The American Journal of Social Science and Education Innovations
(ISSN – 2689-100x)
**Published:** November 30, 2020 | **Pages:** 378-383
**Doi:** https://doi.org/10.37547/tajssei/Volume02Issue11-63

IMPACT FACTOR
2020: 5. 525
OCLC - 1121105668

**Journal Website:** http://usajournalshub.com/index,php/tajssei



# Development Of A Logistic Method In The Placement Of Urban Passenger Transport Routes

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## ABSTRACT

Problems in the development of logistic methods in the placement of urban passenger transport routes and the effective placement of urban passenger transport, buses, taxis, cabs, routes, the development of urban transport and ensuring their operation in a competitive environment. In this regard, proposals have been developed to fully meet the needs of the population in passenger transport through the use of logistic methods and reduce congestion.

## KEYWORDS

Bus routes; passenger turnover; bus routes; bus interval.

## INTRODUCTION

The increase in the number of people in cities around the world is leading to the opening of new bus routes, increasing congestion in the service of small taxis and reducing operating speeds. The demand of the urban population is to reduce the distance between their residences and transport stations as much as possible. By lowering the cost of public transportation and conforming a regular public transporting basing on logistics may be the primary reason to solve this problem efficiently. In addition to this , a subsidy will be needed to keep the bus running smoothly.

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## RELEVANCE OF THE TOPIC

With the increase in the number of passenger cars in the process of daily passenger traffic, it causes a number of problems. In particular, the decrease in the fare of taxis has led to an increase in their number, acting as a competitor in the bus route, taking away the flow of passengers, increasing the cost of their transportation, causing buses to suffer in many directions. Problems: The final result of this is to reduce the number of buses operating on the routes by reducing the daily turnover, which leads to an increase in the interval between their movements. As a result, the number of buses in the city and on bus routes is declining day by day, leading to justified protests by passengers. When analyzing foreign experiments, the continuity (interval) of their movement is maintained in the following ways: They are being held by subsidizing them to be on the line. However, the size of the subsidy is ensured by the media shown in the figure below.

Factors of inquiry of city passengers in transport services investigative relations. In order to effectively operate transport services in the market, first of all, it is necessary to have complete information about the demand for them.

Route messages and networks are different. Routing messages - a shift between stops in the route network. There are two main shortcomings in the methodology of checking the flow of passengers:

1) inspections are carried out briefly, and the obtained results are summarized for the whole city and used throughout the transport period;
2) the results of inspections reflect the state of the place in the past.

In this connection, the creation of a mathematical model of the carrying capacity is relevant. In determining these or other factors, it is possible to change the forecast of passenger flows.

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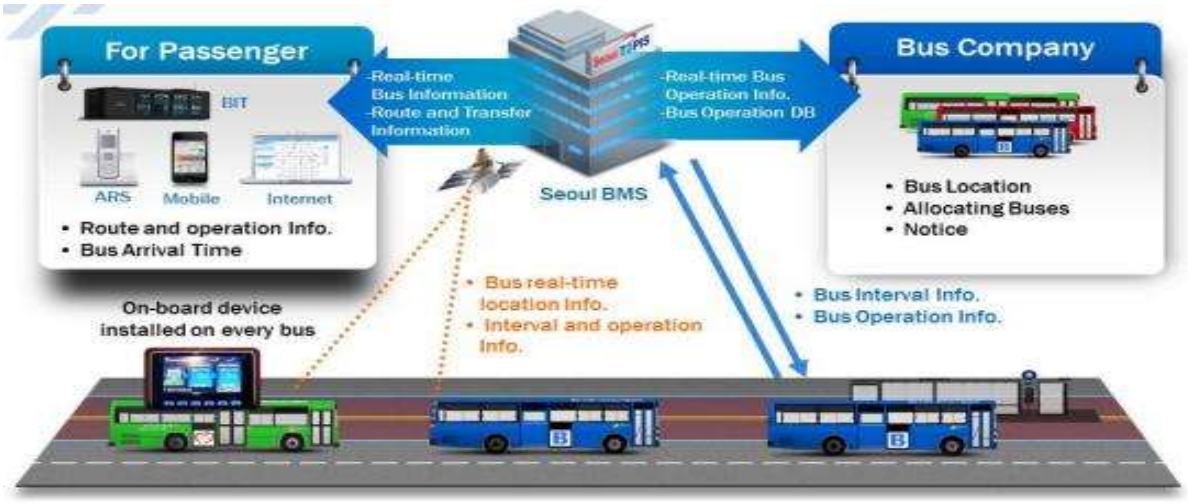


***Figure 1. Operation of the scanner system on the bus***

City buses are not subject to income and value added tax, so the interval between bus transportation is maintained, which does not increase the cost of other passenger transport, and a reliable mechanism for traffic safety has been created. The problem continues day by day, with or without the influence of each region. When we analyzed the benefits and harms of this situation to the human factor, the opinion of passengers was as follows.

First you need a bus for some segments of the population, they need to be priced low.

