

## Roads And Road Safety

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**Annotation.** Based on the analysis, the main factors of the road infrastructure were determined, and measures aimed at increasing road safety were outlined.

**Key words:** motorization, level of motorization, road safety, traffic accidents, transport factors, road accident rate

The growing export potential of the Republic of Uzbekistan and the need to expand markets for domestic products require the adoption of additional anticipatory measures to create favorable conditions for further diversification of foreign trade routes, the formation of alternative, most efficient transit corridors that ensure the exit of export products of the Republic of Uzbekistan to promising international markets [1].

One of the causes of traffic accidents is the unsatisfactory condition of streets and roads. An important way to reduce the level of accidents is to determine the range of tasks, the solution of which will significantly reduce road accidents and improve road safety.

In Uzbekistan, the death rate from road traffic accidents is five times higher than in the EU countries. In particular, according to statistics published by the Main Department of Traffic Safety of the Ministry of Internal Affairs of Uzbekistan on traffic accidents on the roads of the country until November 2021, a total of 7681 traffic accidents occurred in the past 10 months of the year. In them, 1964 people died and 6886 people were injured to varying degrees.

In terms of regions, the highest number of traffic accidents occurred in Fergana region – 1173, 1023 in Tashkent region, 842 in the city of Tashkent 830 in Namangan region In Samarkand region, this number is 825.

If we analyze the traffic accidents by age of the drivers, it seems that the most, that is, 1613, were committed by drivers aged 23-27. Overall, most accidents were caused by drivers under the age of 37. Out of 7681 traffic accidents, 4370 are of the same age. Drivers over the age of 47 had 1,106 accidents in 10 years. At the same time, the analysis of other participants in traffic accidents, in which pedestrians are in the lead - in 3441 cases they were directly involved. 1268 incidents involving children occurred. Most of the accidents (2785) occurred on roads of state importance. There were 1981 on city roads, 1,613 on local roads and 1,302 on international roads.

It was noted that the majority of accidents, ie 5,187, occurred during daylight hours. During the night, 2497 YTH occurred. More YTHs were registered on Thursdays, Fridays and Saturdays of the week. When expressed in numbers, it is 1125-1162-1142, respectively.

The ICRC also clarified the causes of the incidents. 1782 YTH occurred due to road faults. This is 23.2% of all traffic accidents. In 1705 cases, it was due to pedestrians crossing the road from an unspecified location (22.2 per cent) **due to** the lack of pedestrian crossings.

"Death on Wheels" is a bleak image that nonetheless corresponds to the real situation in the countries of Central Asia. Insufficient traffic safety management capacity, poor road conditions, unreliable vehicles, driver misbehavior, lack of systemic enforcement of road safety legislation - all this, along with a sharp increase in the number of vehicles, causes a rapid increase in injuries and deaths as a result of road traffic. traffic accidents. The economic cost of bad roads is very high, because 80% of road accidents kill people of the economically active age group from 15 to 44 years. At the same time, in Western countries, such as the Netherlands, Sweden, Norway, road death rates, on the contrary, are significantly reduced, although there are more cars per unit of population in these countries.

Factors related to road infrastructure include the following: type of road, plan and longitudinal profile, number of crossings and junctions, presence of railway crossings at the same level, quality of road construction, type of surface, quality of winter maintenance, quality of roadside service, speed limit. The quality and characteristics of the road infrastructure affect its level of safety. Some of these factors are determined by design, some by construction, and some by maintenance and operation. External factors include: dark time of the day, adverse weather conditions, dangerous condition of the road surface, congestion of the road with vehicles, road repair work. External factors, increasing the load on the human psyche, requiring the mobilization of attention and adaptation to more difficult conditions, decision-making in non-standard situations, increase the risk of an accident.

In addition to the poor condition of streets and roads, there are a number of factors that increase the severity of injuries in case of accidents. One such factor is dangerous roadside objects such as trees, poles and traffic signs. Another factor is the lack of emergency protection in many vehicles. Evidence suggests that low-income countries lack many of the technical innovations found in vehicles in highly developed countries, as the former use outdated design standards and most vehicles are over 15 years old, which is not uncommon in European countries [1]. Also, one of the major risk factors that increase the severity of injuries is that drivers of motorized two-wheelers and cyclists do not wear safety helmets. In addition, many countries do not make active efforts to strengthen emergency medical services, resulting in little effective response to road traffic crashes, and this contributes to an even greater increase in death and disability due to road traffic accidents. As the experience of foreign countries shows, at a higher level of income, when the pace of motorization slows down, and the state, civil society and individuals invest more in road safety, the death rate due to road traffic decreases.

The recommendation for improving the road safety system in modern conditions is to strengthen control over responsible structures, in particular, road and police services, rescuers, doctors, so that they better coordinate their actions on traffic safety and in providing first aid in case of accidents on roads. In addition, it is necessary to introduce educational programs for schoolchildren and students in order to improve the culture of behavior on the roads. And, of course, insufficient investment in roads, which is one of the main factors hindering the socio-economic development of Uzbekistan.

The best world practice [2] proves that network-wide road safety is ensured by the following:

1. By applying many different measures, most of which can make a very modest contribution, but it is the sum of efforts aimed at suppressing the negative manifestation of all risk factors that ensures the result and synergy of movement towards the main goal - road safety.
2. The presence of a common goal that is sufficiently ambitious and understandable for all institutions, services and organizations of the community that are both directly and indirectly related to ensuring security.
3. Regularity, consistency and professionalism in the implementation of measures.
4. Programming activities in order of properly prioritized.
5. Using simple and low-cost measures in a financially constrained environment (eg traffic islands and roundabouts) to reduce road crashes without requiring massive investment.
6. Implementation of organizational and informational measures, involvement of volunteers, coordination of activities of organizations and prompt response "on the spot" and "ontime", allowing to prevent accidents even in the absence of financial resources.
7. An assessment of the economic effect from the implementation of measures to reduce accidents, which increases the validity of financing measures to improve safety.
8. Conducting monitoring to analyze the effectiveness of measures, cost recovery and use of experience to plan and implement follow-up activities.
9. Optimization of problem solving within the framework of the transport system to ensure transport operations with minimal costs and maximum safety.

Conclusions. The road industry bears a great responsibility to users for the level of safety of the road network, therefore, safety should be incorporated at all stages of the technological cycle of road project development. The solution of these priority tasks will significantly reduce the road accident rate in any region and in Uzbekistan as a whole.

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