European Journal of Emerging Technology and Discoveries
ISSN (E): 2938-3617
Volume 1, Issue 2, May, 2023.

PROBLEMS AND CAUSING FACTORS IN THE DEVELOPMENT OF FERGANA CITY PUBLIC TRANSPORT

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Abstract
The article deals with the issue of eliminating transport problems in areas that are currently of great importance at the level of the Republic and approved by the presidential decree.

Keywords: bus, public transport, intersection, station, infrastructure, corruption, decision, parking meter.

Introduction

In recent years, the presence of a number of problems preventing the development of public transport in Fergana has led to a decrease in the volume of passenger transportation in the city, an increase in transport costs, and an increase in the number of private vehicles. The sharp increase in the number of private car vehicles naturally leads to an increase in traffic jams on the roads and intersections in the city area, excessive time loss and deterioration of the urban ecology [1-5].

The Main Part

One of the factors hindering the development of public transport in Fergana is the underdevelopment of the public transport infrastructure and the fact that existing opportunities are not being used wisely. The parts of the problem are:

1) Problems in Public Transport infrastructure:
- lack of bus stops and wrong location
- insufficient conditions at bus stops
- low movement speed
- the distance of movement intervals
- insufficient number of buses
- lack of modern buses
- insufficient air circulation system in public transport
- lack of necessary information at stations
- bus delays
- non-elimination of reasons leading to service quality deterioration
- problems in making transfers on public transport
- poor technical condition of public transport

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2) Organizational problems in the public transport system:
- Misdirection of funds collected for public transport
- activities carried out without long-term planning
- existing corruption in the system
- the rude attitude of employees to passengers
- inability to adapt to the news
- old age in the organization of work
- violation of working schedules

Existing problems in the infrastructure and organizational part of Public Transport, in turn, have a negative impact on the quality of passenger service. Of course, the problems are not all in the Public Transport system, because the problems listed above are directly caused by the mentality of passengers and their attitude towards Public Transport. Ticket dispensers (conductors) on buses have to interfere with passengers and distribute paper tickets. The reason for this situation is the problems caused by the passengers themselves. Both the population and vehicles are increasing in the city of Fergana [4-9].

In the last 3 years, the number of cars in the city has increased from 65 thousand to 97 thousand, i.e. 1.5 times. Accordingly, the transport infrastructure is also being developed. Construction of new roads, bridges, and underground transport transfers is planned. 27 routes are being optimized in public transport. As a result of these2 220.2transport service for 1,000 inhabitants will be improved, and their travel time will be reduced by 15-20 minutes on average.

Therefore, in accordance with the decision of the President of the Republic of Uzbekistan No. PQ-59 dated 16.02.2023, the decision on measures to reform the public transport system was adopted. The problems on the streets of Fergana are being studied comprehensively. Traffic and passenger flow are being studied in real-time through geo-information systems and visual observations. There are more than 150 major intersections in the city of Fergana, 80 of which have a low level of fast traffic. Due to the lack of parking spaces, cars pile up on the first line of the road and obstruct traffic. There is also a lack of information signs for drivers. There is little convenience for pedestrians and bicycles. On the basis of such comprehensive analysis, the preliminary draft of the master plan for improving the road infrastructure and public transport system in Fergana is being developed. In particular, it was calculated that the traffic pattern of 24 major intersections in the city can be optimized, thereby reducing the average number of stops by 72 percent and the time by 47 percent, traffic congestion by 71 percent, and fuel consumption by 36 percent [9-12].