The second layer wants a faster taxi. When we analyze these two points from a professional point of view: the first is to prevent congestion, low cost, which is necessary for low-income, non-urgent categories of passengers, to support them to travel by bus by the regional government they need. In this regard, the authorities are forcing all unions to purchase new buses in the provinces, but the unions say they do not have the internal capacity to do so. The existing buses on the bus routes in Andijan, which effectively organized this situation through the route, cover themselves, but due to the buses on some of the damaged routes, the working capital is decreasing and the bus service interval is increasing. What can be done to regulate this situation?

Problem statement: based on the results of observations, local authorities should introduce bus traffic on congested and safe routes in the city, requiring the bus driver to meet only the specified interval on the route, without linking the driver's monthly income to the interval. It is determined that it should be linked to the number of transports` running. In order to ensure the transparency of the revenue from bus transportation, the city introduced a report by scanning the flow of passengers on and off the bus shown in the picture above, and organized a subsidy through the tax system of the regional government for the unpaid part of all expenses the bus service can be made ideal from a logistical point of view. The number of such bus routes and the capacity of the bus depot must be organized and protected according to the economic capacity of the regional government. This will protect the bus from the impact of competition, prevent congestion, and protect the poor. This is achieved by keeping the monthly salaries of bus palace drivers in an

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inefficient manner, as are systems in the budget sector. City buses are not taxed, the transparency of the income from which is compared with the scanner data, the amount of unpaid expenses is determined and the basis for receiving a subsidy. It is also possible to reduce the impact of other types of excessive transport on buses by setting quotas for the introduction of these bus routes and taxi routes in cities and monitoring their implementation. The bus interval Ia is determined by the following formula:

Ia = tay/ Nay

In this case, tay the time taken for one round trip in accordance with the road signs on the bus route (in minutes); Nay - the number of buses operating in one turn on the bus route; From a logistical point of view, the evaluation of their performance is the implementation of the bus interval plan. To mitigate this problem, we use the methods of observation and comparison. Congestion occurs when the number of vehicles in a specific time zone and in a specific section of the transport system exceeds the number of vehicles in demand. In such cases, each vehicle slows other movements down. Congestion is inevitable as a result of insufficient transport resources, if they are not blocked. Over the past decade, congestion in urban areas of the country has been expected to increase due to the implementation of cars into every home. For speed and high labor productivity, congestion is a hindrance. In order to expand passenger traffic, it is necessary to provide a high level of transport. The issue of easing congestion, which arises from both cases, is one of the problems facing the regional authorities, awaiting resolution. The mobility in the city is also showing an example of congestion. Daily travel can be "compulsory" (home work) or "volunteer" (shopping, leisure, travel).

Conclusion, in all types of cities (except the capital), the process of bus service remains a problem, costing less than 24% of the revenue from passenger transport. In the capital, the situation is managed by providing subsidies from legitimate free users to keep buses running smoothly. The problem of regulating this situation is a problem for all managers around the world. Therefore, it requires the development of a positive solution to this problem. To solve this problem from a logistical point of view requires in-depth scientific study of the transport system and measures. In the urban transport system, mainly large (buses), medium (taxi), small (less than 8 seats) and passenger cars (taxis) are used. Each of these cars has its own advantages and disadvantages in the process of passenger transportation. The advantage of the bus is the low cost of transport, competitive competition in other types of urban transport, protection of the poor, reduction in congestion, lowering speed, the inability to work without subsidies. The layer is decreasing, and some of them are moving to medium-sized (taxis on the route). Advantages of this type of transport: convenience of transport speed and time savings of passengers, suitable cost of transportation, taxation without the need for subsidies, moderate impact on traffic, small size (less than 8 seats), high speed and time savings of passengers, tolerable cost of transportation, taxation without the need for subsidies, a significant negative impact on congestion, the advantages of the car (taxi) type: high speed and no It would be expedient to save time for hunters, increase the cost of transportation, taxation without the need for subsidies, the

average impact on congestion, and in this case, how to effectively involve vehicles in urban passenger transport. Thus, based on the results of the observational analysis, the following conclusions were drawn.

1. In the process of transportation in the modern city, bus transportation in large cities (with a population of more than 1 million) is carried out in accordance with the schedule on busy routes. However, with the implementation of subsidies instead of subsidies and control of passenger exits through the GOLONAS system, the main indicator of regularity should be in the form of a state unitary enterprise.
2. Medium-sized (taxi) can be used on high-speed routes connecting the two regions of the city.
3. It is advisable to place small vehicles (less than 8 seats) (less than 1 million people) in cities to transport people from their places of residence to the city center, not to drive on the bus routes, as such vehicles will increase congestion.
4. It is advisable to attract cars (taxis) to order online and work as a taxi in the city.
5. Urban congestion often belongs to two areas and requires the identification of sources of mitigation:

- High density of traffic on public roads;
- Development of urban roads and accurate forecasting of traffic flow in road construction;
- City architects should pay special attention to each construction project during its consideration;
- In the development of routes of passenger transport;
- By regulating the speed of traffic at each intersection and the condition of the intersection.

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