

World and Domestic Experience in the Construction of Sidewalks

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Abstract: *This article examines and analyzes foreign and domestic experience, achievements and shortcomings in the formation of sidewalks. Suggestions for landscaping of sidewalks are included.*

Keywords: *Pedestrian areas, visual perception, historical environment, shopping malls, groundwater, clover plant.*

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Although the term pedestrian sidewalks or pedestrian areas is a concept that has become widely used as a result of the widespread use of vehicles, its origin and formation have a long history. Preliminary types of pedestrian-friendly areas in urban environments have existed since ancient times.

Today, almost all historic cities have their own experience in organizing sidewalks in a modern urban environment. For example, we can see Elysee Square in Paris (Fig 1).



Figure 1 “Elysee Square”.

The pedestrian zone connects part of the city up to the distance to the Arc de Triomphe. This is a pedestrian area that can accommodate a large number of pedestrians. Elysee Square is a tourist attraction. Due to its proper location and layout in urban settings, Elysee Square served as the prototype for Benjamin Franklin Avenue in Philadelphia (USA) in 1917 and the Paseo de la Reforma pedestrian zone in Mexico City in 1860. [1]

The La Rambla pedestrian zone in Barcelona is also an example of a pedestrian zone completely separated from vehicles. The area occupied from Catalonia Square to the Columbus Monument, La

Rambla pedestrian street has a length of 1.2 km,[2] but due to the remoteness and protection from traffic, passengers do not get tired, and the presence of historical sites attracts tourists (Fig. 2).



Figure 2. Pedestrian area of La Rambla.

Arbat Street in Moscow is a good example of a pedestrian area. Arbat Street runs from Arbat Gate Square to Smolenskaya Square (Fig. 3).

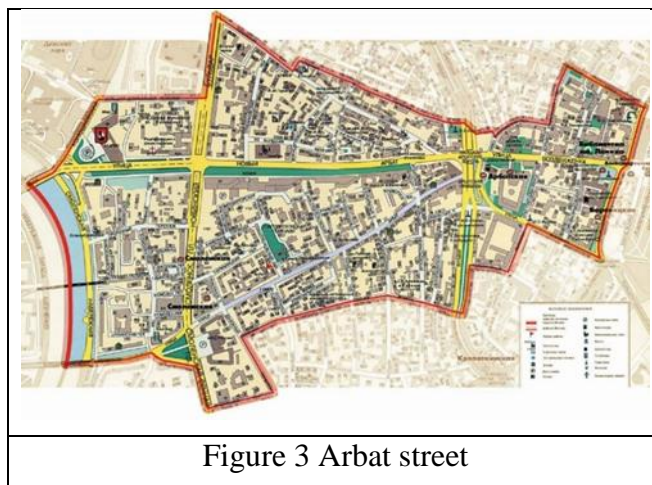


Figure 3 Arbat street

When organizing pedestrian zones, it is important to take into account the wishes of the population. In historical cities, it is necessary to create a visual perception of the historical environment. When planning pedestrian zones, it is necessary to take into account what type of zones it belongs to. That is, vehicles must be wholly or partially restricted, intended for pedestrians only and sidewalks should be allowed for bicycles, skates and scooters. In some countries, sidewalks are classified according to their characteristics, and in some areas, they are organized without any rules [2].

Pedestrian areas may include opportunities for recreation, entertainment and shopping. The organization of pedestrian zones is an important task of urban planning. A thematic approach to the organization of sidewalks in historic cities is appropriate. The pedestrian areas, organized based on the nature and condition of the historic city, are justified in terms of tourism [3].

Today, almost all historic cities have pedestrian streets. However, the formation of pedestrian areas is considered a topical issue of urban planning. This is because the fact that the organization of

pedestrian areas in some areas is not organized on the basis of the historical environment and through an in-depth analysis approach has a negative impact on the original state of the historical environment. As a result, the project does not pay off. In many historical cities of Uzbekistan there are pedestrian streets. For example, in the cities of Samarkand, Bukhara, Khiva, Tashkent, pedestrian streets connecting different areas have existed throughout history. These sidewalks not only connect different regions, but also serve to establish social ties and develop trade. During the reign of Amur Temur, a sidewalk connecting the Registan and Bibi-Khanym Mosque was established in Samarkand region. Such streets have created favorable conditions for various social needs of the population, for trade (Figure 4).

