



BUSES MOVEMENT PRIORITY AND TRANSPORT PLAN

Ikromov Nurillo Avazbekovich

PhD., Associate professor, department of vehicle engineering, Andijan

Zokirov Boburjon Zoyirjon ugli

First year master's student., department of vehicle engineering, Andijan

Abstract. In a vehicle logistic analysis to do with city district population to transport has been demand complete satisfy feature shaping is understood. City to motor vehicle has been demand logistic in terms of organize to do when you say hourly , daily different in stamps to sports has been demand determination and him all indicators work exit is understood. One daily Demand in the section known city, district in the area bus, direction taxi, light taxi, luggage to their cars has been Demand is formed. This requirement right to the road to put and him license right with to budge issue city passenger overflow transport logistics is created.

Keywords: Bus, direction taxi, taxi, logistics, interval, circle commute buses reserve.

Work reability current in the day Andijan city passenger overflow transport according to prospectus Navoi on the street passenger transport in process only bus attended because of in the morning and evening on the line connect decrease passengers light in taxis walk price from the cost complaints existence identified, with transport service show in process taxis the palace fundamentally growth from buses known part passengers light to a taxi past go away started [1,2]. And this bus with work found income inside this from transportation removable profit shortening situation sharpened , different by doing so to speak bus and direction taxi and in taxis competition serious color took [3-5].

That's why for the transport market deep by learning city passenger overflow transport logistics deep by learning buses passengers flow to the top when it comes out using other at times direction from taxis using the situation improvement task is putting That's it in the day passenger transport palace request more than from being using from the bus use exploitative the speed down to go take is coming. Otherwise by doing so to speak city passenger overflow transport logistics development load with and passenger transport regularity improve transport the price decrease opportunity it is said. In this matter the bus existence city passenger overflow transport logistics pattern decrease criterion being service does [6-8].



Problems and their solution (problem placing) Transport market in order put the bus activity to show protection to the problem turned [9]. This is an offer continuing structural changes the bus wayfarer flow at the peak him harmless to work possibility will give [9, 10]. This system current to do advantage that is , in the regions only necessary transports activity shows only. Too much carriers to reserve converted to the regime looking to work is placed, etc without motor vehicle on the line from walking deprived will be done to the line is not placed. It's own on the way service pointers for high level control as from this in management mode is used filled up drivers to rest will be stopped. [11-13].

Summary offer and recommendations This system current to do below supplies will give:

- har one bus direction the bus wayfarer flow at the peak him harmless to work opportunity fruit will be done;
- drivers work balance hour mode puts , those who are tired to work does not put;
- from me ' è r more than carriers to rest sent;
- too much to traffic jams road does not put the line answer giving responsible the owner and that employee appear will be
- ecological atmosphere protection opportunity appear will be
- car accidents the number shrinks;
- on the line the bus wayfarer flow at the peak you are harmless and wanted passengers transport enable will give.

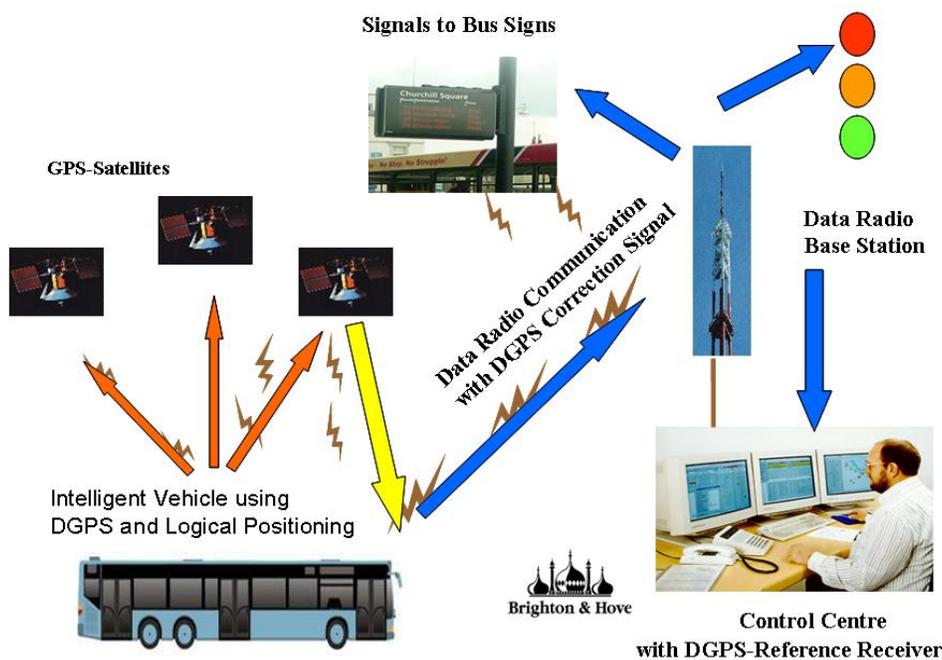


Fig. 1 At the example of bus priority system.



Bus priority at traffic signals can be achieved with an increasingly large range of system architectures often depending on the types of traffic control and bus operation systems implemented and their level of integration. There is no 'best' system architecture to be recommended. The choice for any individual city will depend upon a number of factors, including:

- the infrastructure already in place;
- the resources for installing and maintaining the system;
- and the level of functionality and, thereby, complexity of the system desired.

Within this, the most common method of requesting bus priority is decentralised communication method where a bus directly communicated to the traffic signal

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