

**FACTORS AFFECTING THE PRIORITY OF PUBLIC TRANSPORT IN ANDIJAN
CITY ON THE EXAMPLE OF BUS ROUTES**

To‘raboyev Holmurod Rustamjon o‘g‘li

Andijan State Technical Institute

Telefon +998944170091

E-mail: holmurodturaboyev@gmail.com

Abstract: In this article, the route of passenger bus No. 21 in the city of Andijan is fully studied. The factors affecting the priority of the public transport route are discussed. There was talk about making changes to traffic schedules and optimizing transport infrastructure objects.

Keywords words and phrases: population, infrastructure, demography, urbanization, public transport, priority, bus, station, operating speed, ecological environment, dispatcher, route taxi.

**ANDIJON SHAHRI JAMOAT TRANSPORTI USTUVORLIGIGA TA‘SIR ETUVCHI
OMILLAR AVTOBUS YO‘NALISHI MISOLIDA**

Annotatsiya: Ushbu maqolada Andijon shahrida yo‘lovchi tashuvchi 21-sonli avtobus yo‘nalishi to‘liq o‘rganilgan. Jamoat transporti yo‘nalishi ustuvorligiga ta‘sir etuvchi omillar muhokama etilgan. Harakat jadvallariga o‘zgartirishlar kiritish hamda transport-infratuzilma obyektlarini optimallashtirish xususida so‘z borgan.

Kalit so‘zlar so‘zlar va iboralar: aholi, infratuzilma, demografiya, urbanizatsiya, jamoat transporti, ustuvorlik, avtobus, bekat, ekspluatatsion tezlik, ekologik muhit, dispatcher, yo‘nalishli taksi.

**ФАКТОРЫ, ВЛИЯЮЩИЕ НА ПРИОРИТЕТ ОБЩЕСТВЕННОГО ТРАНСПОРТА В
ГОРОДЕ АНДИЖАН НА ПРИМЕРЕ АВТОБУСНЫХ МАРШРУТОВ**

Аннотация: В данной статье полностью изучен маршрут пассажирского автобуса №21 по городу Андижан. Обсуждаются факторы, влияющие на приоритетность маршрута общественного транспорта. Речь шла о внесении изменений в графики движения и оптимизации объектов транспортной инфраструктуры.

Ключевые слова и фразы: население, инфраструктура, демография, урбанизация, общественный транспорт, приоритет, автобус, станция, скорость движения, экологическая среда, диспетчер, маршрутное такси.

INTRODUCTION

In developing societies, the population and economic sectors grow in parallel, which leads to the economic development of the society. It is known that the economy, which is growing year by year in our Republic, and the demographic growth rates in cities and villages cannot fail to affect the processes of urbanization in the regions. Changes and innovations in society must serve for the development of humanity. Today's changing societies show the need to implement services

that provide maximum value services for minimum value monetary units, to create conveniences for people, to facilitate the way of life.

The increase in the number of the population and the improvement of the existing infrastructure in urban areas require the re-equipment of infrastructure objects. The increase in the population also leads to an increase in the number of private vehicles in the city. The population of Andijan increased by 9.4% during 2018-2023 (Figure 1).[1]

