



- *Reading*

Read the following text and mark the statements True (T) or False (F)

Will bikes ever truly belong on Britain's roads?

The rise in the number of people cycling is a feature of modern Britain especially after last year's victories in the Olympics and the Tour de France. The figures are most noticeable in London, where the increase over the past decade is of about 50 per cent. That is why the British Prime Minister, David Cameron's announcement of a £77m investment in new cycling infrastructure must sound wonderful for all cyclists. The money is to be split between eight English cities – Manchester, Bristol, Cambridge, Norwich, Oxford, Leeds, Newcastle and Birmingham, with four national parks getting a further £17m. Most of the money will be for adaptations to the existing road network as well as improvements to the design of new ones. Cameron's aim is to put the British up there with the Dutch for all-round bike friendliness. It's an ambitious project. Complaining about fabulous sums of money to be spent on cycling seems unfriendly. But we always wonder how badly or how well money for cycling can be spent.

The reason why cycling in Holland is so different from cycling in Britain is partly because back in the 1970s when the Dutch faced the same transport choices as the British, they ignored the oil lobby and opted instead for an infrastructure which included both bicycles and cars. So almost all roads built since the 1970s were planned with big spacious level cycle lanes running parallel to the road.

By including cyclists in transport planning from the beginning, something very powerful happened. Dutch cyclists have equal status with motorists. Not more, not less but the same. Which means in turn that getting round Dutch cities is not a dangerous free-for-all, but a pleasant, almost boring, commute from one place to another. It would be wonderful if most new roads in Britain could now be built in the Dutch way, but practically speaking the challenge in most British cities is to fit cycling into roads built entirely around driving.

So announcing initiatives is the easy bit. The challenge is finding traffic planners who are themselves cyclists and who understand that bicycles are not just remarkably thin cars. Above all, it's going to be interesting to see if this signals a genuine long-term Dutch-style change in policy, or whether it's just another bit of post-Olympic enthusiasm.

(Adapted from Bella Bathurst's "The Bicycle Book", published by HarperPress)

1. The number of cyclists in London has fallen considerably in the last ten years. ____
2. A large sum of money will be invested to improve the British cycling infrastructure. ____
3. The writer is sure money for cycling will be well invested. ____
4. The Dutch have built a transport infrastructure for both cars and bicycles together. ____
5. It will be easy for the British to adapt their road network so as to include the bicycle. ____

- *Listening*

Listen and choose

1. Richard spent about two months in Thailand.
☐ True
☐ False
2. This photo was taken near the beginning of his stay in Thailand.
☐ True
☐ False
3. Richard was hiding because he doesn't like having his photo taken.
☐ True
☐ False
4. Richard is still in touch with the girl from Manchester.
☐ True
☐ False
5. Carlos is Peruvian.
☐ True
☐ False
6. Melanie's birthday is July 5th.
☐ True
☐ False
7. Jackie had more teaching experience than Richard.
☐ True
☐ False
8. Richard preferred teaching the adults in Thailand.
☐ True
☐ False
9. Rob met his wife when he was teaching in China.
☐ True
☐ False
10. The garden party was in the garden of an embassy.
☐ True
☐ False

- *Narrative*

Write about the Holidays (in general or personal experience)

