

## Normative Legal Basis of Organizing Pedestrian Crossing Places

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**Abstract:** The most important issue in preventing accidents related to pedestrians is the correct organization of pedestrian crossings, the speed of vehicles, the stops of directional vehicles, and the direction of pedestrians, retail trade, catering, educational institutions, industrial enterprises, administrative buildings, medical institutions, sports and entertainment institutions, recreational facilities are provided with technical solutions.

**Key words:** normative legal norms, norms and rules of urban planning (ShNQ), pedestrians, GOST 23457-86, state standards of Uzbekistan O`zDSt 3403-2019, UzDSt 3419-2022.

It is known that systematic reforms are being implemented in our country to ensure road safety. Examples of these include the President's "Safe City" principle, a number of Cabinet of Ministers' "Safe Road - Safe Pedestrian 2024" nationwide programs, and others.

In the decision of the President of the Republic of Uzbekistan No. 190 "On measures to reliably ensure human safety on highways and drastically reduce the number of deaths" in accordance with the strategy for the development of the public safety system in the Republic of Uzbekistan in 2022-2025, as well as in the conditions of New Uzbekistan, human life on highways and in order to guarantee health protection from any incidents,

- improving the infrastructure of highways and improving their quality, creating reliable conditions for the safe movement of road users based on the priority of "pedestrian - public transport - bicycle transport - motor transport";
- bringing the educational process to a qualitatively new level by introducing innovative pedagogical technologies into the system of driver training, retraining and upgrading their skills;
- to increase the culture of compliance of drivers and pedestrians with traffic rules, to ensure the inevitability of punishment for any violation;
- to introduce the basics of traffic rules from childhood, to introduce this practice in pre-school educational organizations and general education schools;
- complete digitization of traffic organization, implementation of new management and control systems, introducing advanced information and communication technologies, are defined as urgent directions of ensuring traffic safety in our country.

Traffic accidents at pedestrian crossings and pedestrians in general in recent years can be seen from the statistics:

- In 2020, there were 3,370 road traffic accidents (YTH) involving pedestrians;
- In 2021, 1,150 pedestrians were hit at the crosswalk;
- In 2022, 4,449 cases of hitting pedestrians, 1,017 accidents due to the lack of pedestrian crossings, and 1,154 cases due to the failure to install a pedestrian barrier (fence);
- In 2023, 9,839 traffic accidents took place on the roads of the republic, in which 2,282 citizens died, 263 of those who died were children, and it is very sad that 202 citizens died as a result of accidents in December alone.

One of the main reasons for hitting pedestrians is not obeying the established speed limits. According to the Cabinet of Ministers' decision No. 172 of April 12, 2022 "On approval of traffic rules" on the roads around schools and pre-school educational organizations at a distance of up to 300 meters, from 30 kilometers per hour, and in residential areas and adjacent areas (on the land plot between residential buildings) It is set to 20 kilometers.

Such unfortunate accidents can be eliminated by organizing pedestrian crossings in accordance with the applicable state standards and by ensuring that pedestrians move on the roads and obey the rules of crossing pedestrian crossings.

In the Presidential Decree No. 190 of April 4, 2022 "On measures to ensure human safety on highways and drastically reduce the number of deaths", installation of road signs, indicators and traffic lights in the centers of the cities of Nukus and Tashkent, regions, districts (cities), road It is established that the traffic safety units of the internal affairs bodies (hereinafter - the traffic safety units) are responsible for the regulation of traffic vehicles by drawing lines and marking pedestrian crossings.

The most important issue in preventing accidents involving pedestrians is the proper organization of pedestrian crossings. When organizing pedestrian crossings, take into account the speed of traffic, the stops of directional vehicles, the direction of pedestrians, the location of retail trade, public catering, educational institutions, industrial enterprises, administrative buildings, medical institutions, sports and entertainment institutions, recreation centers, etc. need

In accordance with Urban Planning Norms and Regulations (ShNQ) 2.07.01-03 page 92, paragraph 162, the possibility of passing a traffic lane on sidewalks with red lines is 700 pedestrians/hour, if 1200 pedestrians/hour pass through a pedestrian crossing at one level, the pedestrian crossing should be moved to the street from the traffic section, if 1500 pedestrians/hour pass, it is necessary to organize underground pedestrian crossings.

When two-way two-lane movement of vehicles is organized in settlements, it is advisable to organize the movement at the unregulated pedestrian crossing on the same level as the road as shown in Figure 1.

