



WAYS TO IMPROVE INSIDE CITY ROADS

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Abstract: This article discusses the main factors in the formation and development of the transport infrastructure of the region, presents the main problems of its development in general in Uzbekistan. The paper notes that the transport infrastructure plays an important role in the development of the economy of the country and its regions, the infrastructure of the transport system of a small town is studied, and its indicators are analyzed in dynamics in recent years. In conclusion, the author's views on solving the problems of the transport infrastructure of the urban district are presented, which may be of interest to specialists in the field of economics.

Key words: analysis, transport infrastructure.

The growth of the car park and the increase in traffic leads to an increase in traffic intensity, which in the conditions of cities with historical development leads to a transport problem. It is especially acute in those points of the street-road network (UAS), where there is an intersection of major highways and quarries. Here, transport delays increase, queues and congestion are formed, which causes a decrease in the speed of communication, unjustified excessive fuel consumption and increased wear of vehicle components and assemblies, as well as the environmental situation of this section of the road is deteriorating. Thanks to the process of motorization, the boundaries of cities are being lost. The urban population is increasingly moving to the suburbs, turning this part of the territory into a continuation of the city. Therefore, the transport accessibility of recreational areas forces us to consider the street and road networks of the city and the suburbs as a single transport infrastructure that ensures the life of the "big city". Such agglomerations with a population of more than 10 million people are called "megacities" [1,3,6].

Transport infrastructure is a type of capital that has a specific regional-forming character, which is expressed in its ability to ensure the territorial integrity of the region, generating a cumulative (synergistic) effect of socio-economic development through the implementation of the functions assigned to this infrastructure for the implementation of transport and economic relations.

At present, the following level of motorization of the population has been established in the largest cities of the world (the number of cars per 1,000 inhabitants): Luxembourg - 785, USA - 777 (in some states more than 1000), Australia - 640, Austria - 630. Belgium - 580, Germany - 620; Poland - 515; Finland - 500; France - 590; Switzerland - 600;

In our country, the state and development of transport infrastructure are of exceptional importance: transport, along with other infrastructure

industries, provides the basic conditions for the life of society and is an important tool for achieving the social, economic, foreign policy and other goals of the country and its regions in the aggregate, given the growing mobility of millions of people. At the same time, changes in the geopolitical situation and the positioning of Uzbekistan in the world community put forward new requirements for infrastructure as an element of the system of the national economy and security at

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intersections are the causes of increased pollution of the air basin of the city by products of incomplete combustion of fuel [5].

The growth of motorization leads to the emergence of dense traffic flows (TP) on urban highways, complicating the organization of road traffic.

traffic and increase negative consequences - accident rate, transportation costs, increased environmental pollution, noise, etc. [4,8].

Improving the efficiency of the transport infrastructure in the cities of Uzbekistan is proposed to be achieved through:

- ensuring measures for the proper maintenance and repair of public roads and sidewalks, courtyard areas of apartment buildings;

- formation of a network of local roads for general use, sidewalks that meet the modern needs of a developing economy;

- improving the efficiency of the road safety management system; improving the organization of traffic and pedestrians; reduction of road traffic injuries.

- optimizing the route network of the district, taking into account the interests of residents of areas of intensive development and the need to reduce duplicate and unclaimed routes,

- conducting competitive selections for the right to work on all routes in cities and achieving the optimal ratio between the volume of passenger traffic performed by private and municipal carriers,

- introduction of an automated fare control system (ASCOP) in passenger transport and other promising and convenient for citizens forms of fare payment in public transport.

Thus, research in the field of traffic management in cities can be considered relevant and of high practical importance.

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