

Cambridge City Community Safety Partnership

- 1 July 2025
- 10:00 - 13:00
- Conference Room 2, Parkside Place Community Fire Station, Cambridge CB1 1JF with a hybrid option for CCSP Members
- The public can submit pre-advised questions before 10am on Monday 30 June to email address: Community.safety@cambridge.gov.uk

AGENDA

No.	Item	Lead Officer(s)	Time (Mins)
1	Closed session for CSP Board and Members Welcome, housekeeping / introductions and apologies	Scott Fretwell (Chair)	10
2	Closed session for CSP Board and Members Domestic Abuse Related Death Review Report	Cherryl Henry-Leach (Independent Chair)	20
3	Meeting open to the public Welcome, housekeeping / introductions and apologies Presentation: Vision Zero Partnership	Chair Chris Mills (Transport Programme Manager, Cambridgeshire and Peterborough Combined Authority)	25
4	Minutes of 25 February 2025 meeting: Agreement	Board / members	5
5	Action points: Review	Board / members	5
6	Pre-advised questions from the general public	Chair	5
7	Second Deep Dive report to investigate E-scooters and battery fires	Michael Yates (Policy and Insight Team) / Chair / Board / members	15
	Comfort break (halfway in meeting)		10

8	Update on CCSP Strategic Priorities 2025-2027: Priority 1: Preventing Violence and Exploitation Priority 2: A Neighbourhood Approach Priority 3: Tackling Acquisitive Crime Deep Dive reports for 2025/26: 1) Reoffending and 2) Children and violence	Keryn Jalli (City Council) / Chair / Board / members	15
9	Funding future projects	Keryn Jalli / Hannah Hancock	10
10	Update from the Office of the Police and Crime Commissioner including Serious Violence Duty, Cambridgeshire Countywide High Harms Board	Shona McKenzie	10
11	Domestic Abuse Related Death Reviews (DARDRs) Update	Keryn Jalli (City Council)	10
12	Annual Review 2025: Agreement	Louise Walker / Board / members	5
13	Community Safety Fund 2024/25: End of Year Financial Report: To be noted	Louise Walker / Board / members	5
14	Partnership Terms of Reference: Agreement	Louise Walker / Board / members	5
15	Future Cambridge CSP meeting dates: Agreement	Louise Walker / All	5
16	Any other business	Chair / Board / members	5
	<i>Written reports circulated</i>		
17	County Domestic Abuse and Sexual Violence Report Q4 2024/25 – To note Cambridgeshire and Peterborough Domestic Abuse and Sexual Violence Partnership Restructure and Decoupling	County DASV Partnership	<i>Written reports</i>
18	Date of next Cambridge CSP meeting	21 October 2025	165

Information for the general public and media representatives

Public attendance

You are welcome to attend this meeting as an observer, and to ask questions or make statements during the relevant item on the agenda. It may be necessary to

request that you leave the room during the discussion of matters that are classed as confidential.

Public questions

1. Questions are invited towards the beginning of the meeting.
2. You are requested to restrict questions or statements to matters set out in the meeting's agenda. If you wish to raise a question or make a statement concerning a matter that is on the agenda, then please notify your intention to speak with the Community Safety Partnership Support Officer before the start of the meeting.
3. If you wish to raise a question or make a statement on a matter that is not on the agenda, then please ensure that notice of the question or subject matter is given to the Community Safety Partnership Support Officer on 01223 457808 or via e-mail (community.safety@cambridge.gov.uk) by 10am on the working day preceding the meeting.
4. Questions and statements should be directed to the Chair in all cases; the Chair will then either respond directly or request that the appropriate member of the Partnership to respond.
5. Please be brief and keep to the question or statement, as advised.
6. Please be aware that you may not get a verbal response to your question, especially if the question is detailed; a written response will be offered in such cases.
7. If your question raises issues that should be correctly addressed in a request under the Freedom of Information Act 2000, the Chair will advise you of this.
8. The Chair may refuse to reply to a question and may refuse to refer the question to another member at their discretion. The Chair may also refuse to permit questions or statements if the matter has already been put or made to a meeting of a Council committee or other body.
9. The Chair's decision is final.
10. The use of audio and visual recording equipment is permitted.

Emergency evacuation

1. In the event of a fire or other emergency, you will hear a continuous ringing

alarm. You should leave the building by the nearest exit and proceed to the assembly point on Parkers Piece.

Cambridge Community Safety Partnership

- 25 February 2025
- 10:00-12:55
- Hybrid at Parkside Place Community Fire Station, Cambridge CB1 1JF

Draft Minutes

Board

Samantha Shimmon (Chair)	Cambridge City Council (Communities)
Agata Ciesielska	Probation Service – Cambridgeshire & Peterborough Probation Delivery Unit (PDU)
Mark Freeman	Cambridge Council For Voluntary Service (CCVS)
Scott Fretwell (Vice Chair)	Cambridgeshire Fire and Rescue Service
Councillor Cameron Holloway	Cambridge City Council
Scott Liddle	Cambridgeshire County Council
Councillor Philippa Slatter	Cambridgeshire County Council
Jenny Thompson	Integrated Care Board (ICB) - Safeguarding Adults for Cambridgeshire and Peterborough

Members

Keryn Jalli	Cambridge City Council (Communities)
Louise Walker (Minutes)	Cambridge City Council (Community Safety Team)
Michael Yates	Cambridgeshire County Council (Policy and Insight Team)

Guests

Rebecca Cooke	Cambridgeshire and Peterborough Integrated Care System (ICS) (Health Lead - Serious Violence Duty)
Annabelle Goodenough	Crimestoppers Trust
Mark Kirby	Olive Academies
Shona McKenzie	Office of Police and Crime Commissioner (OPCC)
Rachel Speechley	Cambridgeshire County Council Missing and Exploitation Team

1. Welcome, housekeeping, introductions, and apologies

- 1.1 The Chair, Samantha Shimmon, welcomed everyone to the Cambridge Community Safety Partnership (CCSP) meeting and thanked Vice Chair Scott Fretwell for hosting the meeting at the Fire Station. There were no attending members of the public during the meeting.
- 1.2 Apologies were received from Board members; Chief Inspector Mike Jackman / Inspector Shawn Emms (Cambridgeshire Constabulary) and Diane Lane (Cambridgeshire and Peterborough Integrated Care System (ICS)). Members; Paul Arnill (Cambridge University Hospitals NHS

Foundation Trust), Hannah Hancock (Cambridge Business Against Crime (CAMBAC)), Richard Humphries (British Transport Police), Nick Morris (Anglia Ruskin University), Michelle Reynolds (University of Cambridge) and Susie Talbot (Cambridgeshire County Council Public Health Team Commissioning (Drugs and Alcohol)). Also, George Bateman (Department of Work and Pensions (DWP)). It was noted that a new Board representative for Cambridgeshire and Peterborough NHS Foundation Trust was awaited.

- 1.3 The Chair welcomed Agata Ciesielska, who was replacing Neil Walters (Probation Service), and Mark Kirby replacing Ryan Kelsall (Headteachers Cluster Behaviour And Inclusion Group / Olive Academies). Neil and Ryan were thanked for their valuable contributions to the CCSP.
- 1.4 The first part of the meeting was closed to the public due to the presentation of a Domestic Abuse Related Death Review Verbal Report.

2. Domestic Abuse Related Death Review Report for DIYA

- 2.1 On behalf of Independent Chair, Cherryl Henry-Leach, Keryn Jalli provided an update on the Domestic Abuse Related Death Review (DARDR) for Diya, which the CCSP had agreed the recommendations for at the October meeting. Keryn Jalli said that once the report is finalised, it will be sent to the Home Office Quality Assurance Board with an action plan. Cultural competency will be a key learning in the action plan particularly around domestic abuse, marital abuse, and honour-based abuse.
- 2.2 The Chair thanked Keryn Jalli for the update. Following this agenda item, the Chair opened the meeting to the public.

3. Pre-advised questions from the general public

- 3.1 There was one pre-advised question regarding the provision of street lighting in new developments, which had been received from residents. The full question is in Appendix 1. Councillors Philippa Slatter and Cameron Holloway had been in contact with the residents, and Cameron Hollway had written to the developers. After discussion, it was agreed to follow this question up with Planning Control and Street Lighting by CCSP representatives of the City Council and Cambridgeshire County Council as well as the Police.

Action point 07/01

4. Minutes of 1 October 2024 meeting: Agreement

- 4.1 The Minutes of 1 October 2024 were agreed would go forward for publication, with an amendment requested following the meeting and agreed by the Chair.

5. Action points: Review

- 5.1 The action points from the previous meeting were closed apart from 10/03 (E-scooter charger / battery Co-ordinating Group), and 10/10 (Vision Zero Partnership presentation) which would be carried forward to the next meeting.

Action point 07/02 and 07/03

6. ROTH Pathway and child protection conferences

- 6.1 Rachel Speechley, Cambridgeshire County Council Missing and Exploitation Team Manager, provided a presentation about Risk Outside The Home (ROTH) - the Cambridgeshire Approach. She explained that the term 'risk outside the home' includes such issues as missing, exploitation, radicalisation, and serious youth violence. She explained that Cambridgeshire is adopting a Contextual Safeguarding response to these issues. Contextual Safeguarding is a framework to understand and respond to young people's experiences of significant harm beyond their families. It recognises that the different relationships that young people form outside of their homes can feature violence and abuse. It also acknowledges that young people can be vulnerable to harm from emotional and mental health needs. Currently, there is a county roadshow to share the pathway with health partners, social workers, and youth co-ordinators. The presentation was agreed to be shared with the CCSP.

Action point 07/04

- 6.2 There were a few questions and comments:

- Keryn Jalli asked about the link with the community safety partnership (CSP) which is strategic, not an operational group. Rachel explained that a CSP representative sits on the ROTH Panel and can link operationally as required.
- Philippa Slatter asked about a briefing to all incoming councillors about the ROTH pathway. Rachel Speechley replied that there is a three-hour training package, which she can share.
- Mark Freeman asked how the voluntary sector could be involved and offered to support this. He suggested that shorter online training sessions, particularly for organisations that work with young people and parents, would be beneficial.
- Annabelle Goodenough said that Crimestoppers has [Fearless](#) for 11-16 years who can report anonymously and offered to support this work.
- It was agreed for relevant contact details to be shared.

Action point 07/05

- 6.3 Mark Kirby said that he would like to publicly thank Rachel Speechley and her team for their exceptional work and how much this is valued by schools.

7. CSP Information Sharing Agreement (ISA)

- 7.1 Keryn Jalli explained that traditionally the CCSP had an information sharing agreement (ISA), which was regularly updated and was a time-consuming task. For Cambridge City, Huntingdonshire and South Cambridgeshire, there is shared governance and legislation, so information is being migrated to one ISA pathway portal. Partners will sign up to the portal and it will be easier for the data controllers to have an overview. The current ISAs are still valid, and organisations will be signing up and provide their key contacts and information governance leads.

8. End of Year Review Strategic Assessment

- 8.1 Michael Yates, Senior Insight Analyst in the Policy and Insight Team Cambridgeshire County Council, presented the End of Year Review Strategic Assessment with key findings and recommendations. He said that the county Serious Violence Needs Assessment had been presented at the County High Harms Board on 29 January and that the dashboard will be a useful tool once this is available in March.

- 8.2 Keryn Jalli asked about the countywide and high-level Serious Violence Needs Assessment and if any insight can be applied at a local level to the city. It was agreed for Michael Yates to look at the dashboard.

