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ANALYSIS OF REGULATORY DOCUMENTS OF EGYPT REGARDING THE
USE OF BICYCLE INFRASTRUCTURE

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Abstract. *The role of greening of streets and roads in settlements was evaluated. The main problems are described. The principles and means of effective use of green spaces on streets and highways are defined.*

Keywords: bicycle infrastructure, landscaping, principles of landscaping, streets and roads

The role of landscaping in cycling infrastructure is very important. Cycling infrastructure is not only about providing a safe and efficient pathway from an origin to a destination, but it must also provide a pleasant pathway for the user in order to attract use. If the pathway through a cycling corridor is not attractive, cyclists will not use it, and most will drive or take public transportation routes. It will be considered a less attractive mode of transport. Many users use the corridor as part of one or more other journeys, and as a consequence, the overall environmental experience of the corridor is a significant factor that influences their satisfaction and, hence, influences the choice of transport. Integration of landscaping in the urban area should be planned very carefully.

Landscaping influences the wider areas, including the physical environment surrounding the road, as well as the development activities along it. The first orientation for the project implementation should be that the cycling corridor must be of high aesthetic quality. If landscaping is practiced, the environment in which living and working occurs is improved. This improvement occurs because better landscaping practices make the environment more beautiful, less polluted, and more enjoyable. It may cost more to develop a particular tract of land and therefore be a problem for high-density development.

Shrubs and grasses can also be a part of the design line. A water feature can add to a green and diverse image, so long as it meets the legal requirements for water quality and associated cleanliness. It is assumed that people who will use these systems will be a high-income group. A feature like this should be in harmony with urban design and should preferably contribute to water management. Trees can be used to form a "green line" which contributes to the appearance of streets and can bring cyclists back to urban areas. Another application could be the location of a series of trees behind the cyclists. A trade-off of a critical factor is with the balance that needs to be found in landscaping elements, neither detracting from the importance of pedestrians and the role that they play in urban spaces, nor ignoring such a strong street design and its layout that they are more comfortable for pedestrians competing with a greater level of bike traffic and do not wish to also reduce driver speeds.

A second important trade-off involves the relationship between appropriate use and design standards for this type of relatively clean alternative transport. We need to make sure that guidelines and rules will result in more infrastructure that is easy to maintain. Argo-environmental constraints (natural factors such as limited wind and sun exposure, depth of the growth medium, the ability of planting stocks to tolerate shade, et. Should be taken into account in the design of crossings as well. For example, sufficient clear space should be left under bridges to allow the growth of a range of different types of crossing. Similarly, additional soil layers should be fitted around pillars to allow the growth of smaller shrubs and grasses. These layers should be permeable so that layers above them can dry out quickly.

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