# London hospitals see surge in e-bike injuries prompting calls for stricter regulation



Surgeons at the Royal London Hospital in Whitechapel have raised alarms over a significant rise in e-bike-related injuries, warning of a "massive burden" on hospital resources. Over the past six months, the orthopaedics trauma ward has treated approximately 150 patients with injuries linked to e-bike accidents. Cases have included severe trauma such as a 32-year-old man with a broken leg and a six-year-old girl suffering multiple fractures after being hit by an electric bike.

The increasing prevalence of e-bikes in London is a major factor behind the surge. These bikes, which feature rechargeable batteries and electric motors, are generally heavier and faster than traditional bicycles. Their popularity surged recently as commuters sought alternatives amid strikes disrupting London’s Tube services. For instance, the e-bike company Lime reported a rise of over 50% in trip numbers during rush hours, with usage climbing further to three-quarters by midweek. Surgeons say the higher speeds and mass of e-bikes lead to more severe injuries when accidents occur, with falls often resulting in complex fractures.

Consultant surgeon Jaison Patel underscored the pressure these injuries place on the NHS, stating, "If we can reduce the number of patients coming in with these sorts of injuries, it would be great for the patients obviously, but also takes massive pressure off us in the NHS." His colleague Nick Aresti added that the trauma caused by e-bike accidents can significantly impact recovery, leaving many struggling to regain normal function. Both called for stricter industry regulation to improve safety standards.

Current UK law permits anyone aged 14 or over to ride an electric bike classified as an Electrically Assisted Pedal Cycle (EAPC), which must adhere to specific conditions. These include a maximum motor power output of 250 watts and motor assistance that cuts out at speeds above 25 km/h (15.5 mph). The motor is only activated when the rider pedals, and there is no licence or helmet requirement. These regulations, aimed at distinguishing e-bikes from more powerful motorised vehicles, have been outlined by bodies such as Cycling UK and Cycling Electric, emphasizing compliance to ensure rider safety.

However, some stakeholders urge caution regarding tighter regulations. Duncan Dollimore, head of campaigns at Cycling UK, which is affiliated with the Electric Bike Alliance, highlighted the wider benefits of cycling for public health. He noted that while incidents involving hired e-bikes have seen a slight rise, the positive health impact outweighs risks by an estimated 20 to one. Dollimore pointed out that physical inactivity costs the NHS around £7.4 billion annually, but cycling saves the health service approximately £1 billion.

Meanwhile, city officials are advocating for enhanced powers to regulate e-bike use. Will Norman, London's walking and cycling commissioner, noted that forthcoming legislation, such as the English Devolution and Community Empowerment Bill currently progressing through parliament, could grant cities like London more control over e-bike safety, parking, and battery security. Norman expressed optimism that these steps would help make e-bikes safer and better integrated into urban transport systems.

As e-bikes become ever more popular with commuters and recreational cyclists alike, balancing their health and environmental benefits with safety concerns remains a key challenge. The debate continues on the best strategies to reduce injuries without discouraging cycling's many advantages, especially in congested urban areas.

### 📌 Reference Map:

* Paragraph 1 – [[1]](https://www.independent.co.uk/news/uk/home-news/e-bike-crash-accident-injuries-surgeons-b2824997.html), [[2]](https://www.independent.co.uk/news/uk/home-news/e-bike-crash-accident-injuries-surgeons-b2824997.html)
* Paragraph 2 – [[1]](https://www.independent.co.uk/news/uk/home-news/e-bike-crash-accident-injuries-surgeons-b2824997.html), [[2]](https://www.independent.co.uk/news/uk/home-news/e-bike-crash-accident-injuries-surgeons-b2824997.html)
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## Bibliography