Action point 07/06

9. Findings of the Hate Crime survey

- 9.1 Michael Yates provided an update about the findings of the Hate Crime survey, which was an area of focus for a deep dive agreed by the CCSP. There were two parts: stakeholder survey and analysis. The survey had been shared with leaders of community groups, including Mark Freeman and CCVS, as well as to the CCSP to circulate to their networks. Most responses referenced race, transgender identity and sexual orientation being identified as the cause. The presentation and report would be shared with the CCSP.

Action point 07/07

- 9.2 Philippa Slatter asked if information shared with councillors is captured as some people do not wish to report and how to feed this information in. It was discussed that as a deep dive it may be difficult to know what and when to feed in for councillors. Annabelle Goodenough said that Crimestoppers could support this as an existing pathway. People can report anonymously or choose to share details so the Police can follow up reports directly with the complainant. Annabelle Goodenough agreed to investigate what data has been received for the city.

Action point 07/08

- 9.3 Michael Yates said that the next steps for this work would be to follow up

potential gaps and engage with the community through focus groups. Keryn Jalli added that the CCSP will need to look at how to facilitate this through the voluntary sector and colleagues in community development as the City Council moves into community hub engagement.

10. Second Deep Dive report to investigate E-scooters and battery fires

10.1 Michael Yates updated that he will be working with Scott Fretwell on the second CCSP agreed area of lithium-ion battery fires and fire safety. Scott Fretwell said that a first draft had been developed of the Terms of Reference for an e-scooter charger / battery Co-ordinating Group, which can deliver as a CCSP subgroup.

Action point 07/09

11. Key points from the December Development Session report

11.1 The Chair of the CCSP provided the key points from the CCSP Development Session held on 3 December. This included that there had been presentations of the latest County Youth Survey and Findings from the research by Women in Sport, commissioned by Cambridge City Council: "Access to Nature for Teenage Girls in Cambridge" to inform the work.

12. Update on CCSP Plan 2023-2025: Reducing Violence in our city centre

12.1 Keryn Jalli provided an update on the successful activity around the CCSP Strategic Priority: Reducing Violence in our city centre and the work funded by the Home Office Safer Streets Round 5.

13. Community Safety Plan 2025-2027: Agreement

13.1 Keryn Jalli shared the draft CCSP Community Safety Plan, which would start on 1 April 2025 and would utilise existing resources with the current uncertainty around future available funding. She explained that some areas of the plan will be business as usual with governance and oversight by the CCSP. To inform the three proposed priorities, data had been sourced from Cambridge City Portrait State of the City 2023 and the Joint Strategic Needs Assessment (JSNA) for Cambridgeshire and Peterborough 2023. Keryn explained for each priority what the CCSP knows and what we can do to add value for:

- Priority 1: Preventing Violence and Exploitation
- Priority 2: A Neighbourhood Approach
- Priority 3: Tackling Acquisitive Crime

13.2 For Priority 1: Preventing Violence and Exploitation, Scott Liddle asked about potential additional funding which the Street Pastors/ Nightlite may be eligible for. It was discussed that Keryn Jalli could ask Hannah Hancock from CAMBAC about funding as part of the Purple Flag work. Also, that Scott Liddle could contact Shona McKenzie from the Office of the Police and

Crime Commissioner (OPCC) as well as Mark Freeman from the Cambridge Council For Voluntary Service (CCVS). Action point 07/10

13.3 For Priority 3: Tackling Acquisitive Crime, it was agreed to look at setting up a working group to explore the support pathways for people committing crimes such as those with complex needs and addiction. Action point 07/11

13.4 The Board agreed the three new priorities and Community Safety Plan for 2025-2027.

14. Update from the Office of the Police and Crime Commissioner

14.1 Shona McKenzie provided an update from the Office of the Police and Crime Commissioner (OPCC), which included that:

- The Home Office Serious Violence Duty funding is currently due to end in March 2025. There may be some further Serious Violence Duty funding in 2025-2026 and the CCSP will be informed when information is available. The OPCC is in the process of completing all the monitoring for Serious Violence projects which have had a positive impact and early intervention to prevent violence overall. She said that Liz Morris from Cambridgeshire County Council and her team have been instrumental in delivering some of this great work across 2024–2025 with 2,250 young people and 300 adults having been engaged in over 40 different projects.

- The PCC has agreed to fund the Problem Solving Co-ordinator roles for each Community Safety Partnership (CSP) area until March 2027 with some incredible work having been delivered in partnership across the county. The Safer Communities Fund is open for applications until March 2025 with bids capped at £10,000 per district. The Fund is set up to support CSPs to tackle local issues of crime and disorder across the county and further updates will be shared once available.

- [A new Police and Crime Plan for Cambridgeshire and Peterborough](#) (2025-2028) was launched in December: Tackling Crime and Keeping Communities Safe, which sets out the police and crime objectives for the next three years.

- For Road Safety, the 'Casualty Reduction and Support Reserve' can provide awards to fund educational and road safety support activities. This includes initiatives such as Speedwatch and the charity the Road Victims Trust as well as work to improve driver behaviour and prevent collisions. This fund also supports the countywide approach to road safety called the Vision Zero Partnership. This partnership is made up of statutory and non-statutory agencies who have signed up to an ambition to prevent all road deaths across

Cambridgeshire. This is not an open access fund, and all awards must be sponsored by the partners within the Vision Zero Partnership.

- For Casualty reduction, the PCC continues to fund a Casualty Reduction Officer for engagement work and a Community Speed Watch Co-ordinator.

- For Victim and witness support, PCCs are responsible for commissioning local support services for all victims of crime. The Ministry of Justice provides PCCs with a grant each year to enable services which best meet the needs of local victims of crime to be put in place. In addition, central government regularly releases opportunities to bid for additional funding for specific purposes. These are always developed in partnership but often led by the OPCC. Victims of domestic abuse can also access a wide range of help and support which is jointly provided by the local authority and specialist services. The [Cambridgeshire Victim Services website](#) contains a directory of support services available to victims and witnesses of any crime type.

- 14.2 The Chair thanked Shona McKenzie and the CCSP looked forward to updates about funding as well as a future presentation by the Vision Zero Partnership.

15. Domestic Abuse Related Death Reviews (DARDRs) Update

- 15.1 Keryn Jalli provided an update about the four Domestic Abuse Related Death Reviews (DARDRs), three who had died by suicide having experienced domestic abuse. The DARDR for Diya had been presented earlier in the CCSP meeting and the others were all progressing.

16. Cambridgeshire and Peterborough Domestic Abuse and Sexual Violence (DASV) Service consultation

- 16.1 The Chair explained that with the decision made by mutual agreement of the respective Local Authority Chief Executives to decouple the DASV Partnership across Cambridgeshire and Peterborough, the CCSP were encouraged to respond to the consultation on a restructure to the service with a reduction in grant funding. Responses could be as individuals or organisations, and it was agreed for a collated CCSP response to be provided before the deadline of 27 March.

Action point 07/12

17. Written reports noted

- 17.1 The County Domestic Abuse and Sexual Violence Reports for Q2 and Q3 2024/25 were noted.

18. Any other business

- 18.1 As there was no other business, the Chair thanked the Board and Members for their thoughtful contributions and the meeting was closed at 12:55.

Appendix 1

Agenda Item 3. Pre-advised questions from the general public

A pre-advised question was received from residents.

The question with supporting documentation of photographs provided was:

The proper maintenance of streetlighting on new developments in Cambridge that are owned and managed by developers (e.g. Abode in Clay Farm, Trumpington under Countryside Homes/Vistry) has always been problematic, but seems to be getting worse each year. For example, across a three-street grid in Abode, 12 streetlights have failed since November 2023, with only 4 having been repaired by the developer, and the remaining 8 (photos had been attached) having been defective for at least four months and as long as 15 months in some cases; some of these include lights which had previously failed in 2020-21 and were repaired then, only to fail again within 2-3 years. On other streets parallel to Abode in Clay Farm, additional streetlights have also failed and remain unrepaired. Such broad and general failures of streetlighting in such concentrated areas creates a major public safety concern generally, as well as specifically to the current national initiative to address Violence Against Women and Girls (VAWG) where unsafe streets and poorly-lit areas has been highlighted as a major focus of that initiative.

While Abode has been in the section 38 adoption process for several years now – and so the maintenance and repair of some of these streetlights will ultimately become the County Council’s responsibility once adoption has completed – this is distinct to two concerns. First, the developer’s planning permission required them to maintain the development’s overall conditions – including the streetlighting – fully until adoption had been completed; as with other planning permission stipulations (e.g. the maintenance of trees and shrubberies on the development) which Countryside has failed to uphold, this has not been done. Second, even once adoption has occurred, only those streetlights on the main roads will come under the County Council’s responsibilities, leaving the pathway / greenway lighting under Countryside’s continued responsibility.

Of equal concern is the lack of interest shown in this issue by the Cambridgeshire Constabulary when it has been reported to them. In spite of their active and vocal support for programmes to counter VAWG – including specifically their StreetSafe initiative that notes “poorly lit streets” as a core concern – when this issue was reported to them, we were told that “it’s a Council problem” and that the police would not even take down the report of this major streetlighting failure. This was frankly shocking given this supposed focus on VAWG and StreetSafe initiatives.

We would therefore like to know – first – why the planning permission is not being monitored and enforced adequately on the developer to ensure that such failures are not left unresolved for months (or even years), leading to such public safety risks; second – what actions the Council will take now to enforce these requirements on Countryside to get these streetlights repaired in all haste; third – what mechanisms the Council will put in place to ensure that these requirements are more effectively monitored and enforced on the developer for the future; and – finally – what can be done to improve the police’s engagement on such clear public safety issues when the problem reaches this level of risk?

Responses:

Greater Cambridge Shared Planning Service response:

‘Cambridge City Council manages the planning process for new developments, and as part of this process issues planning permissions together with appropriate planning conditions. Planning conditions can often require the submission of further information (such as submission of brick samples) or can be compliance conditions requiring the developer to construct the scheme in accordance with approved drawings or strategies. A construction management plan with agreed working hours would be one such compliance condition.

When it comes to issues like failing streetlights, the responsibility falls on and between more than one organisation. If the lights and the street on which they are located is adopted by the County Council, then the responsibility lies with the County Council. If the lights and the street on which they are located is to remain private or has not yet been adopted by the County Council, then they are the responsibility of the developer or any management company that will maintain the lights or until they are adopted. If residents are charged a management fee for the ongoing management of streetlights (amongst other things), then they should have recourse to the management company to repair them, in a similar way to repairing kerbs or other hard surfaces.

For future developments it will still be the responsibility of the County Council to maintain streetlights that they adopt, and the responsibility of the developers in communication with the residents to maintain the streetlights that are not to be adopted.

There is no requirement for the maintenance of ‘private’ streetlights to be monitored by either the planning authority or the County Council. If the streetlights are ‘private’ then they are not the responsibility of the County Council to maintain. From a planning authority point of view, the requirements for submission of details of lighting in private streets as part of any planning application or as part of a planning condition

would generally be more about their location and design, and not about their maintenance.'

