

## **Analysis of the Peculiarities of Pedestrian Traffic in the Historical European Part of the City**

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**Abstract:** The article considers the problems of pedestrian traffic in the central historical parts of the cities of Uzbekistan and the development of the street and road network. The historical European part of the city of Samarkand is taken as an example and proposals for the organization of pedestrian streets and sidewalks are made.

**Keywords:** street and road network, pedestrian traffic, pedestrian street, sidewalks.

It is well known that the structure of Samarkand includes 2 historical parts. This is the "ti-murid city" created by the great Amir Timur (known in the world as "Tamerlane"), as well as the historical European part. This part of the city was created according to the master plan, which was developed by Russian engineers.

The practical implementation of the master plan began to be carried out starting from the second half of the 19th century.

In a modern city, traffic is often carried out exclusively by means of vehicles. However, the role of pedestrian traffic remains consistently important at all times. The problem of organizing pedestrian traffic in difficult urban conditions of historical cities should be solved in conjunction with a number of architectural and planning tasks. One of these tasks is the interaction of the urban framework that developed many centuries ago and the new conditions for the formation of objects of attraction, which cannot occur without a partial or complete transformation of the existing historical environment. In some cases, the transformation may be of a fundamental nature (expansion of existing streets, punching galleries and passages in the first floors of buildings). But the established framework of many Russian and European cities represents an extremely valuable historical and architectural environment, which cannot be changed for reasons of protection of historical, cultural and architectural monuments. This makes it necessary to search for solutions to transform the existing environment without taking measures to radically change it.

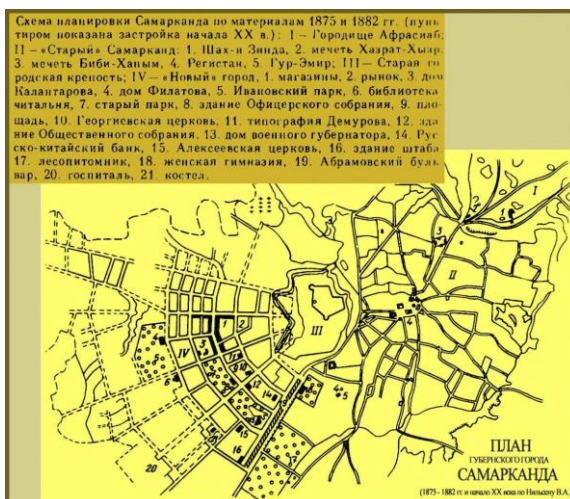
In this study, the authors try to establish the relationship between the principles of rational transformation of the existing pedestrian communications environment and the functional, planning and urban planning structure of the elements that make up this environment. The object of the study is a network of pedestrian communications in the current urban environment of the historical city.

The study solves the following tasks: - acquaintance with the domestic and foreign experience of organizing pedestrian communications in historical cities (using the example of the cities of Moscow (Russia) and Dresden (Germany), as well as the improvement and reconstruction of these communications; - study of options for the development of pedestrian communications and

possible ways of optimization; - full-scale survey of urban pedestrian communications and identification of directions for improving their comfort level.

Pedestrian traffic remains a popular and in-demand means of transportation and its importance is emphasized by modern medicine, psychology and sociology. The problem of the organization of pedestrian traffic in the city and the issue of the interaction of the self and the interdependence of open urban spaces and pedestrians.[1]

There are streets and green spaces in the city, which themselves perform the functions of monuments. This role is primarily performed by such streets and spaces as the Central Park of Culture and Recreation (in former times it was known as the "City Garden") with the Governor's Pond, University Boulevard, Park Lake (formerly Ivanovsky Park), Benkov Street, etc. All of them are worthy examples of the European school of landscape architecture of the late XIX - early XX century.[2]



