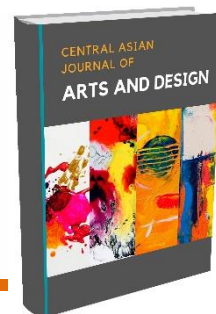




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PROBLEMS OF DEVELOPMENT OF THE CITY OF SAMARKAND AND ITS SOLUTIONS

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Annotation. The article is devoted to the problems of architecture and urban planning of the city of Samarkand and possible ways to solve them.

It is stated about the need to solve the problem with the redistribution of traffic flows within the city limits of Samarkand. Which is no less important problem is the parallel development of engineering support in the whole city.

Keywords: building, security, main street, territory, city, master plan, historical environment.

Аннотация. В статье посвящается о проблемах архитектуры и градостроительства города Самарканда и возможных путях их решения.

Изложено о необходимости решения проблемы с перераспределением транспортных потоков в пределах городской черты Самарканда. Которое не менее важной проблемой является параллельное развитие инженерного обеспечения в целом по городу.

Ключевые слова: застройка, охрана, магистральная улица, территория, город, генеральный план, историческая среда.

Annotatsiya. Maqolada Samarqand shahrining arxitektura va shaharsozlik muammolari va ularni hal qilishning mumkin bo'lgan yo'llari haqida so'z boradi.

Samarqand shahar chegaralarida transport oqimlarini qayta taqsimlash muammosini hal etish zarurligi bayon etilgan. Bir xil darajada muhim muammo-bu butun shahar bo'ylab muhandislik ta'minotining parallel rivojlanishi.

Kalit so'zlar: qurilish, xavfsizlik, magistral ko'cha, hudud, shahar, bosh reja, tarixiy muhit.

Introduction. The Republic of Uzbekistan is currently undergoing, and will continue to do so in the foreseeable future, a tremendous transformation involving all spheres of life for our people.

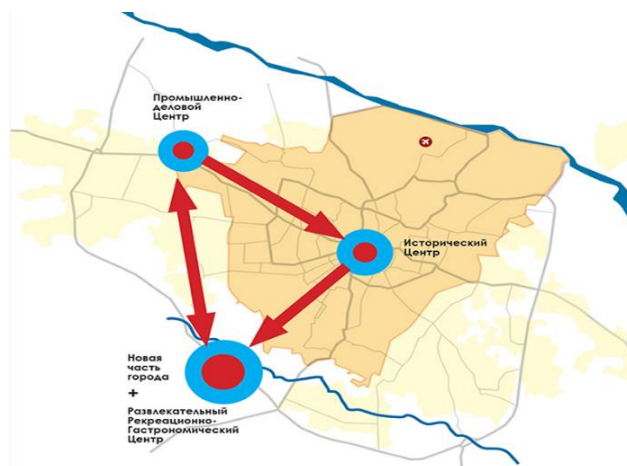
Shavkat Mirziyoyev has declared the task of making the future of the city of Samarkand better and expanding opportunities for young people. He outlined five areas for development of Samarkand region, including industry, transport logistics and tourism. New cluster centres must be created here, with a shift in concentration away from the historical part of the city,

President Mirziyoyev has been tasked with putting forward new ideas and proposals to transform

our homeland. There is an ongoing threefold task of preserving the distinctive 'face of the city' and achieving a high standard of living in a welcoming environment:

1. to ensure the protection of the historic built environment (the grid of streets and structures, including monuments) of the 'Old Town'.
2. ensuring the protection of the historic built environment (street and building grid, including monuments) of the "New City".
3. Ensuring the rationality of the current development of urban areas.

Preventing urban planning blunders which exacerbate existing problems and cause additional problems for the residents of the city.



1- fig. generalised concept for the development of Samarkand city

Necessary conditions for solving the Triadic task:

Provide passage of transit intra-city transport by bypassing the Samarkand city street network.

Ensure rational planning structure of main streets to relieve the city centre from transit intracity transport in the directions of East-West, North-South: East-West and North-South.

Ensure a rational planning structure of the city's main utility lines by routing them along the main streets.

To provide rational planning structure of territories between city highways - with all welfare and sports objects, with the maximum possible greening of areas free from buildings.

As an example we propose to consider problems and project of development of the territory within the boundaries of streets: Buston Saroj, Rudaki and Shohrukh.

The selected area partially covers the development of the "colonial period", which is included in the list of objects of UNESCO. In the mahalla "Mustaqillik" and "Hodja Yusuf" there is a significant number of good quality low-rise houses. Some of them date back to the late 19th and early 20th centuries. They definitely contribute to the unique architectural look of the city of Samarkand.

At the same time, a part of Buston Saroy Street was laid out in the 90s of the last century in accordance with the First Stage of Samarkand City General Plan. The full street profile (gauge) should be 120 m between the Red lines of development. At the intersection with Tursunov Street, the main square in front of the Oblast Hokimiyat will be formed. In this way Buston Saroi Street becomes one of the main links of the 'first route'. There should be at least three such routes in the city.

The General Plan of Construction and Reconstruction of Samarkand streets at the end of the last

century recommended cutting through Tursunov Street from Dagbit Street to Spitamen Street (the East-West highway in the Bukhara direction).

The route runs through Buston Saroi Street, Chelekskaya Street and Shohrukh Street to A. Navoi Avenue. Further on through Gagarin Street, through Beruni Street along Tursunzade Street with an exit to Spitamen Street.

This will solve the problem of regulating traffic flows in the city centre and will significantly relieve the traffic congestion on Amir Timur Street, M. Ulugbek Street and Rudaki Street.