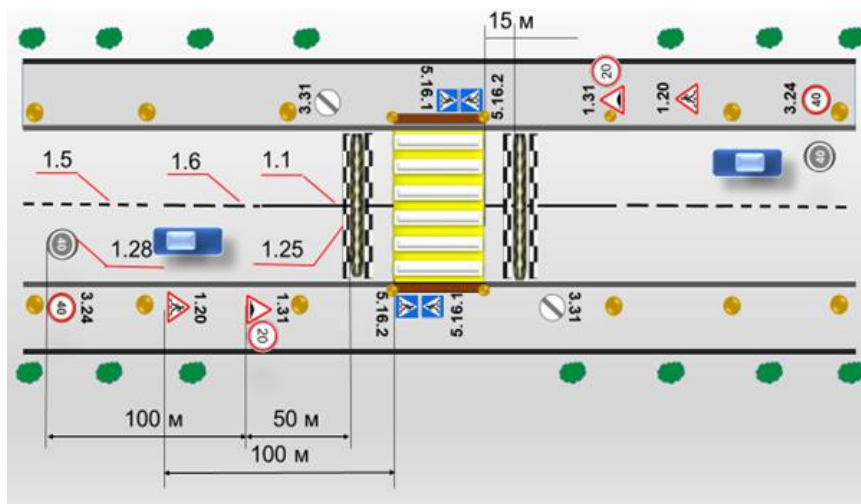








Figure 1

No	Name of technical means of traffic management	Sign
1	Artificial lighting device	
2	Signs with an external reflective surface - 1.20, 1.31, 3.31, 5.16.1, 5.16.2	
3	2.7 vertical line drawn on curbs at pedestrian crossings	
4	Artificial unevenness (with a collapsible removable structure);	
5	1.28 horizontal road line.	
6	1.1, 1.5 and 1.6 horizontal road lines	

In the organization of pedestrian crossings on the same level as the road when the two-way four-lane movement of vehicles is organized in populated areas, the resolution of the Cabinet of Ministers of the Republic of Uzbekistan dated March 25, 2024 "Improving the system of recording violations of traffic rules through special automated photo and video recording software and technical means" on measures" according to decision No. 148:

From July 1, 2024, development of "Safe City" systems of the Ministry of Internal Affairs of the Republic of Uzbekistan for the development of special automated photo and video recording software and technical tools in front of schools located on the roadside, at pedestrian crossings on at least four lane roads, at traffic accident sites, at railway crossings will be established gradually by the center at the expense of funds of the "Safe Road and Safe Pedestrian" republican fund. In this:

special automated photo and video recording software and technical tools are set to be installed in places determined by the Road Traffic Safety Service (hereinafter referred to as the Traffic Safety Service) of the Department of Public Safety of the Ministry of Internal Affairs of the Republic of Uzbekistan.

The use of special automated photo and video recording software at pedestrian crossings helps to prevent possible violations, allows timely and quick detection of violations.

of the pedestrian crossing with signs and lines should be as follows according to GOST 23457-86, the state standard of Uzbekistan O`zDSt 3403-2019, UzDSt 3419-2022state standards:

1. O`zDSt 3403-2019 on roads of district significance, local significance, parking areas and 15 meters before both sides of unregulated surface pedestrian crossing, in accordance with clause 4.3.4 of O`zDSt 3403-2019 0.05-0, At a height of 06 m, it is allowed to install a collapsible-detachable artificial unevenness made of special rubber at a distance of 0.2 m from both ends of the road in accordance with clause 4.1.3 of O`zDSt 3403-2019.



It is advisable to organize the movement at the regulated pedestrian crossing on the roads with two carriageways located at the same level as the road in populated areas as follows.

