THE PRINCIPLE OF IMPROVING THE QUALITY OF SERVICE OF PUBLIC VEHICLES IN CITIES

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Public transport is a means of transport used for the mass transportation of people. Currently, buses, trams, metro and subway trains, trolleybuses, boats, minibuses (sprinters), and bus vehicles are used as public vehicles in cities around the world. Looking at the countries of the world, different vehicles are operated as public vehicles in different countries. For example, bicycles are commonly used in the Czech Republic, metropolitan areas in the United States, underground and above-ground metropolitan areas in Japan, boats in Venetia, and automobiles in India. Buses are widely used as public transport in Uzbekistan. Trams are also used in particular in the city of Samarkand. In addition to buses as public transport, the surface and underground metro are also widely used in Tashkent City.

It is known that by the decision of the President of the Republic of Uzbekistan on October 21, 2016, on measures to further develop the Tashkent metropolitan area and increase operational efficiency, the Tashkent Metro was included in the OJSC Railways of Uzbekistan. This will be a logical consequence of the reforms carried out in passenger and freight transport [1]. As for the main topic of the article, it is known that the transport economy is one of the profitable sectors. But maintaining this income according to the norms of the green economy allows us to further increase the possibilities of this economic principle. However, public vehicles are not able to meet the full needs of the urban population. Because in the morning and evening hours, when the city's population's daily need for vehicles increases, the number of buses and the speed of the underground trains at the stops do not increase. As a result, passengers can't reach their destination on time with their vehicles. Therefore, passengers were forced to use taxi services or private vehicles instead of public vehicles.

Now, if we focus on the second side of the problem, due to the increase in the above cases, long traffic jams began to form on the city streets day by day. In addition to causing congestion, the urban environment is significantly damaged by the use of mass vehicles. This does not meet the norms of the green economy. To solve these problems, we make the following proposal for a city vehicle: it is known that at the rush hour of the day, we can no longer solve the passenger flow with the subway cars in the city area because subway stations have a limited number of Take cars to the train station. We will analyze the solution to this problem as follows: for example, in the metropolitan area, a train entering a station at any time of the day can accommodate passengers who enter the station at that time, but that day in rush hour. If the passenger

flow increases, the boarding passengers will not reach their destination either. An increase in the number of commuter trains during the rush hours of the day would have created more favorable conditions for metropolitan passengers

For example, if a light rail has 10 passes per stop per hour and the interval is 6 minutes, at peak times I can increase the number of trams to 12 per hour and reduce the train arrival time to a stop by 1 minute. As a result, city users can reach their destination even at peak times on favorable terms and with a loss of time. This mentioned example can also be used for bus services. Thus, it is possible to reduce the congestion that occurs in cities during the rush hours of the day. What do we achieve by creating a comfortable chariot for big-city passengers? the number of users in large cities will increase; Let's assume that passengers reach their destination in a comfortable, safe, and, above all, environmentally friendly vehicle. urban traffic jams are avoided; Due to the low use of private vehicles by private passengers, urban environmental protection and urban environmental stabilization are achieved. Conclusion: If the conditions for using the subway are further improved, we can use underground and surface urban transport more widely to get to our destinations more conveniently and quickly than before.

For example, if a city train has 10 passes per stop per hour and the interval is 6 minutes, at peak times I can increase the number of trams to 12 per hour and reduce the train entry time to a stop by 1 minute. As a result, city users can reach their destination even at peak times, under favorable conditions, and with a loss of time. This mentioned example can also be used for bus services. Thus, it is possible to reduce the congestion that occurs in cities during the rush hours of the day. What do we achieve by creating a comfortable chariot for big-city passengers? the number of users in large cities will increase; Let's assume that the passengers can reach their intended destination with a comfortable, safe, and most importantly environmentally friendly vehicle. urban traffic jams are avoided; Due to the low use of private vehicles by private passengers, urban environmental protection and urban environmental stabilization are achieved. The conclusion is that if the conditions for passengers to use the subway are further improved, we can use underground and surface urban transport more widely to reach our destination more conveniently and quickly than now.

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