Cambridgeshire County Council response:

'Whilst aware that the resident's questions are best answered by the relevant planning authority and the police, Cambridgeshire County Council can confirm that we take on the responsibility for street lighting from the developers once adoption is complete. Once adopted, information for residents relating to how faults are reported and managed can be found on the County Council's website:

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/streetlighting>'

Cambridgeshire Constabulary response:

'Regarding street lighting in Trumpington, this is an area the Police has no direct control over, and other than this single report, the team were not aware of any other reports to the Police about this. It is accepted that lack of lighting is causing the residents concern, but beyond recommendations to Highways to investigate and resolve the lack of lighting, we would be limited in what we can realistically do. It is understood the frustration from the resident at a seeming lack of interest from Police, but it remains that we are not the most appropriate agency to remedy this, however, where we are notified, we can add our concerns to encourage the correct agency to resolve this. We would suggest that the South Neighbourhood Policing Team are made aware, which has been done so in this case, so they can attend the location to note the issue themselves and maybe an Environmental Visual Audit (EVA) with partners can be completed to assess the situation. The South Neighbourhood Policing Team can be contacted by email: SCambsCops@cambs.police.uk'

Cambridge Community Safety Partnership

- 1 July 2025

ACTION POINTS

MONTH / NUMBER	ACTION POINT	ACTION
07/01	CCSP representatives for Cambridge City Council, Cambridgeshire County Council and the Police to follow up the pre-advised question from the public regarding street lighting in new developments. See Appendix 1.	Closed: Responses in Appendix 1 of the draft Minutes of the CCSP meeting held on 25 February.
07/02	Scott Fretwell to update about the writing of the Terms of Reference for an e-scooter charger / battery Co-ordinating Group, which can deliver as a CCSP subgroup.	Carried over from February 2025 meeting and update to be shared.
07/03	Louise Walker to correspond with Scott Fretwell about an update from Vision Zero Partnership at the CCSP meeting.	Closed: Agenda Item 3.
07/04	Louise Walker to share the ROTH Pathway presentation to the CCSP.	Closed: Circulated on 28 February.

07/05	Louise Walker to share Rachel Speechley's details for the ROTH Pathway with Philippa Slatter, Mark Freeman and Annabelle Goodenough.	Closed: Contact details shared on 25 February.
07/06	Michael Yates to look at the dashboard and see if Serious Violence Duty can be applied on a local level.	Closed; The Serious Violence dashboard is public facing on the Cambridgeshire Insight webpage. The locality is currently provided, and ward level data is available by clicking on the ward button in Sections 3.1 to 3.3 for example at https://cambridgeshireinsight.org.uk/communitysafety/topics/serious-violence-duty/
07/07	Louise Walker to share the Hate Crime Survey Findings presentation.	Closed: Presentation circulated to the CCSP on 28 February.
07/08	Annabelle Goodenough agreed to investigate what Hate Crime data has been received for the city.	In progress.
07/09	Michael Yates and Scott Fretwell to meet about the CCSP second agreed area of lithium-ion battery fires and fire safety.	Closed. Report in Agenda Item 7.
07/10	For Priority 1: Preventing Violence and Exploitation potential additional funding for Street Pastors / Nightlite: - Keryn Jalli to ask Hannah Hancock	In progress as potential funding is being explored.

	- Scott Liddle to ask the OPCC and Mark Freeman (CCVS).	
07/11	For Priority 3: Tackling Acquisitive Crime to look at setting up a working group to explore the support pathways for people committing crimes, such as those with complex needs and addiction.	Closed: Representatives from Health, Probation, Voluntary Sector, CAMBAC, Police, County Council Public Health Commissioning Team (Drugs and Alcohol) were invited to attend a meeting held on 21 May.
07/12	Louise Walker to collate a CCSP response to the Cambridgeshire and Peterborough Domestic Abuse and Sexual Violence (DASV) Service consultation before the deadline.	<p>Closed: A response was provided. Agenda Item 17 has information about the changes.</p> <p>Information about the County DASV Partnership is available at https://www.cambsdasv.org.uk</p>

E-bike and E-scooter Fires Deep Dive:

Cambridge City

2025

Draft V0.8

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.

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[Cambridgeshire Insight \(http://www.cambridgeshireinsight.org.uk/\)](http://www.cambridgeshireinsight.org.uk/)

For more information about the team phone 01223 715300

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Table of Contents

Document Details	2
Table of Contents	3
1. Executive Summary	5
2. What e-bike and e-scooter fire incidents have occurred in Cambridge City	8
3. Causes and risk factors of why e-bike and e-scooter fire incidents have occurred.....	9
3.1. Summary.....	9
3.2. Technical note.....	10
3.1. Build types.....	11
3.2. Locations	12
3.3. Ignition/causes.....	13
3.4. Local data	15
4. How best to prevent e-bike and e-scooter fire incidents based by reviewing national best practices	16
4.1. Summary.....	16
4.2. National safety standards	17
4.3. Charge Safe Campaign.....	18
4.4. Buy Safe, Be Safe Campaign	19
4.5. Fire England Safety Advice.....	20
4.6. Case studies.....	21
5. Who and where to target prevention and education measures in Cambridge City.....	25
5.1. Who	25
5.2. Where.....	27
6. Glossary.....	33
7. Appendix.....	34
7.1. LSOAs by number of flats	34
7.2. LSOAs by proportions of ages groups	36

References	40
-------------------------	-----------

DRAFT

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 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

LSOA code	LSOA name	LSOA local name	Number of flats
E01035516	Cambridge 014B	West Cambridge to The Backs	705

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.

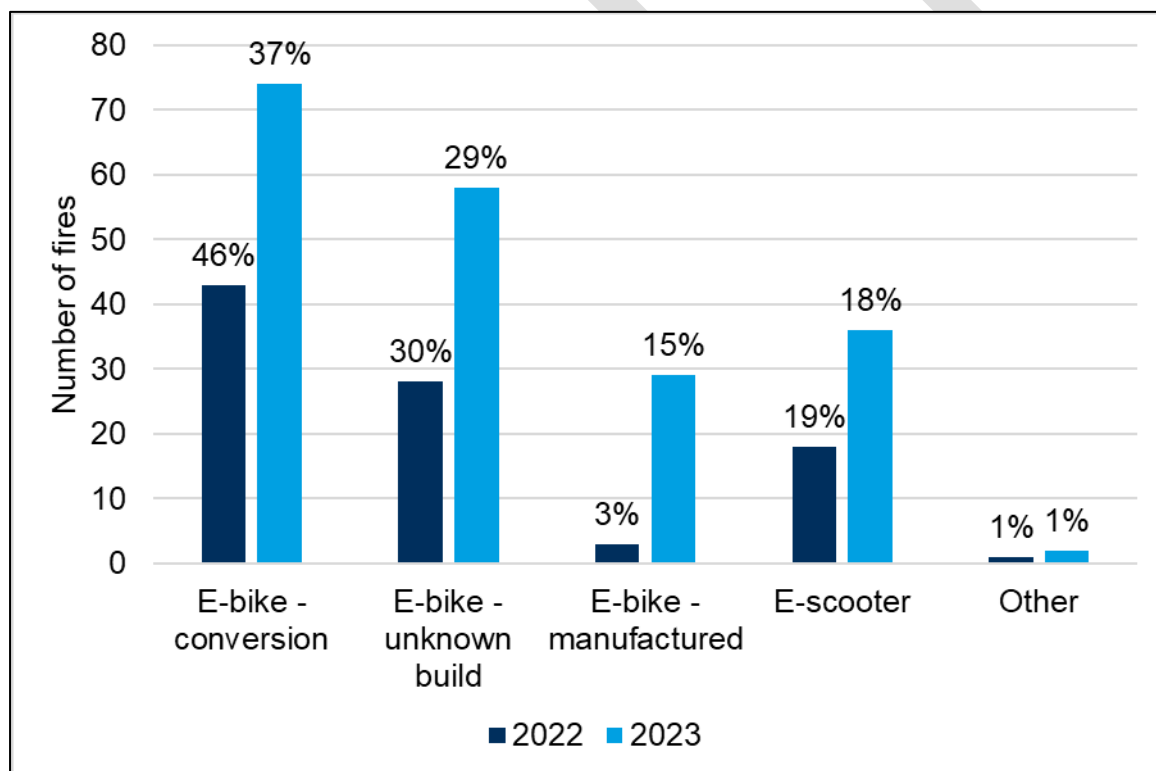
Moreover, the majority of the fires reported to the OPSS were reported by the London Fire Brigade; 94% in 2022, and 88% in 2023. This means that the data presented here may not be representative of fires across the UK as a whole (such as in the types of properties that fires occurred in).

3.1. 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



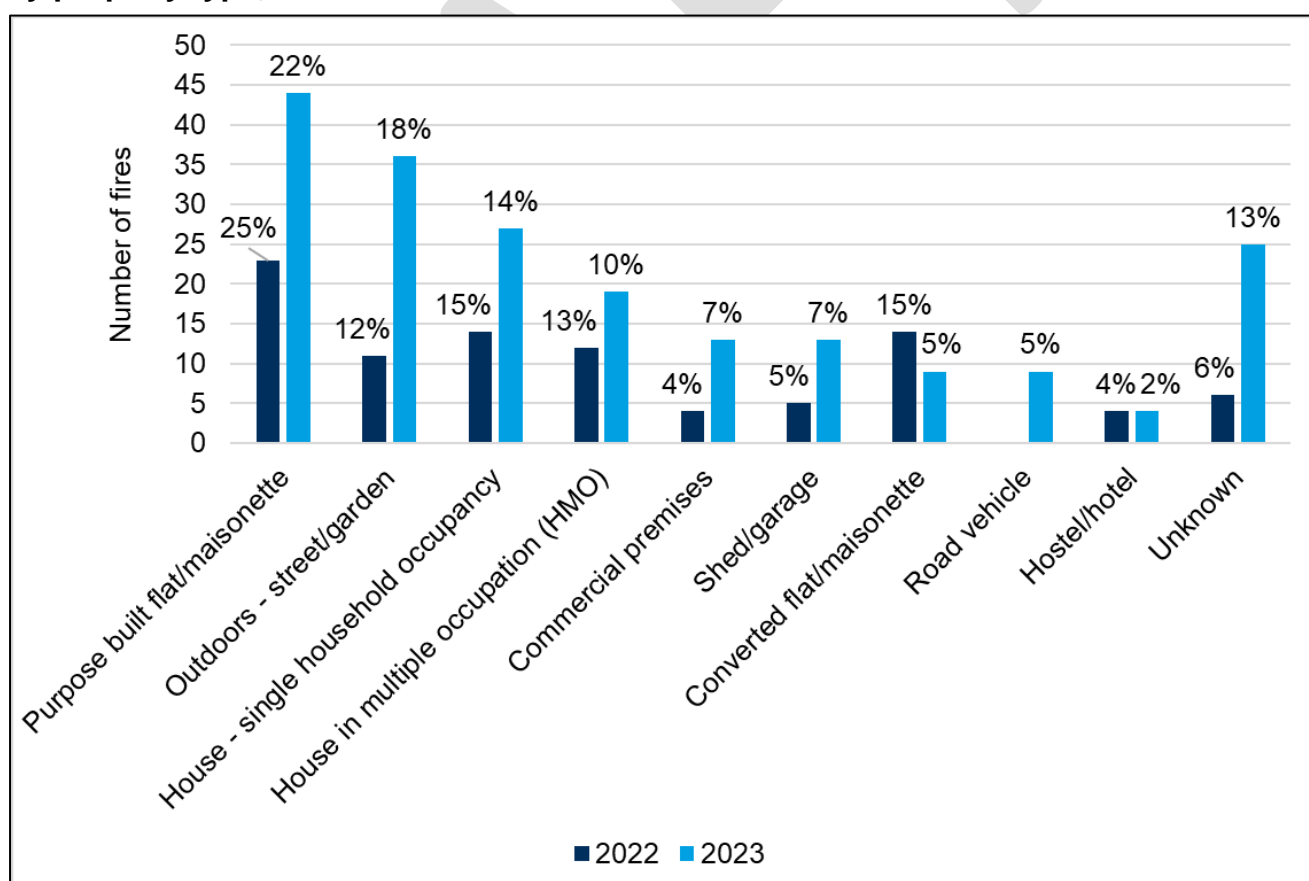
Source: Chart created by CCC PIT, using data sourced from tables for Figures 1 and 5 in the Office for Product Safety and Standards' "Fires in e-bikes and e-scooters – 2022 and 2023" report (OPSS, 2024).

