

Modern Socio-Economic Conditions in the Formation of Small Towns in the Fergana Region

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Abstract: This article studies the development of small towns and settlements in the Fergana region, analyzing the socio-economic, geographical and environmental factors affecting urbanization. By studying the processes of agglomeration, it is revealed that they are monocentric and polycentric.

Keywords: Small cities, urbanization, agglomeration, socio-economic, geographical factors, monocentric model, polycentric model, infrastructure, regional development, urban growth, sustainability, urban-rural balance, economic integration.

Introduction. After gaining independence, our country inherited from the former Soviet Union an economy with large interregional and sectoral disparities based on the one-sided supply of raw materials. The production and territorial organization of the economy was organized based on the needs of the agrarian industry, specializing in the production of raw materials, especially cotton, to other republics of the Soviet Union and fraternal countries of the socialist camp. Another feature was that the main transport highways were oriented northward from the territorial aspect, which complicated communications between regions and caused additional costs. Based on these factors, a model of territorial and industrial development of the country was adopted in the first years of independence [1]. In 1991-2007, the territorial and industrial development of the country was aimed at:

- reducing dependence on the transport highways of neighboring countries as a result of the construction of new transport highways;
- organizing new import-substituting production through economic diversification;

As a result of the implementation of this policy, "development nodes" were formed in the regions, new automobile and railway construction was carried out, and large-scale projects for the development of industry began to be implemented. Since 2008, the importance of regions has begun to increase based on structural changes in the economy. Since then, the localization of the production of finished products and assembly equipment based on local raw materials has begun, and the industrial potential of the regions has increased. Due to localization, the volume of industrial production has reached about 20 percent of the total output of the republic [2].

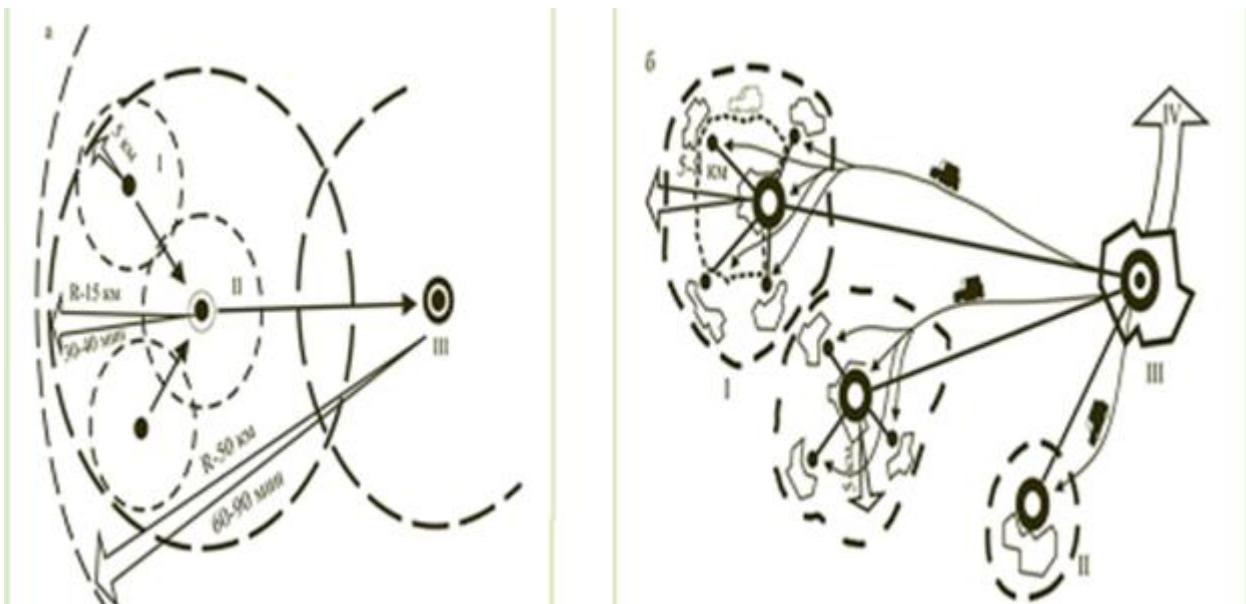
Analysis of the literature on the topic. Analysis of the literature on the topic. The basis of the monocentric agglomeration form of location is the supporting frame. G. Lappo argues that the basis of the supporting frame is nodes and linear elements. The linear elements of territorial systems are transport highways, as Le Corbusier noted in his book "Architecture of the 20th Century" that "transport highways are a means of characterizing and classifying agglomerations in relation to other elements" [3]. In a monocentric agglomeration, along with the central city and radial transport highways, small cities that are considered supporting centers are also

