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ANALYSIS OF ROAD TRAFFIC ACCIDENTS INVOLVING PEDESTRIANS IN THE ANDIJAN REGION AND APPROACHES TO IMPROVING ROAD SAFETY

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Annotation: In this article, systematic measures are being taken in our Republic to ensure road safety and prevent road accidents, including those involving pedestrians and children. At the same time, as a result of insufficient conditions in the road infrastructure, pedestrian movement on the roadway negatively affects road safety.

Keywords: conflict situations between pedestrians and children's "pedestrian" and "transport" streams

In each traffic accident, three phases can be conditionally distinguished: initial, culminating, and final. They can be mutual and one can be a continuation of the other.

The initial phase of a road traffic accident is understood as the conditions of movement of vehicles and pedestrians on the eve of a dangerous situation. A dangerous situation is understood as a road traffic situation in which road users have sufficient opportunities to prevent a road traffic accident, and if this opportunity is not quickly utilized or if the measures taken are insufficient, then the approach of vehicles and pedestrians creates an emergency situation.

In a catastrophic situation, the technical capabilities of traffic participants to prevent a road traffic accident are insufficient, and it occurs.

The culmination phase of a road traffic accident is characterized by the occurrence of serious consequences (destruction of vehicles, injury or death of pedestrians and drivers). This phase can last several minutes, and in bad weather conditions up to several minutes. In this case, mainly several vehicles are involved, and it is often called a "chain" road traffic accident.

According to current regulatory documents, road traffic accidents consist of the following 9 types [6-7, 9]: Collision; Overturning (rolling off); Collision of a stationary vehicle; Impact on obstacles; Crushing (impact) pedestrians; Crushing (striking) a cyclist; Stepping (beating) the cart; Striking (trampling) animals; Other road traffic accidents.

The following are not counted as road traffic accidents:

incidents that occurred during the performance by tractors, other self-propelled machines, and mechanisms of their intended main production operations (plowing, digging trenches, harvesting agricultural products in the field, loading and unloading operations carried out with the help of truck cranes, installation of mast supports, etc.) (these mainly occur due to non-compliance with operating procedures and safety regulations);

- events arising as a result of intentional actions aimed at depriving people of life or causing harm to their health or property;
- events that are the consequence of the victim's attempted suicide;
- phenomena arising as a result of natural disasters;
- incidents that occurred as a result of a violation of safety during the driver's absence from the steering wheel (starting the engine with a lever or starting the engine on the coupling, etc.);
- events occurring in organizations, airfields, military units, and other protected facilities with closed territories;

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- incidents that occurred due to vehicle malfunctions or the fault of the driver-athlete or other participants during the sports training period;

- fires associated with technical malfunctions of moving vehicles.

Pedestrians occupy a special place in traffic. Their thorough knowledge of traffic rules and adherence to them allows them to ensure traffic safety in real road conditions.

To ensure traffic safety at any time of the year, it is necessary to constantly monitor the condition and structural elements of the highway. To perform such work, a comprehensive road inspection plan is developed and recommendations for improving traffic conditions are developed.

Any type of work aimed at improving the transport and operational quality of the road is carried out on the basis of observation. The results of observations are used as starting material in the organization of road traffic, reinforcement of the road surface, or repair of any road section.

The main purpose of road inspection is to timely determine the safety of road sections for traffic and assess the structural elements of the road. During road inspection, the following main tasks are performed:

- collection of data on the quantity and composition of traffic;
- study of the traffic organization scheme;
- collection of information about road traffic accidents;
- Study of the road equipment scheme;
- Determining the route of movement;

Check the automatic traffic control system;

- Identification of road sections and road surface sections requiring primary repair work;

Study of the classification of vehicle traffic flows;

Determination of sections of roads where wastewater is retained;

- Identification of dangerous road sections for traffic (curves of small radii, road sections without visibility, steep ascent or descent, etc.);

- Identification of road sections with unsatisfactory smoothness, strength, and adhesion quality;

Examination of the environmental situation in the road zone;

Inspection of the architectural condition of the road;

Verification of the compliance of road sections with the psychological state of drivers;

Inspection of completed repair and maintenance work.

The results of the inspection serve as a basis for increasing road safety, planning repair and maintenance work.

Depending on the purpose and objectives of road inspection, inspections are divided into the following types:

1. Operational inspection (observation in this case is mainly carried out in places where road traffic accidents occur).

2. Daily inspection. It is conducted daily by road organizations to determine the volume of work performed on road maintenance.

