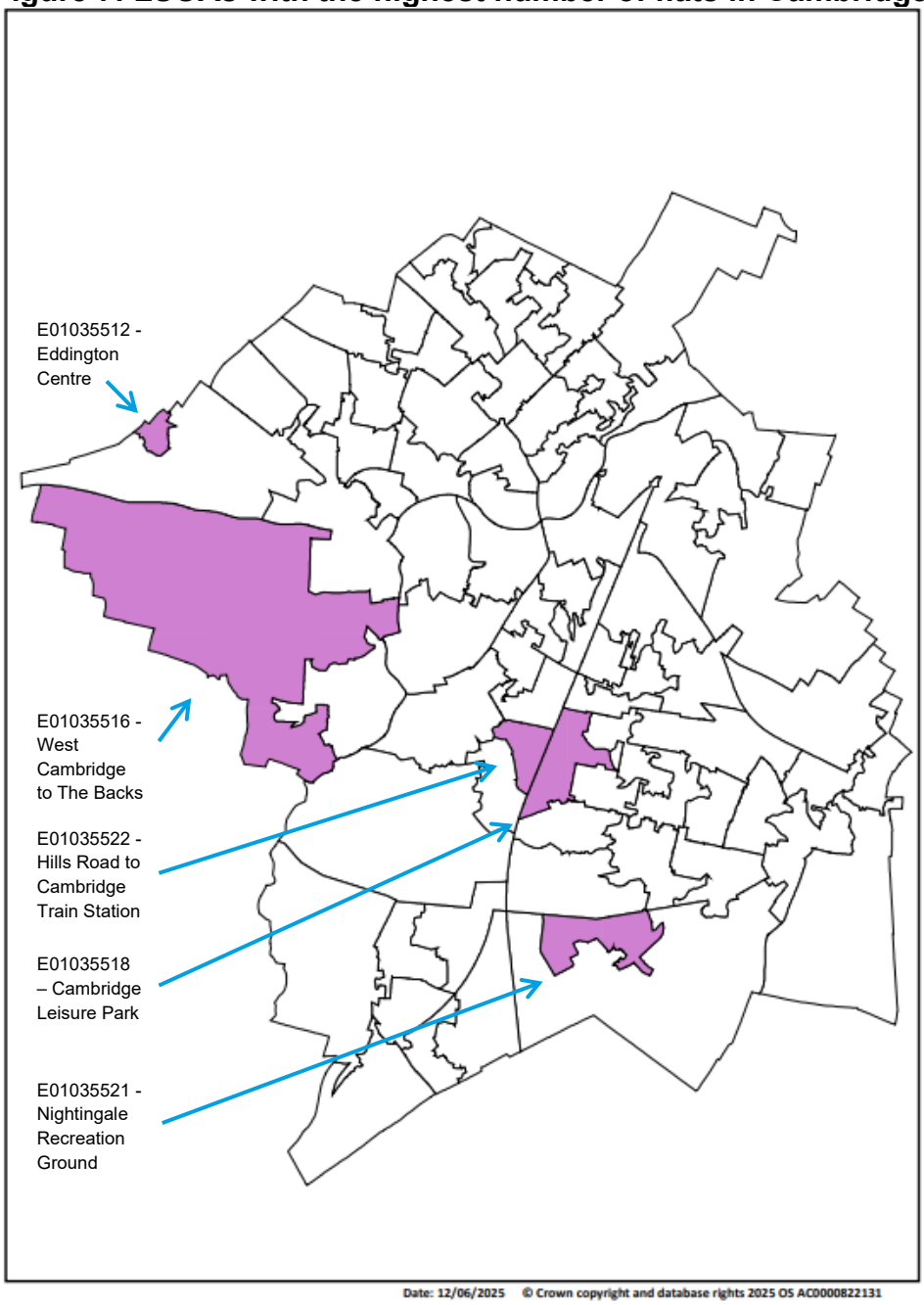
Table 6: LSOAs with the highest number of flats in Cambridge City

LSOA code	LSOA name	LSOA local name	Number of flats
E01035522	Cambridge 005F	Hills Road to Cambridge Train Station	1,170
E01035521	Cambridge 007I	Nightingale Recreation Ground	1,088
E01035518	Cambridge 010F	Cambridge Leisure Park	924
E01035512	Cambridge 013G	Eddington Centre	828
E01035516	Cambridge 014B	West Cambridge to The Backs	705

Note: Table produced by Cambridgeshire County Council Policy and Insight Team, using data from the Ordinance Survey © Crown copyright and database rights 2025 OS AC0000822131.

Figure 7 shows the top five LSOAs on the Cambridge City map.