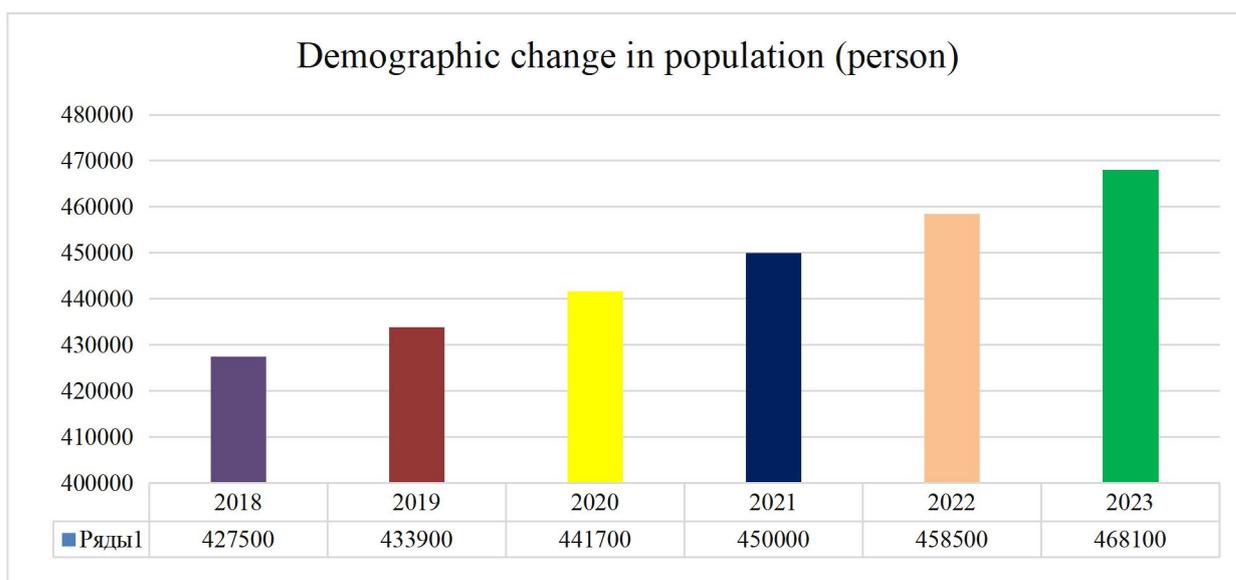


Figure 1

Of course, this information is the number of permanent residents in the city. In addition, 5 large higher education institutions are located in Andijan. Most of the students of educational institutions live in Andijan. The rest are daily commuters.

120,000 cars enter the city of Andijan every day, which leads to traffic jams in the city and has a direct impact on public transport.

In order to prevent the increase in the flow of personal vehicles in the urban area, it leads to the establishment of strict decisions, similar to the measures taken for the traffic flows in developed countries.

The number of motor vehicles in Andijan region alone increased by 42% during 2018-2023. This, of course, will directly affect the flow of traffic in the city and lead to deterioration of the city's ecology.

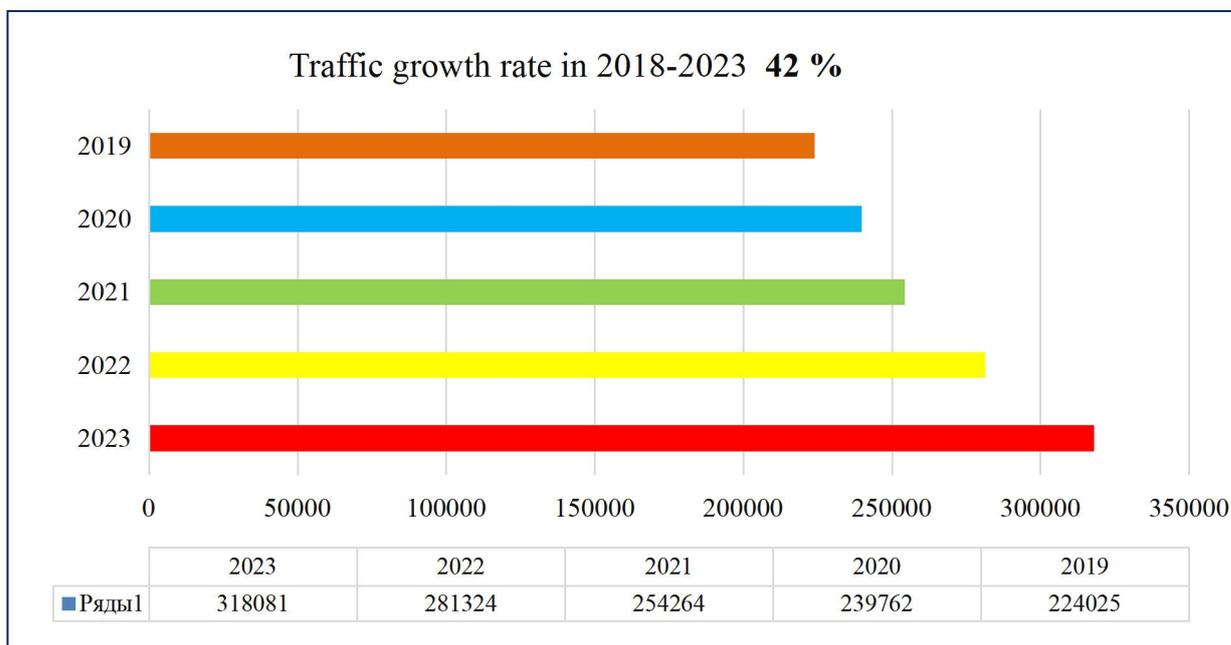


Figure 2

The increase in the number of vehicles does not affect the optimal public transport routes.

