

### Analysis of Road Transport Incidents on Roads and Streets in Namangan City and Developing Measures to Reduce Them

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#### ABSTRACT

*This article shows how traffic is organized today, shows the results of the work being done in this regard, and the results to be achieved. Along with this, the necessary measures and advices to eliminate the shortcomings have been discussed. As a solution to these, it can be implemented in the example of a neighborhood.*

**Introduction:** For highway traffic conditions, the method of final accident indicators based on the analysis of the effects of the causes of traffic accidents is the most suitable. The method of safety factors does not allow determining the main sections with the necessary reliability and completeness, due to the small influence of the geometric elements of the highways on the speed of movement.

To determine the final indicators of accidents, the values of partial coefficients are used, which describe the impact of the following traffic flow parameters and elements of highways on the level of traffic safety:

- ✓ intensity of movement;
- ✓ the width of the dividing line (with or without barriers);
- ✓ the presence of edge lines or borders;
- ✓ value of longitudinal slopes;
- ✓ the values of the radii in the plan;

- ✓ the length of flat sections on the plan;
- ✓ distances between intersections of different levels;
- ✓ type of transition speed sections;
- ✓ type of pedestrian crossings and their equipment;

**The main part:** Permissible values of the final crash level: in newly built highway projects - should not exceed 10.0; for operational highways - not more than 12.0.

To determine the accident, "a" is the indicator of the number of accidents in 1 million car/km run and the relationship used in economic calculations is used.

In order to assess the impact of the number of traffic lanes on the accident rate, traffic related to car collisions on the main roads of "Crimea", "Don" and MKAD for 2001 in 1998–2000 characteristics of the distribution of events. 2003 was checked. The results of the analysis of 797 collisions are presented in the table. 5, it follows that with the increase in the number of the main lanes of the roadway, the number of accidents during their replacement increases. For example, there are 4.4 times more such incidents on the Moscow Ring Road than on the four-lane sections of the Don and Crimea highways.

On multi-lane highways, the accident rate is different for different roads. Table 6 shows the percentage distribution of various types of accidents on the numbered sections of the Moscow Ring Road from right to left.

**Number of roadway incidents**

Event type	The number of road accidents as a percentage of the total number of accidents of this type				
	1	2	3	4	5
Collision	17.7	22.2	23.4	18.8	17.7
Driving to a stationary car	52.2	30.4	7.2	3.7	7.2
Hitting a pedestrian	14.3	14.3	29.4	27.7	14.3
All kinds of accidents	27.2	20.4	19.4	18.3	14.7

Operational experience and statistics of accidents on highways show that the most frequent incidents are collisions with cars stopped due to technical failure, lack of fuel, etc. The number of such accidents is from 9 to 27% of the total number. The main cause of these accidents is insufficient visibility in heavy traffic. If there is a parking lane not only on the side of the road, but also on the left side of the carriageway, the evacuation of a parked car will be significantly faster, since there is no need to cross several lanes during its transportation. Q. Taking into account these features, the minimum width of the dividing line on highways with 6 or more traffic lanes should not be less than 8 - 10 m.

The multi-lane carriageway of highways has a strong influence on the nature of traffic flows and the conditions of occurrence of traffic accidents. The presence of several lanes in one direction gives the driver the opportunity to choose one or the other to move according to his wishes and road conditions. Therefore, highways are characterized by a traffic mode that constantly changes lanes, the frequency of which depends on the level of traffic on the road, the composition of traffic, the location of exits and other factors, including subjective factors. such as driving style or driving experience.

When changing lanes, conflict points appear, which are the likely location of traffic accidents, mainly related to side-by-side collisions of vehicles (Figure 2). From the presented schemes for the formation of conflict points that appear during the replacement of fragments, it was found

that with an increase in the number of fragments, the number of conflict points increases sharply:

The number of pieces is 2345

The number of opposite points is 3163981

### **Achievable results**

As a result of our study of these results and events, we can achieve such progress that we can avoid the traffic jams that we face today, and the results achieved as a result of this are very high.

#### *Traffic jams on our city streets and roads*



On multi-lane highways, the accident rate is different for different roads. Table 6 shows the percentage distribution of various types of accidents on the numbered sections of the Moscow Ring Road from right to left.

The low load in the right lane is explained by the reluctance of transit vehicle drivers to move in the traffic flow with a large number of trucks and affects the exits or intersections of vehicles, as well as vehicles leaving the road section. . to stop. The number of trucks moving in the right lanes is on average 35-40% (lane 1) and 60-70% (lane 2). There are almost no trucks on the other lanes.

This information is presented in the table. 8 shows the values of the relative accident rate in separate sections of the road. As you can see, the right lanes are the most dangerous for traffic, where the total relative accident rate, determined by taking into account all types of accidents, is more than 6 times the relative accident rate of car collisions the incidence rate is more than 3. times higher than the same values calculated for the leftmost slice.

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