

ОСОБЕННОСТИ ФОРМИРОВАНИЯ И РАЗВИТИЯ АГЛОМЕРАЦИЙ ФЕРГАНСКОЙ ДОЛИНЫ

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Аннотация. *В данной статье проводится подробный и региональный анализ формирования и развития агломераций Ферганской долины в результате действия природных и социально-экономических факторов.*

Ключевые слова: *Ферганская долина, агломерация, плотность населения, районные комплексы, города-спутники, удобная транспортная развязка, мегаполис «ФАНОКС».*

CHARACTERISTICS OF FORMATION AND DEVELOPMENT OF AGLOMERATIONS IN THE FERGANA VALLEY

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Annotation. *This article provides a detailed and regional analysis of the formation and development of agglomerations in the Fergana Valley as a result of natural and socio-economic factors.*

Key words and expressions: *Fergana Valley, agglomeration, population density, regional complexes, satellite cities, convenient transport, megacity "FANOX".*

INTRODUCTION

One of the most ancient and densely populated areas is the Fergana Valley, which is located in the middle reaches of the Syrdarya, in the foothills. It is surrounded by the

Chatkal, Qurama, Fergana, Alay, Turkestan ridges, which prevent the inflow of cold air masses in winter, as well as the formation of many rivers and streams. In the plains of these rivers, in the conical distributions, there has long been the possibility of farming, which has led to the concentration of many settlements. The towns and villages stretching along the foothills are connected by a modern transport system.

The natural integrity of the valley, its richness in oil, gas, coal, non-ferrous metals, mineral water, led to the development of regional industrial complexes and cities on their basis, and, according to A. Soliev, formed a unique rural-urban megalopolis. Here it is possible to distinguish four agglomerations, which are clearly expressed, located in large transport nodes. In the early stages of the agglomeration process, the cities of Andijan and Kokand formed satellite cities around them. These cities have a long history, demographic, cultural and administrative potential, convenient transport and geographical location, as well as a center of handicrafts and trade. The fact that the city of Kokand has been performing important trade, transport, military-strategic and administrative functions since the Xth century, and its central position in relation to the surrounding agricultural lands, allowed the formation of the agglomeration. The railway from Kokand to the capital and the highway built in the 1960s made it an important transportation hub.

METHODS AND LEVEL OF LEARNING

Andijan is one of such large transport hubs, from which rail and road services are provided to Tashkent, Osh, Jalal-Abad, Kokand, Margilan, Fergana and other cities. Since the area of the region is small, the agglomeration is a monocentric agglomeration that covers almost all of it and is clearly defined. Its opposite polycentric agglomeration was manifested in the Fergana-Margilan agglomeration. In ancient times, the passage of caravan routes from here was the basis for the formation of trade cities (Margilan, Kuva), and the city of Fergana as a military stronghold. In the fertile lands above the deposits brought by rivers and streams, there is a very dense network of settlements, especially villages. ¹

¹ Fergana - Margilan agglomeration in the works of Ota-Mirzaev (Economiko - geograficheskoe issledovanie Fergano - Margilanskoy agglomeratsii), the major cities of the valley T. I. Mallaboev's dissertation (Bolshie goroda v sisteme rasseleniya v Ferganskoy doline). Also, the cities of the Fergana Valley U. S. Sultanov (Socio-economic development

In the Fergana Valley, especially the Fergana-Margilan agglomeration, it stands out with its high position. It consists of 6 cities, 5 towns and a number of villages, where 6% of the country's urban population lives.

In 1910, Namangan received official city status, developed as a light industrial center in the region, and was located in a densely populated area and on the right bank of the Syrdarya without competition, which allowed it to develop rapidly. Satellite towns and villages such as Chust, Aktash, Chartak, Uchkurgan began to form around it. In 1959, the agglomeration consisted of 4 cities with a population of 168.8 thousand. The rapid growth of the city, in particular the rapid growth of its population, contributed to the expansion of the agglomeration.