3. Control inspection. This monitoring is carried out by the State Traffic Safety Inspectorate (STSI) to determine the road's compliance with traffic safety.

4. Seasonal inspection. Road and traffic police officers jointly conduct road inspections to check the level of preparation for winter, summer, or any season.

5. Partial examination. The road is inspected by the organization's traffic management service to inspect any road element (bridge, overpass, tunnel, intersection, curve of a small radius, railway crossing, bus stop, section of the road where the visibility of short-term or long-term recreation facilities is not provided, etc.).

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6 A comprehensive inspection is carried out mainly with the help of a laboratory, the purpose of which is to collect information on major or road repair projects.

To develop recommendations for ensuring traffic safety, it is first necessary to determine the actual dimensions of road elements.

The dimensions of the road elements in use change over time. Information about the dimensions of road elements can be obtained entirely from the design documentation, but, as mentioned above, due to changes in indicators over time, sometimes due to the absence or insufficiency of design documentation, information about the actual dimensions of the road element is determined during field inspections.

Active road safety refers to the road's ability to prevent road accidents or reduce their probability. This feature is characterized by a cumulative accident coefficient and is ensured by improving the design elements of the road and their operational quality (strength of the roadway, roadside, traffic lane, dividing strip lanes, road surface, smoothness, roughness of the pavement, and other indicators).

Low road safety refers to the road's ability to prevent or mitigate the severity of injuries to road users.

Post-accident safety means protecting the vehicle from fire and explosion after the vehicle stops, quickly removing the victims from the vehicle, providing first aid and sending them to the hospital, and moving the damaged vehicles aside. To ensure post-accident safety at intersections, curved sections with small radii, vertical ascents and descents, bridges, and road junction sections, it is advisable to fill special containers with sand and install automatic telephones connecting traffic police, police departments, and hospitals every 1-2 km. Additionally, emergency response teams will be established at district road management farms.

Environmental safety is understood as the harm caused to the environment as a result of the movement of vehicles and the deterioration of road conditions. This damage mainly consists of noise from traffic and exhaust gases from the vehicle. Environmental safety is directly related to the structural elements of the road and the quality indicators of transport use.

The efficiency of the transport process is characterized by labor and material costs and largely depends on the design and operational characteristics of vehicles, which are the basis of vehicle safety.

The safety of vehicles includes a complex of design and operational characteristics, and as a result of improving their performance, it is envisaged to reduce the probability of road traffic accidents, their severity, and the negative impact of the vehicle on the environment.

Traffic safety is influenced by many factors: the development and condition of roads, as well as the level of organization and equipment of traffic on them; shortcomings in the design and technical condition of vehicles; and a comprehensive assessment of vehicle design safety. The use of a vehicle in specific conditions and its compliance with the requirements of its design are determined by its operational characteristics. Complex measurements and indicators serve to assess individual operational characteristics. Size is an indicator characterizing certain operational characteristics of a car. An indicator is a number that characterizes the quantitative aspect of a size. The indicator allows for the assessment of the vehicle's operational capabilities under specific operating conditions. One of the dynamic traction indicators of the vehicle is its maximum speed achieved on the horizontal section of the road with good road surface. Traffic organization refers to the safe passage of various vehicles at high speeds across any section of the road. Design safety is the ability of vehicles to eliminate damage to the environment and road users during operation, as well as to reduce the severity of road accidents. Organization of pedestrian traffic at intersections and ensuring the safety of pedestrian groups. An organized group of pedestrians is allowed to move on the roadway in a row of no more than four people, only from the right side along the direction of movement of vehicles. At the front

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and back of the group, on the left side, there must be observers carrying a red flag, and in the dark of the day or under conditions of insufficient visibility, a white light at the front and a red light at the back. Movement of a group of children along sidewalks and pedestrian paths, and in their absence along roadsides, is permitted only during daylight hours and under the supervision of an adult. At unregulated pedestrian crossings, pedestrians are allowed to enter the roadway only after assessing the distance to approaching vehicles and their speed and ensuring that the crossing is safe for them. The "Legal Information" Telegram channel published a reminder about this. Also, for pedestrians crossing pedestrian crossings:

- use the phone;
- reading books or periodicals;
- watching videos and listening to audio;
- the use of other electronic means that distract attention is prohibited.

Failure to comply with these requirements will result in administrative liability for pedestrians.

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