



ANALYSIS OF TRANSPORT PHENOMENA ANDIJAN DISTRICT WITH THE FOOT IN THE WAY

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Annotation Special problems of road sides and, above all, "the car-drive-way-on foot" through the system is determined. These in turn operate in the environment Today it is considered one of the important issues for the study of this system

Keywords: Road traffic accident, Car; drive, Roadblocks, science and technology.

Introduction. The way of the car, the security organization of the action in today's day has become one of the important problems in. Andijan region in 2022-traffic accident was to occur during the last period of the year 125, ultimately citizens of the 23 students died. [1]. 848 units in the region of andijan in the aftermath of a road traffic accident happened in the year 2021 163 people died, while citizens 685 recognize different levels of injuries received. Deputy head of department of regional road safety turg'unov known daniel noted, in the year of 2021 the number of traffic accidents and their consequences in affected increased compared to the year 2020. 2021-if one was to occur in the year 848 traffic accident, ultimately 163 people died, as well as various citizens, students get to recognize 685 severe injury to the hospital was laid. As a result, 26% of yth, died 22,5%, while the variety recognize 26,8 percent received injuries have increased. Events that occur over a large part of the center of the region, as well as at andizhan, Shakhrikhan district and Altinkul comes on.

“For example, in the city of Andijan 195 total units to occur if there was traffic accident in the past year, 16 people have been killed 179 people recognize different levels of injuries received. The region was checking the numbers of road accidents that occur on 21,1 percent total ihaqid (table 1). To do this, road safety, our experts are the way of the movement of the main indicators, y, died in the transport stream of the conditions of to how it affects the movement, traffic flow management,



manage your way through technical means the movement of the toe, 'the knowledge of citizens to be able to imiz it is necessary. [2-3-4-5-6-7].

Relevance of the topic.

1-tablel

The area of	The period	Pedestrian hit send and			The foot fault with		
		Road traffic accident	Dead	The trauma taking manuals	Road traffic accident	Dead	The trauma taking manuals
Tashkent city	2019	558	76	516	296	48	264
	2018	691	95	640	329	55	293
	%	-19,2	-20,0	-19,4	-10,0	-12,7	-9,9
Tashkent region,	2019	362	119	258	23	6	17
	2018	504	138	402	35	9	27
	%	-28,2	-13,8	-35,8	-34,3	-33,3	-37,0
Samarkand region,	2019	247	93	160	34	19	15
	2018	408	134	304	70	24	50
	%	-39,5	-30,6	-47,4	-51,4	-20,8	-70,0
Syrdarya region	2019	80	20	66	29	11	22
	2018	98	30	70	13	4	10
	%	-18,4	-33,3	-5,7	123,1	175,0	120,0
Dzhizak region	2019	144	28	122	34	9	27
	2018	144	36	112	25	8	17
	%	0,0	-22,2	8,9	36,0	12,5	58,8
Bukhara region	2019	94	15	87	22	6	18
	2018	119	18	113	28	7	24
	%	-21,0	-16,7	-23,0	-21,4	-14,3	-25,0
Navoi region	2019	73	22	53	6	4	2
	2018	83	20	64	12	2	10
	%	-12,0	10,0	-17,2	-50,0	100,0	-80,0
Fergana region	2019	348	71	281	140	31	110
	2018	412	90	331	119	24	95
	%	-15,5	-21,1	-15,1	17,6	29,2	15,8
Andijan region	2019	336	60	281	41	8	33
	2018	379	69	313	41	9	32
	%	-11,3	-13,0	-10,2	0,0	-11,1	3,1



District of andijan region carrying (2-table.) In the city of Andijan for flights of road accidents because of many reason too much observed. However unfortunately in the year 2021 year 2022 the number associated with the phenomenon of death has not changed. Ways to reduce it more precisely, the condition of death is not that one should gain measures we should develop. [8-9-10-11-12-13].