1. <https://www.independent.co.uk/news/uk/home-news/e-bike-crash-accident-injuries-surgeons-b2824997.html> - Please view link - unable to able to access data
2. <https://www.independent.co.uk/news/uk/home-news/e-bike-crash-accident-injuries-surgeons-b2824997.html> - Surgeons at the Royal London Hospital in Whitechapel have reported a significant increase in e-bike-related injuries, describing them as a 'massive burden' on healthcare services. Over the past six months, the orthopaedics trauma ward has treated 150 cases stemming from e-bike accidents, including a 32-year-old with a broken leg and a six-year-old girl with multiple fractures. The hospital's trauma ward has seen a surge in e-bike accident cases, highlighting the severity of injuries associated with these vehicles. Surgeons attribute the severity of injuries to the higher speeds at which individuals fall off e-bikes, leading to more serious fractures and trauma. The rising number of e-bike injuries is placing substantial pressure on hospital resources and staff, prompting calls for better regulation and safety measures in the e-bike industry. Surgeons advocate for improved regulations to mitigate the increasing number of e-bike-related injuries and alleviate the strain on healthcare facilities. The article underscores the urgent need for enhanced safety protocols and regulatory oversight in the e-bike sector to protect riders and reduce the burden on medical services.
3. <https://www.cyclinguk.org/cyclists-library/regulations/eapc-regulations> - Cycling UK provides comprehensive information on the regulations governing Electrically Assisted Pedal Cycles (EAPCs) in the UK. EAPCs must meet specific criteria to be legally used on public roads and cycle paths. These criteria include a maximum motor power output of 250 watts, assistance limited to a maximum speed of 25 km/h (15.5 mph), and the requirement that the motor only provides assistance when the rider is pedalling. Additionally, riders must be at least 14 years old to operate an EAPC on public roads. The article also distinguishes between legal EAPCs and other motorised cycles, such as those exceeding the 250-watt power limit or providing assistance beyond 25 km/h, which are classified as mopeds or motorcycles and subject to stricter regulations. The guide aims to help cyclists understand the legal requirements for e-bikes to ensure compliance and safe riding practices.
4. <https://www.cyclinguk.org/article/electric-cycles-and-law-what-you-need-know> - Cycling UK outlines the legal requirements for electric cycles in the UK, focusing on Electrically Assisted Pedal Cycles (EAPCs). EAPCs must have a motor with a maximum continuous rated power of 250 watts and must not provide assistance when the bike reaches a speed of 25 km/h (15.5 mph). The motor must only provide assistance when the rider is pedalling, and riders must be at least 14 years old to use an EAPC on public roads. The article also clarifies that e-bikes exceeding these specifications are classified as mopeds or motorcycles, requiring registration, insurance, and a driving licence. The guide aims to inform cyclists about the legal status of electric cycles to ensure compliance and promote safe riding practices.
5. <https://www.cyclingnews.com/features/best-electric-bikes/> - Cycling News presents a comprehensive guide to the best electric bikes of 2025, covering various categories such as road, gravel, commuting, and budget segments. The guide highlights top models like the Specialized Turbo Creo 2 and Trek Domane+ SLR 9 for high-performance road riding, the Ribble Allgrit E AL and Canyon Grizl:ONfly for gravel enthusiasts, and compact, efficient options like the Brompton Electric C Line and Specialized Turbo Vado SL for urban commuters. It also features budget-friendly choices like the Co-op CTY e2.2 and the Aventon Level 2. The article emphasizes key considerations when choosing an e-bike, including riding purpose, budget, battery range, bike weight, storage options, and legal regulations by region. Additionally, it provides explanations of e-bike motor systems, battery capacity, and torque, offering a complete reference for potential buyers.
6. <https://www.cyclingelectric.com/in-depth/electric-bikes-and-the-law-e-bike-rules-and-regulations> - Cycling Electric provides an in-depth look at the laws and regulations governing electric bikes (e-bikes) in the UK. The article outlines the legal requirements for Electrically Assisted Pedal Cycles (EAPCs), including a maximum motor power output of 250 watts, assistance limited to a maximum speed of 25 km/h (15.5 mph), and the necessity for the motor to only provide assistance when the rider is pedalling. It also specifies that riders must be at least 14 years old to operate an EAPC on public roads. The article further distinguishes between legal EAPCs and other motorised cycles, such as those exceeding the 250-watt power limit or providing assistance beyond 25 km/h, which are classified as mopeds or motorcycles and subject to stricter regulations. The guide aims to help cyclists understand the legal landscape of e-bikes to ensure compliance and promote safe riding practices.
7. <https://www.theelectricbikeshop.co.uk/news/ebikes-and-uk-law/> - The Electric Bike Shop discusses the legal aspects of e-bikes in the UK, focusing on Electrically Assisted Pedal Cycles (EAPCs). The article outlines the main legal points, including the requirement for e-bikes to have pedals to propel them, a maximum motor power output of 250 watts, and assistance limited to a maximum speed of 25 km/h (15.5 mph). It also specifies that riders must be at least 14 years old to operate an EAPC on public roads. The article clarifies that e-bikes exceeding these specifications are classified as mopeds or motorcycles, necessitating registration, insurance, and a driving licence. The guide aims to inform riders about the legal requirements for e-bikes to ensure compliance and safe riding practices.