

SAFE MOVEMENTS OF TRANSPORTS AND PEDESTRIANS ON CITY ROADS AND STREETS.

Bobomurotov Saydulla Yunusovich, teacher, Termez Engineering and Technology Institute, Termez.

Annotation: This article aims to ensure the safety of vehicles and pedestrians moving on city roads and streets and to ensure the safety of pedestrians in front of unregulated pedestrian crossings and markets.

Keywords: traffic, pedestrian, car, Reno-PSA, Europe, transport, accidents, statistics, security, market, network, international, traffic.

БЕЗОПАСНОЕ ДВИЖЕНИЕ ТРАНСПОРТА И ПЕШЕХОДОВ ПО ГОРОДСКИМ ДОРОГАМ И УЛИЦАМ.

Бабомуротов Сайдулла Юнусович, преподаватель, Термезский инженерно-технологический институт, г. Термез.

Аннотация: Цель данной статьи - обеспечить безопасность транспортных средств и пешеходов, движущихся по городским дорогам и улицам, и обеспечить безопасность пешеходов перед нерегулируемыми пешеходными переходами и рынками.

Ключевые слова: трафик, пешеход, автомобиль, Reno-PSA, Европа, транспорт, аварии, статистика, безопасность, рынок, сеть, международный, трафик.

Introduction. Today, it is impossible to imagine any network of economic sectors, our life in general, without the services of vehicles. Traffic safety plays an important role in the efficient and effective use of the vehicle that enters every aspect of our lives. The Law of the Republic of Uzbekistan "On Road Safety" of August 19, 2013 clearly defines the obligations and rights and standards of conduct of all organizations and bodies responsible and involved in this work. More than half of all road traffic accidents involve pedestrians. In general, 1/3 of those injured and killed in road accidents are pedestrians and 3/2 are drivers, and most of the road structures are damaged. Currently, road transport is causing several times more losses than other modes of transport. For example, 1 billion. As a result of

the accident, 20 people died in road transport, 6 in air transport and 2 in railway transport. Therefore, the issue of traffic safety remains a topical issue. Inspections by the Reno-PSA Physiological and Biomechanical Laboratory provided an analysis of the types of road users killed in road accidents in some European countries (Table 1.1).

Table 1.1

States	Car drivers and Passengers, (in%)		Pedestrian, (in%)	Drivers of two-wheeled vehicles, (in%)	He is a mummy, (in%)
	Light	Load			
France	50	21	23	6	100
Italy	40	30	28	2	100
Great Britain	38	18	36	8	100

Methodology: In developed countries, the majority of road traffic accidents are pedestrian accidents involving pedestrians. The majority of pedestrians who died and were injured were pedestrians under the age of 10 and over the age of 60. Of the pedestrians killed, 69 percent were crossing the carriageway, 15 percent were walking along the carriageway in the direction of traffic, 5 percent were in oncoming traffic and 11 percent were in the carriageway. According to international statistics, 23 percent of pedestrians killed in the U.S. are intoxicated, and the number of fatalities in most road traffic accidents is -41 percent on straight horizontal sections of road; at intersections - 20 percent; on straight slopes - 14 percent; on streets and local intersections - 13 percent; on roundabouts - 8 percent; -2 percent in parking lots; bridges and other places - 2 percent. An analysis of road traffic coverage and road conditions shows that in the United States, 54 percent of traffic accidents occur at night and 52 percent during the day. Pedestrian traffic accidents occurred on 75% of two-lane roads by road type, including 61% on rural roads and 9% on toll interstate (intercity) highways where pedestrians are generally prohibited.

Analysis and results:

Annual distribution of injured pedestrians.

Table 1.2

Years	Pedestrians injured in a general traffic accident, in the amount of %		Years	Pedestrians injured in total traffic,%	
	died	injured		died	injured
1995	22,8	11,4	2010	19,5	12,5
2000	23,7	13,7	2015	17,7	12,3
2005	21,8	12,7	2020	17,3	12,1

In France, 65 percent of pedestrians killed in road accidents are in cities and 35 percent in out-of-town areas. French experts studied road traffic accidents involving pedestrians and determined that the injured pedestrians were distributed under the following traffic conditions.

Road traffic accidents victims as a result.

Table 1.3

Types of transport	Victims (as a percentage)		
	died	Severe injury	minor injury
Cars	40,3	58,2	1,5
Trucks	31,0	18,5	50,5
Buses	17,3	23,1	59,6
Another type of car.	11,4	10,2	78,4

The results of the analysis of road accidents show that 44-53% of children killed and injured in road accidents as a result of non-compliance with traffic rules by children and inability to apply knowledge of traffic rules in a specific situation. The main reasons for hitting children are: a car parked in front of an oncoming

vehicle, running after trees, various obstacles and structures, crossing the carriageway from an unspecified place, and other situations. This indicator takes into account the intensity of traffic flows and uneven loading of roads:

$$P = \sum_i^1 N_{i\text{итх}} / \sum (N_i L_i) \quad (1.1)$$

here: $N_{i\text{итх}}$ - In 1 year i - the number of road traffic accidents in the territory;

N_i - i is the average daily intensity of movement in the region;

L_i - i is the length of the road in the region.

The density of pedestrian flow D , the number of pedestrians Q is equal to the ratio of one unit of sidewalk fuselage.

$$D = Q / F \quad (1.4)$$

Sometimes the pedestrian traffic density is expressed by $f = F / Q$. At present, in the design and construction of cultural and social facilities, the value of the property is used depending on the age and value of the people.

Calculate the average size of a pedestrian.

Table 1.4

Age and clothing of the pedestrian	Human width , m	Human thickness , m	Horizontal projection surface of a person, m ²
Adults:			
1. In summer clothes	0,46	0,28	0,100
2. In street seasonal clothing	0,40	0,30	0,113
3. In winter clothes	0,50	0,32	0,125
4. With a young child	0,75	0,48	0,285
5- With hand luggage	0,9-1,1	0,75	0,350-0,825
6. With a load hanging on the back	0,5	0,8	0,315
7. With a light knot	0,75	0,40	0,235
Teenagers	0,43 - 0,26	0,27 - 0,22	0,09 - 0,067
Young people	0,34 - 0,30	0,21-0,17	0,056 - 0,040

Conclusion. The analysis of the studied literature shows that the region and territory of the markets have not been studied on a scientific basis from the point of

view of traffic safety, and no research has been conducted so far. This indicates that the road transport network passing through the market areas, road constructions, parking lots, road signs, passenger stations from the market area are organized on the basis of general rules and requirements. In fact, the speed of traffic and passenger traffic in the market area and the location of the markets in the road transport network have their own characteristics, the relevant rules and regulations for their safe operation.

REFERENCES:

1. IK Korshikov - "Car and pedestrian; Analysis of the mechanism" M. "Transport" -1988 god
2. "Safety of road movement" review information Issue - 6 Moscow - 1978
3. M.A.Kotik "Besedy psychologa o bezapastnosti dorojnogo dvijeniya" M "Transport" -1987 year
4. A.Nazarov "Influence of means, organization of dorojnogo dvizheniya People of the regime and security of the movement of people on two-lane roads in the vicinity of the points "Avtorefrat. Toshkent -1998 god
5. VSN - 25 - 87 Normative document. Tashkent -1999
6. A.G.Ramanov "Dorojnoe dvizhenie v gorodax: zakonomernosti i tendentsii" M. "Transport" -1984 god