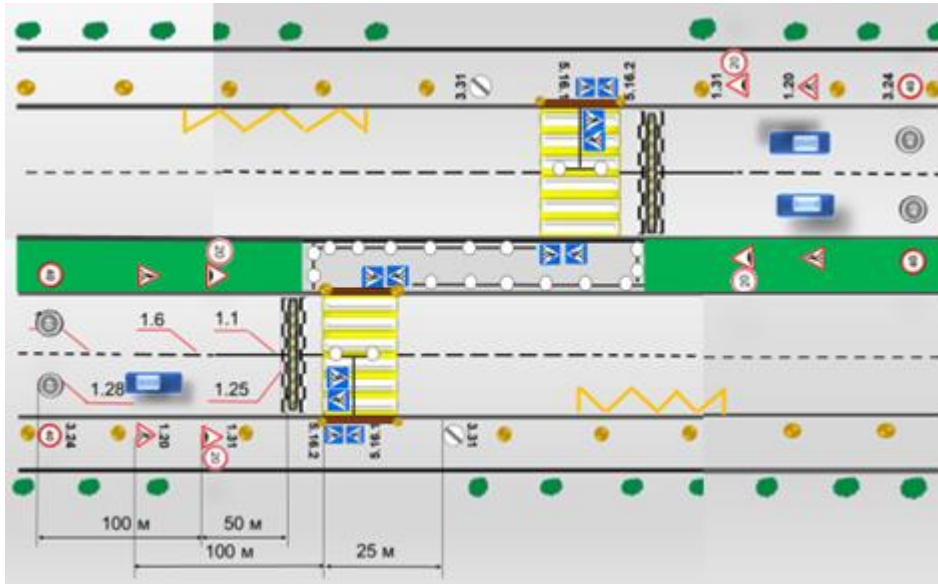




Figure 5

-  - pedestrian crossing barrier;
-  - console-released T7 traffic light.

In residential areas, it is advisable to organize traffic on the regulated pedestrian crossing near the educational institutions located on the same level as the road.

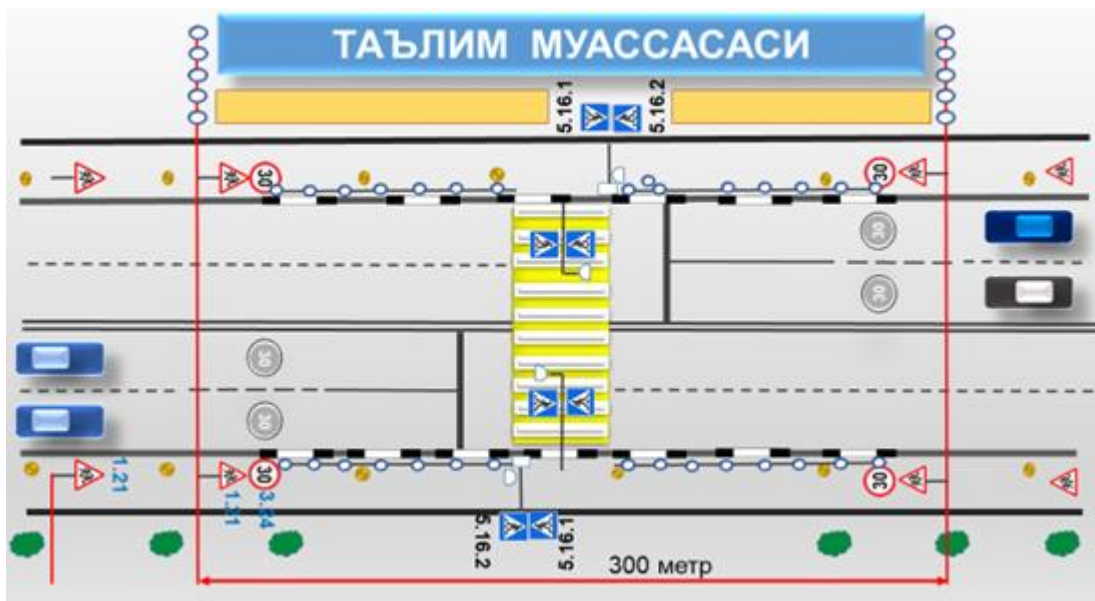




Figure 6

- traffic light T 1 ;
- pedestrian traffic light P1, P2
-  - pedestrian crossing barrier;
-  - barrier of an educational institution.

In order for the driver to understand the traffic light signs in time, the pedestrian traffic light according to GOST 23457-86 paragraph 4.23 is placed at a height of 2-2.5 meters from the bottom of the traffic light T1, according to GOST 23457-86 paragraph 4.2 from the

edge of the carriageway to the extreme part of the pedestrian traffic light P1 0, It should be installed at a distance of 2-5 meters. Signs of traffic and pedestrian traffic lights should not confuse road users.

