

ANALYSIS OF TRANSPORT DIRECTIONS ON THE ROUTE IN ASAKA  
CITY

**Turaboyev Kholmurod**

**Anvarjonov Rustamjon** (Student)

Senior teacher of Andijan Institute of Mechanical Engineering

[holmurodturaboyev@gmail.com](mailto:holmurodturaboyev@gmail.com) +998 94 417 00 91

**Annotatsiya:** Ushbu maqolada Andijon viloyatining Asaka shahridagi mavjud yoʻnalishlar tarmogʻini qaytadan inventarizatsiyadan oʻtkazish, ustma ust tushuvchi yoʻnalishlar tarmogʻini qaytadan koʻrib chiqish hamda har bir yoʻnalish kesimida optimallashtirish choralari xususida soʻz boradi.

**Abstract:** This article talks about the re-inventory of the existing network of routes in the city of Asaka, Andijan region, the reconsideration of the network of overlapping routes, and optimization measures in each section of the route.

**Аннотация:** В данной статье говорится о переинвентаризации существующей сети маршрутов города Асака Андижанской области, пересмотре сети перекрывающихся маршрутов, а также мерах по оптимизации на каждом участке маршрута.

**Kalit soʻzlar va iboralar:** iqtisodiyot, demografiya, inventarizatsiya, avtomobilsozlik, shaxsiy transport, infratuzilma, yoʻnalishli taksi, agregator, tadbirkor, tender, yoʻnalish pasporti, optimallashtirish.

**Keywords and phrases:** economy, demography, inventory, automotive industry, personal transport, infrastructure, route taxi, aggregator, entrepreneur, tender, route passport, optimization.

**Ключевые слова и фразы:** экономика, демография, товарно-материальные запасы, автомобилестроение, личный транспорт, инфраструктура, маршрутное такси, агрегатор, предприниматель, тендер, маршрутный паспорт, оптимизация.

## INTRODUCTION

In developing societies, the population and economic sectors grow in parallel and lead to the economic development of the society. It is known that the economy, which is growing year by year in our Republic, and the demographic growth rates in cities and villages cannot fail to affect the processes of urbanization in the regions. Changes and innovations in society must serve for the development of humanity.

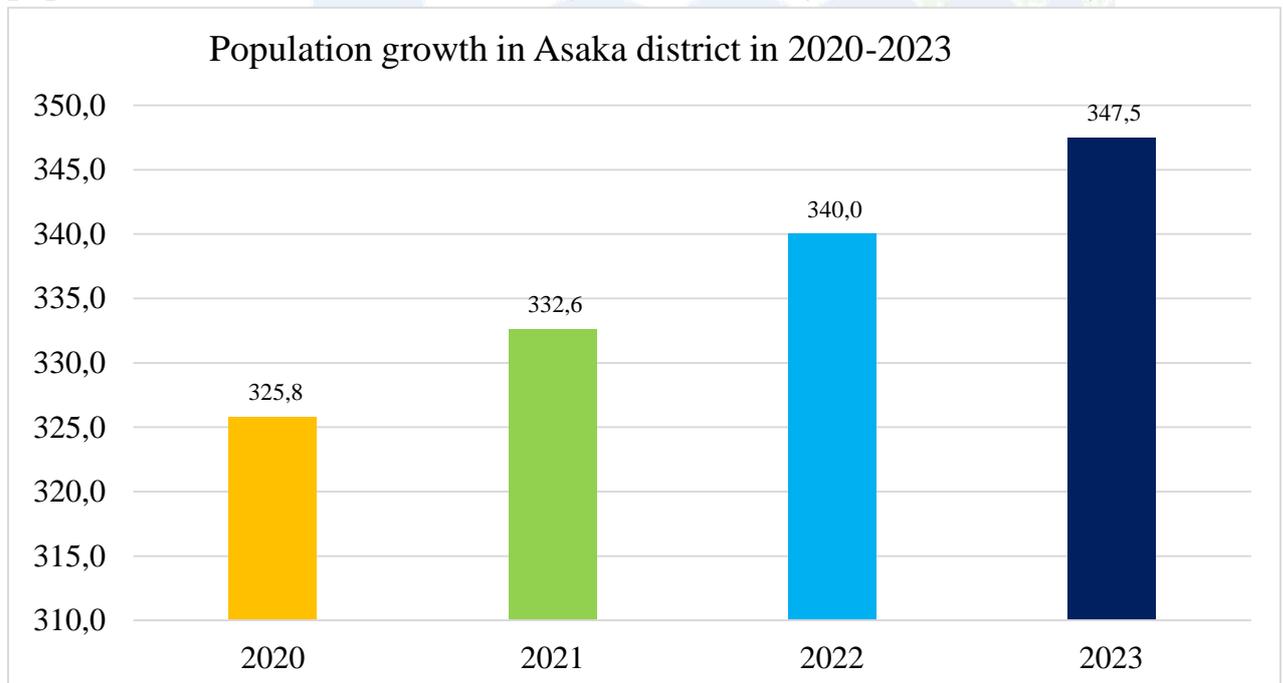
Today's changing societies show the need to implement services that provide maximum value services for minimum value monetary units, to create conveniences for people, to facilitate the way of life.

