

Development of Road Transport Infrastructure in Kashkadarya Region in Recent Years

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Abstract:

This article talks about the development of road transport infrastructure in Kashkadarya region in recent years. The author, relying on scientific data, studied and analyzed specific aspects of the development of road transport infrastructure in Kashkadarya region in recent years based on available literature.

Keywords: independence, reforms, Kashkadarya, road transport, infrastructure.

Uzbekistan's path to independence was largely reflected in the acquisition of transport independence. The fact that the political interests of our republic require the creation of transport networks that are not dependent on any state or system, represent national interests, and serve the prosperity and development of our people, shows the existence of the political and legal foundations of the national transport system of Uzbekistan.

In today's globalization process, it is impossible to imagine the life and development of the peoples of the world without vehicles. Automobile, railway and air transport, which are the achievements of modern science and technology, connect the people of all continents. It is known from the experience of the leading countries in the world economy that achieving global competitiveness and entering world markets, first of all, consistent economic reform and structural changes are all related to the development of transport infrastructure.

From the first years of independence, the improvement of the transport and communication system of Uzbekistan was required to solve the problems left over from the old authoritarian system. These problems consisted in the construction of highways that meet the world demand for transport roads in the Kashkadarya region of our republic, the reconstruction of existing ones, and the improvement of road infrastructure. In particular, on January 24, 2020, President Shavkat Mirziyoyev sent a letter to the Oliy Majlis stating that "the biggest issue in order to deliver our products to foreign and domestic markets and reduce their cost is to develop the transport and logistics sector[1]". they had gone.

Kashkadarya region was established on November 1, 1924. The 1st traffic light was installed in 1972. By 2022, there will be 164 traffic light objects in the region. Of these: 11 are pedestrian and 153 traffic light objects. In 2022, 36 traffic lights were built in the region. Of these: 19 are pedestrian and 17 traffic light objects. In December 2023, 54 traffic light objects were built in the region. Of these: 27 are pedestrian and 27 are traffic light objects.

Currently, there are 254 traffic light objects in the region, of which 56 are pedestrian and 198 traffic light objects. From January 2022 to December 2023, 90 traffic light objects were built in the region. Of these: 46 are pedestrian and 44 traffic light objects. 57.4% more than 164 traffic

light objects installed between 1972 and 2022. There are 14 bypass roads passing through 3 regular YPX locations in the region. From this:

6 in the 1st Umakay YPX facility

4 at the 2nd Shirinbulok YPX facility

1 in the 3-Mingchinor YPX facility

4-Darband towards Surkhandarya region

3 from YPX place.

There are 30,998 road signs on the highways of the region. Of these, 23,297 new type road signs, 7,101 old type road signs.

Compared to 2019-2020-2021, 10,830 +500% more new type road signs were installed in 2022.

During 2023, 8,568 high-intensity road signs were installed in our region, of which 2,949 were installed in new places, 5,585 old road signs were replaced with new ones, and 339 road signs were restored. 64 pieces 3.10 "Pedestrian crossing prohibited" and 1570 "Indicative road signs" were installed. As an experiment, 98 pieces of "Collision" and "other danger" road signs were installed in accident centers.

There are TOTAL: 1610 pedestrian crossings in the region. From this:

56 regulated pedestrian crossings;

1554 unregulated pedestrian crossings

During 2023, 1436 pedestrian crossings were restored and new pedestrian crossings were established in 94 places.

The experience of Turkey "Safe Pedestrian Crossings" was created together with the Regional General Administration of Regional Highways of the Region DIA PSS RPSS. There are a total of 44 educational institutions in the region, as follows:

1. 4 in the territory of the city of Karshi.

2. 3 in Karshi district.

3. 4 in the city of Shahrisabz.

4. 2 in the territory of Kitab district.

5. 5 in Mirishkor district.

6. 3 in Mubarak district.

7. 6 in Kokdala district.

8. 2 in Dekhkanabad district.

