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DEVELOPMENT OF THE PRINCIPLES OF PEDESTRIAN SPACES AND IMPROVEMENT OF INFRASTRUCTURE IN THE HISTORICAL EUROPEAN PART OF THE CITY OF SAMARKAND

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Abstract. The article examines the possibilities of development and improvement of pedestrian spaces in the European part of the city of Samarkand. The expedient development of pedestrian spaces should benefit the indigenous people, train and attract local labor, rationally use the available unique resources, taking into account the peculiarities of the territory and, as a result, strengthen the urban planning problem and preserve the integrity of the historical sites of the European part of the city of Samarkand.

Keywords. pedestrian space, infrastructure, historical part, concept, architectural environment, vehicles.

Introduction. "In recent years, Samarkand has been developing comprehensively. However, much remains to be done for the convenience and safety of pedestrians. And the number of cars is growing here every year. But the roads and traffic lights have hardly changed. Therefore, it is advisable to organize a specialized scientific and practical center, which should study and implement foreign experience, develop proposals on where to expand, and where to build roads, where to remove or install traffic lights," said President Sh.Mirziyoyev. [1]

For many centuries, Samarkand has formed its image as a historical city, which is quite bright and memorable. Nevertheless, the city has great potential for further development, not only as the historical center of our country, but also scientific, cultural, transport and gastronomic.

Currently, control over the distribution and consumption of urban resources is fully provided by the city authorities. In this regard, a new methodological and regulatory framework is needed for the formation of tourist routes in general, in historical European parts of the city, in particular.

Main part. Now there is an agreement on the creation of a project and additional sections of pedestrian streets where the movement of personal transport will be prohibited. This will increase the attractiveness of the historical European part of the city and the accessibility of tourists to the city's attractions.

Within the framework of the project, a number of measures have been developed that will increase efficiency and ensure the development of the city's infrastructure, improve pedestrian and traffic conditions, and ensure the required level of safety.

The relevance of such a study is determined by the historical and cultural potential of Samarkand, the progressive process of disappearance of historically remarkable places in the urban environment, the growing interest in the historical and cultural European heritage in society and the development of tourist traffic vital for the city. The established framework of the city represents an exceptionally valuable historical and architectural environment, which cannot be changed for reasons of protection of monuments of European material culture and economic expediency. [3]

The main tasks have been set:

- Ensuring sustainable development in accordance with a predetermined program of the event and taking into account public opinion.
- Improving the efficiency of the use of pedestrian space
- Ensuring effective. Safe and comfortable conditions for the movement of pedestrians and vehicles.
- Reduction of economic losses during the movement of pedestrians and vehicles.
- Development of the pedestrian and transport situations management center for specialized services of the city of Samarkand. [2]

In the European part of the city, there are excessive recreational resources, but smaller and very heterogeneously distributed consumer opportunities, as well as many deformed spaces. Here, residents of the city and tourists are attracted by the most beautiful religious sites located regardless of faith, confession, in one block a MOSQUE, a SYNAGOGUE, a CHURCH and historical monuments, Orthodox shrines, residential buildings and administrative buildings of the period of tsarist Russia - the traditional environment of the ensemble of its period. It is necessary to correctly link these objects using an optimal approach to the architectural and urban planning solution of tourist and hiking routes. [3]

The study analyzed the current situation of pedestrian spaces around the historical sites of the European part of the city of Samarkand.

- The results obtained are essential in the development of theoretical and practical recommendations for the design of pedestrian spaces.
- The concept of development and improvement of pedestrian spaces in urban infrastructure is proposed, the expediency in the development of roads for pedestrians is proved.
- The factors of mutual influence of tourism and infrastructure of pedestrian spaces in the historical European part of the city are revealed.
- The methodology, the most effective solutions for pedestrian spaces and the specifics of their use in the creation of tourist infrastructure facilities have been determined.
- For the first time, preferred options for using pedestrian spaces to attract investment in urban development and tourism have been named and justified.
- A new approach to solving the problem of balanced development of pedestrian spaces of historical infrastructure of the city using models is proposed.
- An original model for evaluating the effectiveness of management of integrated development and improvement of the region's infrastructure has been developed.

