

Main Problems in the Activity of the Transport System of Nukus and Kungiroi City

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Abstract. *This article covers the importance of planning the cargo and passenger transport system of the region in terms of the functional planning of the transport system in cities.*

Keywords: *Financing of highways, urban communication schemes, unsafe transport system, creation of intermodal system, passenger flow, local streets in inter-highway areas..*

Introduction. From the first years of independence in our country, special attention has been paid to the development of transport infrastructure networks as one of the priority tasks of state importance, and today it is showing its high results. It is no secret that the development of the road transport infrastructure within the requirements of the times is of great importance in the development of the country's economy. The transport system plays an important role in the transportation of goods of the economic sectors and in providing services to the population and has an effective impact on the consistent social and economic development of the country and regions. Therefore, in recent years, in our country, the development of the highway of the Republic of Uzbekistan, the reshaping of the transport complex of large cities, and the connection of even the most remote regions and regions of the country with communication routes are being reformed at the level of state importance.

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Decision No. PQ-4545 of the President of the Republic of Uzbekistan Sh.M. Mirziyoev of December 9, 2019 "On measures to further improve the road sector management system" was adopted. In accordance with the decision, the main tasks of forming an effective road management system based on a comprehensive approach to the design, construction and use of highways and artificial structures, improving their financing system, and improving the quality of design and road construction works and were defined as [2]:

- to carry out a uniform technical policy in the field of highways;
- development and implementation of state programs for the development of highways;
- determination of prospects for development and improvement of highway networks;
- formation of international transit corridors of highways;

- financing, design, construction, repair and use of highways, taking into account the interests of highway users in the conditions of modern traffic flow ensuring the comprehensive solution of issues and organizing the effective activity of the customer service;
- control over the quality of road construction, reconstruction, repair and maintenance;
- coordination of maintenance of the existing network of inter-farm rural highways, streets of cities, urban settlements, villages and farms, ensuring their high level of transport and use;
- organization of research and development works, introduction of innovative technologies and modern standards in the field of design, construction, reconstruction, repair and maintenance of highways;
- training, retraining and upgrading of personnel in the field of highways, including training and practical courses and seminars abroad.

Main part: Along with the achievements in the field, there are many problems that are still waiting to be solved.

The main problems that have arisen in the operation of the transport complex of the current city of Nukus can be interpreted as follows:

- spending a lot of time in traffic;
- traffic jams on the street network;
- low speed movement of public transport vehicles.

The low level of public transport facilities (we all know that almost 50% of the city's population use public transport):

- overloading at peak times;
- unsuitability of the route network, i.e. shortage of vehicles on popular routes.

Unsolved problem of storage of personal vehicles:

- lack of space in parking lots intended for permanent storage, especially in the area of service facilities;
- non-availability of parking lots for permanent storage in the territories of many urban districts;
- shortage of parking lots for temporary storage, especially in city centers and densely populated areas;
- the insufficient results of paid parking lots of a temporary nature [6].

The main problems that have arisen in the operation of the transport complex of the city of Kungirov can be interpreted as follows:

- spending a lot of time in traffic;
- low speed movement of public transport vehicles.

The low level of public transport facilities (as we all know, almost 40% of the city's population use public transport):

- high intervals in public transport traffic;
- overloading at peak times;
- unsuitability of the route network, i.e. shortage of vehicles on popular routes.

Unsolved problem of storage of personal vehicles:

- non-availability of parking lots for permanent storage in many microdistrict areas;
- the insufficient results of paid parking lots of a temporary nature.

Unsafe transport system:

- high level of road traffic accidents, especially involving pedestrians;
- high level of harmful effects on the environment.

Studying the world experience in solving the above-mentioned problems, getting acquainted with complex measures aimed at solving the problems of transport infrastructure in different megacities of the world is important in the development of the industry. It should be noted that improving the street-road network system of our city, improving its perspective scheme and finding a modern solution for this will serve to increase the efficiency of the country's communication routes.

