

zararlari miqdori kundan-kunga oshib bormoqda, eng asosiysi esa, yo'llarda sodir etilayotgan yo'l-transport hodisalari natijasida ko'plab insonlarning jabr ko'rishlari va hayotdan ko'z yumishlaridir. Yo'l-transport hodisalarining oldini olish uchun ko'rilayotgan qator tadbirlarga qaramasdan ularning miqdorlarini kamayishiga erishib bo'lmayapti. Bu esa, yo'l harakati xavfsizligi muammolariga o'ta jiddiy yondashish zarur ekanligini mutaxassislar oldiga vazifa qilib qo'yimoqda. Harakat xavfsizligini ta'minlash uchun unga ilmiy yondashish, uning barcha serqirra jarayonlarini tahlil etish zarur. Buning uchun yo'l harakati xavfsizligi bo'yicha mutaxassislar yo'l harakatining asosiy ko'rsatkichlarini, yo'llardagi sharoitlarining transport oqimlarining harakatlariga qanday ta'sir ko'rsatishlarini, transport oqimlarini boshqarishning texnik vositalari orqali yo'l harakatini boshqarish bo'yicha bilimlarga ega bo'lishlari zarur [1, 2, 3, 4, 5, 6, 7, 8].

Aholining yengil avtomobillari sonini ortishi, umumiy qilib aytganda, yo'llarning ravonligi, yo'l belgilarining qo'llanilishi, svetaforlarning ishlashi, yo'llarda harakatlanishini yaxshilash, yo'l transport hodisalarni, har xil baxtsiz hodislar vujudga kelishini oldini olish muhim muammolardan biri bo'lib kelmoqda [6-9]. Vazirliklar, idoralar va hokimliklar avtomobil transporti va yo'l qurilishiga katta ahamiyat berishlari zarur. Bu borada vazirlar mahkamasi: «Avtomobil yo'llari, ularning qurilishi va sozlashni yaxshilash chora-tadbirlari» haqida qaror qabul qildi. Unda eng muhim masalalardan biri—moddiy va ma'naviy resurslardan foydalangan holda avtomobil yo'llarining sozligini ta'minlash, ishlab chiqarish texnologiyasini tashkil qilishni ta'minlash ko'zda tutilgan. Qarorga asosan yirik tumanlar va axoli yashaydigan joylar o'rtasida mustaxkam aloqa qiladigan magistrallar, avtomobil yo'llari qurilishini boshlash ko'zda tutilgan. SHuningdek tuman, xo'jaliklar markazlari bilan bog'lovchi avtomobil yo'llari qurilishini kengaytirish. Harakat xavfsizligini hisobga olgan holda yo'l qurilishi sifatini yaxshilash, yuk va passajir tashishning to'g'ri tashkil qilish, yo'l elementlari talabini avtomobil transporti muhandislari tomonidan to'g'ri baholash, uni isbotlash kabi masalalar ham aniq belgilab berilgan [9, 10, 11, 12, 13, 14, 15, 16, 17, 18].

Avtomobil transporti ishini, haydovchi mehnatini, yo'ldagi transport vositalarining va piyodalarning harakatini tashkil etishni bir biridan farqlash lozim. Birinchi ikki masala bilan asosan avtokorxonalar, keyingisi bilan esa yo'l xo'jaliklari, yo'l harakati xavfsizligi boshqarmalari va hokimiyat vakillari shug'ullanadilar.

Yuqoridagi keltirilganlardan kelib chiqib, yo'l harakatini tashkil qilishning asosiy maqsadi har xil transport vositalarini yuqori tezliklar bilan yo'lning turli bo'lagidan yilning har qanday ob-havo sharoitlarida xavfsiz o'tkazilishini ta'minlash zarur [19, 20, 21, 22, 23, 24, 25, 26, 27, 28].

Harakatni tashkil qilishning asosiy vazifalari quyidagilardan iborat:

- transport vositalarining harakat tartibini belgilash va ta'minlash;
- avtomobillarni yuqori samaradorlik bilan ishlashini ta'minlash va eng yaxshi yo'l sharoitlarini vujudga keltirish;
- harakat xavfsizligini ta'minlash;
- atrof muhitni bulg'atmaslik;

-transport vositalarini va yo`l inshootlarini tez ishdan chiqmasligini ta'minlash.