important. According to G. Lappo, "nodes are not only cities, but also agglomerations, since they form a system of interconnected nodes" [II, 59. 97-174b]. Such elements of the supporting framework, namely small towns, are the main factor of economic and social development, are of great importance in the formation of population settlement and transport links, and also act as a transport-distributing node, influencing the integration of their territory into inter-district connections [II, 59. 97-174b]. As V. Glazichev noted, "each city is a historical accumulation of historical-economic, historical-political, historical-cultural studies. It is the main node of geographical and urban studies of the population settlement system [II, 25].

The article analyzes the socio-economic impact of small settlements on the urbanization of the Fergana region, the specific features of the history of the formation of the architectural and building culture of the unique valley oasis, the scientific works of local and foreign scientists and educational literature. Theoretical analysis and observation methods were used as the research methodology.

Analysis and results. Analysis of the proposals of our country and foreign researchers on the development of agglomerations shows that the use of a polycentric system in the architectural and territorial organization of population settlement is considered effective. In the future, the policy of our Republic in the field of urban planning for the development of the territories of the Fergana region, including the Fergana region, is to level the population settlement and production forces, prevent the growth of the population and territorial expansion of large and large cities, and ensure the rapid development of small cities. For this purpose:

The integration of agricultural and industrial production implies profound qualitative changes in all spheres of population activity, including territorial organization. First of all, system-forming tendencies are strengthened in the development of the settlement network of the lower administrative district. If, in the traditional organization of production, the agricultural raw materials processing industry is usually concentrated in large cities and located separately from the raw material zones, then in the case of agro-industrial integration, the main part of the relevant industrial potential is transferred to small cities, to the territory of the lower administrative district. This creates a kind of system of existing local production centers, small settlements, within which they gradually turn into new types of settlements. It should be noted that it activates the most significant socio-economic cities and stimulates the creation of new ones. Such population and demographic development is provided by the centers of regional agro-industrial complexes - multifunctional large agro-industrial settlements. They, as a rule, can also perform the functions of district centers, contributing to the strengthening of their system-forming significance, providing the necessary economic impetus for future socio-demographic development and, in the future, predetermining the transformation of each of them into the "capital" of a lower administrative district. As a result, a holistic settlement system is formed, consisting of such a capital and the former autonomous rural settlements interacting with it. This is largely facilitated by changes in the structure of system-forming inter-settlement relations and territorial organization of the lower administrative district. As a result of such changes, lower administrative districts, which were scattered, extensive and unstable in traditional production, turn into local, maximally intensive and stable units oriented to internal centers in the conditions of agro-industrial integration [4].



1- rasm. Farg'ona viloyati aholisiga madaniy-ma'rifiy musasalarining xizmat ko'rsatish radusini konseptual sxemasi I.S. Baydjanov [5].

The tasks of industrial development in the country and the proportional development of various regions, together with changes in the population distribution, lead to the development of small cities in high figures. Currently, urban-type settlements and small towns make up 68 percent of the country's cities, with about 8.0 million people living in them (which is 25 percent of the total population). According to the calculations of the Center for Economic Research on Demographic and Urbanization Processes, in 2030 the population of cities will reach 21.7 million, and the population of small cities and urban-type settlements will be 12.4 million. The growth of the population of small cities requires investments in the creation of new jobs, the construction of industrial potential and infrastructure, housing, and the development of the social sphere (education, medicine, etc.). Currently, out of 1,065 urban-type settlements and small towns, only 114 have sufficient engineering and transport infrastructure due to their proximity to industrial enterprises and transport hubs. The remaining 951 do not have sufficient industrial and transport infrastructure [7].

