
ANALYSIS OF AVAILABLE PARKING SPACES IN FOREIGN COUNTRIES OF TRANSIT ROADS FOR CARGO TRANSPORTATION BY INTERNATIONAL VEHICLES

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ABSTRACT

This article contains information about traffic rules and how to behave on transit roads. A comprehensive analysis of the plan of measures aimed at ensuring the traffic safety of the traffic management complex

Keywords: *Transport, road rule, truck, stop sign.*

АННОТАЦИЯ

В этой статье содержится информация о правилах дорожного движения и о том, как вести себя на транзитных дорогах. Комплексный анализ плана мероприятий, направленных на обеспечение безопасности движения комплекса организации дорожного движения

Ключевые слова: *Транспорт, правила дорожного движения, грузовой автомобиль, знак «стоп».*

INTRODUCTION

Vehicles are allowed to stop and park on the right-hand side of the road, and in its absence on the edge of the carriageway. In residential areas, parking and standing on the left side of the roads is allowed on roads with at least one traffic lane in each direction and no tram track in the middle, and the traffic is only one-way. will be done. Trucks with a fixed gross weight of more than 3.5 tons can stop on the left side of one-way roads only for loading and unloading [1].

It is allowed to keep vehicles in one row along the edge of the carriageway, and two-wheeled vehicles without wheels in two rows [2]. It is allowed to park vehicles in a different order on the condition that they do not cause harm to other road users in some places where the traffic section of the road has been widened [3].

Only cars, motorcycles, mopeds and bicycles are allowed to park on the edge of the sidewalk bordering the carriageway, provided they do not interfere with pedestrian traffic. Overnight, rest, or other parking outside residential areas is permitted only in designated areas or off-road [4].

Parking is prohibited in the following areas:

if it interferes with the movement of trams on tram tracks, as well as directly near them; in tunnels, railway crossings; bridges with less than three lanes for movement in one direction, suspension roads (overpasses), suspension bridges and under them; in places where the distance between the stopped vehicle and the curb line (except for the line marking the edge of the carriageway) is less than 3 meters; at pedestrian crossings and less than 5 meters away from them; in dangerous turns of the traffic section; near the roundabouts where visibility in one direction is less than 100 meters; at intersections of road sections and less than 5 meters from the edge of the road section being cut (on the road where the opposite directions of traffic are separated by a median line or dividing lane, except for the opposite side of the road adjacent to it); 15 meters away from the parking areas of the bus stops, and if they are not there, 15 meters away from the indicators of the vehicles or taxis in the designated direction; in places where the vehicle blocks traffic lights, road signs from other drivers or prevents the movement (entry and exit) of other vehicles and disrupts the movement of pedestrians; Within the influence of "No parking" road sign (3.27) and line (1.4) [5].

DISCUSSION AND RESULTS

Parking is prohibited in the following areas:

in places where parking is prohibited; outside the populated areas on the carriageway of the roads marked with the sign 2.1; 50 meters before railway crossings; within the influence of road signs (3.27-3.30) and lines (1.4, 1.10) prohibiting parking and parking [6].

A driver who is forced to stop in a place where parking is prohibited must take all measures to remove the vehicle from this place. It is forbidden to open the doors of the vehicle if it would disturb the movement of other traffic participants or cause danger. The driver may leave his place or leave the vehicle only after taking necessary precautions to prevent the vehicle from moving by itself or using it in his absence. Every metropolis has a particularly challenging stretch of road [7]. They are characterized by an increase in the number of accidents and accidents, and the accumulation of large traffic jams [8]. You can overcome these problems. These technical documents are software developed by qualified specialists using the latest technologies... Implementation of the scheme ensures high-quality modernization, increased safety, optimal distribution of traffic flows. You can order this service from the "Stroydorproject" group of companies [9].

A comprehensive scheme of traffic management is reasonable measures (technical, economic and ecological organizational and engineering planning) aimed

at ensuring road safety, improving conditions for pedestrians and pedestrians on the road network [10].

The following tasks are solved within the framework of the development of KSODD:

- ★ Regulation and improvement of road conditions for pedestrians, vehicles and other road users in UDS;
- ★ increasing the efficiency and throughput of the traffic network;
- ★ elimination of accident centers;
- ★ reduction of economic losses in the implementation of road traffic;
- ★ Optimizing the movement of surface urban passenger transport using ODD;
- ★ organization of parking space;
- ★ Reducing the negative impact of road transport on the environment [11].

The most important stage of this work is the preparatory process. This is a detailed analysis of the current situation, identifying the main problems that need to be solved.[11] The main goal is to ensure traffic and pedestrian safety, the prospects for the development of the urban system are being analyzed, and proposals for the modernization and development of the street and road network are being developed, which will help create optimal production . transport system [12].

The system is carefully analyzed automatic control action, the reasons for the speed of the accident and other details are revealed. A workplace study is a road network in which a set of relevant measures is implemented [13]. Study and analysis of traffic intensity, traffic flow density and structure, urban transport operation in UDS. The main means of performing the work are mathematical modeling, for which the following programs are used: PTV Visum, Aimsun, MATSim, etc. The result of (intermediate) modeling is the development of a correspondence matrix. Correspondence matrix is the distribution of actions in the considered area by directions. It includes a number of measures necessary for modernization: optimization of traffic flows, elimination of the causes of traffic accidents, equal distribution of the load; improved work public transport, clear definition of the necessary units of minibuses; adjust the speed of movement in different areas; entering the maximum permissible volume of exhaust gases, etc [10].

The complex scheme includes the correction or development of a new ASUD, a system for notifying road users is being created. includes the placement of road signs, barriers, parking lots, signs. A set of experience and innovative programs for macro and micro modeling allows our specialists to implement high-quality projects [9].

It is carried out by professional specialists of the "Stroydorproject" group of companies. Our operations include Moscow, Moscow Region and most of the Russian Federation. Extensive experience, highly qualified staff allow us to quickly execute the most complex orders. The rapid growth of traffic on Russian roads creates a number of problems related to the standards of safe movement of cars and pedestrians. For many years, the authorities have been trying to improve these norms, implementing various programs, adopting new traffic rules to make both sides safer on the road [10]. However, in this situation, the factor of the city's infrastructure development cannot be ignored. The number of shopping malls, high-rise office buildings, sports fields and shops is increasing every day. No facility can function without an access road, and due to the increasing population in cities and the general complexity of road conditions, the development of a traffic management plan (TRA) is essential. The authorities monitor compliance with safety standards, so the development and approval of the project takes a long time [15].

If necessary, to create a high-quality POD as quickly as possible, our company "PPR EXPERT" LLC offers a full range of professional services for the development and approval of a project of any scale and complexity. Organization of efficient and safe movement of cars and pedestrians is the priority direction of the activities of "PPR EXPERT" LLC. Our main goal is to ensure road safety by properly organizing the movement of pedestrians and vehicles in the territory owned by the buyer company [16].

CONCLUSION

We also develop such traffic management projects for companies engaged in or performing construction and renovation work. For example, if the company has started repairs, then the collection of materials, special equipment and waste should not be created in emergency situations and hinder the movement of workers. Therefore, if you need such a project, our experts are ready to draw it up as soon as possible.

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