Figure 7: LSOAs with the highest number of flats in Cambridge City



5.2.2.1. Top five LSOAs with age group breakdowns

Table 7 below brings together the top five LSOAs by number of flats and the target age groups from Section 5.1. For each LSOA, the proportion of the 20 to 24, 25 to 29, and 65+ age groups to the total LSOA population is provided based on the Census 2021.

Although the Census 2021 data is now 4 years old and may not include new housing developments that could affect age group proportions, these age group proportions

provide an initial guide when tailoring e-bike and e-scooter fire prevention and education measures.

Appendix 7.2 provides all LSOAs with the respective age group proportions.

Table 7: Top five LSOAs by number of flats with proportions of ages 20 to 24, 25 to 29, and 65+

LSOA code	LSOA local name	Total Population	Proportion of 20 to 24 years	Proportion of 25 to 29 years	Proportion of 65+ years
E01035522	Hills Road to Cambridge Train Station	1,981	32%	13%	6%
E01035521	Nightingale Recreation Ground	1,777	25%	23%	6%
E01035518	Cambridge Leisure Park	1,679	10%	16%	5%
E01035512	Eddington Centre	1,035	22%	16%	2%
E01035516	West Cambridge to The Backs	5,737	34%	10%	9%

Note: Table produced by Cambridgeshire County Council Policy and Insight Team, using data sourced from Census 2021.

5.2.3. ACORN analysis

After identifying the LSOAs in Cambridge City with the highest number of flats, the residential postcodes within these LSOAs have been profiled, collectively and individually, using ACORN tool by CACI. ACORN is a socio-demographic segmentation tool, which allows users to better understand postcode areas through specific groups, types and categories.

The postcodes for each LSOAs have been run separately through the profile and as an entire cohort to help establish any patterns. The tool produces a profile based on the households within the postcodes inputted. Below are the findings:

- Just over a third of the total cohort felt positive about digital products - ‘I love to buy new gadgets and appliances’ (36%).
- When looking at preferred channel preferences to engage people within these LSOAs, two categories may be useful in this instance –
    - ‘Receiving information related to **existing** products and services from a utility provider, bank, retailer, leisure provider.’
    - ‘Receiving information related to **new** products and services from a utility provider, bank, retailer, leisure provider.’

61% of the total cohort preferred to receive communication about new products via email and for existing products, this proportion was just over half of the cohort (53%), followed by both website and phone call (13% each).

It appears that this cohort is more likely than the UK to engage with communication around new products through social media and existing products via text message. However, the proportion of the total cohort which preferred these channels was small.

6. Glossary

Term/acronym	Description/definition
HMO	House in Multiple Occupation; a property in which at least 3 households live and share facilities. (Gov.uk, n.d.)
LFB	London Fire Brigade
LSOA	Lower layer Super Output Areas (LSOAs) are made up of groups of OAs, usually four or five. They comprise between 400 and 1,200 households and have a usually resident population between 1,000 and 3,000 persons. (ONS, 2021)
NFCC	National Fire Chiefs Council
OPSS	Office for Product Safety and Standards
PLEV	Personal Light Electric Vehicle; includes vehicles such as e-scooters and e-bikes.

7. Appendix

7.1. LSOAs by number of flats

Table 8: LSOAs by number of flats and percentage of which are flats

LSOA code	LSOA local name	Number of flats	percentage of dwellings which are flats
E01035522	Hills Road to Cambridge Train Station	1170	98%
E01035521	Nightingale Recreation Ground	1088	88%
E01035518	Cambridge Leisure Park	924	85%
E01035512	Eddington Centre	828	97%
E01035516	West Cambridge to The Backs	705	52%
E01035513	Madingley Rise	648	77%
E01017983	Midsummer Common to Grafton Centre	622	46%
E01018005	Cambridge Botanic Gardens	563	57%
E01018009	Mitcham's Corner	547	49%
E01035514	Trinity College to Castle Street	542	47%
E01017977	Gladeside	539	59%
E01017997	Coldhams Lane North	536	39%
E01018010	Aylestone Road	534	53%
E01035517	Cambridge City Centre	497	71%
E01017987	Tenison Road to Mill Road Bridge	490	53%
E01017943	Newmarket Road Retail Area	465	45%
E01035511	Falmouth Avenue	417	52%
E01035515	Jesus Green to Christ's Piece	414	59%
E01035524	Lime Avenue	384	54%
E01032792	Logan's Meadow	382	59%
E01017949	Histon Road Cemetery	382	45%
E01032794	Harding Way to Perse Way	369	54%
E01017991	ARU Cambridge	358	56%
E01017979	Buchan Street	354	48%
E01017985	Lammas Land	350	37%
E01035525	Alpha Terrace to Fawcett House	340	44%
E01032802	Chesterton High Street	337	45%