3.2. Locations

3.2.1. 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, 2023).

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).

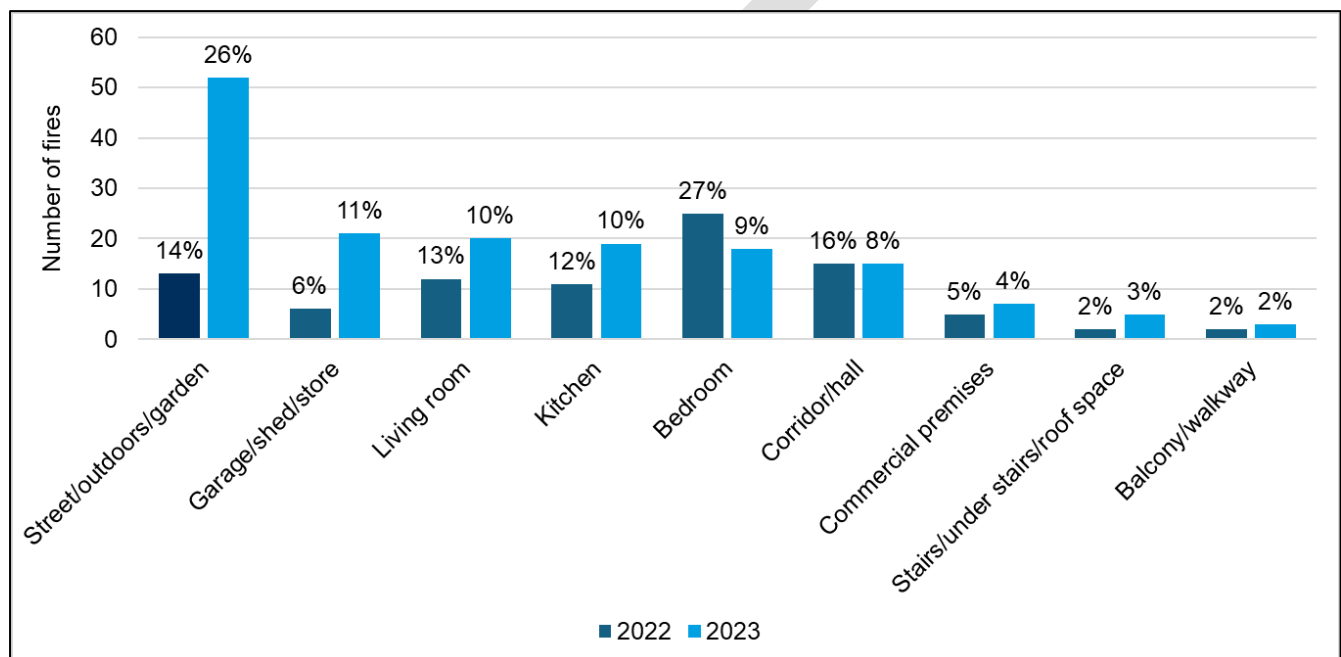
Notes: 2022 data did not contain the category "road vehicle".

3.2.2. 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.

3.3. 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.

3.3.1. 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).

3.3.2. 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.

3.4. 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

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 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/IYjJaPTvhTg> (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.

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



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 led 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 news 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. Table 8 in the Appendix provides the number of number of flats and the percentage of flats in each LSOA.

Figure 6: Number of flats by LSOA in Cambridge City

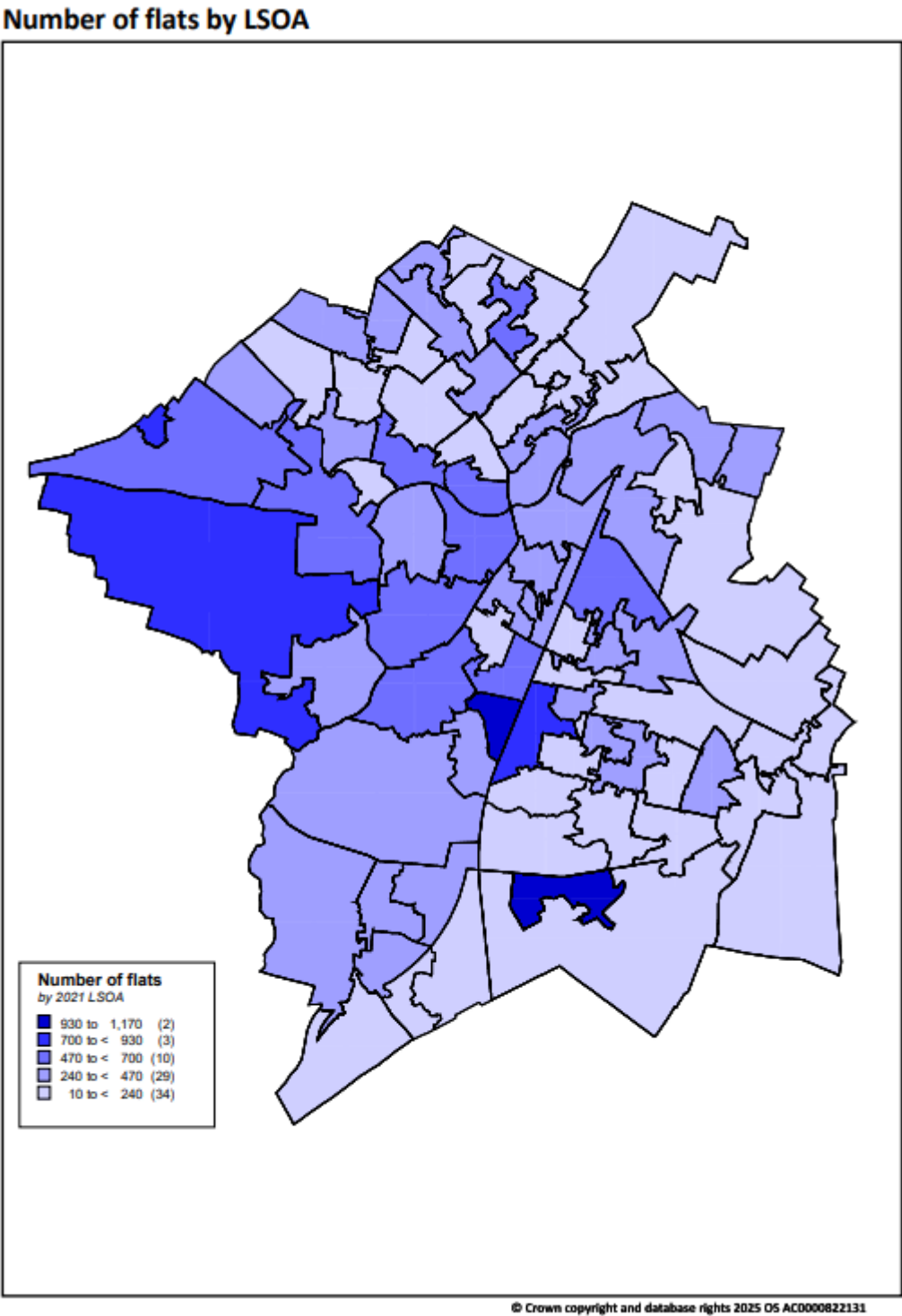


Table 6 below shows all LSOAs in Cambridge City by the number of flats. This figure can also be accessed via an [interactive Google Maps link](#). Names of the LSOAs can be found at this [Google Maps link](#).

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.

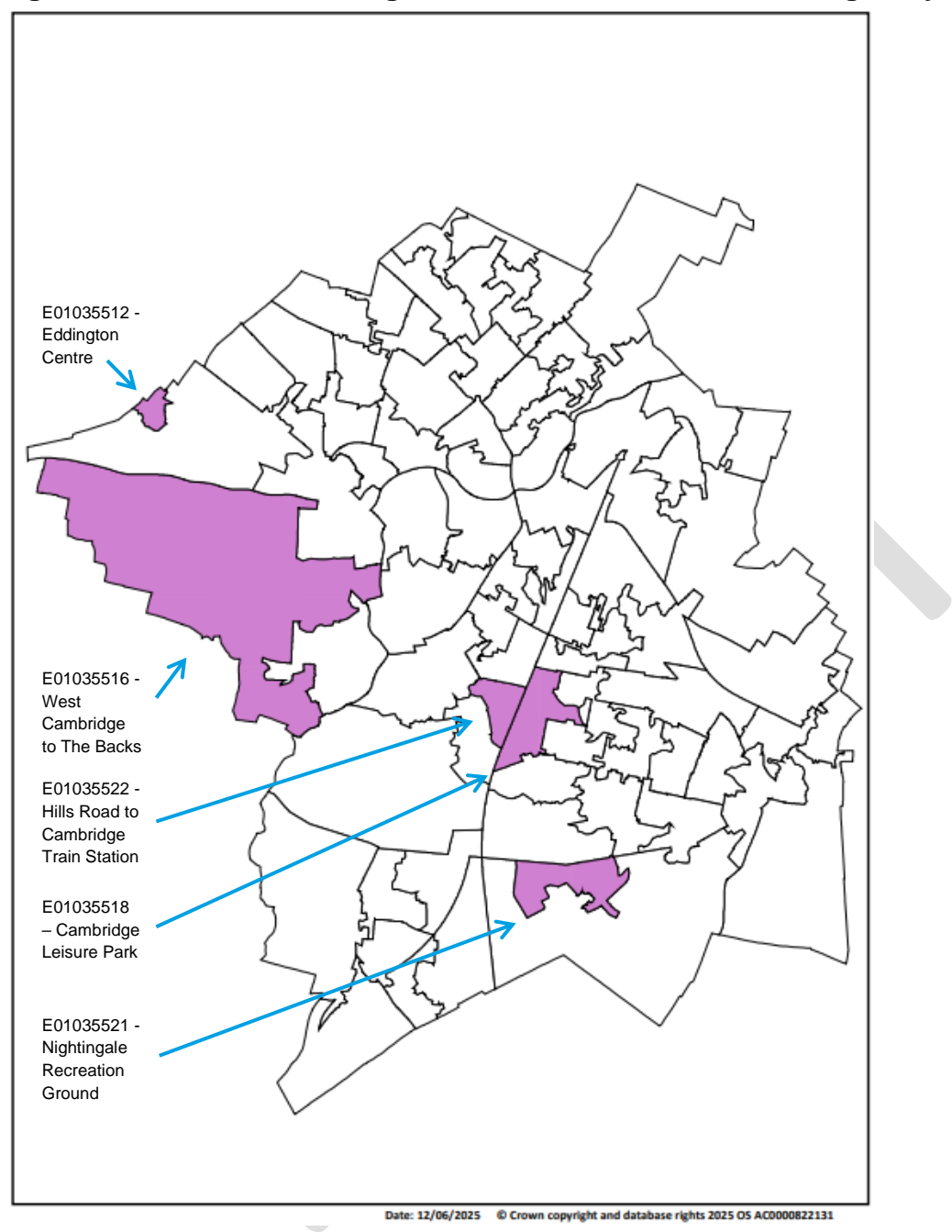
Table 6: LSOAs with the highest number of flats in Cambridge City

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 is derived from Census 2021 (ONS, 2023).

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.