Urban development norms and rules of the Republic of Uzbekistan - SHNQ 2.07.01-03* "Planning the development and construction of urban and rural settlements" urban streets and roads are divided into the following categories (Table 1) [4].

Table 1

Categories of streets and roads	The main functions of streets and roads
A highway of urban importance	
Streets:	
non-stop action	relations between functional zones within the settlement; connections with external highways; movement of all types of transport non-stop; intersection with main streets at different levels;
regulated action	the settlement forms a plan frame axis; settlements develop along regulated highways, where public transport facilities are located; public passenger transport, cars and pedestrians there will be a strong movement;
Main streets of district significance	main axes of districts; access to other highways; of all types of transport pass;
Streets of local importance:	
streets in residential construction	transport and pedestrian connections within residential districts; access to main streets; light, the passage of special and regional cargo transport;
streets in production and communal-public zones	transport connections within production and utility-public zones; light, cargo and special the passage of traffic;
narrow streets in the valleys	residential buildings of vehicles and going to construction sites; passage of light, special and service cargo transport.

The street network of the city is not uniform, it consists of different categories of streets and roads, as well as different squares.

Balanced transport system is distinguished as the highest form of passenger transport system development.

The creation of an intermodal system of passenger transportation is a complex task, the main goal of which is to organize a passenger along the network with maximum comfort while spending a minimum amount of time. The maximum level of interaction of all types of transport (including the operation of routes and lines, coordination of transparent tariffs, informing passengers, etc.) is carried out by BTP [5].

In cities, passenger and cargo transportation is carried out on the main streets. It is these streets that determine the type of street-road network of the city. The number of main streets and their length are determined by the expected traffic level of the city. For local cities, this level is 200-220 units per 1000 inhabitants. is accepted. Smaller numbers represent major and major cities, and larger numbers represent medium-sized cities and towns. For this level of traffic, the density of the highway network, defined as the ratio of the length of the main streets to the area of the district, should be 2.2-2.4 km/km² of the city. This density may not be uniform throughout the city.

In the central part of the city, the length of main streets is up to 3.0-3.5 km/km², in remote areas with residential construction - up to 2.0-2.5 km/km², in industrial areas - 1.5-2,0 km/km² should be up to 0.5-1.0 km/km² for forest park zones.

In inter-highway areas, the density of the local street network can reach 2 km/km² [5].

The process of transportation of passengers by public transport in populated areas consists of three main elements: transportation planning; divided into movement organization and movement management.

There is a constant connection between these constituent factors, and in the process of transporting passengers in our country, the priority type of public transport is buses. Bus passenger transportation planning is mainly based on the justification of the expected passenger transportation volume in each traffic direction of the entire city, determining the average traffic on the routes and taking into account the full satisfaction of the transportation demand. includes passenger traffic determinations. Planning the work of buses also requires the calculation of operational indicators of the motor transport enterprise for each convoy, each driver section. Organization of traffic: determination of the laws of distribution of passenger flows and the selection of rational system of passenger traffic destinations, system of traffic routes and its optimization, efficient distribution of buses by routes, regulation of bus speeds, organization of drivers' work and the whole refers to the development of bus timetables according to the direction of movement.

Conclusion: The planning solutions of the street system of settlements should ensure convenient connections between all functional zones of settlements, the exclusion of transit flows of cars from the central and historical zones, and the separation of flows of cargo and passenger cars. The street network should provide easy access to the city from external highways.

An important infrastructural component of the goal of creating appropriate conditions for the sustainable development of regions is the transport infrastructure, and one of its main elements is the passenger transport system.

Today, public transport in the city is only car transport, the growth of the urban population, the expansion of the urban area, the construction of new streets and roads are the reasons that the urban public transport cannot provide effective service to the population, so the new urban public transport road in the city it is demanded to set routes and choose new types of motor vehicles.

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