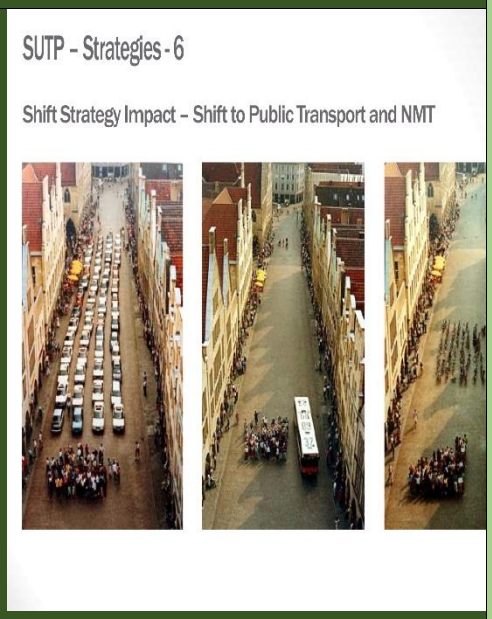
Myths & Realities of Cycling

Cycling has come a long way while quietly rumbling across villages and cities. From being a common man's mode of transport to leisure hobby for people across the world – cycling continues to leave a trail of experiences. However, over the time, a list of myths and realities has been circling around cycling and now is the time to address them.

Sr No	MYTH	REALITY	
		Description	**Photo**
1	**Cycling is for young people**	There is never a right time or age to do what you love and cycling is no different. Old and young alike can pedal their way to fitness and adventure after employing the necessary safety measures. In order to cycle, an individual doesn't need to be fit but excited and determined because cycling in itself is an exercise that will keep you healthy.	
2	**People with disability cannot cycle**	Someone wise said where there is a will there is a way. People with special needs have climbed mountains, crossed oceans, travelled the world and cycled far and wide despite the challenges. The cycling industry has designed and manufactured cycles to accommodate the needs of people with disability. Cycling allows them the freedom to move around without depending on others for daily activities.	

			  **THE ABOVE TWO IMAGES OF INDIAN PARA ATHELE**
3	**Cycling leads to accident**	Riding, driving, or walking on the road comes with its own set of consequences. Factors, such as high speed, overtaking, rash driving, and breaking other traffic laws and drink and drive lead to accidents. As per Annual reports of Ministry Transport GOI , % share of the number of person killed in Road accidents : Motorized transports – 85.8 % , Pedestrians – 10.5 % , Other NMT- 2% & Bicycles – 1.7% . It confirms share of Bicycle as cause is just meagre.	**No of person killed in Road accidents (Road accident report of Min of Transport-2016)** **1.Two-wheelers - 34.8 %** **2.Cars, Taxis, Vans & LMVs 17.9 %** **3.Trucks 11.2 %** **4.Other Motor Vehicles (including e- rickshaw) -10.6 %** **5. Pedestrian - 10.5 %** **6. Buses - 6.6 %** **7. Auto-Rickshaws - 4.7 %** **8. Others (Animals drawn vehicle, cycle rickshaws, hand carts, - & other persons)- 2.0 %** **9 . Bicycles - 1.7 %** **10. Total – 100%**

4	**Cycling is for poor**	Cycling is extensively used by poor and rich people of urban and rural areas across the World. In developing countries like India poor primarily uses it as a captive transport for commute and rich uses it primarily on health, environment, congestion, energy consideration, etc. In developed countries, it is intensively used as a choice transport by people from different economic background for cycle to work or for recreation, etc .	
6	**Road Infrastructure is inclusive in nature**	Roads networks in India are designed and maintained for transport of motorized vehicles and not for people with preference on speed and volume. The least and last priority is given to infrastructure for low speed NMT transports (pedestrian and Cycling) and reasons stated is lack of political - will /priority and shortage of funds. Mixing of NMT with MT makes it unsafe and vulnerable for it. Wherever, rarely, NMT infrastructure are made; the same is either encroached or not maintained. On life cycles basis, roads in effect to be meant for motorized transport	

7	**Cycling is injurious to health**	Cycling is an excellent investment for your health and environment. Studies have proven that cycling lowers the risk of cardiovascular diseases, increases fitness level, and also helps reduce the emission of greenhouse gases. Contrary to the belief, cycling has more health benefits than risks because it curbs air pollution, which in turn decreases the risk of respiratory diseases. (Source: BJSM study on health benefits of cycling/2018)	
8	**Cyclists are responsible for congestion**	Globally, we are facing massive traffic jams and the ideal solution for it has been to widen the roads and build flyovers. However, this has only increased the number of cars and worsened the congestion on roads. Cyclists do not increase congestion rather they play a pivotal role in reducing it as they occupy less space in comparison to cars. They not only prolong the life span of roads but also reduce the time wasted while commuting.	

Myths

9	**Cycling is only for men**	Cycling has opened a floodgate of opportunities for women in India. In rural areas, young girls and women form a large percentage of riders cycling their way to school and work. Cycle that is considered a basic mode of transport has given many women a sense of freedom to move freely and dream for a better future/employment. Women in urban areas may not be often found cycling to work, but they have adopted it as a leisure or fitness activity.	  
10	**Cycling is not possible in extreme climatic conditions**	Neither extreme heat (like in India) nor extreme cold / rainy and windy conditions (like in European countries) is a constrain for cycling. In fact, cyclists in these conditions gets accustomed and adjust accordingly.	  

			THE ABOVE TWO IMAGES OF INDIA'S WEATHER

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