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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%

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%

LSOA code	LSOA local name	Total Population	Proportion of 20 to 24 years	Proportion of 25 to 29 years	Proportion of 65+ years
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	Bracklyn 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%
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%

LSOA code	LSOA local name	Total Population	Proportion of 20 to 24 years	Proportion of 25 to 29 years	Proportion of 65+ years
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%
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%

LSOA code	LSOA local name	Total Population	Proportion of 20 to 24 years	Proportion of 25 to 29 years	Proportion of 65+ years
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, 2023).

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Cambridge Community Safety Partnership

Annual Review 2025 (1 April 2024 to 31 March 2025)

“Working together to keep Cambridge safe for residents and visitors”

Q: What is Cambridge Community Safety Partnership?

A: The Cambridge Community Safety Partnership (“Cambridge CSP”) meets regularly throughout the year to help keep Cambridge safe. It is made up of representatives from the following agencies with non-statutory and statutory members (those who have a duty to sit on the Cambridge CSP):

- Cambridge City Council (statutory member)
- Cambridgeshire and Peterborough Integrated Care Systems (ICS) (statutory member)
- Cambridgeshire Constabulary (statutory member)
- Cambridgeshire County Council (statutory member)
- Cambridgeshire Fire and Rescue Service (statutory member)
- Probation Service – Cambridgeshire and Peterborough Probation Delivery Unit (PDU) (statutory member)
- Anglia Ruskin University
- British Transport Police
- Cambridge Business Against Crime (CAMBAC)
- Cambridge Council for Voluntary Service (CCVS)
- Cambridge University Hospitals NHS Foundation Trust
- Cambridgeshire and Peterborough NHS Foundation Trust
- University of Cambridge
- Office of Cambridgeshire and Peterborough Police and Crime Commissioner (OPCC)

The Cambridge CSP looks at what community safety issues people in Cambridge are experiencing, such as anti-social behaviour or specific types of crime and

decides what actions to take to prevent or deal with these issues together.

Documents such as the strategic assessment, compiled from a variety of data sources by the Policy and Insight Team Cambridgeshire County Council, and other reports, offer valuable insights. These determine which areas CSP need to focus its resources upon (both human and financial): its “priorities”. Each year, the community safety priorities for Cambridge are reviewed with actions for the year ahead set out in the Community Safety Plan.

Q: What priorities did Cambridge CSP deal with 1 April 2024 to 31 March 2025?

A: Following consideration of the end of year review strategic assessment, the Cambridge CSP decided to have one priority:

- Reducing Violence in our city centre - whilst Cambridge is a safe city, there has been an increase in reports of violence with injury.

Q: How does the Cambridge CSP tackle the priorities it sets?

A: Aside from day-to-day partnership working between the member organisations some of the priorities have multi-agency task groups in place to target work and commission specific projects.

- **A Problem-Solving Co-ordinator role has been funded by the Police and Crime Commissioner (PCC) for Cambridgeshire and Peterborough since 2022, hosted by Cambridge City Council Community Safety team. This role can bid into the PCC’s Safer Communities Fund to tackle local crime and disorder issues. In addition, the PCC works with key partners to coordinate the delivery of the government’s Serious Violence Duty and funding was secured by the PCC to prevent and reduce serious violence across the county. In 2024/25, the amount of funding that Cambridge CSP successfully received from the PCC’s Safer Communities Fund was £9,840 and Serious Violence Duty Fund was £36,850 - totalling £46,690.**
- A bid to the Home Office Safer Streets 5, led by the Office of the Police and Crime Commissioner (OPCC), was successful in receiving **funding of £820,000 for interventions from 1 October 2023 to 31 March 2025 for projects in Cambridge City, Fenland, Huntingdonshire, and Peterborough.** Projects in Cambridge City delivered focussed on the night-time economy and preventing violence against women and girls.

Q: What projects did the Cambridge CSP fund during 2024/25 to help achieve the reductions in crime?

A: Set out below are the projects that were funded from the PCC’s Safer Communities Fund, Serious Violence Duty, and Home Office Safer Streets 5:

Retail Crime Support Packs - Following the rise of acquisitive crime within the city, it was felt that a multi-agency approach was needed to address shoplifting offences and related incidents. Working together, Cambridge City Council Community Safety Team, the Neighbourhood Policing Team and CAMBAC wanted retail and hospitality staff across the city to have increased knowledge and empowerment in knowing how to prevent, detect and respond to incidents of ASB, shoplifting and crime. Retail Packs are in the process of being designed to launch in 2025/26 to include dealing with different types of ASB and crime, reporting, and the contact details of key agencies (e.g. Cambridge City Council Public Safety Team, CAMBAC, Police through an 'A to Z' guide').



Filming Project - An opportunity for targeted young people to engage in positive, structured activity, and subsequently reduce the likelihood of committing ASB or crime or be a victim of exploitation through engagement with a short-term filming project that documents the process and instalment in a local area of a Cabin - a space specifically for the delivery of activity and groups for young people. This fosters an environment in which young people can positively engage with local agencies such as Cambridge City Council. It is also an opportunity for the young people to express themselves, learn and develop new skills and increase their confidence.



Serious Violence posters for parents - As part of the continued Cambridge CSP's work to develop educational campaigns focussing on younger people to increase safety in our city centre, a series of posters for parents has been launched to be used across Cambridgeshire and Peterborough. The posters were developed with partners and are an extension of the existing county lines poster that Cambridge City Council Community Safety team worked on in 2023. The topics were unanimously chosen by small groups of parents to include drugs, knife crime, online abuse, and unhealthy friendships. Available at <https://www.safeguardingcambspeterborough.org.uk/children-board/resources-for-practitioners/>

If your child
was at risk,
would you spot
the signs?

Cambs Against County Lines (CACL) video licence extended for two years - The CACL video is used across Cambridgeshire and Peterborough as a universal prevention offer on county lines. The [CACL campaign](#) was launched in 2020 to raise awareness around drugs, violence and gangs in Cambridge and supports schools to raise awareness of the dangers of county lines amongst pupils aged 11-18 (academic Year 7–11). During the licence extension, Cambridge City Council will continue to facilitate training and look at developing a Cambridge CSP video which will not require an external licence.

After-school diversionary activity delivered by Romsey Mill - 90 young people aged 13 to 17 participated during the after-school period to divert them away from potential problematic, anti-social, or criminal behaviour. The programmes (such as sports, arts, and cultural activities) provided the opportunity for young people, who would otherwise be unsupervised, to engage in positive, supervised activities with trusted adults in their communities.

Pledge Programme delivered by Cambridge United Foundation – The

programme is aimed at using football to challenge the culture around gender-issues, violence against women and girls, and create a safe place for all. 123



students aged 12 to 18 years completed the six-week programme with a 100% rate in those taking the Pledge to Respect women and girls at the end of the course.

In addition to the funded projects, the Cambridge City Council Anti-Social Behaviour (ASB) Team continued to lead **Peer Group and Places meeting (PGPM)**. Since July 2022, agency representatives have been invited to the PGPM including those from Education, Fire and Rescue Service, Housing Providers, Police, and the voluntary sector to look at cases where young people have come to agency's attention for ASB or crime in a contextual safeguarding approach. Contextual safeguarding identifies that no young person can be seen in isolation from the environment around them as they are part of a much wider network of peers, neighbourhoods, and other influences. It is important to consider some of the issues affecting children and young people so that we understand these influences.

The PGPM aligns with the principles of the countywide **Multi-Agency Child Exploitation (MACE) Group** and seeks to address harm to children and communities early. It enables agencies to intervene earlier as well as identify higher risk cases to bring to MACE sooner. The PGPM also enables multi-agency work to continue around a child when cases discussed at MACE have decreased in risk. It has produced successful outcomes for families and communities and enhanced the partnership deliver of both the CSP and the Serious Violence Duty.

In March 2025, **Operation ALLEVIATE** was launched to create a process that is accessible and suitable for use by city businesses and venues to raise their concerns about children and young people. This is a key piece of work in reducing violence and supporting vulnerable persons within the city, particularly night time economy, led by Cambridgeshire Constabulary and Cambridge City Council, and will continue during 2025/26.

Operation GUARDIAN, led by Cambridgeshire Constabulary, is force wide and is being delivered in Cambridge. It is a policing plan to tackle habitual knife carriers

consisting of an outlined multi-factorial approach through target hardening, engaging with the identified individual, school engagement, and engagement with youth services.

From the **Home Office Safer Streets 5 Fund 1 October 2023 to 31 March 2025:**

- 2,141 day and night-time economy staff were trained in Businesses Against Abuse across Cambridge City, Fenland, Huntingdonshire, and Peterborough, which smashed its target of 1,000 members of staff. As of the end of the project more than double the number of people across the Night Time Economy, universities, bus drivers and businesses had been trained.
- Dedicated police patrolled to target early signs of abuse, predatory behaviours
- Sexual Violence Ambassador Scheme training took place in schools and colleges
- Bus drivers were trained in spotting, reporting, and preventing sexual abuse and predatory behaviour on public transport
- Taxi marshals and open space guardians were in place to spot and challenge unwanted and repeated behaviours all of which are signs of stalking and predatory harm
- Additional funding for CCTV staffing for the night time economy for 18 months on a Friday – Saturday night.

In addition, funding towards CSP 'Business as Usual'

To improve community safety as well as public safety within the Night Time Economy in 'hotspot' anti-social behaviour, crime and disorder areas:



More lighting and CCTV was added around the city centre market square. This is in addition to the refuge points installed in 2023/24 as part of Cambridge's [Purple Flag](#) initiative, which is all about a safe and vibrant night-time economy. The refuge points can give access a trained operator at the CCTV control room to those who feel a risk who assess the situation and contact services if required.

- **Emergency medical care in busy nightlife areas** as well as welfare support was provided within the Night Time Economy (NTE) during the festive season funded by Cambridge City Council.

In addition to the Cambridge CSP Business As Usual Groups, Task and Finish Groups are set up as required.

Successful partnership work together continued in 2024/25 with the multi-agency Cambridge CSP **Cambridge Cycle Crime Prevention Task and Finish Group**, which was set up in October 2020 aiming to decrease bicycle theft in Cambridge City. There are a number of different stakeholders from local businesses and other organisations involved: British Transport Police, Cambridge University Hospitals NHS Foundation Trust, Cambridgeshire Constabulary, Cambridgeshire County Council, Shared Service CCTV, Greater Anglia Rail, Anglia Ruskin University, University of Cambridge, the voluntary sector: Camcycle and Neighbourhood Watch, a representative of the Police and Crime Commissioner for Cambridgeshire and Peterborough, and relevant City Councillors. There has been continuing success of the multi- agency approach to make a real impact undertaken around 3 areas:



[Register](#) | [Reduce](#) | [Report](#)

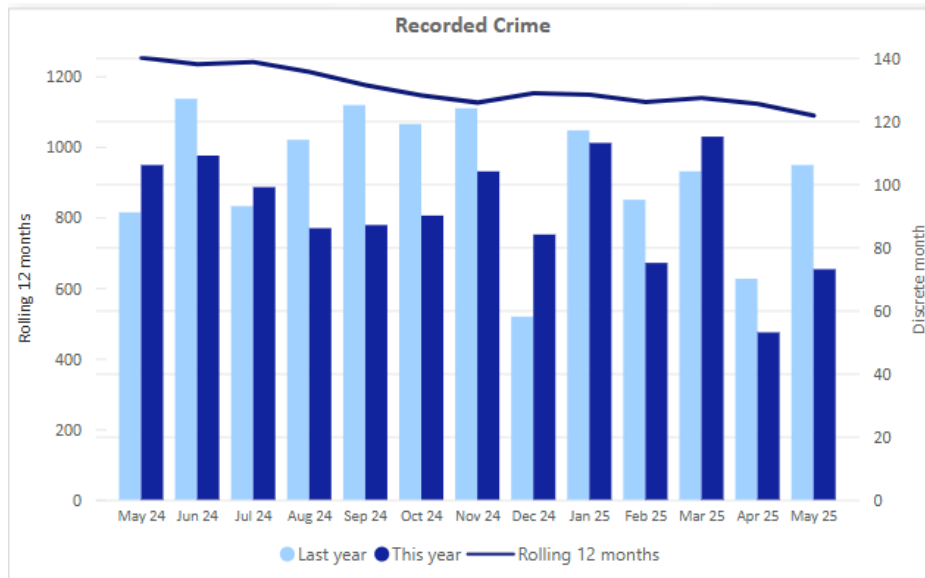
1) Education – ‘[Save Our Cycles](#)’ Campaign, led by Task Group member Camcycle.

