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About The Special Regime Of Use And Standards Of Land Plots And Their Buffer Zones Located In Borders Of Roadside Strips Of Highways Of The Ferghana Region Of The Republic Of Uzbekistan

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ABSTRACT

Roadside safety zones of highways of local, district, regional and Republican significance in the Ferghana region of the Republic of Uzbekistan were studied. The article analyzes the actual condition of the exclusion zones of highways with adjacent land use and development, intersections with such communication systems as Railways, water barriers, underground and aboveground power and communication lines, gas pipelines of different pressure, with different terrain. The normative and technical documentation regulating cadastral relations of the road sector with land users and developers is presented. Scientific and practical recommendations are given to improve these relationships and improve the efficiency and safety of land use in roadside areas.

KEYWORDS

Security zones, land plot, information about zones, gas pipeline lines, engineering networks, various buildings, construction of buildings and structures, road lanes.

INTRODUCTION

Roadside of the road — areas that are adjacent to both sides of the row of the road and within the boundaries which establishes a special regime of use of land (pieces of land) in order to ensure traffic

safety and normal working conditions for the reconstruction, overhaul, repair, maintenance roads, security from the perspectives of development of the road.

Multiple countries are taken as the borders of roadside strips of highways establishes a special regime of use of land (pieces of land) in order to ensure traffic safety and normal working conditions for the reconstruction, overhaul, repair, maintenance of roads, their safety and the prospects for their development, which provides that within roadsides is prohibited the construction of capital facilities, except:[1]

- Objects intended for maintenance of highways, their construction, reconstruction, capital repairs, repairs and maintenance;
- Objects of State traffic safety inspections of the Ministries of Internal Affairs of the countries;
- Objects of road and roadside service,
- Advertising structures, information boards and signs;
- Engineer communication.

The authorized body refers to the borders of roadside strips of highways of the information boards (signs) indicating the limits of the right of way of such highways, with information about the distance from the edge of the border roadside strips of such highways.

At the same time, setting the boundaries of roadside lanes does not entail the termination of property rights, and also does not contradict the use of the land plot in accordance with the type of permitted use.

Also, it is prohibited to burn dry grassy vegetation, build fires, burn firewood, felling residues and combustible materials, as well as leave dead trees and shrubs within the boundaries of allotment lanes and roadside lanes of highways, within the boundaries of allotment lanes and protected areas of Railways, overpasses and product pipelines. [2]

According to the rules for establishing and using roadside lanes of local public roads:

- Determination of procedures for the establishment and use of roadside lanes of local

public roads that are zones with a special regime of land use.

- Roadside lanes of local public roads — land plots with a width of at least 50 meters each adjacent on both sides to the right-of-way of the specified road, counting from the border of the right-of-way (hereinafter referred to as roadside lanes).
- A special regime for the use of land within roadside lanes provides for several restrictions in the implementation of economic activities within these lanes to create normal conditions for the operation of highways and their safety, to ensure the requirements of road safety and public safety.

Owners, users and tenants of land plots located within roadside lanes must be notified by the relevant Executive authorities of the subjects of the Republic of Uzbekistan about the special regime for the use of these lands. And also, with all bodies like electricity and gas pipeline bodies. Since it is the previously designed aboveground communications that are known to these authorities. This will lead to the avoidance of various non-planned accidents and non-agreement between the communication authorities. [2, 3]

It should be noted that land plots within roadside lanes are not withdrawn from their owners, owners, users and tenants.

MATERIALS AND METHODS

Control over the placement of objects within roadside lanes and compliance with the requirements of these Rules is carried out by specially authorized executive authorities of the subjects of the Republic of Uzbekistan. Local road Agency and it's authorized bodies that are responsible for managing local public roads (hereinafter referred to as "road management bodies"), as well as bodies of the State road safety Inspectorate of the Republic of Uzbekistan. [3]

Depending on the category of local road and taking into account its development prospects, the width of each roadside lane is set:

- a) For category IV and III roads-50 meters;
- b) For category II and I highways-75 meters;

Note: figure 1 shows the photos in the categories of roads

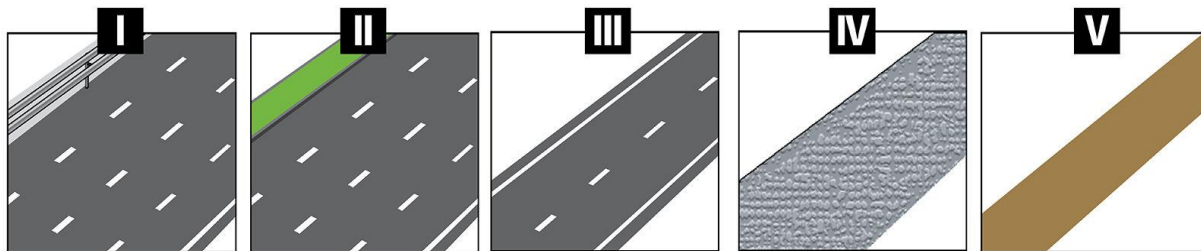


Figure 1. Road Classes.

