

## Scientific Justification for Forecasting Traffic on Urban Street Roads and the Use of Temporary Car Storage Areas in Reducing Traffic Jams

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**Annotation:** the maximum use of public transport throughout the city, leaving personal cars with daily arrivals to the city coming from the districts without entering the city, so as not to place cars in order in crowded places of the city of Samarkand and not to disturb pedestrian and car traffic. At the same time, it is advisable to further improve the public transport system of the city of Qarshi, attract buses and minibuses to existing corridors and put into practice by developing the infrastructure of new routes.

**Keywords:** auto transport, temporary storage, traffic jams.

A common standard area for light cars is 2.5 x 5.7 meters. but it is also possible to plan an area of 3 x 6 or 4 x 6 meters. This is a Lux field, and on demand work can be carried out to surround it with light materials, bring a source for heating, etc.

Currently, a complex of parking and storage spaces is also under construction in developed countries, operated by modern terminals. The Shape of the main terminal building, parking and storage areas embodied in the surroundings of the train and metro station walking to the edge of the city is presented.

It is designed for short-term parking, short-term storage space, bus storage space, car rental, taxi car storage space, and access to the terminal building is by a two-level corridor. The fields have facilities such as freight carts, automatic ghazns to pay accommodation fees, a disabled unloading area. In large cities, mechanized multi-storey open storage areas are also being introduced in order to effectively use small areas. Such lightweight structures increase its capacity by several times if installed in existing open car storage areas. these systems are much cheaper and can be used in both permanent and temporary options.

Such complex mechanization methods make it possible to significantly save the area and size of the building, that is, the area corresponding to one storage space, at the expense of reducing the distance between cars and the height of the floors.

The following vehicles are not accepted for permanent and temporary storage:

- leaking fuel or oil, liquid and liquefied gas;
- in the cabin or trunk there was a fast burner, a danger of explosion, radioactive or toxic substances;
- vehicles that are technically damaged as a result of a traffic accident (such cars can be put in storage places in case of submission of an appropriate reference from the yhxb of the OSCE);

- vehicles with a maximum weight of more than 3.5 tons and, in addition to the driver's seat, the number of seats is more than 8 (these vehicles must be stored in special parking spaces provided for them). the following should be hung at the entrance, which is convenient for the client:
- rules for storing motor vehicles;
- fire safety requirements;
- for receiving and storing motor vehicles
- responsibilities of responsible persons;
- current tariffs for services provided;
- a copy of the certificate of state registration of a legal entity.

Legal entities providing services for the maintenance of motor vehicles respond to compliance with sanitary norms and fire safety requirements, the storage of motor vehicles-including during their permanent and temporary storage, that is, until they are returned to their owners (or their representatives), or for the removal, theft, disassembly and damage of vehicles that occurred until they were forcibly evacuated to a special parking lot.

The owner of the vehicle (or its representative) is responsible for the damage caused in case of damage to a legal entity providing services for the maintenance of motor vehicles. [2]

When storing vehicles, its external dimensions are of great importance. Therefore, in the construction regulatory document qmq 21-02-99, vehicles are divided into five categories, and on this basis, geometric dimensions are defined as regulatory indicators when placing the vehicle traffic content.

### Dimensions of cars of different categories

**Table 1.**

avtomobil turkumlari	car length, m
I	Up to 5.0
II	6,0-7,5
III	8,0-9,5
IV	10,5-12,0
V	16,5 and beyond

### Distances between cars and building structures

**Table 2**

distance, m	car range		
	I	II	III-IV
car longitudinal side spacing; wall and car longitudinal side spacing	0,5	0,6	0,8
longitudinal side of the car and column spacing	0,3	0,4	0,5
front side of the car and wall or gate spacing:			
➤ in rectangular placement	0,7	0,7	0,7
➤ in acute angle positioning	0,5	0,5	0,5

rear of cars and wall or gate spacing:			
➤ in rectangular placement	0,5	0,5	0,5
➤ in acute angle positioning	0,4	0,4	0,4
front and rear of cars side spacing	0,4	0,5	0,6

note: 1. If heating devices, ventilation devices or other equipment are installed next to the wall and column (the distance to the height of the car), the intermediate distance is taken up to this unit.