Respublikamizda avtomobillarning keskin ko`payishi chorrahalarining tirband bo`lishligi, yo`llarda har xil baxtsiz hodisalar vujudga kelishini, yo`l-transport hodisalarning ko`payishini, yo`l sharoitining yomonlashishini va ekologiyani buzilishini oldini olishga bo`lgan ehtiyoji ortdi. Avtoyo`l tizimining rivojlanishi va samarali faoliyati mamlakat ijtimoiy-iqtisodiy ko`rsatkichlarining yaxshilanishiga bevosita ta'sirini ikki jahada kuzatish mumkin [29, 30, 31, 32, 33, 34, 35, 36, 37, 38]:

-bevosita samaradorlik – avtomobil yo`llaridagi shart-sharoitlarning yaxshilanishi hisobiga transportdan foydalanuvchilarning oluvchi nafi;

-bilvosita samaradorlik – transport bilan bog`liq bo`lmagan iqtisodiy samaradorlik bo`lib, iqtisodiyot tarmoqlarining moddiy oqimlar aylanish tezligining oshishi hisobiga oluvchi foydasi.

Yo`l harakatini tashkil etishda transport vositalari oqimini maksimal darajada yo`lning geometrik o`lcham imkoniyatlaridan foydalanib, uning har xil bo`laklarida xavfsiz harakat rejimini va yuqori o`tkazish qobiliyatini ta'minlashga qaratilib, u transport vositalarini yuqori samaradorlik bilan harakatlanishiga qaratilgan tadbirlar tizimidan iborat. Yo`l harakatini tashkil etish tamoyillari quyidagilarga qaratiladi: transport oqimini to`g`ri yo`naltirishga, kerak hollarda ularni tezliklar bo`yicha guruhlarga ajratishga, har bir yo`l bo`lagi uchun ratsional tezliklarni belgilashga, haydovchilarga o`z vaqtida harakat yo`nalishi va yo`l sharoiti to`g`risida axborot berishga [39, 40, 41, 42, 43, 44, 45, 46, 47, 48].

Yo`l transport hodisasi deb – yo`lda harakatlanayotgan loaqal bitta transport vositasi ishtirokida sodir etilib, odamlar o`limi, jarohatlanishi, transport vositasi, yo`l inshootlari, yuklarning shikastlanishi natijasida moddiy zarar keltirgan hodisalarga aytiladi.

Yo`l transport hodisalari uchun 3 xolat xarakterlidir:

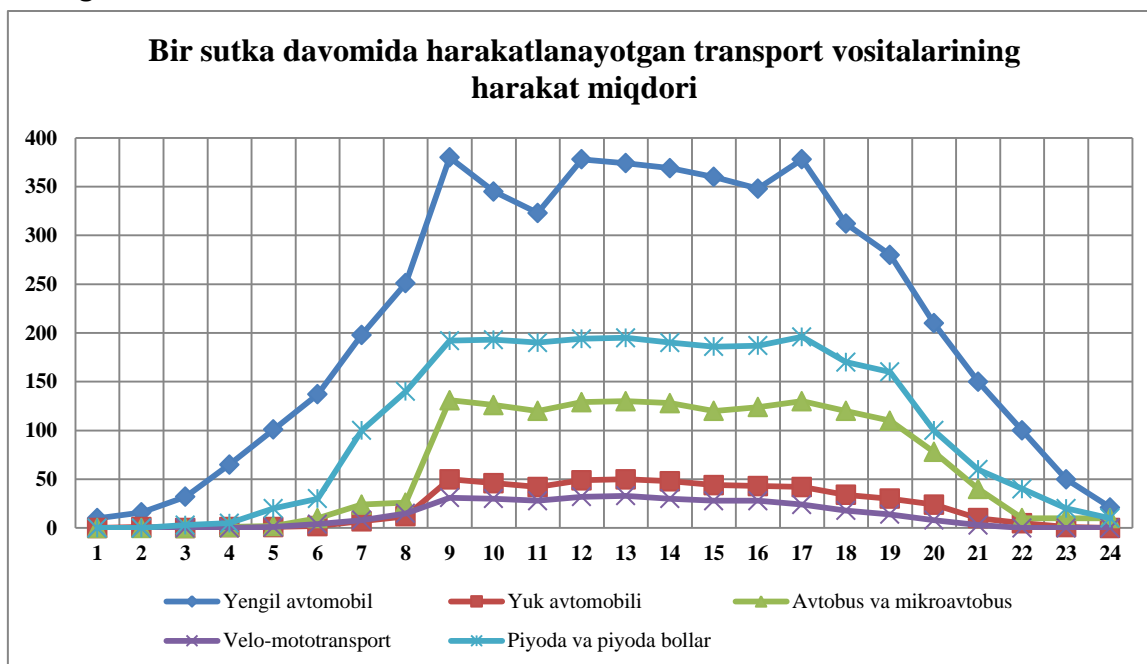
1. Yo`l transport hodisasida loaqal bitta transport vositasi ishtirok etadi. Yo`lda sodir bo`ladigan har qanday qayg`uli hodisaga transport vositasi ishtirok etmasa u yo`l transport hodisasi deb aytilmaydi.