LSOA code	LSOA local name	Number of flats	percentage of dwellings which are flats
E01017990	Coldhams Lane Retail Park	334	39%
E01017965	Brackyn Road	323	42%
E01035526	Trumpington Meadows	322	37%
E01035523	Shaftebury Road	321	57%
E01018000	Mill Road Bridge to Brookfields Hospital	320	37%
E01018006	Arbury Road to Milton Road	317	38%
E01017945	Stourbridge Common to Coldham's Common	307	35%
E01017989	St Mathew's Piece	302	30%
E01017948	Thorpe Way	297	42%
E01017951	Roseford Chapel	296	38%
E01017961	Cherry Hinton Hall	289	49%
E01017978	Arbury Court	288	43%
E01017952	St Albans Road to Verulam Way	285	41%
E01035528	King George V Playing Field	270	47%
E01017968	Perne Road South	264	36%
E01017944	Dudley Road	257	42%
E01017999	Brooks Road	248	29%
E01017953	West Gilbert Road	220	30%
E01017995	Addenbrookes to Queen Edith's Way	218	24%
E01035527	Hobsons Park	215	39%
E01017973	Edinburgh Road	209	27%
E01017960	Cherry Hinton Chalk Pits	206	32%
E01035529	South East Trumpington	205	38%
E01018001	Greville Road	204	25%
E01017971	Green End Road Recreation Ground	195	27%
E01017974	St Georges Chesterton	186	26%
E01017963	Kelsey Crescent to Fishers Lane	186	25%
E01017996	Homerton College	182	28%
E01017959	Cherry Hinton Rec	176	23%
E01018008	Chestnut Grove Recreation Ground	173	23%
E01017962	Coldhams Lane South	173	21%
E01017988	Parkside to Tenison Road	169	27%

LSOA code	LSOA local name	Number of flats	percentage of dwellings which are flats
E01017969	Derwent Close and St Thomas's Square	169	26%
E01017947	Barnwell Road	163	23%
E01017998	Sedgewick Street	162	20%
E01035519	Fanshawe Road	159	30%
E01017975	Nuns Way	151	22%
E01017950	Alexandra Gardens	150	22%
E01017992	Mowbray Road	149	19%
E01017946	Ditton Fields Playground	147	22%
E01017955	Carisbrooke Road	143	20%
E01017967	Tiverton Way	140	23%
E01035530	South Trumpington	138	21%
E01035520	The Perse Upper School	131	27%
E01017976	Ramsden Square	115	15%
E01017954	Alex Wood Road	113	18%
E01018007	Castle School	105	16%
E01017994	Gunhild Way	82	12%
E01017972	Izaak Walton Way to Long Reach Road	81	11%
E01017980	Armitage Way	62	12%
E01017964	Chelwood Road	12	2%

Note: Table produced by Cambridgeshire County Council Policy and Insight Team, using data from the Ordinance Survey © Crown copyright and database rights 2025 OS AC0000822131.

7.2. LSOAs by proportions of ages groups

Table 9: Total population and proportions of ages 20 to 24, 25 to 29, and 65+

LSOA code	LSOA local name	Total Population	Proportion of 20 to 24 years	Proportion of 25 to 29 years	Proportion of 65+ years
E01035515	Jesus Green to Christ's Piece	2,617	47%	11%	5%
E01035517	Cambridge City Centre	3,264	43%	10%	3%
E01035520	The Perse Upper School	1,963	42%	5%	11%
E01035514	Trinity College to Castle Street	8,226	42%	12%	5%
E01035516	West Cambridge to The Backs	5,737	34%	10%	9%
E01035522	Hills Road to Cambridge Train Station	1,981	32%	13%	6%
E01035521	Nightingale Recreation Ground	1,777	25%	23%	6%
E01017988	Parkside to Tenison Road	1,757	24%	16%	10%
E01035512	Eddington Centre	1,035	22%	16%	2%
E01017996	Homerton College	2,072	20%	9%	11%
E01017999	Brooks Road	2,204	19%	13%	9%
E01017983	Midsummer Common to Grafton Centre	2,747	19%	17%	13%
E01017987	Tenison Road to Mill Road Bridge	1,974	16%	14%	11%
E01018009	Mitcham's Corner	2,183	14%	14%	13%
E01017985	Lammas Land	1,887	14%	14%	17%
E01017965	Brackyn Road	1,738	14%	9%	16%
E01017967	Tiverton Way	1,730	14%	11%	11%
E01018000	Mill Road Bridge to Brookfields Hospital	1,822	13%	15%	7%
E01017943	Newmarket Road Retail Area	2,181	13%	13%	9%
E01018005	Cambridge Botanic Gardens	1,821	13%	11%	14%
E01018001	Greville Road	1,622	12%	18%	11%
E01017949	Histon Road Cemetery	1,608	12%	15%	13%
E01017991	ARU Cambridge	1,381	11%	10%	14%
E01017997	Coldhams Lane North	2,644	11%	12%	10%
E01017950	Alexandra Gardens	1,299	10%	15%	15%