There are 4 agglomerations in the Fergana Valley, which are clearly defined and centered on the main transport hubs - Andijan, Kokand, Namangan, Fergana-Margilan. The streams and rivers flowing from the surrounding mountains play an important role in the location of the satellite towns and villages here. The agglomerations are arched in their conical distribution along the foothills. The formation of agglomerations was based on the fact that from ancient times the conditions for farming were favorable, and then the passage of roads connecting the settlements, the construction of irrigation facilities - canals.

In particular, the Kokand agglomeration was formed on the basis of the city of Kokand, which emerged in the twentieth century as an important trade, transport hub, military-strategic and administrative center. Its favorable economic and transport-geographical location, its central position in relation to the surrounding agricultural lands, allowed its rapid development. As a result of the construction of roads connecting Kokand and other cities of the valley, as well as the capital in the 60s, it became an important transport hub between the center of the republic and the Fergana Valley. The main cargo transported from the capital to the Fergana Valley passes through here. The agglomeration has a small number of satellite cities (5), as there is a large rival Fergana-Margilan agglomeration near it. The configuration of the

of small and medium-sized cities of Fergana economic region of Uzbekistan), including the cities of Andijan region. Zokirov's dissertation (socio-economic development of urban settlements in densely populated areas) is studied in detail.

agglomeration is in the form of a compact circle, the radial paths intersect at the center and include the Kokand oasis. The Fergana-Margilan agglomeration is located in an oval basin along the streams flowing from the mountains. Roads passing through the city and connecting it with other cities in the valley also form the basis of the agglomeration. It consists of 13 satellite cities with a population of 555,000. The center of the Namangan agglomeration and the Northern Fergana canal crossing it will attract the agglomeration satellite cities in this direction. Along the rivers flowing from the northern part of the region are its major satellite cities - Kosonsoy, Chust, Yangikurgan and others. The agglomeration includes 12 satellite cities with a total population of 765.6 thousand people, and in this respect it is the second largest in the country after the Tashkent agglomeration.

Another major city in the Fergana Valley is Andijan, from which rail and road services are provided in the direction of Tashkent, Osh, Jalal-Abad, Uchkurgan, Margilan, Fergana. From the small size of the regional area, the agglomeration around the city of Andijan covers almost the entire territory. The Andijan agglomeration covers an area with a radius of about 50 km and densely populated areas. The settlements of the agglomeration are located mainly along rivers, streams and canals, as well as along highways and railways that run from large and medium-sized cities (cores). In some places it stretches in a striped or arched shape at the lands connected with the plains along the foothills. The cities of the agglomeration are extremely dense and in this respect it is the second largest in the country after the Tashkent agglomeration (3.7 cities per thousand sq. Km). In the east, they are joined by the city systems of Osh and in the south by the city of Khojand, which, in the words of AS Soliev, forms the only megalopolis "FANO'X".

RESEARCH RESULTS

Its population and labor resources play a major role in the formation and development of the agglomeration. The favorable natural conditions of the region have long led to the arrival and settlement of the population. Along with such irrigated agricultural regions of Uzbekistan as Khorezm, Surkhan-Sherabad, Fergana Valley, this place is also the first settlement.

The emergence and development of agglomeration is closely linked with the development of transport infrastructure. Transport networks connect the settlements of the agglomeration with each other and other surrounding areas. According to N.N. Baransky, they form the main “rib” of the region, and “Every new city has its own way to and from it. Each new road leads to the emergence of new settlements in the region ”(Baransky N.N., 1946).

All cities of the Fergana Valley agglomerations are developing as regional or district centers, mainly under the influence of machinery, light and food industries. It should be noted that the formation of agglomerations of the Fergana Valley was initially mainly dependent on transport infrastructure, but after independence, its development was greatly influenced by industry. For example, the Fergana-Margilan, Namangan and Andijan agglomerations in the Fergana Valley are characterized by specific, socio-economic and demographic development, generality of infrastructure and the formation of urban settlements.