Now, large-scale works have been carried out to improve the provision of motor transport services to the population, expand the network of public transport routes and update the traffic structure with modern, environmentally friendly buses. Today, scientific and practical work is being carried out on the development of public transport across our republic, ensuring its priority, providing high-quality, cheap and affordable transport services to the population. Today's goal is not only to deliver passengers to their destination, but public transport is distinguished by providing safe and fast service to passengers that improves the ecological environment of the city.

Of course, in the city of Andijan, the introduction of separate bus lanes on the streets where public transport is constantly moving, the implementation of reconstruction works to ensure the priority of bus traffic at the intersections, the taxi stops at the stations, the safe and barrier-free movement environment for passengers taking into account the reconstruction, the organization of transport links as necessary. [2]

In order to determine the factors affecting the priority of public transport in the city of Andijan, studies were carried out on the bus route No. 21 "World Market - Mirzayev MFY". It was found that 8 buses are providing public transport service to the population on the route today, the length of the route is 16 kilometers, and the interval time of the buses is 15 minutes.

LITERATURE ANALYSIS AND METHODS

In this method, it is mentioned that the use of intelligent transport systems in public transport will affect the infrastructure, vehicles and benefit road users such as drivers and passengers. It was also noted that increasing the speed of public transport will help reduce time and improve traffic safety. The purpose of this article is to assess the factors determining the development of intelligent transport systems in the regions of the Russian Federation. The results lead to the

organization of high-quality public transport movement for the population, ensuring the priority of the existing public transport routes in the Russian Federation.[3]

In this method, it is necessary to implement a number of measures to encourage the use of public transport and reduce the attractiveness of private transport in the distribution of passengers by types of transport (public transport, scheduled taxi, taxi), a number of measures to increase the level of use of public transport it was stated that it is enough to implement the measures. Possible measures to increase the attractiveness of public transport include: planning and building a road network of a common express bus route that can compete with cars, and creating separate lanes for buses.

At the same time, it was noted that a comprehensive approach to the improvement of the public transport sector allows to increase the volume of passenger transport, increase the profit of motor transport enterprises, reduce traffic in the city, increase the speed of passenger transport, increase traffic safety and improve the environmental situation. [4]

RESULTS

A study was conducted in the direction of World Market No. 21 - Mirzayev MFY in Andijan. In order to ensure the priority of public transport on known routes, its operational speed is an important factor. Operational speed is the speed of movement of vehicles, taking into account the stopping of vehicles on the road and at their starting and ending points.

When moving from the Mirzayev MFY to the World Market, the operational speed reaches from a minimum of 14.54 km/h to a maximum of 11.7 km/h. In order to follow the schedule of buses, the operational speed norm should not be less than 16 km/h.

On average, the operating speed reaches 14.81 km/h in the direction of Mirzayev MFY from the side of the World Market. In order to follow the schedule of buses, the operational speed norm should not be less than 16 km/h.

DISCUSSION

As a result of the improvements made in the direction of public transport, the daily flow of passengers on bus route No. 21 "Jahon Bozori - Mirzayev MFY" is 2500-3000. Also, 8 buses on bus route No. 21 "World Market - Mirzayev MFY" are providing high-quality public transport service to the population. The number of daily trips of buses on the route is 64. The number of stops on the route is 13.

Of course, it is not only the drivers who do not follow the established norms of the route.

As a result of the studies, 17 stops were made by the bus driver when moving from the World Market to Mirzayev MFY (Fig. 3).



Figure 3

When moving from the Mirzayev MFY to the World Market, this figure was 31 stops (Fig. 4).

