

SUV BO'YLARIDA VELOSIPED YO'LAKLARINI TASHKIL ETISH BO'YICHA XORIJ TAJRIBASI

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***Annotatsiya:** Ushbu maqolada suv bo'ylari bo'ylab velosiped yo'llarini tashkil qilish bilan bog'liq tajribalar, ularning afzalliklari va muammolarini tahlili keltirilgan. Amaliy tadqiqotlar va mavjud adabiyotlardan kelib chiqqan holda, ushbu tadqiqot rejalashtirish jarayoni, loyiha masalalari, atrof-muhitga ta'siri va dengiz bo'yidagi velosiped yo'llarining ijtimoiy-iqtisodiy afzalliklarini yoritadi. Natijalar ushbu yondashuvning faol transportni rivojlantirish, shahar landshaftlarini yaxshilash va ekologik barqarorlikni rag'batlantirishdagi salohiyatini ta'kidlaydi.*

***Kalit so'zlar:** Velosiped yo'llaklari, harakat xavfsizligi, ekologik transport, barqaror shaharlar, tirbandliklar.*

FOREIGN EXPERIENCE ON ORGANIZING BICYCLE PATHS ON WATERSIDES

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***Abstract:** This article presents a comprehensive analysis of the experiences, challenges, and benefits associated with organizing bicycle paths along waterfronts. Drawing from case studies and existing literature, this study elucidates the planning process, design considerations, environmental impacts, and socio-economic benefits of waterfront bicycle paths. The findings underscore the potential of this approach in fostering active transportation, enhancing urban landscapes, and promoting ecological sustainability.*

Keywords: *Bicycle paths, Urban mobility, Waterside development, Active transportation, Sustainable cities*

Kun sayin ortib borayotgan transport oqimi va uning natijasida yuzaga kelayotgan tirbandliklar, yo‘l transport hodisalarining ortib borishi so‘nggi yillarda yirik shaharlardagi dolzarb muammoga aylangan. Suv havzalari bo'yida velosiped yo'llarini tashkil etish dam olish, transport va ekologik barqarorlikni uyg'unlashtirgan shahar harakatchanligiga transformativ yondashuv sifatida paydo bo'ldi [1].

Ushbu kontseptsiya dastlab Niderlandiyada ildiz otgan bo'lsa, keyinchalik u dunyoning ko'plab mamlakatlarida ommalashdi. Gollandiya velosiped infratuzilmasini, jumladan, suv bo'yidagi yo'llarni rivojlantirish va amalga oshirishda ilk davlat hisoblanadi. Gollandiyaning Amsterdam va Utrext kabi shaharlari XX asrning o'rtalariga kelib, kanallar va daryolarning keng tarmog'idan foydalangan holda velosiped yo'llarini o'zlarining shaharsozlik strategiyalariga qo'shishni boshladilar. Gollandiya tajribasi boshqa mamlakatlar uchun namuna bo'lib xizmat qiladi, u innovatsion dizayn yechimlari, yo'l harakati boshqaruvi strategiyalari va asosiy transport turi sifatida velosipedda harakatlanishga ustuvor ahamiyat beruvchi siyosatlarni namoyish etadi [2, 3].



1-rasm. Suv bo'ylarida tashkil etilgan velosipedlar yo'lakchasi (Gollandiya)

Gollandiya misoliga asoslanib, Yevropaning bir qancha davlatlari turli darajadagi muvaffaqiyatlar va qiyinchiliklarga qaramay, suv bo'yida velosiped yo'llarini tashkil etish kontseptsiyasini qabul qildi. Kopengagen, Daniya va Gamburg (Germaniya) kabi shaharlarda piyodalar uchun qulayliklar va yashil maydonlar bilan bir qatorda velosiped infratuzilmasiga ustuvor ahamiyatga ega

bo'lgan dengiz qirg'oqlarini rivojlantirish bo'yicha ulkan loyihalar amalga oshirildi. Ushbu tashabbuslar Yevropa bo'ylab barqaror shaharsozlik va multimodal transport tizimlariga kengroq o'tishni aks ettiradi [4, 5].

So'ngi vaqtlarda, Shimoliy Amerikadagi shaharlar shahar hayotini yaxshilash, faol transportni rivojlantirish va qirg'oq bo'yidagi hududlarni jonlantirish uchun suv bo'yidagi velosiped yo'llarining imkoniyatlarini tobora ko'proq tan olishmoqda. Portlend, Oregon va Vankuver (Kanada) kabi shaharlarda velosport infratuzilmasini qirg'oq bo'yidagi rekonstruksiya loyihalari bilan integratsiyalash harakatlari moliyalashtirish, yerdan foydalanishdagi mojarolar va jamoatchilik ishtiroki bilan bog'liq muammolarga duch keldi. Biroq, innovatsion dizayn yondashuvlari, davlat-xususiy sheriklik va ommaviy targ'ibot harakatlari velosipedda qulayroq va borish mumkin bo'lgan dengiz qirg'oqlari sari olg'a siljishini ta'minlamoqda [6, 7].

Huddi shu kabi tajriba Osiyo mamlakatlarida ham keng qo'llanila boshlagan. Bunda, Osiyoda tez sur'atlar bilan urbanizatsiya va havoning ifloslanishi va tirbandlik bilan bog'liq tashvishlar muqobil transport turlariga, jumladan velosipedga qiziqish uyg'otdi. Yaponiya va Janubiy Koreya kabi mamlakatlar velosiped yo'llarini shahar yashil yo'llari va dam olish yo'laklarining asosiy komponentlari sifatida o'z ichiga olgan dengiz qirg'oqlarini qayta tiklash loyihalarini amalga oshirdi [8,9].

Bundan tashqari, Xitoyning Xanchjou va Shanxay kabi shaharlari barqaror transport imkoniyatlariga ortib borayotgan talabni qondirish uchun velosiped almashish sxemalarini va daryo bo'yida maxsus velosiped yo'laklarini barpo etdi [10-11].



2-rasm. Yaponiyaning turli shaharlarida suv bo'ylarida tashkil etilgan velosiped yo'laklari

Avstraliya va Yangi Zelandiya kabi davlatlar suv bo'yidagi velosiped yo'llarining dam olish afzalliklarini tabiiy yashash joylari va mahalliy madaniy qadriyatlarni saqlash bilan muvozanatlash muammosi bilan kurashmoqda. Melburn va Oklend kabi shaharlar ekologik yaxlitlik va madaniy merosni saqlab qolgan holda velosiped marshrutlari, jamoat bog'lari va qirg'oq bo'yidagi sayr qilish joylari o'rtasida uzluksiz aloqa o'rnatishga qaratilgan ulkan qirg'oqbo'yi regeneratsiyasi loyihalarini amalga oshirishga kirishdi [12].

Xulosa

Suv bo'yida velosiped yo'llarini tashkil etish bo'yicha xorijiy tajribalar ushbu innovatsion shahar infratuzilmasi amaliyotining global ahamiyati va salohiyatini e'tirof etadi. Gollandiyadan Shimoliy Amerikagacha, Yevropadan Osiyogacha, butun dunyo shaharlari velosipedni barqaror transport turi sifatida qabul qilib, dengiz sohillaridan shaharlarda harakatlanish va dam olish uchun qimmatbaho boylik sifatida foydalanmoqda. Qiyinchiliklar davom etayotgan bo'lsa-da, velosipedlar uchun qulay shaharlar va qirg'oqlar tomon ortib borayotgan jadal global miqyosda barqaror shahar rivojlanishi uchun istiqbolli kelajakni ko'rsatadi.

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