The head of our state noted that the population is completely dissatisfied with passenger transport services. For example, the interval of buses on 24 routes is delayed up to 45 minutes at peak times. As a result, people prefer to use other means of transport. Today, only 26.3 percent of passengers ride the city's public transport. In the cities of developed countries, this figure is 60-70 percent. Therefore, the task was to improve the existing infrastructure and ensure the speed of public transport movement and convenience for the population. The head of state emphasized that it is necessary to introduce a new management method in the public transport system, to connect car depots and taxi companies, and to ensure their mutual integration on the basis of information technology. Financing is carried out by local authorities, and funds are allocated to transport enterprises based on the actual volume of work performed

and the distance travelled. Officials were assigned the tasks of regulating, financing and setting differentiated tariffs for Fergana City public transport on the basis of a single system.

Tasks were given to separate a part of the multi-lane roads with traffic congestion for public transport and to set up parking meters on the central streets. At the same time, the importance of increasing pedestrian and bicycle lanes was noted.

Attention was paid to the issue of strengthening the material and technical base of the public transport system.

In 2022, about 3 million passengers will be served on public transport, including bus, metro, and tram, routes, and more than 1.1 billion passengers during the year, and on bus routes for 9 months. 808 million passengers were transported, 56 million in the metro, and 3.2 million in the tram, and services worth 872 billion soums were provided. In order to compare the capacity of public transport in relation to the population of Fergana city, below we will compare the population of Fergana city with developed megalopolis cities in the world. (Fig. 1)

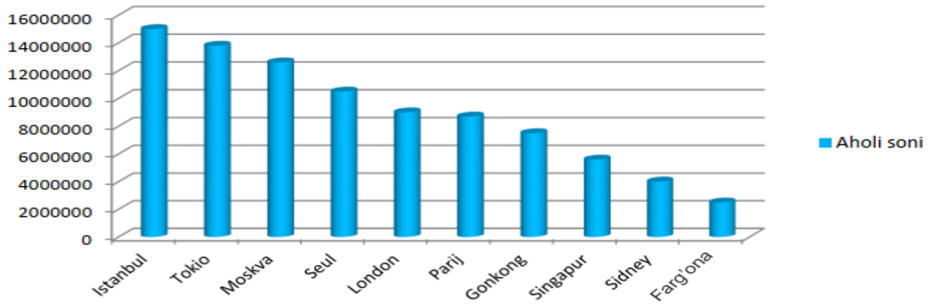

Figure 1. Population in cities with developed public transport

The territories of the cities listed in this table are of different sizes and therefore also have different population densities. For example, the territory of the city of Istanbul is 5.5 thousand km², which is twice as large as the territory of the city of Moscow. Comparison The total area of Fergana city is 0.09 thousand km². Now in the table, we will see how much % of the population uses JT daily in these megapolis cities. (Fig. 2).

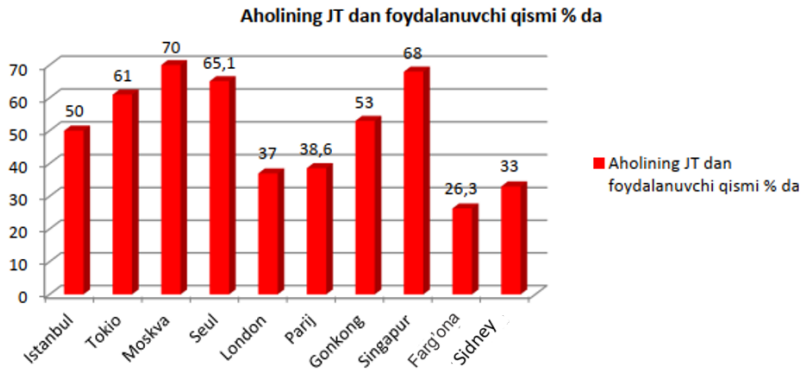

Figure 2. Share of the population of developed cities using public transport

It can be seen that in the cities of Singapore and Moscow, public transport provides the majority of the population with good service quality. In particular, creating a convenient opportunity for more than 70% of the population to use public transport is the result of the strategic measures

implemented for the development of long-term public transport in these cities. Today, problems are clearly visible in the policy of financing public transport and implementation of comprehensive measures in this area in Fergana city.

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