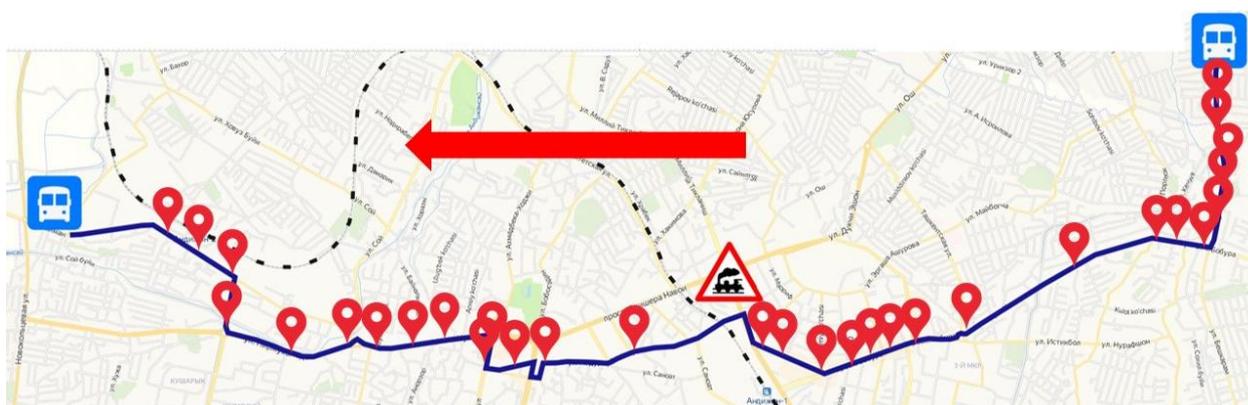


Figure 4

Of course, the transport company has established a group of dispatchers to ensure that the drivers follow the bus schedule. It was Mirzayev who led to a large indicator of transport deviations from the schedule in the direction of the World Market from the MFY side.

CONCLUSION

As a result of the increase in the number of residents and motor vehicles in Andijan city, it became known that the load on public transport is increasing day by day, which will lead to the solution of existing public transport problems.

Ensuring the priority of public transport, introducing restrictions on private vehicles in the existing urban area will prevent the existing traffic jams in the next 5-10 years, and will not bring the ecological environment to an extreme state.

The main factors affecting the priority of bus route No. 21 are road infrastructure objects, traffic jams in market areas, non-optimal location of bus stops, and lack of separate lanes for buses. Also, in order to reduce the priority of the traffic of taxis (Damas) moving partially in parallel on the existing route, it was determined that it is necessary to reduce the intervals of buses from 15 minutes to 8-10 minutes.



References:

1. Statistics Agency of the President of the Republic of Uzbekistan, Statistical Office of Andijan Region. <https://andstat.uz/uz/rasmiy-statistika/demography-2>
2. Turaboyev Kh.R. ANALYSIS OF METHODOLOGICAL METHODS OF REGULATING TRANSPORTATION IN ANDIJAN CITY AREA. 13.11.2023 <https://interonconf.org/index.php/ity/article/view/8426>.
3. Ю.О. Полтавская, В.Е Гозбенко Анализ факторов, оказывающих влияние на развитие интеллектуальных транспортных систем в субъектах Российской Федерации. Научная электронная библиотека «КиберЛенинка»-2022. 2(74).175-186.
4. Кофейников В. В., Калимуллин Р. Ф. АНАЛИЗ ФАКТОРОВ, ВЛИЯЮЩИХ НА КАЧЕСТВО УСЛУГ ГОРОДСКОГО ОБЩЕСТВЕННОГО ТРАНСПОРТА // . 2021. №14 (16). URL: <https://scilead.ru/article/331-analiz-faktorov-vliyayushchikh-na-kachestvo-us>
5. To‘raboyev Holmurod Rustamjon o‘g‘li. (2023). ANDIJON VILOYATIDAN O‘TUVCHI XALQARO AVTOMOBIL YO‘LLARIDA TRANSPORTLARNING O‘TUVCHANLIGINI OSHIRISH HAMDA XAVFSIZLIGINI TA‘MINLASH. Journal of Universal Science Research, 1(11), 237–242. Retrieved from <https://universalpublishings.com/index.php/jusr/article/view/2672>
6. Turabayev, K. (2023, October). ANDIJAN CITY PUBLIC TRANSPORT TO PROVIDE PRIORITY OF MOVEMENT. In Academic International Conference on Multi-Disciplinary Studies and Education (Vol. 1, No. 20, pp. 34-36).
7. Turabayev, K. (2023, October). ANDIJAN CITY PUBLIC TRANSPORT TO PROVIDE PRIORITY OF MOVEMENT. In Academic International Conference on Multi-Disciplinary Studies and Education (Vol. 1, No. 20, pp. 34-36).
8. Turabayev, K. (2023, October). ANDIJAN CITY PUBLIC TRANSPORT TO PROVIDE PRIORITY OF MOVEMENT. In Academic International Conference on Multi-Disciplinary Studies and Education (Vol. 1, No. 20, pp. 34-36).