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**TRANSPORT FRAMEWORK MODELS IN ECO - URBANIZATION
PROJECTS: ABANDONING AUTOMOBILE-ORIENTED PLANNING**

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Abstract: The article explores modern models of urban transport frameworks within the context of eco-urbanization and the global shift away from car-oriented planning. Using international examples — Freiburg (Germany), Copenhagen (Denmark), Curitiba (Brazil), Helsinki (Finland), and Seoul (South Korea) — it demonstrates how cities are transforming their mobility systems toward human-centered, sustainable, and environmentally responsible solutions. The discussion highlights the relevance and applicability of these approaches for urban development in Uzbekistan, emphasizing integrated planning, public awareness, and a new urban culture based on ecological balance.

Keywords: eco-urbanization, sustainable transport, urban mobility, non-motorized transport, car-free city, public transport, 15-minute city, Uzbekistan

Throughout the 20th century, the automobile became a symbol of freedom, speed, and personal space. But today, it is increasingly associated with noise, stress, air pollution, and the loss of valuable urban space. Modern cities, faced with traffic jams and a shortage of public space, are seeking new avenues for development.

This is the birth of eco-urbanization—an approach that views the city as a living ecosystem where a balance between mobility, nature, and quality of life is essential. Eco-urbanism proposes not simply reducing the number of cars, but a complete rethinking of the structure of travel and human interaction with space. The foundation of this approach is a new transportation framework that prioritizes pedestrians, cyclists, and public transport.

This model makes cities not only more environmentally friendly but also more socially just: every resident has equal access to space and services.

Examples from international cities demonstrate that a sustainable transportation framework is possible and effective.

- Freiburg (Germany) created the Wauban district—a "car-free city" where residents walk or bike, and parking is located outside neighborhoods. This has reduced emissions and improved quality of life.

- Copenhagen (Denmark) has ensured that more than half of its residents use bicycles daily. Bicycle highways, "green waves" traffic lights, and road safety have made cycling the norm for urban mobility.

- Curitiba (Brazil) has implemented a BRT (Bus Rapid Transit) system, which has become an effective and affordable alternative to private transportation.
- Helsinki (Finland) is implementing the "15-minute city" concept, where all vital amenities are within walking distance. This reduces the need for daily commutes and strengthens local communities.

- Seoul (South Korea) dismantled part of its highways and restored the Cheonggyecheon River, turning it into a green urban park. This has improved the environment and the quality of the urban environment.

Uzbekistan is actively urbanizing today: new microdistricts are being built, city centers are being reconstructed, and transportation routes are being expanded. But with this growth comes the risk of repeating the mistakes of industrial cities of the past—excessive motorization.

The experience of other countries shows that the future lies in a multi-level transportation system that combines comfortable public transportation, a safe pedestrian environment, and convenient bike routes.

Promising areas for Uzbekistan:

- Development of bus rapid transit (BRT), following the example of Curitiba.
- Creation of a network of bicycle and pedestrian paths (following the example of Copenhagen).
- Design of compact districts based on the "15-minute city" principle (following the example of Helsinki).
- Environmental rehabilitation of urban spaces and rivers (following the example of Seoul).

It is important that such projects be accompanied not only by technical solutions but also by a shift in public awareness: a city without excessive motorization is a city with a different quality of life, where time and space are valued. Conclusion: Eco-urbanization offers a smart alternative to automobile dominance, improving the quality of the urban environment and sustainability.

For Uzbekistan, adapting international experience will allow the creation of comfortable, environmentally friendly, and people-oriented cities where cycling, walking, and public transportation become a natural part of life.

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