Pedestrian traffic remains a popular and in-demand means of transportation and its importance is emphasized by modern medicine, psychology and sociology. The problem of organizing pedestrian traffic in the city and the issue of interaction and interdependence of open urban spaces and pedestrians is very important. Modern experiments on the creation of separate sections of landscaped territories intended exclusively for pedestrian traffic do not always justify the hopes placed on them. Currently, the requirements for the comfort level of the pedestrian communications environment are changing significantly, which is often associated with the unsatisfactory state of open urban spaces in historical European parts of the city.

Result. The project proposal is based on the object of Russian architecture, the former NBU National Bank. Its history of creation is quoted from the end

In the 19th century, Samarkand became one of the largest commercial and industrial centers of the Turkestan region. And then in St. Petersburg it was decided to open a branch of the State Bank in the city.

This important event took place on September 2, 1890. The honor of the opening was given to a disgraced member of the imperial family, Grand Duke Nikolai Romanov, who lived in Tashkent at that time.

Two years later, the Samarkand branch of the State Bank became a leading institution, widely developing accounting operations and serving not only the districts of the Samarkand region, but even Kokand and Bukhara. Samarkand, until the completion of the construction of the railway to Andijan and Tashkent, retained the importance of a warehouse center for manufacturing, tea, cotton, sugar and kerosene trade. It was the last decade of the XIX century that was the heyday of Samarkand [4]



Figure 1. Project proposal

The study of this European building was chosen because the environment and pedestrian space did not meet and did not meet the requirements of pedestrian traffic. The author has proposed three options for pedestrian space, which creates a comfortable environment for the movement of tourists and pedestrians.

Conclusion. With all the variety of ways to organize pedestrian spaces, experts identify a number of the most characteristic.

Firstly, these are whole fragments of historical buildings with maximum use of the existing planning network and the allocation of the framework of the main pedestrian directions.

This scheme finds application in historical city centers and architectural complexes of particular value.

Secondly, it is the use as a basis of a number of established links (streets, squares, esplanades), where traffic is limited or excluded. Together with the interconnected organization of pedestrian and transport traffic, the preservation of the unity of ensembles and the historical European flavor of the environment is of key importance here.

Thirdly, it is the formation of alternative systems – pedestrian understudies of highways. Practice shows that simultaneously with the use of territorial reserves and certain structural transformations, existing green spaces – parks, squares, boulevards, courtyards, combined through additional pedestrian links into a single route, are perfectly exploited in this capacity. This path is recognized as one of the most promising means of ecological improvement of the urban environment.

Fourth, it is the creation of new spatial systems in the structure of public, cultural and shopping centers, residential complexes. The latest technologies and architectural concepts are implemented in open, covered, multi-tiered spaces.

The following basic principles are highlighted:

- flexible interpretation of the concept, a variety of forms of space organization (pedestrian streets and spaces, territories of "comfortable" and "calm" movement);
- development of interconnected systems between objects of mass attraction, recreation areas, on pedestrian transit and tourist and walking routes;
- typological gradation of elements of the urban environment included in pedestrian systems, including intra-block spaces and landscapes;
- functionality that provides convenience of movement, clear zoning, wide possibilities of use;

- the social attractiveness of the environment, combining traditional values and the dynamics of modern life; the balance of public, collective, private areas;
- observance of the integrity of the urban landscape: the nature of landscaping and urban equipment that is correct in relation to the historical basis, the inadmissibility of large-format advertising, regulation of color and other characteristics of modern components of the environment.

Pedestrian systems not only concentrate architectural landmarks, traditional and new types of environments, landscapes and views. They most clearly embody the principles of attitude to historical heritage, the value orientations of national culture.

In modern architecture, the organization of pedestrian spaces is one of the priority areas and can serve as evidence of the ability to link social and commercial efficiency with respect for the historical European heritage that has accumulated over the centuries.[5]

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