



## THE NEED AND COMPETITIVENESS OF THE METRO COMPARED TO OTHER TYPES OF TRANSPORT IN AREAS WITH DEVELOPED INFRASTRUCTURE

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### **Annotation:**

On the example of the surface metro, this article discusses the issues of increasing the population and its involvement in urban transport, increasing the number of intercity vehicles, eliminating the causes of all kinds of problems.

**Keywords:** urban transport, service, system, integration, service, efficiency, line, capacity, dimensions, metro, analysis, speed.

An increase in the population automatically creates a demand for public transport. Comfortable and high-quality service is required for passengers. Convenient public transportation is one of the most important conditions of the city. Also, the metro is one of the fastest and safest forms of public transport, allowing you to reach your destination in a short time.





Based on the modern reality and population, it is impossible to imagine Tashkent without a metro. Tashkent metro can be compared to a unique underground city with its own rules, rituals and attractions.

Urban passenger transport is an important part of modern cities, allowing residents to reach any corner of the city for scheduled tasks. An important aspect of sustainable social-economic development of the city is the non-stop operation of city passenger transport [1].

Historically, large cities were founded and further developed in places where traffic flows (the Great Silk Road, Eastern European plains, etc.) passed, and this development depended on how strong the trade relations between these cities were. Transport occupies a leading place in regional development. City passenger transport is a part of the city transport system and allows free movement of citizens.

Therefore, for the normal functioning of city passenger transport, on the one hand, it is necessary to take into account the levels of urbanization and functions of the city, and on the other hand, it is necessary to clearly define the location of city passenger transport [2].

Recently, in many social-economic researches, the determination of the quality of life of the population as a systematic characteristic of a number of factors, activities and the level of human development has been increasingly taken into account. This is something that should be understood in the formation of the quality of life of human activity and development, which, in turn, is evaluated according to the commonly accepted standards and indicators of the standard of living.

In the analysis of the quality of life of the population, the transport sector of the country is of great importance, which in turn allows to determine the standard of living of the population, traffic congestion, the level of motoring, the quality of the provided transport services, etc. [3].

The main indicators of the quality of life can be divided into the following groups: income per capita; living conditions; social infrastructure objects; environmental conditions; public safety; level of health care and education; transport infrastructure and level of economic development [4].

Metropolitan transport is competitive in nature, environmentally friendly and also the only type of transport without traffic jams.

The formation of demand for transport services is influenced by the following factors, which can be used as indicators for determining development trends and market forms:

- for services or a set of services;
- the client's income;





- prices of similar services for other types of transport;
- forecast of service price changes;
- the number of customers in the market and their growth rates;
- customer requirements and preferences [5].

The active construction of new metro stations has a significant impact on the housing real estate market. The prices of apartments in houses near the metro are about 20-30% higher than similar ones, but are located far from the metro stations. And private investors are hoping for a further increase in housing prices near the metro [6].

The importance of the metro for the city is the only sustainable economic principle. Cities create density, and density creates growth. Economists call this phenomenon agglomeration. Geographical proximity not only reduces costs, but also facilitates knowledge sharing and encourages innovation [7].

In recent years, in order to develop and modernize the infrastructure of the Tashkent metro, additional new underground and surface metro lines and metro stations are being built. In particular, an underground metro line with a length of 2.9 km and the stations "Yunusabad" and "Turkiston" were built in the direction of Yunusabad, the first stage of the above-ground loop metro line - 11.7 km long, consisting of 7 stations part and 5 stations of the 6.2 km long Sergeli underground metro line were commissioned.

A number of measures have been implemented in the Tashkent metro to update the rolling stock and repair and modernize outdated wagons. In order to update the metropolitan traffic structure, 9 new 4-car subway trains were purchased and 23 4-car subway trains were overhauled.

The more efficient the operation of the metropolitan area is, the more it will directly affect the development of the transport sector and thus the development of other sectors as well. The presence of a smart and modern metro system is important for the development of the transport sector, as well as for the growth of the country's economic activity and providing convenience for the social sector.

That is why the practice of using modern information technologies is being introduced in the metropolitan system of our country, and thus the possibility of digital management of the entire system is created. Revision of the system based on foreign experience and gradual introduction of modern management mechanisms will create a basis for more efficient operation of the metro. Also, in order to provide convenient and high-quality service for passengers, it is advisable to purchase modern vehicles.





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