9. 1 in Guzor district.

10. 3 in Nishan district.

11. 1 in Qamashi district.

12. 2 in Yakkabog district.

13. 2 in the territory of Koson district.

14. 2 in Chirakchi district.

15. 2 in Kasbi district.

16. 2 in Shahrisabztumani region.

On ensuring the implementation of the Decision PQ-330 [2] of the President of the Republic of Uzbekistan dated October 10, 2023 "On measures to further improve the road industry" During the 12th month, the following works were carried out.

Installation of direction indicators.

In the plan: 1562 units

In practice: 1591 pieces

Installation of a road sign.

In the plan: 9441 units

In practice: 9441 units

Construction of new traffic lights.

In the plan: 26 pieces

In practice: 53 units

Installation of artificial lighting lamps.

In the plan: 21 km

In practice: 30.8 km

Draw road lines.

On the plan: 0.9 sq. km

In practice: 1.1 sq. km

Pavement construction.

In the plan: 61 km

In practice: 69.4 km

Construction of a bicycle lane.

In the plan: 22 km

In practice: 22 km

Installation of fences restricting the movement of pedestrians.

In the plan: 14 km

In practice: 14 km

Decision of the President of the Republic of Uzbekistan dated July 12, 2022 No. PQ-316 "On approval of the nationwide program "Safe and smooth road" to be implemented during 2022-2026"[3] the following works were carried out in the 12th month of 2023 to ensure its implementation.

Cameras recording 16 violations on highways and streets

In the plan: 12 pcs

In practice: 12 pcs

Photo and video devices that record violations

In the plan: 2 pcs

In practice: 2 pcs

Construction and reconstruction of intermediate bus stops

In the plan: 30 units

In practice: 30 pcs

Organization of new public transport routes

In the plan: 8

In practice: 8

Construction and reconstruction of bus stations and bus stations

In the plan: 3

In practice: 3

Organization of classrooms for the teaching of human rights in schools

Planned: 237 units

In practice: 237

Organization of training grounds for traffic rules in neighborhoods

Planned: 118 km

In practice: 118 km

Organization of platforms at DMTT "Attention, passenger!", "Attention children!" and similar preventive measures

In the plan: 24 pcs

In practice: 28 pcs

Installation of promotional tools

In the plan: 240 units

In practice: 246 units

Green light!", "Knowledge of traffic rules", preventive contests called "Exemplary passenger"

In the plan: 30 units

In practice: 36 pcs

Integration of driver training and retraining educational organizations into the RTSS monitoring center

Planned: 10

In practice: 10

Preparation of social videos and broadcasting on national and local TV channels

In the plan: 36

In practice: 44

Write-off of technically defective, unusable motor vehicles

Planned: 1000 units

In practice: 1006

Integration of M1 category motor vehicle technical inspection centers into the RTSS monitoring center

In the plan: 3 km

In practice: 3 km

Currently, the speed of traffic on the highway is more than 10,000 vehicles per day. Due to the sudden increase in the speed of traffic on the road in recent years, as well as the continuous movement of heavy goods vehicles, despite the regular annual maintenance and light repair work, it is not possible to maintain it at the level of today's requirements. According to the analysis of serious road traffic accidents, the 82-130 km intervals of this highway passing through Mubarak and Koson districts are divided into opposite directions. As a result of not being equipped with brakes, it is causing the collision of vehicles in the opposite direction.

82-130 km of this highway is transferred to category I, requiring the installation of barriers separating the movement of vehicles in opposite directions. 48 km (82-130 km) of the highway has been reconstructed and expanded to category 1 in order to prevent traffic accidents with serious consequences, to ensure comfortable and safe movement of road users. it is necessary to transfer, for this, according to preliminary estimates, about 750.0 billion soums are required. (For information, 12.0 billion soums are required to build 1 km of asphalt-concrete road of I-class and 18.0 billion soums to build 1 km of cement-concrete road on average).

References:

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