**ANDIJAN REGION HAVE BEEN RECORDED IN THE TERRITORY
OF THE WAY-TRANSPORT PHENOMENA INFORMATION ON
(2022-year 10 months)**

2-the table

The territory	Total				Associated with death (266 m. 2-3 k.)				Admit injury with associated (266 m. 1 k.)			
	2021	2022	+, -	%	2021	2022	+, -	%	2021	2022	+, -	%
Andijan city	152	139	-13	8,0	14	14	0	0,0	138	125	-13	-9,4
Andijan district	71	57	-14	-19,7	15	15	0	0,0	56	42	-14	-25,0
Altynkul	44	48	4	9,0	10	9	-1	-10,0	34	39	5	14,7
Ulugnor	16	11	-5	-31,2	1	3	2	200,0	15	8	-7	-46,7
Fisherman	47	42	-5	-10,6	16	12	-4	-25,0	31	30	-1	-3,2
Izboskan	45	42	-3	-6,7	9	11	2	22,2	36	31	-5	-13,9
Pakhtaabad	32	42	10	31,2	5	5	0	0,0	27	37	10	37,0
Asaka	55	64	9	16,4	10	10	0	0,0	45	54	9	20,0
Bukhara	15	20	5	33,3	7	6	-1	-14,3	8	14	6	75,0
Markhamat	25	31	6	24,0	5	6	1	20,0	20	25	5	25,0

Roadblocks on highways may refer to, pedestrian traffic regulation and Road transport prevention of phenomena and their degree of pain set to lower. Roadblock requirements GOST 26804-86 " Ograjdeniya dorojnie, metallicheskie barernogo TIPA. Technicheskie uslovia". Road at what times do roadblocks change depending



on their condition terms of use GOST 23457-86 " Technicheskie sredstva organizasii dorojnogo dvizheniya". [14-15-16-17].

Roadblocks can be divided into two groups, depending on the conditions of capture division. The first group has a "barrier" construction (height 0.75 no less than m) and wall-shaped ("parapet" - shaped no less than 0.6 m in height) roadblocks include. These obstacles in the group drive vehicles at the foot of the road, on bridges, trapping and from the opposite side at the junction points prevention of congestion of moving vehicles as well as various objects located in the road region (highlighter, bridge supports, trees, etc.) to avoid being hit installed Setkas on the second group fences, different bars (height 0.8-1.5 m) included. From them the act of walking regulation and exit of animals to the road part used for prevention purposes. Roadblocks reduce the likelihood of road traffic accident occurrence and in combination with lowering the levels of fog, the barrier allows itself to to vehicle failure as a result of a crash, it can even cause the death of a person. Hence as much as possible for roadblocks to ensure safety it is necessary to think about other ways. For example, the radius of curvature is magnification, lowering the height of the lift, side of the road base laying slopes, underground or above ground for pedestrians construction of sidewalks, various large objects from the road region exclusion. [18-19-20]. In accordance with the provisions of the concept, the development of the road network should correspond to the pace of the country's socioeconomic development and ensure transportation needs in accordance with the growth of cars. It is known that professional drivers commit a car accident 5-6 times less often.

Taking the 2022 statistics on the types of road traffic accidents, it is more likely to hit a pedestrian (45%) and collide with cars (31%).

Conclusion To solve the problem of increasing road safety on highways, an integrated approach, involving a large number of specialists in various fields of science and technology, requires more research work based on a necessary and systematic approach. At the same time, it is important to solve the problem in the following areas: improve the analysis of the causes of the accident in relation to local conditions; practical application of the technical audit of road safety; increase the qualifications, responsibility and discipline of drivers; it is necessary to carry out a revision of the regulatory requirements for the surface of the carriageway on the quality of the connection and their equality in the direction of their increase.

We will have prevented all kinds of accidents if the above is followed by drivers, pedestrians and children on foot. The work performed when organizing the movement must meet the following requirements:



- Gradually change the speed of movement of the winding along the sections of the road %;
- For the driver to move the clock at any time
- the direction of the previous sections of the road will be clear and clear;
- Fast and safe movement of vehicles;
- Maximum transfer of vehicles;
- To make it environmentally friendly;
- Convenient and safe movement of pedestrians / 2021;
- To make it economical.

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