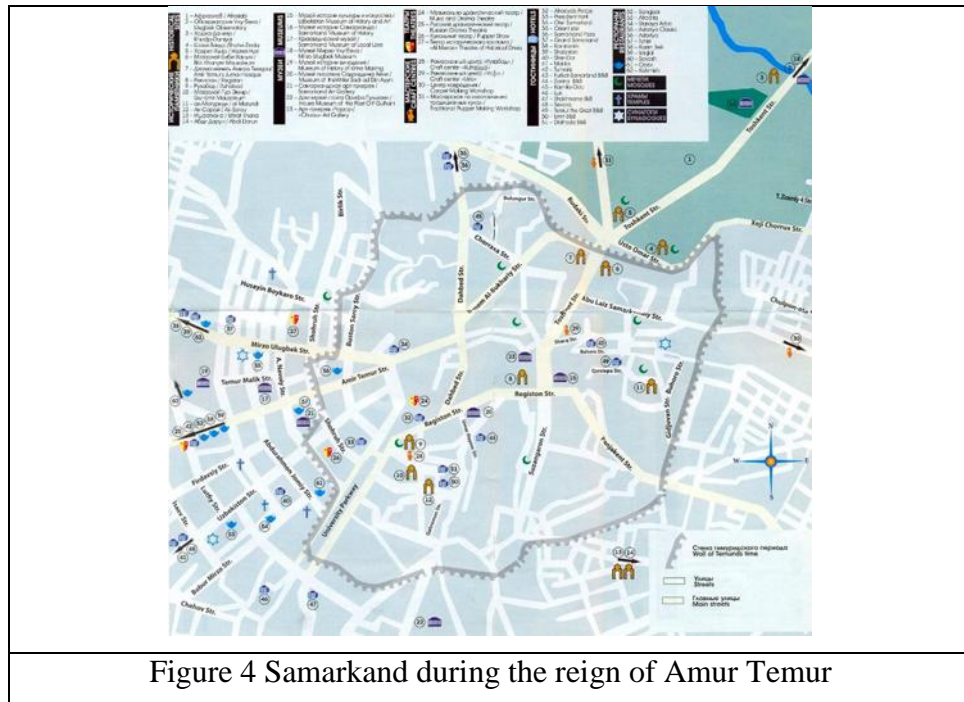


Figure 4 Samarkand during the reign of Amur Temur

By the Middle Ages, Bukhara also had shopping malls and pedestrian areas. For example, Tim Abdulla Khan Trading Dome, ToqiZargaron and other trade counters are still open and crowded with local and foreign tourists. Built in the 16th century, the Tim Abdulla Khan trading center is an example of an indoor walking area.

Covered with a dome, this complex distinguishes it from other pedestrian zones in the country. Examples of pedestrian zones can also be found in Tashkent.

As we all know, Amur Temur Avenue - a lively place for pedestrians. There are restaurants, shops in the park, there is also an artists' center in the main part of the square. The area is green enough to walk in hot weather or in the evenings. The cool shade of the trees ensures that pedestrians are inextricably linked to nature. When the alley was first established, it was a true recreation area for pedestrians. Later, dining areas began to be organized here. As a result, the number of public catering establishments has increased and unsanitary conditions have developed. Today it can be said that it has become a commercial area. In general, the sidewalk has lost some of its original appearance. The area where the statue of Amir Temur is located is called a pedestrian area, but in fact it is a transport hub. The uninterrupted movement of vehicles makes it inconvenient for pedestrians to move in the noisy area. This does not meet the requirements for the organization of pedestrian areas. These and other shortcomings can be addressed by thematic organization of sidewalks in accordance with the requirements.

The level of greenery in the area is also important in the organization of pedestrian areas. Especially in the landscaping of pedestrian areas of historic cities, which are crowded with foreign tourists, it is advisable to use local plants, rather than plants that are also available in foreign countries. When landscaping sidewalks, attention must be paid to the beauty of the environment at any time of the year. The flowers that bloom in turn will help in this. When choosing deciduous or coniferous trees, it is necessary to take into account not only the appearance of the tree, but also to improve the appearance of historical cities and not damage existing historical monuments. Today, lawns are commonly used as ground cover plants. From the outside, it looks beautiful, but due to its density, groundwater does not allow it to evaporate. This may cause damage to historic buildings. Clover can be recommended as a solution (Fig. 6).



Figure 6 Smart groundcoverplant Clover

This plant is perennial and has the advantage of requiring little maintenance. It grows fast, the shape of the root allows water to evaporate well, it blooms in different colors, and most importantly, it serves to beautify the environment.

Conclusion. The system of sidewalks is an object of infrastructure, which is formed in conjunction with urban planning. When planning pedestrian areas, it is necessary to take into account what type of area it belongs to. When planning pedestrian zones, it is necessary to take into account what type of zones it belongs to. That is, vehicles must be wholly or partially restricted, intended for pedestrians only and sidewalks should be allowed for bicycles, skates and scooters. When designing a sidewalk, special attention should be paid to its landscaping, plants should be selected taking into account natural climatic factors.

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