In recent years, the establishment of Free Economic Zones (FEZs) and logistics centers in each of our countries has become an important tool for economic development. In 2008, the first free industrial and economic zone and the International Intermodal Logistics Center were established in Navoi region on the basis of Navoi city airport. Later, in Tashkent region, "Angren" The free economic zones, the Jizzakh Jizzakh region, the multimodal logistics center in Namangan region, the Urgut Jizzakh region in Samarkand region, the Gizduvon Jizzakh region in Bukhara region, and the Kokand Jizzakh region in Fergana region were established. The geographical proximity of free economic zones and logistics centers ensured the high development of the regions in the industrial and transport sectors. One of the main socio-economic problems at the moment is the migration of the population from rural areas to cities. The population growth rate is high across the country compared to other CIS countries, especially in rural areas (1.5-2.0 percent per year). By 2030, the population of Uzbekistan is expected to reach 40.0 million people. By this time, the number of unemployed people in rural areas is expected to reach 10.0 million people. As a result, migration flows increase, and urbanization processes accelerate as people in the population move from rural areas to cities. Managing urbanization processes requires the development of small and medium-sized cities [7].

Modern socio-economic conditions in the formation of small towns in the Fergana region include several important factors. Below we will list some of these factors.

1. Socio-economic development: In the process of forming new industrial sectors, cultural and household services and infrastructure networks in the Fergana region, small towns are developing their economic potential, the development of small and medium-sized businesses is associated with the creation of new jobs, as well as an increase in the income of the population.
2. Urban planning and urbanization: Urbanization processes are intensifying in small towns in the Fergana region. The population of towns is increasing, and infrastructure projects such as the construction of new housing, education and health care institutions are being implemented. This process has a significant impact on the economic and social structure of the city.
3. Transport and communication networks: The development of transport networks between small towns and villages, the improvement of communication networks, facilitates the movement of people and resources. This leads to the creation of new jobs and the expansion of economic activity in the regions.
4. Development of social infrastructure: The development of social infrastructure in cities and villages, namely educational, medical, cultural, and sports facilities, increases the standard of living of the population and helps to ensure social well-being among the regions.
5. Ecological factors: Fergana region is an ecologically serviceable irrigation and agricultural region. In addition, issues such as solving ecological problems related to urban development, environmental protection, and reducing industrial waste are also important.

The above issues are some of the factors affecting the formation of small towns in Fergana region and their socio-economic status. Ensuring the coordinated operation of these factors in the modern development process leads to sustainable and innovative development.

Conclusion. Developing a program for the development of small towns in Uzbekistan, including Fergana region, requires the development of programs at the regional (provincial) level. Based on the programs developed for regions (provincial), a comprehensive program for the development of urban-type settlements and small towns for the whole country will be developed and implemented.

The experience of developed countries shows that the formation of medium-sized enterprises based on processing and high technologies is important for providing additional labor resources with employment. It is known from practice that medium-sized enterprises are more adaptable to changes in the economic situation and have demonstrated a high level of technological modernization efficiency. In addition, medium-sized and small enterprises allow you to use the "economy of scale" of production, that is, they lead to maximum profit at minimal costs. The development of small cities through medium-sized enterprises is an effective way to ensure employment and implement structural (structural) changes in the development of regions. Logically, the formation of networks of small cities and medium-sized enterprises will become the main direction for the structural transformation of regions and ensure employment of the population, becoming the main direction for the economic development of regions. Small cities and urban-type settlements together accumulate a large production potential in economic terms, demonstrating better efficiency at the regional level than the concentration of economic activity in large cities.

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