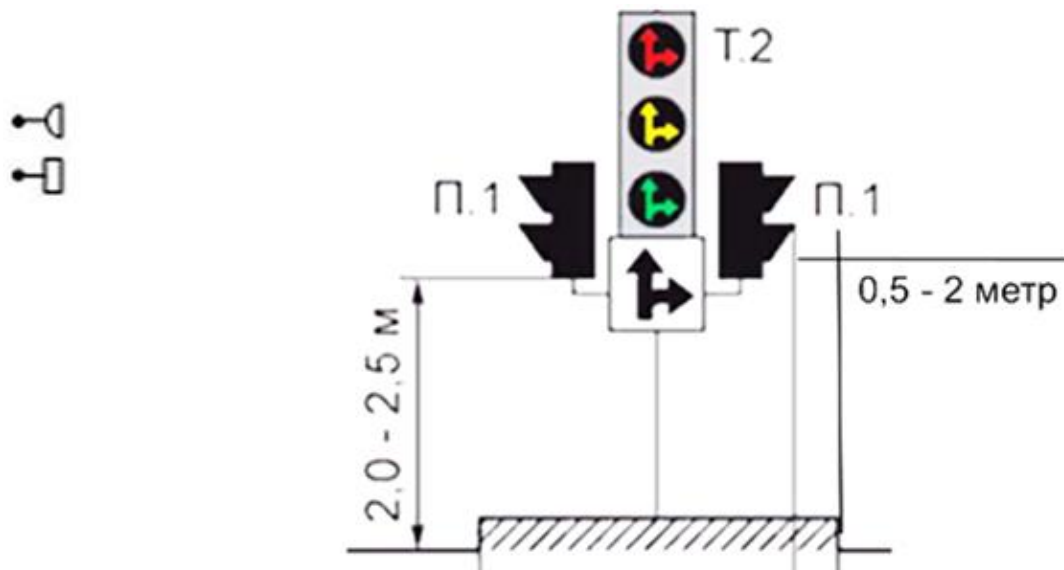


Figure 7

If traffic lights are installed at crosswalks at intersections, according to clause 4.6.22 of GOST 23457-86, markings 5.16.1 and 5.16.2 may not be used. Traffic according to clause 1.1 of GOST 23457-86 so that the driver has time to reduce speed when approaching the regulated pedestrian crossings technical means of organization should not be blocked from road users by any obstacles (green areas, outdoor lighting poles, etc.).