2) Infrastructure – security improvements to strengthen user confidence and prevent cycle related crime. This has included joint investment in CCTV enhancements and work by rail operator Greater Anglia at the city railway stations.

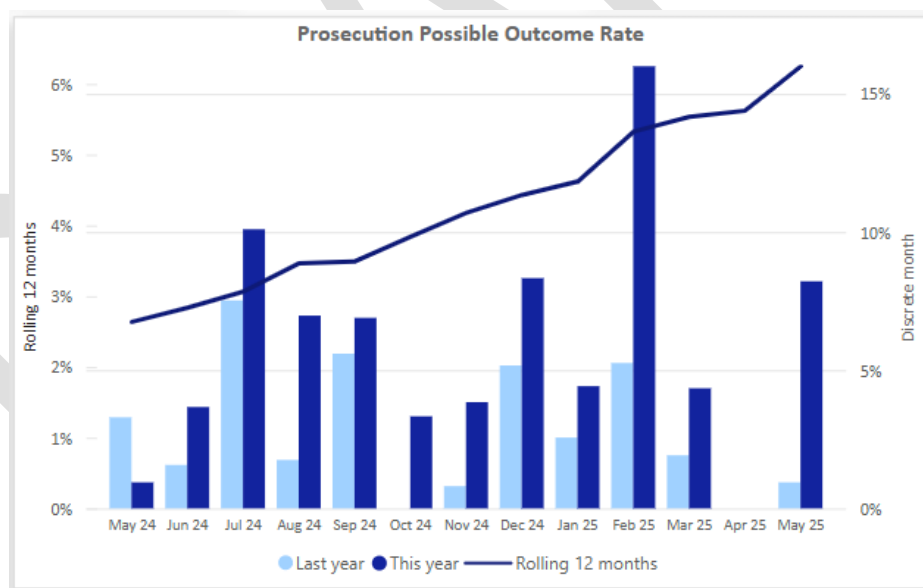
3) Enforcement – Police led enforcement work continues providing crime prevention advice as well. The public are asked to report any crimes directly to the Police online using the link: <https://www.cambs.police.uk/report/Report-Shared/Report-a-crime> or by calling 101, so they are officially recorded on the Police database.

- For 1 April 2024 - 31 March 2025, Cambridge Police ran monthly cycle marking events for the public across the city, with multiple events with the University each day for a week during intensive periods such as Freshers Fair.
- 2,802 bikes were registered on the national cycle database, BikeRegister, in the Cambridge area (CB1 to CB5) between 1 April 2024 and 31 March 2025. This is in comparison to 2,210 bikes registered on BikeRegister between 1 April 2022 and 31 March 2023.
- For 1 April 2024 - 31 March 2025, there are an unrecorded large number of recovered cycles and approximately 30+ cycles have been returned to their owners following online appeals for owners to come forward. The Police has been able to return 15 marked bicycles that have been stolen to their respective owners.

- The graph below shows the month and year with the number of bikes stolen from May 2024 until end of May 2025:



- The graph shows the positive outcome rate for prosecutions from May 2024 until end of May 2025:



The Task Group continues to work with partners and actively seeks to expand community consultation. For example, the Group has been working with Anglia Ruskin University SHoKE (**S**tudents at the **H**eart of **K**nowledge **E**xchange) Scheme looking at reporting processes.

Q: What other projects were Cambridge CSP involved in?

A: The Cambridge CSP were involved in:

- **VAWG retail posters** - Following some incidents in the city, Cambridge City Council, Cambridge Police, and Cambridge Rape Crisis Centre joined together to create a new poster resource for retail staff, highlighting examples of sexual harassment and predatory behaviour with what support is available if someone is subject to these behaviours. Agencies involved hoped that the poster resource highlights that these behaviours do not have to be tolerated and are indeed a form of sexual harassment.
- Continuing to support research led by Dr Mirna Guha at Anglia Ruskin University: '**Investigating the needs and vulnerabilities of Asian women around Domestic Abuse in the East of England to strengthen service provision and responses**'. This included collaborating on specialist training aimed at senior leaders on identifying, understanding, and increasing access to safety in the lives of Black and racialised survivors in Cambridge.

Q: How does Cambridge CSP link into local, countywide, and national strategy?

A: The Cambridge CSP Member organisations were involved in:



Strong partnership work with licensed premises and businesses. This included achieving [Purple Flag award](#) for the evening and night-time economy, Cambridge City having first achieved this in 2019.

- Continuing implementation of the [Domestic Abuse Act 2021](#) which includes supporting the work of local services as well as [Cambridgeshire and Peterborough Domestic Abuse and Sexual Violence \(DASV\) Partnership](#). The County Violence Against Women and Girls (VAWG) Needs Assessment informed the [Domestic Abuse and Sexual Violence Strategy 2024-27](#).
- The county [Vision Zero Partnership](#) committed to preventing all road deaths across Cambridgeshire and Peterborough and to significantly reduce the severity of injuries and subsequent costs and social impacts from road traffic collisions.
- Cambridge City Council [Transformation Cambridge Together](#) project and companion piece Cambridge [State of the City Report](#). Qualitative data provided 'the rich picture' and framework for a dashboard, which provides a data-led overview of the city and comparisons to other cities in England and Wales. Cambridge CSP received presentations on the County Youth Survey (2024/25) and Access to Nature for Teenage Girls in Cambridge (October 2024) research by Women In Sport commissioned by Cambridge City Council.

- The Cambridge CSP is represented on the **Cambridgeshire Countywide High Harms Board**, which is chaired by the Police and Crime Commissioner. This Board focuses on high harm issues such as drugs, serious violence, violence against women and girls (VAWG), and links into county and local delivery groups as well as national strategy such as:
 - [A new Police and Crime Plan for Cambridgeshire and Peterborough \(2025-2028\)](#)
 - [Serious Violence Duty](#) in accordance with the Police, Crime, Sentencing and Courts Act 2022
 - Cambridgeshire and Peterborough [Serious Violence Duty Needs Assessment](#) (2024)
 - The 10-year national drugs strategy: [From harm to hope: A 10-year drugs plan to cut crime and save lives](#)
 - [Tackling Violence Against Women And Girls](#) (VAWG) strategy.

Q: How does the Cambridge CSP know whether these priorities are working to reduce crime and ASB (Anti-Social Behaviour)?

A: The Cambridge CSP requires the lead officer for each priority to provide a progress report at meetings of the Cambridge CSP. These meetings are usually open to the public and details of each meeting, as well as copies of all the papers to be discussed, are made available on the Cambridge CSP's webpage on the City Council's website:
<https://www.cambridge.gov.uk/cambridge-community-safety-partnership>.

Q: Where can I get further information about the Cambridge CSP and the work it does?

A: You can get further information about the Cambridge Community Safety Partnership by visiting the Cambridge City Council's website:
<https://www.cambridge.gov.uk/cambridge-community-safety-partnership>.

Alternatively, you can contact the Community Safety Partnership Support Officer on 01223 457950 or email: community.safety@cambridge.gov.uk.

Useful Contacts

Antisocial behaviour team: For information and reporting antisocial behaviour (ASB)



01223 457950



<https://www.cambridge.gov.uk/report-antisocial-behaviour>



asbsection@cambridge.gov.uk

CAMBAC - Cambridge Business Against Crime



<http://cambac.co.uk>

Cambridgeshire Constabulary



101 (Non-emergency) / 999 (Emergency)



<http://www.cambs.police.uk>

Domestic violence directory



<https://www.cambridge.gov.uk/domestic-violence-directory>

Advice for people affected by domestic abuse



<https://www.cambridge.gov.uk/advice-for-people-affected-by-domestic-abuse>

Environmental health issues



01223 457900



<https://www.cambridge.gov.uk/report-a-noise-issue>

First Response Service: Puts mental health first: 24-hour access, 7 days a week, 365 days a year, to mental health care, advice, support, and treatment



111, then press option 2



<https://www.cpft.nhs.uk/helpinacrisis>

Hate crime against race, faith, gender, sexuality, disability, and age



<https://www.cambs.police.uk/ro/report/hate-crime/triage/v1/report-hate-crime>

Personal safety advice for young people



101 (Non-emergency) / 999 (Emergency)



<https://www.cambs.police.uk/studentsafety>

Public Health Joint Commissioning Unit



Email: publichealth.adminteam@cambridgeshire.gov.uk

To: Cambridge Community Safety Partnership Board
From: Louise Walker
Subject: Community Safety Fund 2024/25 – End of Year Financial Report

1. Purpose of the report

- 1.1 To present the 2024/25 end of financial year report to the Board members.
- 1.2 To advise the Board of the balance of Pooled Fund available for future expenditure.

2. Background (Community Safety Fund)

- 2.1 The 2024/25 funding available for Cambridge CSP was £39,372.90:
 - Crime and Disorder Reduction Grant from the Police and Crime Commissioner (PCC): Supporting local problem solving and community engagement 2022/25 for a Community Problem Solving Co-ordinator, who is hosted in the Cambridge City Council Community Safety Team:
Year Four instalment = £33,750.00
 - Balance of Pooled Fund = £5,622.90.
 - Also, on behalf of Cambridge CSP, the Community Problem Solving Co-ordinator submitted successful project bids during the year to the PCC's Safer Communities Fund and the Serious Violence Duty Fund, which amounted to £36,850.00.
- 2.2 Details of the funding and actual spend are in Appendix A.
- 2.3 The balance of the Pooled Fund available to Cambridge CSP for 2025/26 is **£5,622.90**. This has not changed since 2022/23 due to meetings being held online, no charge for the meeting venue or refreshments, or additional projects funded.

3. Recommendation

- 3.1 That the Board notes the end of year financial report for 2024/25.

