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RECOMMENDATIONS FOR IMPROVING THE DOMESTIC REGULATORY FRAMEWORK REGARDING CYCLING INFRASTRUCTURE REQUIREMENTS IN EGYPT

Key policy recommendations for improving and expanding the domestic regulatory framework for requirements for cycling infrastructure in Egypt are outlined. The recommendations are divided into three categories: dedicated funding for infrastructure development, developing a clear framework for different cycling policies, and establishing national minimum infrastructure requirements for cycling. Additionally, key principles are highlighted for developing a national minimum design guide for cycling and developing scaled planning processes for cycling infrastructure.

Although recent cycling policy developments in Egypt are a step in the right direction, comprehensive infrastructure requirements for cycling have not yet been developed at the national or governorate levels.

However, the policy recommendations outlined in this thesis provide a solid overview of the necessary steps to promote and support the development of cycling infrastructure across the country. As a basis for action, it would be advisable for the national coordination committee or a dedicated working group to consider the first recommendation, dedicated funding for infrastructure development, as a priority.

The implementation of the domestic regulatory framework requires a multi-step approach that involves various stakeholders. First and foremost, communication and cooperation among the regulatory authorities responsible for the required infrastructure in urban environments and cycling should be established and facilitated.

As of now, there is no regulation, and traffic that would enhance a safer cycling environment is a proposal that requires careful engagement with the public and concerned authorities. Egypt's diversity of urban environments, climate, and situation regarding neighboring countries should also induce a more important role for domestic and expert consideration of what such regulations should involve and how they should be enforced.

The plan involved two steps. The first was to consider whether more obligatory requirements for safe cycling infrastructure should be mandated by legislation. As of now, this is not the case.

The issue has only been evaluated regarding minor street cycling and recently major streets, which, according to the legal interpretation, would, at least in the latter case, require legislation. Like many other countries, domestic

law permits pedestrians and cyclists to be outside of public roads either on foot or on a bike; thus, the omission of major streets from cycling consideration would lead to illegal infractions of traffic regulations. It may also foster a precedent of illegal or merely implicit infraction in regard to other modes of transport like buses and so on.

There is a bicycle culture in Cairo, and there are two types of cyclists. People cycle in the first category for practical and financial reasons, while in the second category they do it to improve their lifestyles. While the old schoolers are rapidly switching to motorbikes and scooters, the lifestyle crowd is expanding. In addition to several benefits and drawbacks, which affect people's motivation to ride bicycles, the perception of cycling and its social acceptance are significant variables.

Technical information on the design of elements of cycling infrastructure in Egypt is presented in various regulatory documents in fragments and not in full. There is no single regulatory document, there are no elements of cycling infrastructure in typical transverse profiles of streets and roads of Egyptian settlements.

Egyptian regulatory documents lack data on methods for calculating the required density of the bicycle network, the minimum length of the convex vertical curve and the length of the braking distance.

In the regulatory documents of Egypt, the laying of bicycle paths is envisaged where cycling is already developed. On the other hand, in many developed countries of Europe, the bicycle component should be considered in each new construction and reconstruction of transport infrastructure.

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