

Crown Premises' Fire Safety Inspectorate

**Crown Premises' Fire Safety Inspectorate
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GUIDANCE ON E-BIKES IN THE WORKPLACE

The increasing use of electrically assisted pedal cycles (e-bikes) presents emerging challenges for fire safety regulation. While e-bikes provide a sustainable and accessible mode of transport, their reliance on lithium-ion battery technology introduces significant risks when storage and charging are not appropriately managed.

The Crown Premises' Fire Safety Inspectorate (CPFSI) recognises that Government employees are able to purchase e-bikes through the Cycle to Work Scheme and may reasonably expect to bring these into the workplace for security and protection against theft. However, such arrangements must be carefully controlled, with both the employee and employer accepting defined levels of responsibility to ensure that fire safety is not compromised.

E-bike fires present a credible and growing risk, with the three most common causes being:

1. Unsafe or uncontrolled charging processes.
2. Damage to the battery pack, either through impact or poor performance.
3. Unauthorised home conversions or adaptations of conventional bikes.

It should be noted that purpose-built-e-bikes manufactured by reputable suppliers are required to comply with the Electrically Assisted Pedal Cycle (EAPC) standards and legal requirements [EAPC standards and legal requirements - GOV.UK](#) and [Riding an electric bike: the rules - GOV.UK](#)

Responsibilities of Employees

Article 23 of the Regulatory Reform (Fire Safety) Order 2005 (the Order) places a duty on employees to take reasonable care for the safety of those who may be affected by his acts or omissions at work and to cooperate with his employer in complying with any duty or requirement imposed by the Order (Specific offence Article 32(2)a).

In the event of an e-bike fire which places people at risk of serious injury it could, therefore, be a criminal offence if an employee, was charging the battery pack whilst at work, they have knowingly brought a E-Bike with damage to the battery pack or a Home converted E-Bike into a Government building.

Employees must:

1. Only bring e-bikes that comply with EAPC standards.
2. Follow all workplace policies for storage.
3. Inspect equipment regularly and report any signs of battery damage or malfunction.
4. Battery packs must be left attached to the bike and not taken further into the workplace.

In addition at **home**, never leave batteries charging unattended or attempt unauthorised modifications.

Control measures to be considered by the employer

1. Conduct a suitable and sufficient fire risk assessment that explicitly considers the risks posed by e-bikes and lithium-ion batteries.
2. Not every site will have infrastructure to enable the storage of cycles, either inside or outside of a premises. Where the option of storage is available then E-Bikes should ideally be stored in a dedicated external storage space, however where this is not possible they should be located in a suitably fire resistant room which is also equipped with appropriate automatic fire detection. These rooms should ideally be at the access level for the fire and rescue service.
3. Government Departments should have an E-Bike policy covering the safe storage and expectations of staff to comply. (consideration of asking staff to sign an agreement/compact containing conditions for bringing an E-Bike on site).
4. Where there is only one means of escape for the building, consideration should be given to not locating a storage facility which opens directly onto the means of escape.
5. Only EAPC compliant E-Bike are legal for use on UK roads provided they meet the relevant compliance requirements. However, where staff are permitted to bring EAPCs onto the premises, this should be reflected within the sites Fire Risk Assessment to ensure any associated fire safety risk are appropriately considered and controlled.

EAPCs must be marked with important information either on a plate or on the EAPC itself.

If the EAPC has a plate, it must be fitted securely in a clear and accessible position. The plate must show the:

- manufacturer's name
- maximum continuous rated output of the motor
- nominal voltage of the battery

If the EAPC doesn't have a plate, it should be visibly and durably marked with the:

- manufacturer's name
 - maximum continuous rated output of the motor
 - maximum speed at which the motor can propel the vehicle in mph or kilometres per hour (kph)
6. Appropriate warning signage on the door of the storeroom.
 7. Plans showing the location of the storeroom for the responding Fire and Rescue Service.

8. Communicate responsibilities to staff and ensure compliance is monitored, appropriate staff training for those who investigate fire alarm activations.
9. Although E-Bike stores are not specifically included in the list of Places of Special Fire Hazard identified in Approved Document B, the required provisions for such rooms may assist Responsible Persons in making decisions on the location and provisions of the storage space.

Please note this list is not exhaustive but does indicate the areas that CPFSI will be considering during an inspection.

CPFSI

Other guidance

London Fire Brigade [Fire Safety Guidance Note GN103 - Guidance and principles for the charging and storage of electric powered personal vehicles \(london-fire.gov.uk\)](https://www.london-fire.gov.uk/guidance-and-principles-for-the-charging-and-storage-of-electric-powered-personal-vehicles)

Approved Document B Volume B: Buildings other than dwellings. [Approved Document B volume 2 Buildings other than Dwellings 2019 edition incorporating 2020 2022 and 2025 amendments collated with 2026 and 2029 amendments](#)