

# Problems and Prospects of Transport Development in Samarkand

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**Annotation:** Despite the large scale of street construction and repair work in Samarkand, there are many problems and shortcomings. It is no secret that today most of the public roads in our city have been repaired. Due to the failure of some busy streets, traffic safety requirements are violated and various accidents occur. Rough, dilapidated streets can be cited as many examples as you want. The increase in the number of cars in urban areas is causing congestion and inconvenience on the roads.

**Key words:** Transport, roads, logistics, traffic flow.

In the economic-geographical study of cities, special attention is paid to their transport function. City and transport roads are closely intertwined: one cannot exist without the other, roads come to cities, roads go from cities. So cities and roads are the backbone of the country's economy.

Any width depends on the speed of the road. My union has a limit. The drastic widening of city roads will certainly not increase traffic safety, but may worsen it. What for? For example, pedestrians will have more speed and duration. Crossing a wide road takes longer than walking a narrow road. As a result, the red traffic light stays on for a long time, causing traffic jams. As a result, the sharp widening of roads in cities does not always have a positive effect on traffic.

In Uzbekistan, the width of road lanes is set at least 3.5 meters. However, according to modern standards, experiments are being carried out to increase the width of lanes to 3 meters. For example, this experience was used on the Fergana road in Tashkent. Why has the width of the lanes been reduced? This is because the largest vehicle is 2.25 meters wide. This means that they do not have to worry about moving within 3 meters.

According to the regulations, the construction of one-way highways in the cities of Uzbekistan is allowed with a maximum of 6 lanes. These principles are based on former union norms. There are no one-way 6-lane roads in Tashkent. In Tashkent, one-way roads are built with a maximum of 4 lanes. It can be 5 rows with additional rows.

The most effective way to prevent traffic congestion in the city is to develop public transport. Public transport is very developed in the countries we envy. This is not the case in Uzbekistan yet. That's why most people prefer to drive their own car.



picture-1



picture-2

Creating bike lanes is also a great solution. To date, about 100 km of bicycle lanes have been formed in Tashkent. But very few use it. If people had a culture of cycling to work and study, if the infrastructure of bicycle lanes and safety were fully ensured, congestion would be significantly reduced.

In Turkey, as in Uzbekistan, there are traffic police officers. They process the information online. The driver removes the check from a special speedometer located closer to the seat.

It turns out that this device records when, where and how fast the car is moving. This device is installed in each car and allows you to control the speed of the car, even in areas without radar. That is, there is no chance that the driver will break the rules. This will significantly reduce the risk of traffic violations and possible traffic accidents.

According to the rules, when YPX officers stop the driver, he will issue a check from the speedometer. If the speed limit is exceeded, the employee will issue an electronic report on the tablet to fine the driver.

Currently, the length of 1,821 streets in Samarkand is 848.06 km. Of these, 444.6 km are central and inner streets, and 403.4 km are neighborhood streets.

Despite the large scale of street construction and repair work in Samarkand, there are many problems and shortcomings. It is no secret that today most of the public roads in our city have been repaired. Due to the failure of some busy streets, traffic safety requirements are violated and various accidents occur. Rough, dilapidated streets can be cited as many examples as you want. The increase in the number of cars in urban areas is causing congestion and inconvenience on the roads.

Suggestions for streets in Samarkand:

- Development of measures to reduce the negative impact of vehicles on the road environment on the urban environment and the results of science-based research;
- Identification of legislation to prevent traffic jams on the roads and the development and analysis of the impact of transport on the population and buildings of the city;
- regulation of pedestrian traffic;
- to determine the laws of traffic changes in order to ensure traffic safety;
- Determining changes in the speed and composition of vehicles to ensure traffic safety.

You can often hear that science is lagging behind practice. There is some truth to this, as many scientific studies try to explain what has become practice, and why development in practice is no different, but how it happens. We need to change the vectors. It is necessary to move from the study of logistics focused on the past to the

research focused on the future. In addition, they can identify the potential to affect the conditions of the logistics framework (e.g., transport infrastructure).

The consideration of future logistics problems is based on a model to describe and explain logistics systems and flow systems. Such a model reflects the relationship between framework conditions, logistics structures and processes, the efficiency of traffic and information flow, and economic feasibility. The flow system description and explanation model serves to shape logistics theory and create future structures in practice. Using futures research methods such as scenario technology, it is possible to reflect the future direction of the development of framework conditions and the development of logistics structures and processes on an alternative basis. On the same basis, real and necessary types of the future will be developed - logistics prospects.

Future development trends show that the role of logistics as a competitive success factor will continue to grow in the future.

According to the study, about 75 percent of businesses have some sort of information system. In most cases, these are accounting and financial accounting systems, and only about half of them perform complex functions. Less than a third of information systems are integrated into an external information environment. Researchers believe that the development of information systems can be another source of reducing logistics costs.

### Summary

The role of transport in the economy of Uzbek cities is huge. Logistics has a comprehensive impact on the economic development of the country. Where the role of logistics is properly understood, the state will thrive in economic, political and social relations. And conversely, underestimation of the importance of the transport system will inevitably lead to a slowdown in state development.

The state of transport depends on the level of scientific and technological progress. The state should take measures to develop transport. In Uzbekistan, it is necessary to apply soft taxes on carriers, to keep our roads in good condition, to equip the transport sector, to attract foreign investors to invest in the economy of Uzbekistan in general, and in particular in the development of transport. The state of our economy will depend on how the state responds to all transportation problems. There are many projects to reform the country's transport economy, but most of them are not being implemented.

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