In connection with the above, it should be noted that the current project proposes the construction of a new residential complex overlapping Tursunov Street. Such a "solution to the problem" in principle closes the question of constructing in the near future an alternate to the main highway of the city, M. Ulugbek Street - recently reconstructed, and despite this it is already unable to cope with the ever-growing traffic flows. In the near future, whether we like it or not, it will have to be widened, which is not desirable as widening the main street will not improve the rational traffic load of all adjacent streets. The historical architectural environment of the 'European part' of the city of Samarkand will be irreparably disturbed.

It would not be out of place to stress once again that the value of the historic part of Samarkand lies in its historic buildings, the architecture of which is a "chronicle in stone", and any new development, however modern it may be, reduces the appearance of Samarkand to nothing and makes it resemble many ordinary modern cities. However, it is not only the majestic mausoleums built by our ancestors that are valuable for society, but also the traditional dwellings that also underscore the uniqueness of ancient Samarkand.

At present, in our opinion, and with a sense of urgency, the problem of redistribution of traffic flows within Samarkand city limits needs to be addressed. Equally important is the parallel development of engineering facilities throughout the city.

Ways of solving these problems are embedded in all previously developed and approved general plans of the city of Samarkand. And the implementation of these solutions requires long-term purposeful efforts, time and funds. Procrastination, inactive or indifferent attitude to these issues complicates the difficult situation in the development of the city day by day.

And the pace of urban development, especially housing, is not supported by the advance development of engineering and transport infrastructure. For example: wastewater treatment facilities are lagging far behind increasing volumes of sewage discharges, which affects the environment, in particular the Zerafshan river is becoming more polluted. There are also problems with the supply of gas, electricity and water to the city.

We believe it is possible to gain a certain reserve of time in solving the city's transport problem by piercing some of the main, main city streets and thoroughfares. Especially since several directional streets and highways are mainly congested; Samarkand Motrid, Samarkand Rural towards Karshi and Samarkand Mullion towards Amankutan via Akmachit.

Additional traffic problems arise from the fact that the pace of street widening and paving is lagging far behind the increase in the vehicle fleet in the city as a whole. In order to address traffic problems in the first phase, the city's street and road network needs to be reviewed with a view to optimising it for traffic management. Due to the fact that many streets are not used because they are not improved (where the supports are out of the gutter, the bridge has fallen through, etc.), in some cases it

is enough to remove some structures and the passage will open.

We consider it necessary to create double streets for congested arterial streets. For example: for Mirzo Ulugbek Street, Ulug Tursunov Street connected to Dagbit Street and through Buston-Saroy to Navoi Avenue and further to the Traumatology Hospital can be a stand-alone street.

We also propose not only to build overpasses due to difficult terrain, but in some parts of the city to make underpasses as it is done in Tashkent from People's Friendship Square to the Tashkent Circus. It is probably possible to do it in the Registan Square area. at the intersection of Registan and Kulalon Streets. Here vehicular traffic can be taken underground by making a puncture from the intersection of Dagbit Street, Kulalon Street under Registan Street to Penjaket Street. This way, the section from Registan to Dagbitskaya streets will turn into a green boulevard.

It is important to relieve traffic flows in the centre by cutting through Sattepo Street, SamGASI to Usman Yusupov Street and further through the Regional Eye Hospital to Sadriddin Aini Street. It will then merge through Shabadskaya Street with Tashkent Road. The "second" entrance from Chupan Ata to Sadriddin Ayni via Shabads should be completed.

If a modern interchange is constructed at the "second" entrance, it will be possible to enter the city not only through Ulugbek Observatory.

The second entrance would make it possible to enter the city and its central districts, for instance, by going directly to Shahi Zinda, to Penjaket with an exit to Registan and to Termez.

According to the Master Plan developed by "Tosh Boshliti", it is planned to build a section of the small ring road from Y. Gagarin Street in the northeast direction to Dagbit Street with exit to the bridge over the Siab River. With the implementation of the aforementioned plan, the city will eventually acquire a magnificent promenade. An example of this is beautification of embankment area near the mausoleum of prophet Daniyar.

To solve the above problems it is necessary to carry out scientific and analytical research and to determine the current state of urban transport networks.

And also we propose to refuse from infill construction, or to start reverse engineering of microdistricts formed in 60-70-80 years. Re-engineering of old microrayonas in terms of densification and increase of number of storeys. Re-engineering would allow to sharply improve the state of engineering infrastructure of old microrayons, increase the density of buildings and increase the number of floors, clear the microrayons from unauthorised extensions. At present this is more profitable than building up and developing new areas, which are usually withdrawn from agricultural use at the expense of valuable irrigated land. In addition, this principle of development design allows local problems to be solved in time and in resources that are less onerous for the city budget.

The idea of a returnable design arose from the fact that modern housing construction is piecemeal and highly scattered. Many sites 'sit' on existing, outdated utilities and disrupt the engineering provision for the city as a whole.

In the city centre, schools and pre-schools are overloaded. The design of the residential district around Spartak Stadium plans to build only one kindergarten for 170 children.

Possibly, the project is not supported by socio-demographic calculations and feasibility study. At the same time, the old school no. 32 was given to a private company for residential development. And the nearest school number 35 is incredibly congested and in an unsafe location, squeezed by traffic. And

due to the intensive development of the centre with multi-storey housing, the need for school and pre-school places will increase manifold. If a detailed planning project would have been prepared for this neighbourhood and reconstruction would have been carried out, the issues of social infrastructure would have been solved. Or the areas for school and pre-school facilities would have been reserved.

In our opinion, the presented Concept does not address all of the pressing issues in the implementation of the Samarkand Master Plan. The problems of Samarkand's development are very urgent and extensive. To solve them, in our opinion, it is necessary to develop a scientific basis and successive stages of implementation of the Master Plan.

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