

IMPACT OF THE DEVELOPMENT OF PUBLIC TRANSPORT IN CITIES ON THE ORGANIZATION OF ROAD TRAFFIC

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Annotation: *The article deals with the problems of organizing traffic in large cities, including Tashkent, and proposals for their solution.*

Key words: *passenger, buses.*

After gaining independence of the Republic of Uzbekistan, economic transformations began to be consistently introduced. For example, the automobile industry was launched, road construction was accelerated, and trade relations with foreign countries were raised to a high level. This naturally led to an annual increase in the intensity of traffic on the roads of the republic. As road safety is a major issue for the present and future, attention needs to be focused on reducing the number of road traffic accidents, the number of people killed and injured, and the overall socio-economic loss.

Tashkent is one of the major ancient cities of Central Asia and is a huge industrial and transport crossroads of the region. Tashkent, with an area of 435 km² and a population of 2,955,700 people, the infrastructure and transport system have been upgraded. Today, much attention is paid to the improvement of Tashkent. Enterprises and organizations that are not needed by the city and destroy its natural environment are closed or evicted. Also, large-scale construction projects carried out in the city in subsequent years require a revision of its transport and infrastructure, so it would be appropriate to consider the issue of organizing traffic on the streets of our new capital.

The organization of traffic is a complex of organizational, legal, organizational and technical measures aimed at ensuring road safety, and distributive measures for the management of roads.

The strategy for the development of transport in large cities is aimed at ensuring the preference for public road transport over personal and reducing the use of road transport in the city.

Traffic congestion is also a major problem in Tashkent. According to the Agency on Statistics, in 2022, the number of cars owned by individuals in the city of Tashkent was 562.1 thousand, and there were 178 cars per 1,000 permanent residents.

In the course of a study conducted by experts from the Institute for Forecasting and Macroeconomic Research, a population survey was organized

to study the attitude of residents of the city of Tashkent to traffic jams and their proposals for reducing them. It was attended by 891 people. 60.8% of participants were car drivers. 10.3 percent of them are women.

The survey revealed the following:

1. 41.8% of participants who said they do not drive a car, 27.5% use the metro, 24.1% taxi, 1.7% minibus, 4.9% walk. It was found that more women (33.1%) and young people (36.5%) use public transport, and men (33.1%) use private transport.

2. 74% of the residents of the capital who participated in the survey called traffic jams one of the main problems, 21% - an average problem and 5% - not very important among other problems.

3. Passengers of buses and minibuses suffer from traffic jams more than others. Thus, 82.9% of bus users and 83.3% of minibus passengers noted traffic congestion as one of the main problems of the capital.

4. 62.2% of respondents named increased activity due to irregular drivers, violations, improper parking, 57.6% of road defects, 46.8% of passengers and 41.2% of passengers as the main causes of congestion.

5. Respondents noted the need to regulate intersections on the small ring road (136 times) and on Bunyodkor Avenue (106 times).

6. 41.8% of survey participants said they planned to spend more time on the road due to traffic jams, 39.1% said they would walk on roads without traffic, and 16.9% said they expected less traffic jams.

Among the opinions expressed, there are many proposals, such as improving the infrastructure for public transport (buses), the correct formation of parking lots, multi-storey car parks, the construction of pedestrian crossings and bridges, the expansion of subway lines, ensuring strict enforcement of traffic rules, the transition to digital control.

The Decree of the President of the Republic of Uzbekistan dated February 16, 2023 also provides for the reform of the public transport system. On its basis, 700 natural gas buses and 300 electric buses will be purchased for public transport in Tashkent.

In April this year, 300 buses were delivered from China. These efforts will help solve the problem of traffic, as well as have a positive impact on the environmental situation in the capital.

Based on the architecture of the city, the streets of Tashkent are mostly arranged radially. Today, the organization of traffic on city streets is organized with the help of modern organizational and technical means based on the results of scientific research. Taking into account the current transport and

infrastructure changes in the city of Tashkent, the following proposals for organizing traffic can be noted:

- dividing the territory of the city into certain areas. Large cities are divided into historical districts, into areas with high business activity;
- it is possible to divide into densely populated areas (certain restrictions for the movement of cars should be established within this area). For example, in Paris, the program "Center without cars" has been introduced;
- introduction of a payment system for entering the city center by private car. In foreign experience, measures such as paying fixed amounts for entering the city or leaving cars in the parking lot (parking lot) are implemented, depending on the distance of the entrance from the city center.

But these developments also raise a number of problems. For example, the organization of large parking spaces at the entrances to the city, the revision of routes for transferring to urban public transport, the development of a payment system for everyone, etc. The base for the implementation of this measure can be the metro ring line under construction on the Big Ring Road in Tashkent;

- development of urban public passenger transport. Implementation of methods for the safe organization of urban public passenger transport. For example, the creation of a separate lane for the movement of urban public passenger transport. Such an experience was previously installed on the streets of Tashkent in the form of a separate lane for public passenger transport. It is worth noting that such an experiment was carried out on the streets of London, Berlin, Los Angeles, Sofia and Moscow;

- beautification of city streets. Organization of high-speed highways on city streets with high traffic density. However, the organization of such city streets requires the implementation of very large scientific and design work;

- providing road users with information about the traffic situation. Such information may include the state of the route, the traffic density of vehicles on it (traffic), information about urban public transport routes, etc. A number of innovations have been developed and implemented in terms of the transmission and use of this information.

Since ensuring road safety requires the development of comprehensive measures, we hope that the above proposals for organizing traffic in large cities will also contribute to solving problems in the city of Tashkent.

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