1. When placing cars, it is necessary to take into account the opening of the cabin door for the driver to enter and exit.
2. If the movement of the car in the building is carried out using straight lines and mechanisms, it is allowed to reduce the distances indicated in the table twice.
3. When cars are stored in open and shed areas, the range is increased to 0.1 meters for cars and 0.2 meters for motor vehicles.
4. If two or more cars come out of the same gate, the distance between the car and the gate is taken to the point where the cars pass through each other without interruption. methods for placing cars in storage locations are grouped according to the vehicle's inclusion and release on site, the number of car rows, the presence of an internal walkway, the displacement of the rows relative to the walkway, and the installation of the car relative to the inner or outer walkway axis. [5]

Cars are divided into dead-end and straight-flow into and out of storage. In the first method, the car enters the place with its front side and walks back out, or vice versa. In the second method, the entry and exit of the car into the storage space is carried out only by walking forward. When placing it upside down in buildings, mainly the car is entered by walking backwards, as this saves space and ensures quick cutting.

If cars are located in open areas in a dead end way-resurrected and connected to heating devices, then it is entered with the front side.

Straight-flow positioning has an advantage over head Berk, which means that the need to walk backwards disappears in this. this method is used when placing a large car of external dimensions, as well as self-trains.

A walkway can be planned indoors or out of the building when cars are stored in the building. The inner walkway serves to reach, turn in and out of the car lot. Without an internal walkway, i.e. direct access and exit, building space is saved. But it is necessary to build a gate for each car place. Therefore, in very cold climates, it is not advisable to use such a method.

By decree of the Cabinet of ministers No. 213 of 31.07.2013, the regulation “on the procedure for the organization and use of permanent and temporary storage of Motor Vehicles” was approved. The most important change for car owners was the fact that the previous regulation marked the procedure for carrying out the activities of providing paid services for the maintenance of vehicles only temporarily, without attaching them to specific owners. The new regulation provides for services provided on a paid basis for the permanent and temporary storage of motor vehicles by attaching their storage facilities to specific owners of motor vehicles. [4]

The placement of cars in the storage space is divided into one, two and multi-row types. single-row layout is widely used in a dead-end and straight-flow method with an internal walkway, as cars are able to enter and exit the storage space unconnected to each other.

Cars are placed at most in two rows in dead ends, while in straight flow the number of rows can be up to eight. In two-lane and more layout, only first-row cars can exit freely, while those in the other row are forced to keep track of cars in the previous row leaving the road free.

The rows are placed on one side or two in relation to the inner walkway inside the building. Two-way row layout-traction allows you to significantly save the area of the building, that is, one road is used by cars of both rows.

In storage areas, cars are positioned in ways with a right angle  $=90^\circ$ , a small angle  $<90^\circ$ , and a parquet with respect to the axis of the walkway. Rectangular placement assumes the inner walkway to be wide as opposed to a small corner, but rectangular placement is considered cost-effective due to the increase in total area due to the increase in row length as the width of the walkway decreases in small corner placement.

One view of small-angle positioning is the parquet method. In such a placement, much more space is saved due to the filling of empty triangles.

Small-angle positioning is common abroad, and it is used in short-term parking spaces, in storage areas with unfavorable terrain. In addition, the size of this method is considered convenient for large cars and self-trains. Self-trains are arranged in a single row, mainly with a small angle. While for trailers, the parquet method allows you to save much more space.

A small angle method is also used to keep cars of different sizes in a row. In this case, a small car in size is achieved at a larger angle, and a large car in size is achieved by a smaller angle of location-resurrection and the overall length of the walking path.

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