It was in 1817 that Karl Drais created the first bike, which, despite having no pedals, brakes or chains, bears striking resemblance to the modern models. Presently, bikes still exist regardless of technological advancements for their health benefits. But the there has been a decline in the number of cyclists around the world. Dr. Fiona Llewellyn from the Faculty of Sociology at Westmoor University and her team have conducted a research over a number of factors over 20 major cities globally to identify the underlying cause of this issue. An ironic phenomenon has been found. 'Road infrastructure, which are to be improved with economic growth, is, in fact, underdeveloped in many cities,' she says.

In many cities, it is dangerous to cycle on the roads. In Mumbai, India, the annual cyclist deaths amount to thousands, leading to the declining use of bike as a main form of transportations and the leading cause is the inadequate road infrastructure. 'The lack of cycling tracks compels people to encroach on roads allocated for motor traffic, which increases the chance of collisions and that discourages people from cycling,' she says.

In a survey conducted by Dr. Hazel Merrick from the Faculty of Civil Engineering at Brighton State University, she has found a shift in people's attitudes towards cycling. 'Without proper infrastructure, many people have expressed their discontent at cyclists,' she says. Cyclists are considered to have a negative impact on overall efficiency of movement, especially in crowded cities as Mumbai. 'When cyclists are steering through the crowded streets, they disrupt the movement of other vehicles because of their limited speed, ' she says.

However, in Amsterdam, cyclists contribute a significant proportion of road users. 'A bike offers people convenience, comfort and more importantly, a sense of safety in this city,' she says. Inside the city are 500 kilometers devoted to bike paths, where cars are not allowed or only permitted to run at under 30 kph. The lanes also are separated by guard rails to prevent pedestrians from moving in and provided with bike traffic signals to improve compliance with rules. This is key driver in the cycling movement as it erases the sense of insecurity regarding road collisions.

Recently, Dr. Tessa Linwood from Hamilton Bay University has conducted a survey with people from 20 cities from 5 developing countries who have transited from cars to vehicles. She found that this is associated with the reduction in the perceptions of risks. 'Cyclists are at a disadvantage in case of accidents given the nature of the bike design, which exposes most of their body parts to the environment, leading to serious injuries to their limbs or heads,' she says.

Complete the sentences below.

*Choose **ONE WORD ONLY** from the passage for each answer.*

1. In Mumbai, cyclists have to share the roads with people using other vehicles because of insufficient _____.
2. Cyclists have received _____ from people because of their bad effect on traffic flow.
3. In Amsterdam, the feeling of _____ encourages many people to use bikes.
4. Guard rails are used to block _____.
5. In an accident, the bike design make it more likely for cyclists to suffer from _____.

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