2. Yo`l transport hodisasida ishtirok etgan transport vositasi albatta harakatda bo`lishi kerak. Masalan, to`xtab turgan joyida ta'mirlash ishlari natijasida avtomobil yonib ketsa u yo`l transport hodisasiga kirmaydi.

3. Hodisa oqibatida odamlar o`lgan, jarohatlangan yoki moddiy zarar etkazilgan bo`ladi. Masalan, shahardan tashkarida yo`lda, haydovchi harakatlanish tezligini oshirib, boshqarishni bajara olmadi va avtomobil yo`ldan chiqib ketdi, bunda avtomobil shikastlanmadi. Bunday voqea yo`llarda harakatlanish qoidasini buzish oqibati bo`lib, haydovchi tegishli jazo olishi kerak, lekin yo`l transport hodisasi hisoblanmaydi. Mexanik transport vositasiga avtomobillar, mototsikl, motorolliyor, motoaravacha, moped, osma dvigateli velosiped, tramvay, trolleybus, traktor va o`zi yurar mashina va mexanizmlar, shuningdek hayvonlar qo`shilgan aravalar kiradi [1, 2, 3, 4, 5, 6].

1-diagrammadan ko`rinib turibdiki sutkaning kunduzgi vaqtlarida harakat miqdori yuqori ko`rsatkichga ega bo`lmoqda, tungi vaqtlarda esa harakat miqdori ancha past ko`rsatkichlarga ega bo`lmoqda.

1-diagramma.



Amaliyot paytida 2021 yil, 2022 yillarda shaharda harakat jadalligi, piyodalarning harakat miqdori, transport vositalarining harakat miqdorlari o`rganilib chiqildi. Harakatlanayotgan piyodalar, piyoda bolalarning yo`l belgisiga amal qilmasdan harakatlanishi, haydovchilarning mast xolatda transport vositasini boshqarishi, yo`llarda tartibsiz harakatlanayotgan transport vositalarining haydovchilari va piyodalari kuzatildi. Bundan tashqari transport vositalari haydovchilarining tartibsiz harakatlanishi, yo`l belgi chiziqlariga va yo`l belgilariga amal qilmasliklari kuzatilgan bo`lsa, piyodalarning yo`l harakati qoidalariga amal qilmasliklari kuzatildi, tungi vaqtda haydovchilarning transport vositalarining yoritish asboblariidan to`g`ri foydalanmaganligi oqibati natijada tumanda ko`plab yo`l transport hodisalari uchrab kelmoqda [49, 50, 51].

