



**CONSEQUENCES OF FAILURE TO MAINTAIN
“INTERMEDIATE DISTANCE” BY DRIVERS ON THE
ROADS OF TASHKENT CITY**

Rakhmat Bakhtiyor Abdumannob og‘li
(Tashkent State Transport University)

Abstract: *In recent times, there has been a sharp increase in the flow of vehicles in our country. In large cities, vehicles are moving at speeds even lower than the established norms. Due to the fact that drivers do not maintain intermediate distances at large intersections, the number of road traffic accidents has sharply increased, resulting in a growing number of deaths and injuries among drivers and passengers. Measures to prevent and reduce such incidents are also being intensified.*

Key words: *accident, improper organization of traffic, speed violation, condition of roads, existing infrastructure, accident hotspots.*

During January 2025, 17 traffic accidents occurred in the city of Tashkent, which is 3 more than in the same period of 2024 (14 cases).

The number of fatal cases increased by 6 (from 0 to 6). According to preliminary data, as of January 1, 2025, the permanent population of Uzbekistan amounted to 37,543,002 people, which is 2.0% higher than the same period of 2024.

As of July 1, 2025, the number of vehicles owned by individuals reached 4,612,700 units, an increase of 441,500 compared to the previous year.

1. Passenger cars – 4,289,000
2. Trucks – 302,600
3. Buses – 6,100
4. Minibuses – 7,700
5. Special vehicles – 7,300



The number of cars owned by individuals exceeded 4.6 million. It is clearly evident that the demand of the population for vehicles is growing rapidly every year.

Recently, due to the increase in vehicles and traffic flow, in large cities vehicles move slower than the established speed norms, and as drivers try to “reach their destination faster,” they fail to maintain proper intermediate distances at major intersections.

As a result, the number of road traffic accidents, fatalities, and injuries is increasing.

This situation has drawn special attention from our President, who has repeatedly emphasized not only the growing number of traffic accidents across the republic but especially in the city of Tashkent.

The most tragic aspect is the number of people dying or becoming permanently disabled as a result of such accidents.

The diagram above shows that in the districts of Tashkent city, a significant part of traffic accidents occurred due to drivers’ failure to maintain “intermediate distance.”

Almost one-fourth of all accidents occurred due to vehicle collisions, hitting

stationary vehicles, driving under the influence of alcohol, and not maintaining safe distances.

Road traffic accidents related to the human factor are increasing year by year. The main causes include:

- Failure to maintain intermediate distance by drivers;
- Lack of driving experience;
- Failure to give way to pedestrians;
- Disregard of traffic lights and road signs.

Conclusion:

In conclusion, violations of traffic rules by drivers in Tashkent city- particularly failure to maintain safe distances between vehicles-have sharply increased traffic accidents, fatalities, and injuries. Measures to prevent, reduce, and improve the efficiency of responses include:

- a) Preventing traffic accidents caused by failure to maintain distance through operational and systematic management after incidents;
- b) Identifying areas where most accidents occur due to failure to maintain safe distance;
- c) Planning necessary measures to eliminate unfavorable factors and increase road safety in those areas;
- d) Evaluating the cost and effectiveness of planned measures, taking into account the expected reduction in accident rates.

Every road user (pedestrian, passenger, driver) must follow traffic rules and develop a culture of safe movement. By cultivating road culture, especially as Uzbekistan joins the ranks of developing countries, ensuring calm and safe roads crowded with vehicles and pedestrians remains our key responsibility.

References:

1. Resolution No. 190 of the President of the Republic of Uzbekistan, dated April 4, 2022.

2. Resolution No. 172 of the Cabinet of Ministers of the Republic of Uzbekistan “On approval of traffic rules,” dated April 12, 2022.
3. Fundamentals of Traffic Safety, Teaching Manual, Tashkent, 2014, pp. 19–20.
4. Azemsha S.N., Starovoytov A.N. Application of Scientific Methods in Improving Road Safety, Gomel, 2017.
5. K. Kh. Azizov, Fundamentals of Traffic Safety Organization, Tashkent, 2009.
6. Silyanov V.V. et al., Road Traffic Safety, Encyclopedia of Road Construction (SED), Vol. VIII, Moscow: “Informavtodor,” 2008.
7. Klinkovshtein G.I., Afanasiev M.B., Traffic Organization, Textbook for Universities, 5th ed., Moscow: Transport, 2001.
8. Kremenets Yu.A., Pechersky M.P., Afanasiev M.B., Technical Means of Traffic Management, Moscow: Akademkniga, 2005.
9. Methodological Recommendations for Assigning Measures to Improve Road Safety at Accident-Prone Sections, Moscow: Federal Road Agency (Rosavtodor), 2006.
10. Statistics of the Tashkent City Main Traffic Safety Department @Militsiya_Uzb.