

Fill in the missing words

jump red lights    disobey    as far as I'm aware    squashed    complete disregard  
cycle paths

**Mike** This morning I saw a cyclist go straight through a red light and I feel they have a [redacted]  
[redacted] for the laws of the road.

**Matt** No, I agree with you. Cyclists should never [redacted] they should never [redacted] laws  
of the road, but there's always more to it than that, I think. A lot of the time a cyclist will feel in  
danger and feel that they have to cross a red light to a— avoid being [redacted] by a car. I think it's  
more important—I mean, maybe if there were cycle paths everywhere, then— then it would be  
different.

**Mike** I feel like in this city there's not really enough space for the [redacted] Like, the— the roads were  
built a long time ago, a lot of them, and there's just— they're— they're very narrow, so there's not  
enough space to have the cycle lane, the bus lane and then the regular lanes for the cars.

**Matt** Yeah, of course. I agree. A lot of the time cycle paths actually make cycling more dangerous,  
because I think they give cyclists and road u—... uh... drivers the idea that cyclists should only be in  
the cycle lane. Now, cycle lanes can be used but you don't have to use them as a cyclist.

**Mike** So a cyclist doesn't have to be in the cycle lane if he doesn't want to be? I didn't actually know  
that.

**Matt** No, I don't think so. [redacted] the— the cyclist ha— can choose to be in the cycle lane or  
not. The cycle lane is a guide to the driver I think, as far as I'm aware.

powered vehicle it's the other way round vulnerable pull out on tax discs free rein  
pay through own the road got cut up

**Mike** Som— something else that bothers me is that I always hear ... um ... cyclists say that buses—or—or bus drivers and taxi drivers think they [redacted] Yeah.] But I definitely think [redacted]  
[redacted], that cyclists feel that they have complete free— [redacted] of what to do out on the roads – they're completely in charge because they're the most [redacted]

**Matt** Yeah. I think it's a really difficult relationship and I think a lot of myths have sprung up around it. Um, I cycle and quite often you will get bus drivers who act aggressively to cyclists as they wouldn't do if I was in a car. So for example, if I'm coming up on the right side of a bus and it suddenly starts indicating, it'll start to [redacted] if I'm on a cycle—if I'm on a bike. But if I'm in a car it won't do that. I mean, for example, your example of who owns the road. I was cycling once and [redacted] by a car driver and I went to the window, had a conversation, at which point the...uh...female passenger pointed to the road [redacted] and said, 'we pay for the road, you don't'. And there's not much you can say about that, there's not much you can say to argue with that. Apart from the fact that actually, road tax doesn't exist. There's never been anything called road tax. We—we all [redacted] our taxes for the roads.

**Mike** So you are paying, then?

**Matt** No, we're all paying.

**Mike** Yeah.

**Matt** Yeah, but it's not just the car drivers who are paying. They— there seems to be this idea that car drivers and anyone who uses the road in— on a [redacted] : pays for it and the cyclists just

hi-vis a whole rethink common sense hamlets turban enforce a Sikh

use it free of charge. It's just not the case. As long as you're paying taxes, we're all paying for the same thing. I think actually there needs to be a [redacted] um...behind the whole process, and that—I think we all need to think about not just who owns the road and who has right of way and stuff, but actually get back down to what the roads are for and how we should drive, how we sh— we should respect each other on the roads, not just if we're pedestrians or car users or lorry users or— or cyclists, but actually how everyone uses the road which is a bit more respectful to everyone else.

I think legalizing [redacted] could be an interesting path that we go down. A lot of old-school riders won't go with it because they've never done it – they don't see it's something they should do. And one of the arguments is that ...uh ...s— car drivers seeing a cyclist without a helmet will drive more carefully around that cyclist. Um, it's been used in Australia ...uh ...and in Australia it's illegal to ride a bike without a helmet. But then again, that brings its own things— there's never a cut and dried rule. Apparently a [redacted] gentleman was recently given the right in Australia to ride without a helmet because it wouldn't fit on top of his [redacted] Now, you're always gonna get sort of ...uh ...things which you can't [redacted] to the full degree, and it's all about, sort of, having a little bit [redacted] in some issues I think.

**Mike** Do you wear other protective clothing [Yeah, well—] or just a helmet?

**Matt** I think it's always important to try and be seen. You should have lights but a lot of people don't around London, and you see a lot of people just riding around. Y—I—I'll miss them. So you look down the road and you don't see someone until they're very close to you because they're riding all in black and they haven't got lights on. Uh—

**Mike** Perhaps they should introduce some sort of law that—

**Matt** Well, the laws are there. It's just about enforcing them.

**Mike** Oh, there is a— there is already a law about [Well, lights.] wearing [redacted] and ...?

**Matt** Well, maybe hi-vis would be a good way to go as well ...um ...just to sort of— just to make everything seem a little bit fairer. But again, there are always gonna be difficulties with enforcing something like that.