Further Information:

Louise Walker
Community Safety Partnership Support Officer
Cambridge City Council

Cambridge Community Safety Partnership Appendix A		
End of Year Financial Report 2024/25		
Available Funding 2024/25		
Allocation from the Police and Crime Commissioner for		
Putting Communities First: Community Problem Solving Co-ordinator		
Year 4 2024/2025	£33,750.00	
CSP Pooled Fund B/fwd	£5,622.90	
Total available funding	£39,372.90	
Police and Crime Commissioner (PCC) Funded Projects with		
applications submitted by the Problem Solving Coordinator		
Safer Communities Grant		
Retail Packs - crime prevention and support pack for retail workers	£5,000.00	
Abbey Ward film project	£4,840.00	
Serious Violence Duty Grant		
Cambs Against County Lines video licence	£7,000.00	
After School Diversionary Activity delivered by Romsey Mill	£16,510.00	
Delivering Pledge Programme with Cambridge United Foundation	£3,500.00	
Total PCC Funded Projects Spent	£36,850.00	
Cambridge Problem Solving Co-ordinator salary and on costs	£33,750.00	
Total amount remaining in CSP Pooled Fund	£5,622.90	
following other expenses including meeting costs		
Total remaining for 2025/26	£5,622.90	

CAMBRIDGE COMMUNITY SAFETY PARTNERSHIP

TERMS OF REFERENCE

1. Foreword

a) The following values and strategic drivers are key to the Cambridge Community Safety Partnership ("Cambridge CSP"):

- ❑ We will be responsible for an overarching strategic framework¹ for reducing crime and improving community safety in Cambridge;
- ❑ We will ensure that all partner agencies² work together and ensure the work of each agency is "joined up" and that our performance is effectively managed;
- ❑ We will ensure that our work is linked to national and county priorities and research, including the Police Reform and Social Responsibility Act 2011, the Localism Act 2011, Anti-social Behaviour, Crime and Policing Act 2014, and Police, Crime, Sentencing and Courts Act 2022, with particular reference to the Serious Violence Duty, to best serves the people of Cambridge;
- ❑ We will take an intelligence-led process to our business and ensure problem solving³ is a tool used to address issues;
- ❑ We will engage⁴ with the community as a whole, encouraging people to become involved with reporting and tackling crime and disorder in Cambridge;

¹ Senior managers will be responsible for ensuring their organisations and agencies deliver against this framework.

² Anglia Ruskin University, British Transport Police, Cambridge Business Against Crime, **Cambridge City Council**, ~~Cambridge Council for Voluntary Services~~ Support Cambridgeshire (merger of ~~Cambridge Council for Voluntary Service (CCVS)~~ and ~~Hunts Forum~~), Cambridge University Hospitals NHS Foundation Trust, Cambridgeshire & Peterborough NHS Foundation Trust, **Cambridgeshire Constabulary**, **Cambridgeshire County Council**, **Cambridgeshire Fire & Rescue Service**, **Cambridgeshire and Peterborough Integrated Care Systems**, Office of the Cambridgeshire Police and Crime Commissioner, ~~The National Probation Service~~ and University of Cambridge. Those shown in **bold** are the statutory agencies.

³ Problem solving is a means of harnessing all agencies and the community (including the two Cambridge Universities) itself to reduce crime, disorder and anti-social behaviour by identifying the root cause of problems, finding a sustainable solution that removes the cause and thus ultimately reducing the demands made on the Cambridge CSP.

⁴ Policing and Safer Neighbourhoods is the driving force for the Cambridge CSP's engagement work.

- ❑ We will also engage with other partnerships on issues that relate to Cambridge both at the area and citywide level;
- ❑ We will allocate funding using transparent procedures and based on available evidence; and
- ❑ We will work to ensure that our human and financial resources are used as effectively as possible, by monitoring and evaluating our work.

b) The following are the priorities of the Cambridge CSP for **2025-27**.

The details for the priorities are in the Cambridge Community Safety Plan **2025-27**:

- **Priority 1: Preventing Violence and Exploitation**
- **Priority 2: A Neighbourhood Approach**
- **Priority 3: Tackling Acquisitive Crime**

2. Agencies represented on the Cambridge CSP are responsible for:

- a) Appointing a representative (“member”) to attend meetings and events hosted by the Cambridge CSP, and to act as the contact point between other agencies;
- b) Ensuring that their member is well briefed on their roles and responsibilities and has received a proper handover briefing when there has been a change of membership; and
- c) Contributing to multi-agency problem solving on the crime and disorder issues identified within the Community Safety Plan **2025-27** (“CS Plan”), ensuring that relevant members contribute to any working groups set up by the Cambridge CSP.

3. Members⁵ are responsible for:

- a) Contributing to the work and development of the Cambridge CSP;
- b) Ensuring their respective agency is effectively considering community safety in the way it delivers its services;
- c) Identifying the resources their agency can bring to bear on the problems identified by the Cambridge CSP;
- d) Attending all Cambridge CSP meetings, ensuring that all relevant agenda papers

⁵ Some members will be Board members – see “Voting”.

are read and understood;

- e) Ensuring that any reports for discussion by the Cambridge CSP are forwarded to the Community Safety Partnership Support Officer by whatever deadline is set, advising of any that are confidential and require appropriate handling;
- f) Feeding back from Cambridge CSP meetings to their respective agency, ensuring all relevant people are aware of its work and the Plan;
- g) Advising the Cambridge CSP of any community safety issues arising from their respective agencies; and
- h) Ensuring that their respective agency complies with requirements of the Crime and Disorder Act 1998 and the Police and Justice Act 2006 to supply non-personal data to the Research Group, Cambridgeshire County Council, and other member agencies in order to deliver evidence-based decision making.

4. The Cambridge CSP is responsible for:

- a) Commissioning the Research Group to undertake Strategic Assessments;
- b) Agreeing the annual refresh of the CS Plan, using the Strategic Assessments as a basis for decision-making;
- c) Setting objectives and targets within the CS Plan that are SMART⁶ and based on a problem-solving approach;
- d) Commissioning and financing projects to tackle problems identified by the Strategic Assessments;
- e) Allocating grant funding, awarded to the Cambridge CSP, in line with the conditions of grant, in order to further the objectives of the CS Plan;
- f) Monitoring achievement against the objectives and targets identified in each Task Group's Action Plan and challenging lack of progress, where appropriate⁷;
- g) Evaluating the success of Cambridge CSP initiatives and disseminating the lessons learnt; and
- h) Working with the Cambridgeshire Police and Crime Commissioner to ensure that the Community Strategy and CS Plan are complementary to each other.

⁶ Specific, Measurable, Achievable, Relevant, Time-based

⁷ See role of the "Vice Chair"

5. The Chair is responsible for:

- a) Convening and the procedural role of chairing meetings of the Cambridge CSP, ensuring that it gets through the business on the agenda and takes clear decisions on recommendations made by majority vote;
- b) Ensuring that, prior to conducting the business of each meeting, the general public (where present) are reminded of the “Information for the general public and media representatives” printed on the back of the Agenda;
- c) Representing⁸ the Cambridge CSP at other meetings and acting as the “public face” of the Cambridge CSP when dealing with the media.

6. The Vice Chair is responsible for:

- a) Chairing meetings of the Cambridge CSP in the absence of the Chair;
- b) Representing the Chair at other meetings and acting as the public face of the Cambridge CSP when dealing with the media, where appropriate and advised;
- c) Conducting preparatory work, with the Research Group, to contextualise current Cambridge CSP performance;
- d) Acting as a “Champion” for the Strategic Assessment process to ensure that information required to build a profile of the community and its needs is available to the Research Group;
- e) Taking ownership of the performance management process and reviewing this at Cambridge CSP meetings; and
- f) Working to improve business processes that support delivery against the agreed priorities.

7. Voting

- a) The Chair will, where a report seeks Board approval of a recommendation, call for a show of hands of those Board members present, taking into account any votes notified to the Community Safety Partnership Support Officer from those Board members not present and not represented⁹;
- b) Each representative agency is entitled to **one vote only**; and
- c) In the event of a tie, the Chair has the deciding vote.

⁸ The Chair may delegate to the Vice Chair or an appropriate member where potential conflicts of interest or dual roles may occur.

⁹ For the purposes of voting, representatives attending meetings on behalf of absent Board members will be deemed as Board members

8. The **Multi-Agency Steering Group**, which consists of representatives for Cambridge City Council, Cambridgeshire Constabulary, Cambridgeshire Fire and Rescue Service, Cambridgeshire County Council, ~~their Policy and Insight Team, Cambridgeshire Research Group~~ and includes Priority Lead Officers, is responsible for:

- a) Leadership and governance of the Cambridge CSP;
- b) Providing professional advice, support and recommendations to the Cambridge CSP to enable it to fulfil the responsibilities outlined above;
- c) Managing the agenda for Cambridge CSP meetings (in consultation with the Chair) to ensure that work is sensibly programmed throughout the year and that Board members have the briefings they need to make informed decisions;
- d) Managing the bidding and commissioning process for any grant funding streams available to the Cambridge CSP, making recommendations to Board members on the projects to be funded in line with the conditions of grant and the objectives set out in the CS Plan;
- e) Drafting the annual refresh of the CS Plan and providing advice on relevant SMART objectives and targets;
- f) Providing advice and support to any working groups set up by the Cambridge CSP.

9. The **Community Safety Partnership Support Officer** is responsible for (in addition to the usual secretariat duties):

- a) Ensuring Cambridge CSP meetings are advertised on the City Council's website in good time and that the agenda and reports are posted within five working days of each meeting;
- b) Ensuring that the Chair is notified of any questions to be raised prior to each meeting;
- c) Ensuring agreed actions are taken forward between meetings;
- d) Writing an Annual Review on the work of the Cambridge CSP and making sure that information about the Cambridge CSP is publicised via the web and other appropriate mechanisms;
- e) Providing induction support and materials for new members; and

- f) Monitoring the performance of working groups to enable the Vice Chair to have up to date information to either inform assessment of their achievements or to provide evidence to challenge failings, where appropriate.

10. For further information, visit [Cambridge Community Safety Partnership](#).

To: Cambridge Community Safety Partnership Board
From: Louise Walker
Subject: Cambridge Community Safety Partnership Timetable for 2025/26

1. Purpose of the report

- 1.1 To agree the Cambridge Community Safety Partnership Timetable.
- 1.2 To obtain Board members' approval of the recommendation as presented.

2. Background

- 2.1 The timetable presented here takes account of the work involved in implementing the Community Safety Partnership (CSP) Plan, including having Strategic Assessments that has current data and allows for consultation for the annual update of the CSP Plan.
- 2.2 The timetable reflects the Cambridge Community Safety Partnership (CCSP) agreement to hold three meetings a year in February, July, and October. In addition, a development session held in late November / early December.
- 2.3 The proposed CCSP Timetable is for meetings to be held on
 - Tuesday 21 October 2025 from 10:00-13:00
 - Tuesday 9 December 2025 from 10:00-13:00 – Development session
 - Tuesday 24 February 2026 from 10:00-13:00
 - Tuesday 7 July 2026 from 10:00-13:00

3. Recommendations

- 3.1 That the Board agrees the timetable as set out or suggests amendments.