- c) For entrances to the capitals of the republics, regional and regional centres, cities, as well as the centres of the Autonomous Region and Autonomous districts, for participants of highways built to bypass cities with a

prospective population of up to 250 thousand people — 100 meters. For example, we can view a satellite image of the ring road of the first class I of the city of Ferghana.



(Central city of the Ferghana valley)

Figure 2. Satellite image of the ring road of the city of Ferghana

The wayside for these entrances begin at a minimum distance of 25 kilometres and in Fergana city from 15 kilometres from the border of the city in coordination with the Executive power of a subject of the Republic and the local authority whose territory is part of this road;

- For sections of roads built to bypass cities with a prospective population of more than 250 thousand people — 150 meters.

Within the boundaries of settlements, the size of the roadside lane for existing highways is set to the border of the existing development, but not less than 50 meters.

Roadside lane boundaries are designated by road management bodies.

Lands occupied by roadside lanes are subject to registration in the state land cadastre in accordance with the established procedure. Construction of capital structures (structures with a service life of 10 years or more) is prohibited within roadside lanes, with the exception of road service objects, objects of the State road safety Inspectorate of the Ministry of the Republic of Uzbekistan and road service objects.

It should be noted that the placement of objects within roadside lanes is allowed if the following conditions are met:

- a) objects must not impair visibility on the road and other road safety conditions and the operation of this road and structures located on it, as well as pose a threat to the safety of the population;
- b) the choice of the location of objects must be observed taking into account the possible reconstruction of the highway;
- c) placement, design and construction of objects must be carried out in accordance with the requirements of standards and technical standards for road safety, environmental safety, construction and operation, and highways.

Placement of road service objects within roadside lanes must be carried out in accordance with the standards of design and construction of these objects, as well as plans and General schemes for their placement, approved by the road Agency in coordination with the Department of road safety of the Ministries of the Republic of Uzbekistan.

To approve the placement of an object within roadside lanes, a person who intends to obtain a land plot for this purpose or place an object on a previously allocated land plot must submit it to the authorities. Technical plan of the site on a scale of 1: 200-1: 1000 with the object applied to it and drawings of this object.[4]

It should also be noted that owners, owners, users and tenants of land plots located within roadside lanes have the right to:

- a) To carry out the economic activity on the specified land plots taking into account the restrictions established by these Rules;
- b) Erect objects permitted by these Rules on the land plots provided to them;
- c) Receive information about the repair or reconstruction of the local highway.

Owners, owners, users and tenants of land plots located within roadside lanes are required to:

- a) comply with the rules for the protection and use of land within roadside lanes, as well as environmental safety standards;
- b) avoid causing damage to the road and structures located on it, observing the conditions of operation of the road and road safety;
- c) ensure access to their land plots by representatives of the road management body and other officials authorized to exercise control over the use of land, as well as timely comply with the instructions issued by them;
- d) coordinate with the road management body and the State road safety Inspectorate the

provision of land plots within roadside lanes, as well as the construction of buildings and structures on such land plots belonging to them;

- e) in the cases provided for in paragraphs of these Rules, carry out demolition and transfer of non-capital buildings and structures erected on land plots.

Buildings and structures erected in violation of these Rules within roadside lanes are recognized as unauthorized construction in accordance with the established procedure, and measures provided for by the legislation of the Republic of Uzbekistan are taken against the persons who built them.

Owners, owners, users and tenants of land plots located within roadside lanes are liable for the violation of these Rules in accordance with the legislation of the Russian Federation.

CONCLUSION

In conclusion, it should be noted that such zones as was indicated in the example in the city of Fergana and in the region, as well as in the Republic, are not few. Therefore, a practical analytical study and a theoretical comprehensive survey make it possible to develop recommendations for streamlining the state of protected areas within roadside lanes, designing and alienating new protected areas. This is important in the rapid development of the construction of new roads in the country's industrial complex, in the construction of new communication networks, in the construction of new structures that require large areas for development, as well as in the protection of the rights of legal entities and individuals. Our careful and non-wasteful attitude to land should increase the efficiency of land use, ensuring environmental cleanliness and passing it on to new generations.

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