In particular, the Andijan agglomeration has a special place in the Fergana Valley due to its demographic potential. For this reason, the main features of the valley agglomerations were discussed in detail in the Andijan agglomeration.

In 1897, 47,000 people lived in Andijan, and by 1910, 76,000 people were registered. In Margilan, the largest center of the silk industry, the population reached 46,780 at the beginning of the 20th century (Ata-Mirzaev O., Gentshke V., Murtazaeva R., Soliev A., 2002, p. 26). At present, the population of Andijan has exceeded 441.7 thousand people.

The construction of an automobile plant in Asaka in 1996 and the establishment of its spare parts in Andijan, along with increasing the economic potential of the city, allowed the efficient use of surplus labor resources in "satellite" cities. This, in turn, has accelerated the movement of people between settlements, which is the most important condition of the agglomeration process, i.e. pendulum-like migration. Currently, the main directions of pendulum migration are the Andijan-Asaka-Kuyganyor trio.

Until the years of independence, the main internal movements within the agglomeration were focused on the core Andijan. After gaining independence, a major internal movement was formed towards Asaka and Kuyganyor. Workers and employees from Marhamat, Shahrikhan, Andijan, Bulakbashi, Altynkul, Khojaabad, Jalal-Abad districts visit Asaka every day. A similar situation is observed in Kuyganyor, the administrative center of Andijan district. Many migrants come here from Izbaskan, Pakhtaabad and Balikchi districts. Cababi is located 6 km northwest of Kuyganyor Andijan and is a transit hub. In addition, there is the Andijan Agricultural Institute, and on the banks of the Karadarya there are recreation areas and administrative buildings of Andijan district.

At a distance of 15 km, the agglomeration center is surrounded by Andijan district in the east, Altynkul district in the west, Asaka district in the south, and Izbaskan district in the north-west. The next ring is 25 km long and includes Bulakbashi, Khojaabad and Jalal-Abad districts. Shahrihan district is also connected to the agglomeration in the western direction. An average of 25-30 thousand people come to Andijan from the agglomeration every day, and on holidays and weekends it can exceed 50 thousand. At the same time, there are pendulum-like migrants working from the agglomeration core to satellite destinations. Every day, about 7,000 people travel from Andijan to the surrounding area for various purposes.

The relative flatness of the territory of the Andijan agglomeration allowed it to form various modes of transport. Road transport - In the Andijan agglomeration, the share of freight and passenger traffic is significant. The length of roads in the agglomeration is 13 km. The road to Andijan (4R-17D) is 31 km long. The city of Andijan is of particular importance in terms of the volume of freight and passenger traffic on the bypass road (4R-130). The bulk of the freight and passengers transported on the agglomeration scale fall on the marked roads. The Andijan-Asaka (11 km), Andijan-Shahrikhan (25 km), Andijan-Kurgantepa (38 km) routes have a significant share in passenger traffic. The city of Asaka is a kind of "growth pole", the convenient geographical location of Shahrihan transport, and the transit

importance of the Kurgantepa route. It is these pathways that are the “big veins” of the agglomeration body.

Population traffic between the settlements of the Andijan agglomeration is inconceivable without road transport. Daily communication between them is carried out by urban and suburban passenger transport. From the central city of Andijan, 11 bus routes and 45 taxi routes directly connect the population.

Vehicles traveling between Andijan and cities and villages are connected mainly through the Andijan branch, Eski-Shahar main station and the world market. Naturally, Andijan branch receives the largest number of migrants among them.

At present, the station is designed to receive suburban, inter-district and inter-regional buses. However, in a market economy, minibuses and cars such as Ford and Mercedes have replaced bus service on many routes. As a result, instead of 1 bus, which previously accommodated 30-35 passengers, there are 2-3 minibuses. As a result, the number of vehicles at the stations has increased, and the capacity of the former stations and roads does not meet today's requirements.