Today, the city of Asaka, where the joint-stock company "UZAUTO MOTORS" is located, which has developed the automobile industry in our Republic, has a great contribution to the development of the economy of Andijan region and its recognition by the world community. The city of Asaka is the most industrial city of Andijan region (Figure 1).



Figure 1

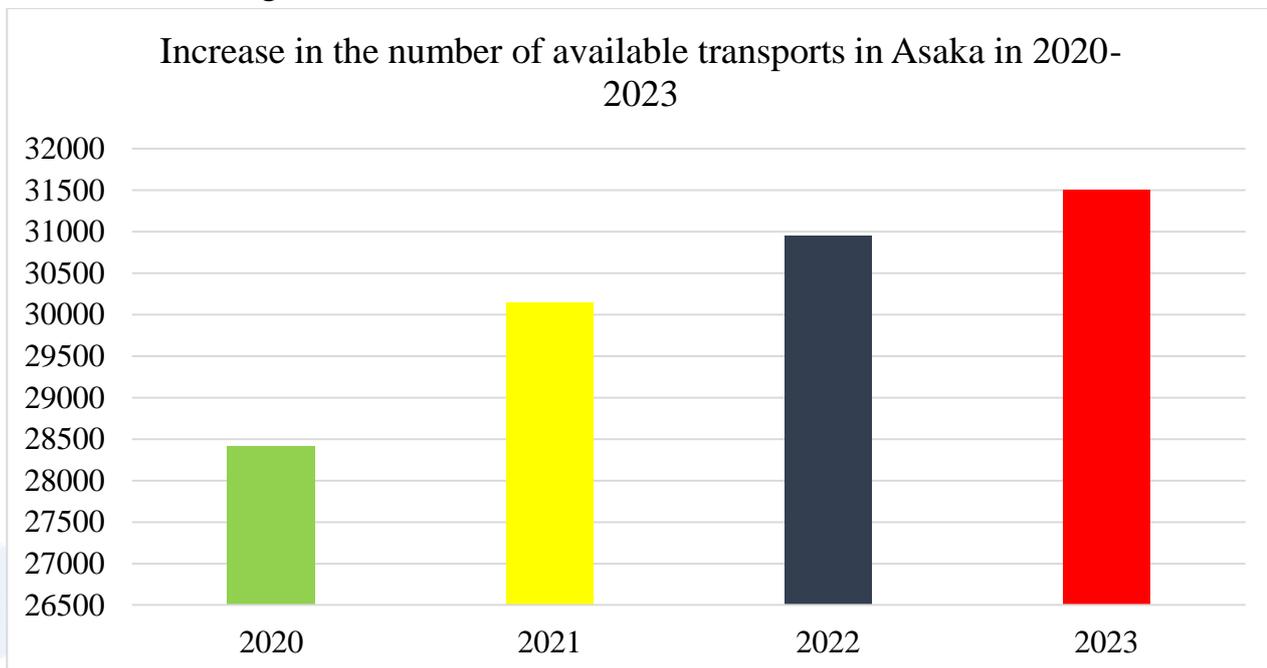
The increase in the number of the population and the improvement of the existing infrastructure in urban areas require the re-equipment of infrastructure facilities. The increase in the population also leads to an increase in the number of private vehicles in the city. The population of Asaka increased by 6.6% during 2018-2023 (Figure 2).[1]



2-Figure

Of course, the increase in the number of people in the city will not fail to affect the existing transport and infrastructure facilities. In particular, the number of motor vehicles in Asaka increased by 10.8% in 2020-2023 [Figure 3]. The increase in the

number of vehicles in the city does not prevent the increase in the number of road accidents and the ecological environment.



**3-Figure**

There are 28 routes in Asaka. There are 3 buses, 1 minibus and 24 taxi routes. There are 1105 motor vehicles on the basis of a tender contract in the city. But today, due to the fact that self-employed citizens have been given the right to engage in passenger transportation activities, the number of entrepreneurs who operate as taxis without directions in the region through aggregators is increasing day by day. At the same time, there are Asaka-Qayragoch, Asaka-Nematabad, Asaka-Navkan and Asaka-Marqayuz routes that do not have a tender contract and have the relevant route passport.

In order to prevent the flow of existing vehicles, it is necessary to ensure the priority of public transport in internal directions by keeping the vehicles entering the area in the outskirts of the city [2].

Based on the above problems, the following in Asaka:

- to close the taxi routes that are parallel to or parallel to the public transport routes.
- transfer taxi routes to parallel streets on Karvonsaray, Umid, Humo, Sanoatchi, Margilaniy, Qadim and Fergana ring roads, where traffic jams occur.
- optimization of directional taxi routes.
- design of bus stops on public transport routes.
- shows the need to do things such as rational use of public transport routes.

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