

## Prevention of Traffic Incidents Involving Pedestrians In The City of Tashkent

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**Annotations;** Today Tashkent in the city cars number sharp increase, traffic and of passengers trip the time to increase, motor vehicle flow growth transport of intensity to the increase of pedestrians movement of safety deterioration take is coming Especially the street network pedestrians transition in places controversial situations queues are increasing and disturbances appear is happening, if it is movement of safety to decrease, unreasonable excess of problems come to exit take will come Motor transport and pedestrians flow of intensity increase too road movement safety directly effect is showing. Modern in cities fast and safe to move provide architecture, planning and organizational events from the complex to use demand does.

**Key words;** pedestrian, car, vehicle, human, passenger, factor, damage, injury, material damage, situation;

**Analysis and results;** Car on the roads of the city the street and in the fields transport of means normal movement due to the violation of the regime people death to be, tan injury to receive, as well as transport tools and in it of cargo damage in view of artificial structures on the road damage or another kind of material damages to deliver cause divisor to accidents road transport is called an accident. To this definition according to In the RTA two factor to be are descriptive, these are: of people death, tan injury or big in quantity material damage, as well as any transport of the tool in action to be.

Disastrous in the situation movement of participants of RTA prevention get according to technical possibilities enough won't be and it happened will be

of RTA culminating phase heavy consequences surface coming with characterized (transport violation of vehicles, pedestrians and of drivers admit injury take or death to be). This phase is several minute, weather bad conditions and a few to minutes continue can reach Such without mostly a few transport tool participation is enough and it is often " chained " RTA as well is called. The goal and tasks looking Accident quantitative and qualitative analysis and topographical methods there is Accident by a quantitative method analysis in doing of accidents absolute, relative and comparison indicators is studied.

Of accidents absolute indicators the following example will be: the total (annual, monthly, quarterly) number of RTA; In the RTA injury those who took (killed those who are) number; injury of those who received or death of those who age, profession looking in RTA the number of drivers

fault with dead, injured those who received the number car or they are of the situation malfunction with number of accidents and etc.

Relative lethality indicators. Relative lethality indicators in the calculation one absolute indicator another absolute to the indicator relatively is taken. Here is an overview of the relative performance the following formula through can be calculated:

$$O = KA/B$$

where: -  $O$  relative indicator;

$A/B$  - any absolute \_ indicators;

$K$  - scalable coefficient.

For example:  $A$  - number of accidents,  $B$  - transport tools the number if and  $K = 10^4$  if taken, in this very a lot The relative indicator used is the number of accidents per 10,000 vehicles to the tool right coming account come comes out Also, 10 thousand inhabitants to the number and another accounts can be obtained.

Road conditions account in getting often relative lethality from the coefficient is used.

Long uniform geometric to the element have road pieces in the calculation of the number of accidents 1 million per car-kilometer ratio with measurement relative lethality is accepted coefficient the following formula with defined as:

$$N = \frac{10^6 Z}{365 LN} \text{ Number of accidents / mln.avt.km.}$$

where:  $Z$  - one-year crashes the  $N$  number - in one day average annual movement amount, avt / day;  $L$  - road length, km.

Very short in the distance (bridge, road conduit, intersection and etc.) road condition with distinguishable relative lethality in fragments coefficient usually the following formula according to defined as:

$$N = \frac{10^6 Z}{365N}; \text{ Number of vehicles / million vehicles.}$$

Comparison lethality indicator. RTA is an absolute from the indicator it is understood how much other RTA will make up and usually percentage in the indicator is brought. For example, from the total number of accidents coup (collision, pedestrians pressing leave or killed in an accident those who are, injury those who saw and hk.) how many interest organize does.

In 2021, 2,426 people became victims of road traffic accidents in Uzbekistan, which is an average of 6 people per day. In 1150 cases, drivers hit people at the pedestrian crossing. Traffic accidents are mainly committed by people under 30 years old.

According to the Ministry of Internal Affairs, 10,001 road traffic accidents were officially recorded in Uzbekistan in 2021, 2,426 people died, and 9,230 people received various degrees of injuries.

According to statistics, the largest number of accidents were recorded in Fergana region – 1469, Tashkent region – 1336 and Samarkand – 1129. After that, there are 1082 in Namangan region, 1073 in Tashkent city, 848 in Andijan region, 552 in Kashkadarya region, 506 in Karakalpakstan, 436 in Bukhara region, 376 in Surkhandarya region, 342 in Khorezm region, 329 in Navoiy region., Jizzakh region – 321 and Syrdarya region – 202.

The main causes of traffic accidents are non-compliance with the speed limit – 2010 (20.1 percent), road defects – 2009 (20.1 percent), as well as pedestrians crossing the roads at unmarked places. Related to teeth – 1380 (13.8 percent).

Pedestrians were involved in the majority of accidents – 4,698, of which 1,621 were children. There were 1,075 accidents involving cyclists and 84 accidents involving motorcyclists.

2008 of traffic accidents were committed by drivers under the age of 25, and 2057 by drivers under the age of 30.



2 - picture. Uzbekistan in the Republic in 2021 happened done road transport events analysis

Most of the time Fergana province drivers by current 621 accidents occurred in the year condition note done Tashkent 479 in the region, Tashkent 413 in Namangan 400 in the region unhappy event happened was. Other in the regions unhappy events indicators: Samarkand in the region - 372, Andijan in the region - 299, in Karakalpakstan - 193, Kashkadarya in the region - 161, Bukhara in the region - 139, Surkhandarya in the region - 131, Navoi in the region - 106, Khorezm in the region - 89, Jizzakh in the region - 89 Sirdarya region - 70. Ichki affairs ministry m data according to all unhappy of events almost out of four one part defined speed to the norm compliance not to do due to happened will be - that's it 818 accidents occurred due to this was. Drivers inexperience due to 254, to the distance compliance not to do 182 accidents occurred as a result there were 133 in case pedestrian transfer demand broken. Also a traffic light or road to the signs attention not giving, chasing breaking the rules, drunk without driving and another reasons too there is of these cases all of them unhappy of events subjective reasons with depends and 1941 cases organize will - happen has been all unhappy of events a little over half the more

**Conclusions and suggestions;** In cities two main in the direction is being used transport of the network conductivity opportunity and road movement of participants safety increase. Transportation nodes or intersections in management transport transfer of the network (set). ability optimization and transport of flow to change flexible region level manage done is increased.

Emergency situations and road transport events happened has been in scores in different forms automatic and an expert manage methods is used.

Modern transport telematics development with city management system not only at intersections transport flow traffic lights using to manage, even row another processes too will be done. City public from transport use and it to the stations orientation city in the center and on the roads leading to it transport flow to decrease take will come These works done increasing special technologies next in stages illuminated. Tashkent in the city pedestrians with participation road transport events prevention get and pedestrians lack of confidence increase intellectual transport systems apply according to research object to be Abdurauf Fitrat street Plumber trade center opposite is located pedestrians transition in place the following events done increase suggestions was developed.

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