Yo`l transport hodisalarini kamaytirish maqsadida tumanda keskin ishlar olib borish maqsadga muvofiq bo`lar edi. Masalan, kasb hunar kollejlari, litseylar, maktablar, maktabgacha ta`lim muassasalari va qishloq fuqarolik yig`inlarida yo`l harakati xavfsizligi bo`linmalari hodimlari tomonidan "Yo`l harakati qoidalari", "Piyodalarning harakat madaniyati" va "Haydovchilarning etiketi" mavzularida davra suxbatlari, seminarlar, amaliy mashg`ulotlar va targ`ibot va tashviqot ishlari kabilardir. Viloyatda kuzatilgan natijalarga ko`ra quyidagi o`zgarishlarni kiritishni tavsiya etamiz [52, 53, 54, 55, 56]:

- Shahar ko`chalarining gavjum joylariga kuzatuv kameralari o`rnatish, tezlikni aniqlovchi fotokameral radardan ornatish maqsadga muvofiq bo`lar edi;

- Shaharda piyodalar o`tish joyi qolib piyodalar xoxlagan yerlaridan harakatlanib kelmoqda. Natijada piyodalar va piyoda bollar ishtirokida yo`l transport hodisalari ro`y bermoqda, buni oldini olish maqsadida 5.16.1, 5.16.2-piyodalar o`tish joyida belgilangan

piyodalar o`tish joylari tayyorlash va piyodalar o`tish ko`rsatilgan yo`l belgisini va yo`l belgi chizig`i o`rnatilishi hamda piyodalarning tirband harakatlanish joylariga yer osti yoki yer usti piyodalar o`tish yo`llari qurish kerak;

- Viloyatning barcha maktabgacha ta`lim muassasasi, maktab, kasb hunar maktablari va litseylari hamda maxalla fuqarolari yig`inlarida targ`ibot va tashviqot ishlari olib borish kerak, bundan tashqari viloyat ommaviy axborot vositalarida, televideniylarida YHXB hodimlari tomonidan maxsus ko`rsatuv va uchrashuvlarni muntazam tashqil qilishni ta`minlash kerak [56, 57, 58, 59, 60, 61, 62];

- Yuqoridagilarga haydovchilar, piyodalar va piyoda bolalar amal qilishsa baxtsiz hodisalarni oldini olgan bo`lamiz [63, 64, 65, 66, 67, 68, 69].

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## ШАҲАР КЎЧАЛАРИНИНГ ТИРБАНД ҲУДУДЛАРИДАГИ СОДИР БЎЛАЁТГАН ЙЎЛ ТРАНСПОРТ ҲОДИСАЛАРИНИНГ ТАҲЛИЛИ

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**Аннотатсия:** Мақолада йўл транспорт ҳодисаларини келиб чиқиш шарт-шароитлари турлича бўлсада, уларни ўрганиш, таҳлил қилиш, баъзи бир ўхшашлик аломатларини белгилашда ёрдам беради. Шу асосда ҳодисаларни классификациясини ишлаб чиқиш, уларни вужудга келиш сабабларини ўрганиш ва бартараф қилиш учун чора тадбирлар ишлаб чиқиш муҳим рол ўйнайди. Ҳайдовчилар томонидан содир этилган йўл транспорт ҳодисалари келиб чиқиш сабаблари қўриб чиқилган ҳамда уларни олдини олиш бўйича тавсиялар берилган.

**Калит сўзлар:** автомобил, ҳайдовчи, йўл, пиёда, муҳит, транспорт, йўл транспорт ҳодисаси, ҳаракат хавфсизлиги, ҳаракат тезлиги.

**Аннотация** Статья поможет изучить, проанализировать дорожно-транспортные происшествия, определить симптомы некоторого сходства, хотя условия их возникновения различаются. Исходя из этого, важную роль играет разработка классификации явлений, разработка мер по изучению и устранению причин их возникновения. Были высказаны опасения по поводу причин возникновения дорожно-транспортных происшествий, совершенных водителями, и даны рекомендации по их предотвращению.

**Ключевые слова:** автомобиль, водитель, дорога, пешеход, среда, транспорт, дорожно-транспортное происшествие, безопасность движения, скорость движения.

**Annotation:** The article will help to study, analyze traffic accidents, identify symptoms of some similarity, although the conditions for their occurrence differ. Based on this, an important role is played by the development of a classification of phenomena, the development of measures to study and eliminate the causes of their occurrence. Concerns were raised about the causes of road traffic accidents committed by drivers and recommendations were made to prevent them.

**Key words:** car, driver, road, pedestrian, environment, transport, traffic accident, traffic safety, traffic speed.