Further Information:

Louise Walker
Community Safety Partnership Support Officer
Cambridge City Council

Cambridge CSP Timetable 2025/26

May 2025	June 2025	July 2025	August 2025	Sept 2025	October 2025	November 2025	December 2025	January 2026	February 2026	March 2026	April 2026
<i>Ongoing data collection for Strategic Assessments (SA)</i>							<i>Development Session - Board and Members CSP: 09 RD: 25 Venue: TBC</i>				
		Cambridge CSP: 01 RD: 17 Jun Venue: Fire Station			Cambridge CSP: 21 RD: 07 Venue: TBC				Cambridge CSP: 24 RD: 10 Venue: TBC		July 2026 Cambridge CSP: 07 RD: 23 Jun Venue: TBC
	Cycle Crime Task and Finish Group: 03 Venue: Online	MASG: TBC Venue: Online		MASG: TBC Venue: Online Cycle Crime Task and Finish Group: 02 Venue: Online			Cycle Crime Task and Finish Group: 02 Venue: Online	MASG: TBC Venue: Online		Cycle Crime Task and Finish Group : TBC Venue : Online	MASG: TBC June / July 2026 Venue: Online

Quarter One - 1 April – 30 June
 Quarter Two - 1 July – 30 September
 Quarter Three – 1 October – 31 December
 Quarter Four – 1 January – 31 March

Key:
 MASG Multi-Agency Steering Group
 RD Report Deadline
 SA Strategic Assessment

Domestic Abuse Quarterly Performance Report 2024-25

Quarter 4: January – March 2025

Q4 Total referral data

	Total Referrals	Engagement	Repeats
IDVA Referrals (Cambridgeshire and Peterborough)	1268	63%	27%

For comparison, in Q4 2023-24 there were 961 referrals to IDVA Service

Q4 2024-25 Data breakdown

	Referrals	Engagement	Repeats	Referrals Q4 23-24
City	134	54%	40%	94
East	80	48%	39%	47
Fenland	103	56%	32%	71
Hunts	172	52%	54%	90
South	112	51%	29%	67
Peterborough	280	44%	28%	169
Health Cambs	74	65%	12%	95
Health Peterborough	9	56%	22%	35
CYP Cambs (covers age 13-19, up to 24 where the victim has special needs)	36	69%	47%	24
CYP Peterborough (as above)	7	71%	14%	6
A8 Cambs (victims from Eastern European)	26	73%	38%	18
A8 Peterborough (as above)	37	70%	38%	41
Housing Cambs	36	78%	6%	41
Housing Peterborough	22	85%	9%	15
EM IDVA (Ethnic Minority)	48	56%	10%	52
Stalking All	36	86%	39%	47
Out of County	56			8
Not yet allocated				41
Total	1268	Ave 63%	Ave 27%	961

Other relevant Q4 data

Agency	Q4 2024/25
Number of Daily MARAC (Multi-Agency Risk Assessment Conference) cases Cambs & Pboro	364
Police DA Incidents Cambs	2197
Police DA Incidents Peterborough	1225
Police DA Crimes Cambs average	73%
Police DA Crimes Peterborough average	79%
Male Victims	162
Disability	341
LGBTQ+	23

Other relevant information:

On Tuesday 6th May the Cambridgeshire and Peterborough DASV Partnership, including the Independent Domestic Violence (IDVA) Service and Multi-Agency Risk Assessment Conference (MARAC) separated across Cambridgeshire County Council and Peterborough City Council.

There are now two separate IDVA Services for Cambridgeshire and Peterborough. Full information on the changes has been shared to all partners and a PowerPoint presentation will also be shared with this report to all CSPs. In addition, our website has been updated with new referral links etc.

From 1st April 2025 Medium risk referrals from the police, where a crime has been raised are now being responded to by Peterborough Women's Aid, working in the Victim and Witness Hub. The handover period for this has meant delays in referrals being received and has affected engagement rates in most areas.

**Cambridgeshire and
Peterborough
Domestic Abuse and
Sexual Violence
Partnership
Restructure and
Decoupling**

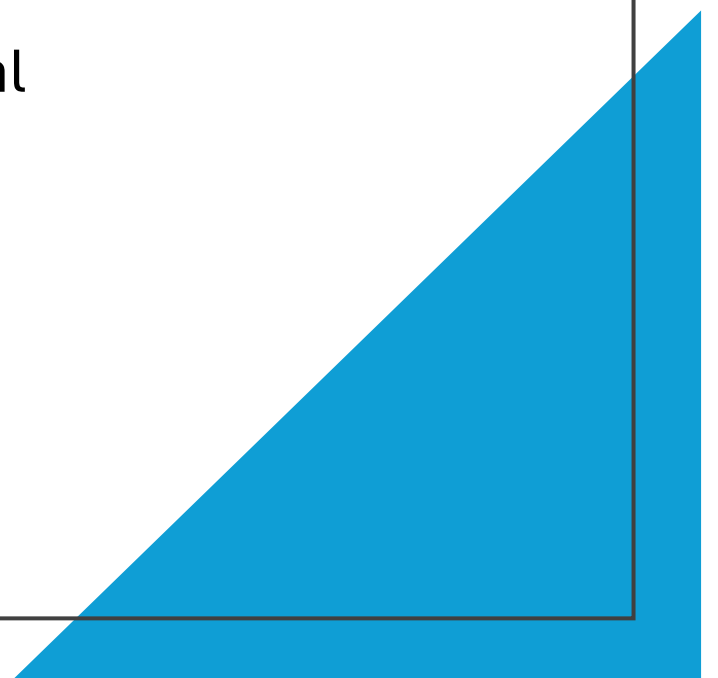
May 2025



**Cambridgeshire
& Peterborough
Domestic Abuse & Sexual
Violence Partnership**

On Tuesday 6th May the Cambridgeshire and Peterborough DASV Partnership, including the Independent Domestic Violence (IDVA) Service and Multi-Agency Risk Assessment Conference (MARAC) separated across Cambridgeshire County Council and Peterborough City Council.

In both areas the IDVA Service will have reduced referral pathways as follows



Cambridgeshire DASV and IDVA Team

- In Cambridgeshire referrals to the IDVA Service should be sent to via the electronic referral form on the Cambs DASV website (https://app.oasiscloud.co.uk/OASISDA/Core/Public/Referral/group_online_referral.aspx?apikey=fead33c8-eeff-41c7-9032-979b5a412c01) for the following:
 - High risk MARAC Referrals (Professional Judgement, Repeat, Escalation or Visible High Risk (17+ on DASH))
 - Referrals scoring 14-16 on DASH Risk Assessment with consent
 - Housing referrals from a Housing Provider/Association/Team at any risk level
 - Ethnic Minority referrals at any risk level
 - Young People's referrals at any risk level*
 - Stalking – high-risk*
 - Non-Domestic Abuse Related Stalking at any risk level*

* Working across Cambridgeshire and Peterborough.

Cambridgeshire DASV & IDVA Team (cont'd)

- **The service is no longer able to accept A8 (Eastern European) or Health referrals (unless meeting high risk criteria).**
- The Cambridgeshire team will also continue to take referrals from the police Out of Court Disposal team for victims where a perpetrator has been given a conditional caution.
- Cambridgeshire MARACs will continue to be held on Wednesday and Fridays. The Cambridgeshire IDVA team can be contacted on idva.referrals@cambridgeshire.gov.uk 07880 015981
- Cambridgeshire DASV Team will continue to coordinate Domestic Abuse Related Death Reviews (DARDRs) on behalf of the six Community Safety Partnerships (CSP) in the county.

Young Person's IDVAS

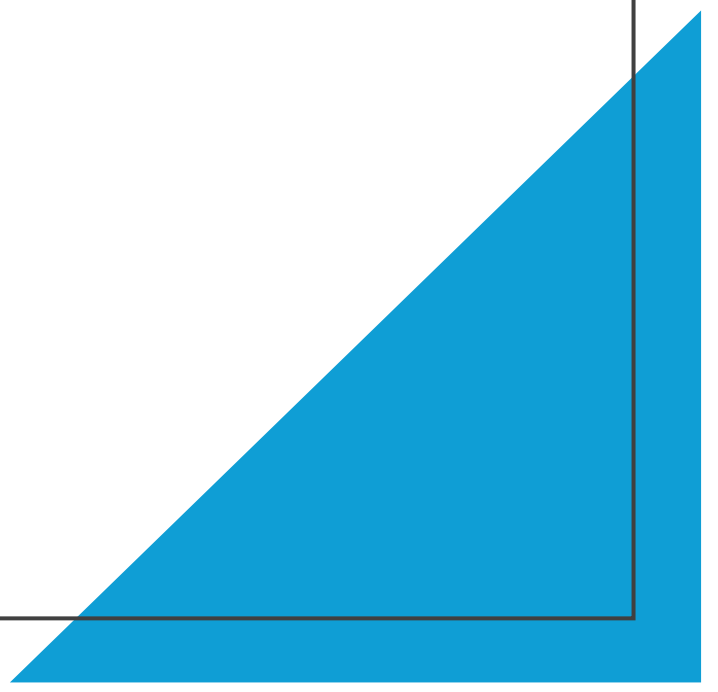
- The Cambridgeshire service includes a Young Person's IDVA who will work across both Cambridgeshire and Peterborough. High risk referrals should be sent to the relevant team (Cambs or Peterborough).
- Medium or standard referrals should be sent to idva.referrals@cambridgeshire.gov.uk . The criteria for referrals has changed slightly and the YP IDVAs will now work with young people experiencing abuse in their own intimate relationships who fit the following:
 - Aged 13-17
 - Ex Looked After Children up to age 21

Independent Stalking Advocacy Caseworkers

- The Cambridgeshire team also includes two Independent Stalking Advocacy Caseworkers (ISACs) who work across the whole county.
- They can accept high risk domestic abuse stalking cases – these should initially be sent to the relevant geographical team.
- They also take non-domestic abuse stalking cases at any risk levels. Most of these cases will be referred via the police but anyone wishing to refer should contact the Victim and Witness Hub [Victim Services | Victim and Witness Hub](#).

Cambridgeshire Management Team

The Cambridgeshire Management Team is comprised of the following:

- Head of Service – Julia Cullum
 - Safe Accommodation Programme Manager – Danae Evans
 - Domestic Abuse and MARAC Manager – Lesley Rich
 - IDVA Team Managers – Deirdre Reed and Shelley Morris
 - Domestic Abuse Health Strategic Lead – Amanda Warburton
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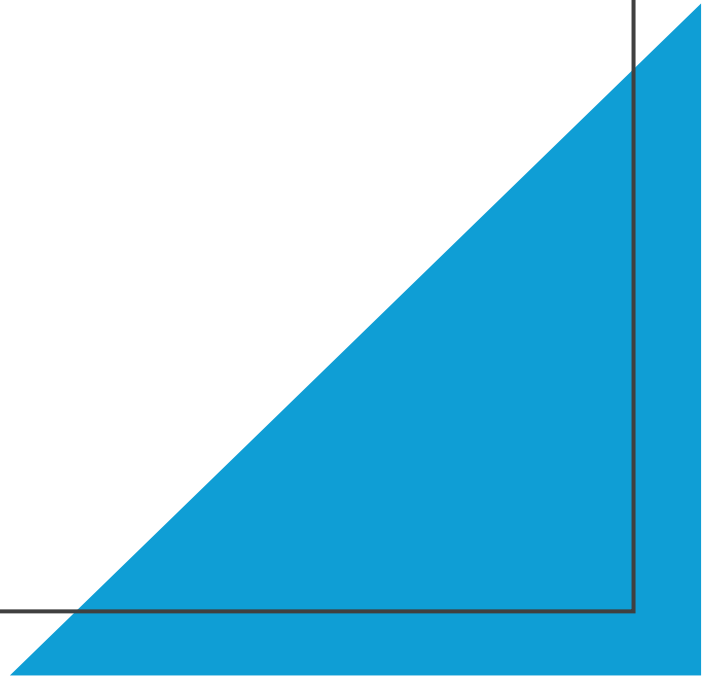
Peterborough DASV and IDVA Team

- In Peterborough referrals to the IDVA Service or MARAC should be sent via the electronic referral form on the Cambs DASV website (https://app.oasiscloud.co.uk/OASISDA/Core/Public/Referral/group_online_referral.aspx?apikey=bdd11953-8110-46db-b28b-f4938e6d3b7e) for the following:
 - High risk MARAC Referrals (Professional Judgement, Repeat, Escalation or Visible High Risk (17+ on DASH))
 - Referrals scoring 14-16 on DASH Risk Assessment with consent
 - Housing referrals from a Housing Provider/Association/Team at any risk level
 - Eastern European referrals at any risk level
- Peterborough MARACs will continue to be held on Tuesdays. The Peterborough IDVA team can be contacted at peterboroughidvas@peterborough.gov.uk or telephone 07983 345580.

Peterborough Management Team

The Peterborough DASV Management team is as follows:

- DASV Partnership Manager – Vickie Crompton
- Senior IDVA – Annette Chandler



**More details of specific criteria
for each service can be found on
the professionals' tab on our
website at**

www.cambsdasv.org.uk

