# City of London’s cycling fines surge as motorist offences go largely unchecked



In the City of London, a troubling imbalance in enforcement has come to light, illustrating a stark bias against motorists while seemingly turning a blind eye to cyclists. Recent figures reveal that cyclists are being fined at a rate ten times higher than motorists—284 cyclists caught running red lights compared to just 25 drivers. This disparity raises serious questions about the priorities of authorities, especially as cycling numbers surge by 50% over the past two years—a growth driven by politically motivated infrastructure projects and the reckless promotion of dockless hire bikes from companies like Lime.

City of London Police's so-called 'Safer City Streets' campaign claims to address anti-social cycling behaviour, but critics argue it is more about targeting law-abiding motorists than fixing the real dangers on the roads. Since the initiative launched in July 2025, enforcement efforts have disproportionately focused on cyclists, with frequent patrols and heavy-handed fines, while the often complacent response to motorist violations remains unchallenged. Meanwhile, pedestrians and motorists are rightly alarmed by the targeting of cyclists, which appears to serve a broader agenda rather than genuine road safety.

Studies from Lime, a major electric bike provider, highlight the alarming extent of the cycling crisis. Over half of London's cyclists admit to running red lights, with nearly one in six doing so regularly—yet the authorities continue to focus on penalising responsible cyclists rather than addressing the systemic failings in infrastructure and enforcement that enable dangerous driving practices by motorists. Despite widespread awareness of the dangers, a strong majority of cyclists support tougher penalties should be imposed—something the authorities have yet to do, favouring instead selective enforcement that seems more aligned with political posturing than public safety.

The police's aggressive crackdown, which includes issuing hundreds of fines and seizing illegal e-bikes and e-scooters, is presented as a road safety measure. However, critics argue it is less about promoting genuine safety and more about fulfilling political narratives intended to demonise cycling while neglecting the bigger picture: the need for proper infrastructure, responsible policing of motor vehicles, and a balanced approach that treats all road users equally. Last September’s five-day operation at Bank Junction, resulting in dozens of fines and seizures, illustrates this skewed focus—it targets vulnerable cyclists instead of confronting the reckless driving habits of many motorists.

Authorities and advocacy groups continue to spin the narrative of responsibility and safety, but their actions speak louder than words. The emphasis on cracking down on cyclists while largely ignoring the broader issues of motorist aggression and inadequate infrastructure reveals a clear bias that hampers any genuine effort to create safer streets. Industry insiders and safety experts call for a focus on responsible road sharing through better education, infrastructure investment, and fair enforcement, rather than punitive measures that disproportionately target those who are simply trying to adapt to increasingly congested urban roads.

With cycling and electric scooters increasingly prevalent, the authorities' heavy-handed approach risks alienating the very communities that could help transform the transport landscape into a safer, more responsible environment. Instead of fostering a culture of mutual respect and shared responsibility, the current strategy appears designed more to satisfy political narratives than to achieve meaningful safety improvements. True public safety requires fairness, balance, and enforcement that addresses all forms of road misconduct—something the current agenda, driven by ideological motives, continues to neglect at the expense of real progress.

Source: [Noah Wire Services](https://www.noahwire.com)

## Bibliography

1. <https://www.dailymail.co.uk/news/article-14871125/cyclists-motorists-fined-running-red-lights-City-London.html?ns_mchannel=rss&ns_campaign=1490&ito=1490> - Please view link - unable to able to access data
2. <https://www.cityoflondon.police.uk/news/city-of-london/news/2025/july/city-police-launch-summer-prevention-campaign-to-keep-the-streets-safer/> - In July 2025, the City of London Police launched the 'Safer City Streets' campaign, focusing on reducing anti-social behaviour, including cyclists running red lights. Since the start of 2025, 284 cyclists have been fined for not stopping at traffic lights, compared to 25 motorists. Cycling in the area has increased by over 50% in the past two years, leading to growing concerns from pedestrians, motorists, and cyclists themselves. ([cityoflondon.police.uk](https://www.cityoflondon.police.uk/news/city-of-london/news/2025/july/city-police-launch-summer-prevention-campaign-to-keep-the-streets-safer/?utm_source=openai))
3. <https://www.cityoflondon.police.uk/news/city-of-london/news/2024/april/nearly-one-thousand-cyclists-given-fixed-penalty-notices/> - Between July 2023 and April 2024, the City of London Police's Cycle Response Unit issued 944 fixed penalty notices to cyclists for running red lights or endangering others. The unit also seized 192 illegal e-bikes and e-scooters and made 80 arrests during this period. ([cityoflondon.police.uk](https://www.cityoflondon.police.uk/news/city-of-london/news/2024/april/nearly-one-thousand-cyclists-given-fixed-penalty-notices/?utm_source=openai))
4. <https://www.reuters.com/world/uk/cycling-city-london-rises-more-than-50-two-years-2025-04-28/> - Cycling in the City of London has surged by over 50% in the past two years, with daily cyclists increasing from 89,000 in 2022 to 139,000 in October 2024. This growth is attributed to new cycle paths, expanded routes, and a significant rise in dockless hire bike usage, particularly from providers like Lime and Forest. ([reuters.com](https://www.reuters.com/world/uk/cycling-city-london-rises-more-than-50-two-years-2025-04-28/?utm_source=openai))
5. <https://www.cityoflondon.police.uk/news/city-of-london/news/2023/september/crackdown-on-anti-social-behaviour-at-bank-junction/> - In September 2023, the City of London Police conducted a five-day operation at Bank Junction, issuing 77 fixed penalty notices to cyclists for running red lights and near misses. The operation also resulted in nine illegal e-bikes or e-scooters being seized and around 150 crime prevention messages being distributed to the public. ([cityoflondon.police.uk](https://www.cityoflondon.police.uk/news/city-of-london/news/2023/september/crackdown-on-anti-social-behaviour-at-bank-junction/?utm_source=openai))
6. <https://www.standard.co.uk/news/crime/cyclists-london-running-led-lights-met-police-crackdown-b1168569.html> - In 2023, an average of 11 cyclists per day were fined £50 for running red lights in London, according to Metropolitan Police statistics. The data also revealed that 196 cyclists were issued £30 fixed penalty notices for riding on pavements. ([standard.co.uk](https://www.standard.co.uk/news/crime/cyclists-london-running-led-lights-met-police-crackdown-b1168569.html?utm_source=openai))
7. <https://www.cityoflondon.police.uk/news/city-of-london/news/2024/may/crackdown-on-e-bikes-results-in-seizure/> - In May 2024, the City of London Police's cycle team seized 26 illegal e-bikes during two operations. The team also issued 10 fixed penalty notices in the Bishopsgate and Aldgate area, as part of efforts to ensure e-bikes are roadworthy and to address public concerns about dangerous cycling behaviour. ([cityoflondon.police.uk](https://www.cityoflondon.police.uk/news/city-of-london/news/2024/may/crackdown-on-e-bikes-results-in-seizure/?utm_source=openai))