However, due to the increase in the number of vehicles and passengers in the valley agglomerations, the following problems have arisen:

- Traffic jams (traffic jams) on Serkatnov highways, obstructing moving vehicles and pedestrians;
- Various car accidents occur in many such places;
- There are conditions for an increase in the number of private vehicles operating without a license;
- It is difficult to control the number and timing of tables by directions;
- Urboecological situation is deteriorating, etc.

The solution of these problems will create conditions for the population to live and transport in urban agglomerations.

A small regional complex has been formed in the area where the Andijan main station is located. Within a radius of 3 km from the main station there is a railway station, Andijan Biochemical Plant, "Yangi Bazar", Andijan State University and

Andijan Institute of Mechanical Engineering, several small enterprises. Naturally, such territorial consolidation creates an unfavorable ecological situation.

A similar situation can be seen in other agglomerations of the valley, including Fergana-Margilan, Namangan and around the emerging Kokand. In particular, the presence of various chemical and oil refineries in the city of Fergana exacerbates the environmental situation.

The population of Namangan, the center of the Namangan agglomeration, has been growing rapidly in recent years. As a result, it overtook Samarkand and became the "second" city of the republic. Transport is also important in the cities of Uchkurgan, Hakulobod, Uychi, Chartak, which are part of this agglomeration. Turakurgan is connected to Namangan by trolleybus service, and they are almost connected.

From the center of Namangan region, mainly Namangan-Chust, Namangan-Uchkurgan routes are busy. The city of Chust, together with Pop, forms a unique territorial urban system. In the Fergana agglomeration, Kuva, Quvasoy, Hamza, etc., mainly serve as a transport center. Passenger traffic on the routes Fergana-Margilan, Fergana-Kuva, Fergana-Rishtan, Fergana-Quvasoy.

These agglomerations are also connected with the Kokand group of districts. In this regard, the towns of Rishtan, Baghdad, Altiyarik are a unique transport hub.

An agglomeration is being formed on the basis of Kokand, one of the ancient cities of the republic, and the role of transport in this is great. The cities and towns of Yaypan, Dangara, Besharik, Uchkuprik, located around Kokand, serve as transport hubs of local significance.

Thus, there is a link between population location, particularly urban development, and transport geography. Consequently, transport and urban geography N.N. As Baransky pointed out, they are inextricably linked and their problems can be solved in the same way.

CONCLUSION. In conclusion, as agglomerations are formed on the basis of a large city, it is necessary to first develop this basis, the basis that forms the agglomeration. Then the way will be opened for the development of satellite cities. Their proximity

to a large city means that their potential for future development is somewhat superior to other cities.

The functional structure of the Andijan agglomeration is dominated by machine building and light industry, which will continue to be the leading network of the agglomeration. Its main centers are Andijan and Asaka. Also in the agglomeration are Shahrikhan (Rivoj-Tianjin, Rivoj-Norind, Intertex, Anteks light industry enterprises), Khanabad (Water Construction Equipment, AndijanGES, Andijan-Cable), Khan "Bugda" machine-building enterprises) are rapidly developing with the construction of joint ventures.

The Fergana-Margilan agglomeration specializes in the petrochemical and oil refining industries. The share of cities is high. Currently, the economic development of satellite cities such as New Margilan, Yazyavan, Dostlik is very slow.

Kokand agglomeration is developing in the field of light industry and furniture. The city of Kokand is leading the way, and the light and furniture industries in Baghdad are becoming points of growth with continued activity.

Namangan agglomeration is developing on the basis of light industry. Its main centers are Namangan, Kosonsoy, Chust, Uchkurgan. In general, the ring roads along the foothills that connect them play a key role in the territorial development of agglomerations in the Fergana Valley, and they have the potential to develop towards each other. Properly organized regional structure allows to maximize the opportunities in it, in agglomerations there are growth points, poles and corridors, which in turn ensure the further development of urban systems (Lappo G. M., 1978).

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