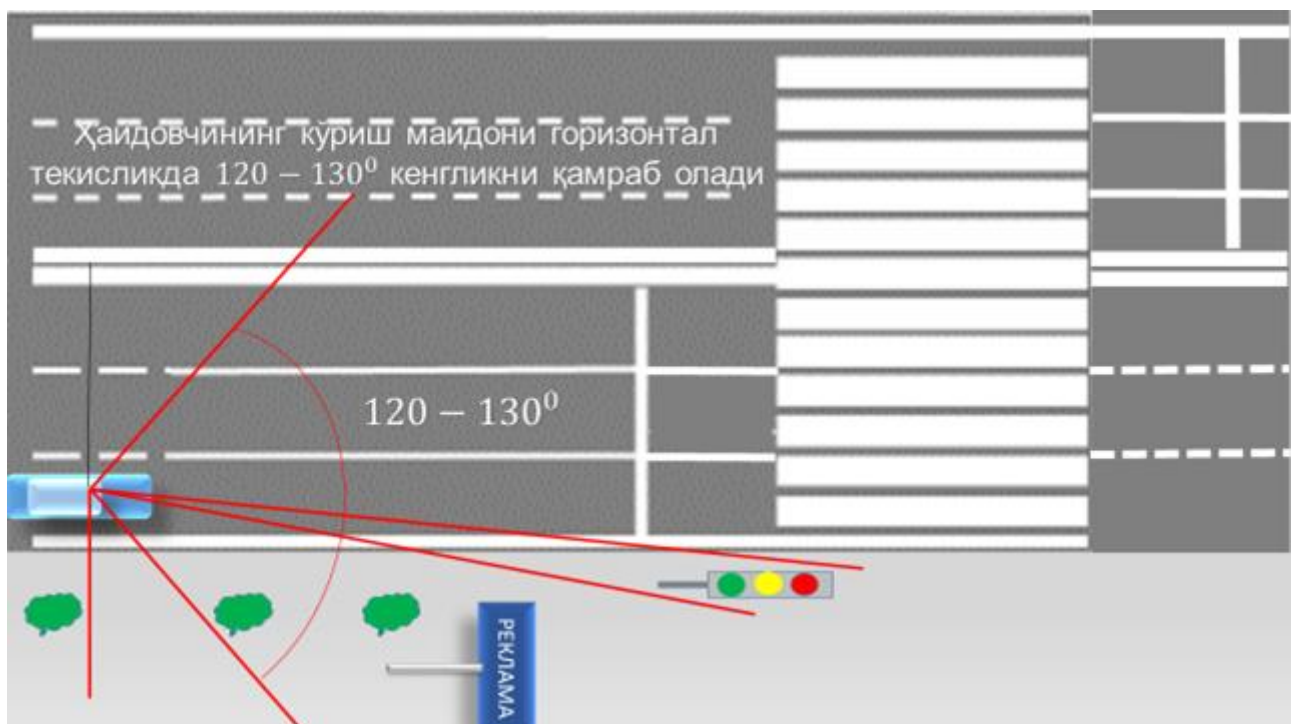


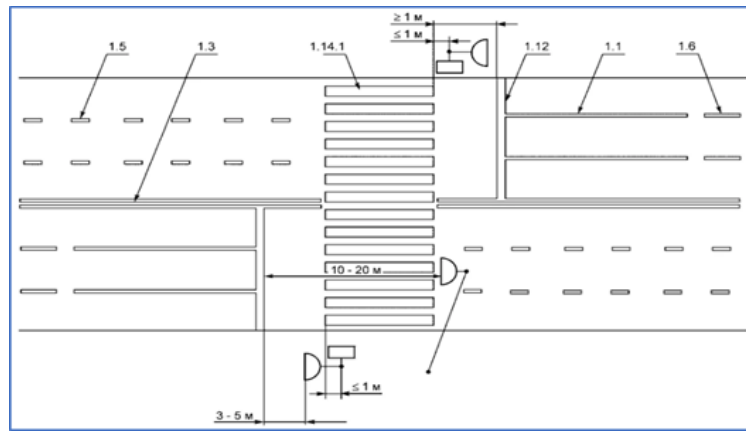
Figure 8

In front of pedestrian crossings in front of schools and pre-school educational organizations located on the same level as the road in residential areas, it is allowed to install an artificial unevenness in accordance with the requirements of the state standard U zDSt 3403-2019.



**Figure 9**

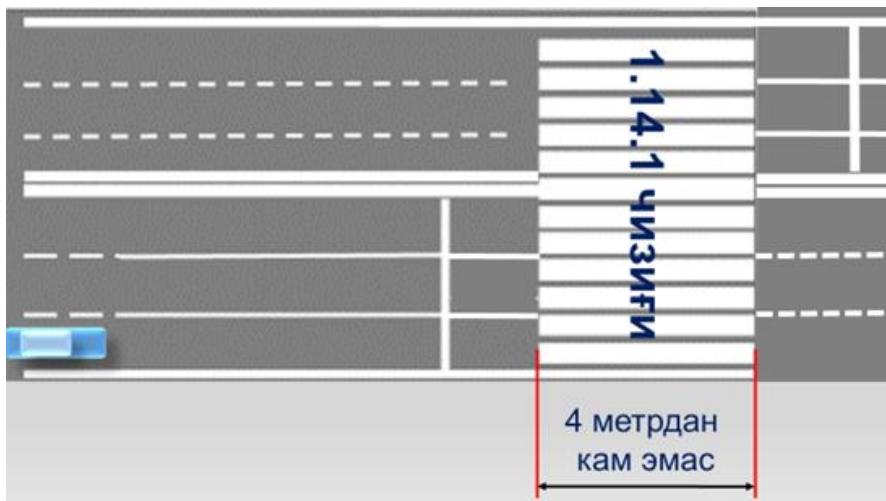
GOST 23457-86. According to paragraph 4.25, the distance from the traffic light T1 to the stop line 1.12 should not be less than 3-5 meters. The distance from the pedestrian traffic light on the horizontal plane to the nearest border of the pedestrian crossing should not be more than 1.0 meters.



**Figure 10**

GOST 23457-86. According to paragraph 3.2.17, lines 1.14.1 and 1.14.3 are used to mark the places reserved for pedestrian crossing.

The width of the designated pedestrian crossing is determined by the speed of pedestrian traffic of 500 pedestrians per 1 meter, but should not be less than 4 m (designed for 2000 pedestrians per hour).