LSOA code	LSOA local name	Total Population	Proportion of 20 to 24 years	Proportion of 25 to 29 years	Proportion of 65+ years
E01017998	Sedgewick Street	1,893	10%	15%	7%
E01017989	St Mathew's Piece	1,922	10%	16%	9%
E01035518	Cambridge Leisure Park	1,679	10%	16%	5%
E01035513	Madingley Rise	1,031	10%	13%	12%
E01017976	Ramsden Square	1,723	8%	11%	13%
E01017971	Green End Road Recreation Ground	1,653	8%	9%	13%
E01017990	Coldhams Lane Retail Park	1,194	8%	13%	12%
E01017975	Nuns Way	2,317	8%	14%	11%
E01017974	St Georges Chesterton	1,756	8%	9%	13%
E01017968	Perne Road South	1,571	8%	11%	20%
E01017947	Barnwell Road	1,731	8%	9%	14%
E01018008	Chestnut Grove Recreation Ground	1,590	8%	10%	17%
E01032802	Chesterton High Street	1,344	8%	12%	17%
E01017946	Ditton Fields Playground	1,573	8%	9%	13%
E01018010	Aylestone Road	1,630	7%	12%	20%
E01017955	Carisbrooke Road	1,468	7%	9%	22%
E01017977	Gladeside	1,772	7%	9%	9%
E01017945	Stourbridge Common to Coldham's Common	1,743	7%	14%	9%
E01017954	Alex Wood Road	1,560	7%	8%	15%
E01017978	Arbury Court	1,500	7%	9%	13%
E01017992	Mowbray Road	2,086	7%	7%	15%
E01017969	Derwent Close and St Thomas's Square	1,767	6%	8%	12%
E01017972	Izaak Walton Way to Long Reach Road	1,723	6%	10%	15%
E01017979	Buchan Street	1,556	6%	8%	13%
E01017962	Coldhams Lane South	1,895	6%	9%	14%
E01017952	St Albans Road to Verulam Way	1,653	6%	8%	11%
E01017973	Edinburgh Road	2,013	6%	8%	19%
E01017951	Roseford Chapel	1,499	6%	10%	16%
E01017953	West Gilbert Road	2,104	6%	10%	13%
E01035526	Trumpington Meadows	1,994	5%	9%	7%
E01035519	Fanshawe Road	2,344	5%	24%	6%

LSOA code	LSOA local name	Total Population	Proportion of 20 to 24 years	Proportion of 25 to 29 years	Proportion of 65+ years
E01035523	Shaftebury Road	1,172	5%	10%	8%
E01017960	Cherry Hinton Chalk Pits	1,450	5%	8%	12%
E01032794	Harding Way to Perse Way	1,256	5%	8%	25%
E01018006	Arbury Road to Milton Road	1,555	5%	12%	17%
E01017944	Dudley Road	1,431	5%	8%	12%
E01017959	Cherry Hinton Rec	1,787	5%	8%	15%
E01017994	Gunhild Way	1,899	5%	7%	12%
E01017980	Armitage Way	1,439	5%	8%	12%
E01018007	Castle School	1,536	5%	5%	24%
E01032792	Logan's Meadow	1,231	5%	15%	12%
E01035527	Hobsons Park	1,492	5%	9%	5%
E01017964	Chelwood Road	1,375	5%	7%	20%
E01035528	King George V Playing Field	1,524	4%	11%	8%
E01017963	Kelsey Crescent to Fishers Lane	1,623	4%	7%	17%
E01017948	Thorpe Way	1,680	4%	10%	11%
E01035511	Falmouth Avenue	1,224	4%	8%	9%
E01035524	Lime Avenue	1,520	4%	8%	2%
E01017961	Cherry Hinton Hall	1,209	4%	7%	16%
E01035529	South East Trumpington	1,618	4%	10%	5%
E01035525	Alpha Terrace to Fawcett House	1,572	4%	10%	13%
E01017995	Addenbrookes to Queen Edith's Way	2,128	4%	7%	20%
E01035530	South Trumpington	1,408	3%	8%	11%

Note: Table produced by Cambridgeshire County Council Policy and Insight Team, using data is derived from Census 2021 (ONS, 2023b).

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