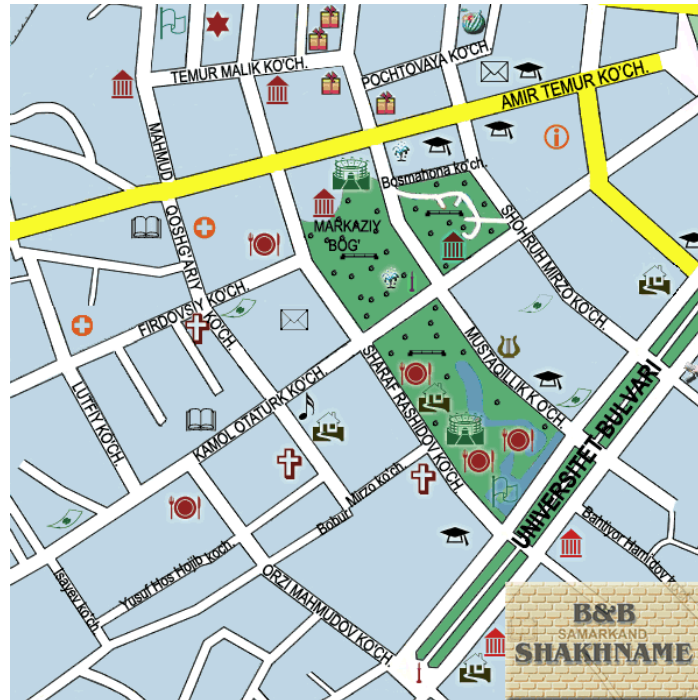
**Figure 1. Map of the old city of Samarkand**

The historical centers of most cities are not able to provide residents and tourists with comfortable and safe public spaces designed for walking, high-quality and friendly urban environment. The presence of pedestrian walking spaces in the central historical part of the city, the quality of their environment largely (directly or indirectly) determines the quality of urban life, contributes to the formation of an "urban community", the revival of urban traditions and culture of the city, increases the rating of the city, its tourist attractiveness.

The development and improvement of the territories of historical European places is an important urban planning problem, which involves many specialists, including architects. The historical European territory chosen for the construction of a city or already mastered often requires improvement, improvement of aesthetic qualities, landscaping, protection from various negative influences.

The changes taking place in society affect all spheres of life: changes in political and economic conditions affect the spatial environment of cities in Uzbekistan. The urban environment, in turn, affects the lifestyle of citizens.

The art of landscape architecture and design is one of the few manifestations of culture, an important component of which is the creation of an environment for pedestrians. [3]



**Figure 2. Map of Samarkand with streets and houses**

The rapid growth in the level of motorization of cities in the post-Soviet space in the last 20-25 years has occurred against the background of the implementation of the principle of the priority of a passenger car as a means of transportation in the city over a pedestrian. Motorists, officials and a number of specialists, in response to the increase in the number of traffic jams and accidents with victims, believe that this problem needs to be solved, first of all, by developing the street and road network (UDS) and increasing its capacity [4]. This approach runs counter to the interests of other participants in urban traffic - passengers of public transport, cyclists and pedestrians, primarily in the central part of the city of Samarkand.

A number of experts in the field of traffic management suggest the construction of off-street pedestrian crossings to reduce accidents involving pedestrians in the central part of cities. This concept involves minimizing the number of conflict points between cars and pedestrians, and in fact, isolating pedestrians from automobile traffic [5].



**Figure 3. Streets with sidewalks and roadways**

The experience of European historical cities allows us to identify a number of general principles on which the practice of creating pedestrian systems is based. Experts identify the following basic principles:

- flexible interpretation of the concept, a variety of forms of space organization (pedestrian streets and spaces, territories of "comfortable" and "calm" movement);
- development of interconnected systems between objects of mass attraction, recreation areas, on pedestrian transits and tourist and walking routes;

- typological gradation of elements of the urban environment included in pedestrian systems, including intra-block spaces and landscapes;
- functionality that provides convenience of movement, clear zoning, wide possibilities of use;
- the social attractiveness of the environment, combining traditional values and the dynamics of modern life; the balance of public, collective, private areas;
- observance of the integrity of the urban landscape: the nature of landscaping and urban equipment that is correct in relation to the historical basis, the inadmissibility of large-format advertising, regulation of color and other characteristics of modern environmental components, thoughtful lighting design;
- attention to the architecture of the earth, which combines the properties of the pedestrian surface, the landscape component, and in areas with a historical background – and the object of "urban archaeology";
- a comprehensive solution for urban orientation information, including historical information about places, streets, buildings;
- the cultural significance of pedestrian spaces as public centers of contemporary art, concert and exhibition halls, venues for celebrations, festivals, and art events.

### **Conclusion**

Pedestrian traffic remains a popular and in-demand means of transportation and its importance is emphasized by modern medicine, psychology and sociology. The problem of organizing pedestrian traffic in the city and the issue of interaction and interdependence of open urban spaces and pedestrians is very important.

Pedestrian systems not only concentrate architectural landmarks, traditional and new types of environments, landscapes and views. They most clearly embody the principles of attitude to heritage, the value orientations of urban culture. In modern architecture, the organization of pedestrian spaces is one of the priority areas and can serve as evidence of the ability to link social and commercial efficiency with respect for the historical heritage that has accumulated over the centuries.

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