**Figure 11**

Line 1.14.1 is used to designate pedestrian crossings whose width does not exceed 6 m, if the width of the pedestrian crossing is more than 6 m, line 1.14.3 is used.

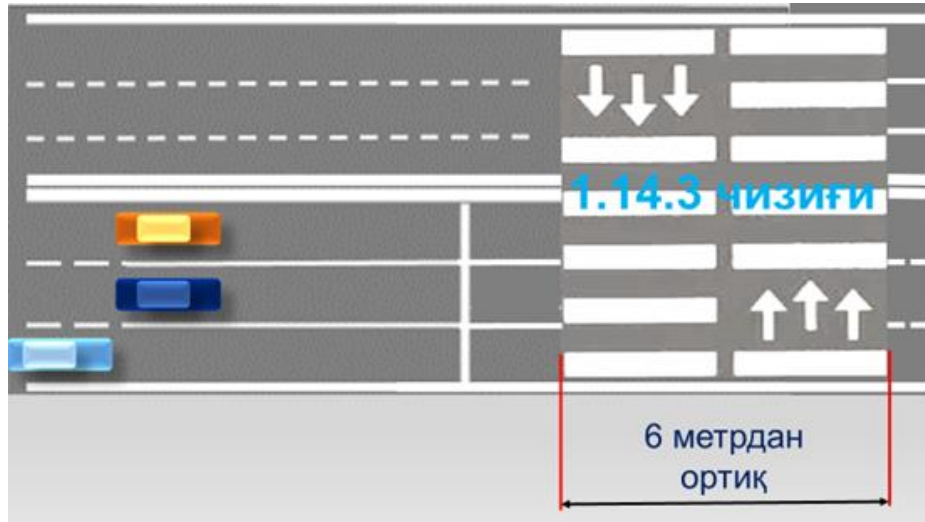


Figure 12

It is necessary to take into account the speed of movement of pedestrians crossing the pedestrian crossing on the roads with two-lane two-way traffic, with two or more lanes in each direction.



Figure 13

First of all, it is necessary to ensure the "pedestrian-traffic" visibility triangle when organizing regulated unregulated pedestrian crossings. It is not allowed to have any objects, buildings and bushes that block the view of the driver of the vehicle within the visibility triangle.

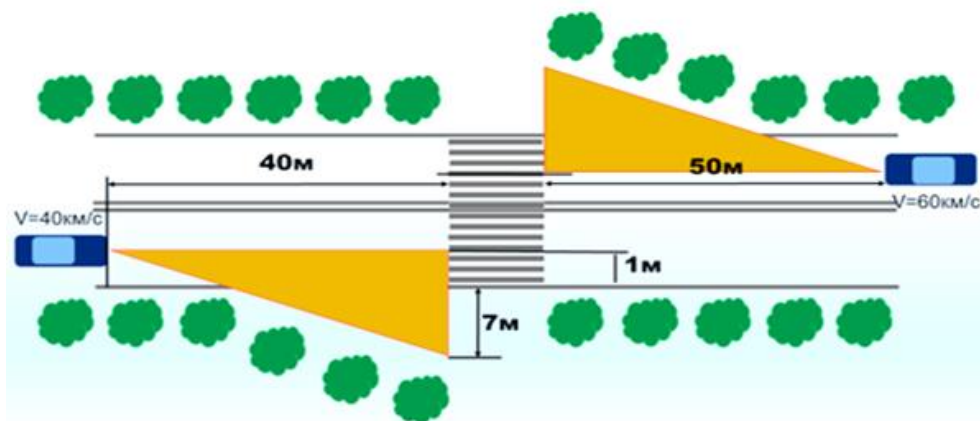


Figure 14

In conclusion, it can be noted that pedestrian crossings should be organized on the basis of norms and standards, regardless of how many lanes the road has. It is necessary to take into account the speed of pedestrian movement when organizing pedestrian crossings at the same level as the underground and surface pedestrian crossings. It is important to use YHTETV, signs with a modern reflective surface, to mark the pedestrian crossing with road lines made of the highest quality material based on the requirements established by state standards. The first priority is to ensure that all drivers are visible to drivers so that they can strictly follow the rules when approaching a regulated or unregulated crosswalk .

Equipping pedestrian crossings with modern photo and video recording devices is also a technical basis for preventing accidents at pedestrian crossings, saving people's lives, and protecting them from becoming disabled for life and from having a sudden radical change in someone's life.

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