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# The Relationship Between Vehicle Speed And Road Traffic Accidents

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**Abstract:** This article expresses the author's thoughts and recommendations regarding the consequences of violations of vehicle control, speed, and road rules in the occurrence of road traffic accidents, issues related to examinations appointed in the investigation of road traffic accidents, the condition of the vehicle at the scene of the accident, and actions to be taken in cases of road traffic accidents involving pedestrians related to vehicle speed.

**Keywords:** Road traffic accidents, vehicle collision, road safety, speed, traces, inspection, photo table, accident.

**Introduction:** Today, with the demographic growth of the population, it is important to regulate the processes related to vehicles belonging to each citizen or enterprise, organization, institution, as well as state bodies. Therefore, it should be noted that the level of correlation between the speed of any type of motor vehicle movement and road traffic accidents is considered to be high.

The tasks of inspecting the scene of an accident do not differ in essence from the tasks of inspecting the scene of other crimes, but at the same time they have their own characteristics arising from the specific nature of the incident and the specifics of its objects.

The Law of the Republic of Uzbekistan "On Road Traffic" No. ZUR-900 dated January 19, 2024 The fact that Article 3 of the Law defines "Road Traffic Accident" as one of the main concepts - an event that occurred during the movement of a vehicle on the road and with its participation, resulting in the death of citizens or harm to their health, damage to vehicles, structures, cargo or other material damage, also indicates the need for a legal approach to this issue.

The authority established by the law emphasizes the need for a state body to inspect the scene of a road traffic accident and to focus on the material evidence left behind. The purpose of the inspection is to identify traces and other material evidence, determine the circumstances of the incident, and determine other important circumstances in the case. The results of the inspection allow us to identify a number of versions of the causes of the incident, the further development of which will lead to the establishment of the truth in the case. A road traffic accident occurs quickly and ends in a matter of seconds. The situation at the scene of a car accident cannot be preserved for a long time, since in order to prevent artificial traffic jams on the roads, it is necessary to clear the damaged vehicles as quickly as possible.

Practice shows that the main amount of information that allows solving the essence of a traffic accident is available at the scene of the accident, and the loss of any part of it, as a rule, leads to additional investigative actions, an increase in the time of the investigation, and in some cases, the impossibility of identifying the culprit.

Even after a short time, the participants in the investigation, not only those who observed the location of objects at the scene of the accident, but also those who took the appropriate measurements and recorded them directly, cannot indicate with sufficient accuracy the initial locations of the objects (vehicles, traces, remains, etc.) that they occupied during the inspection. The inevitable errors that occur when returning to the scene of an incident and determining the location of certain objects can lead to incorrect conclusions about the level of guilt of the participants in the incident.

Using the report on the inspection of the scene of a traffic accident and the attached drawing and photo

table, based on the information in these documents, it is possible to fully reconstruct the situation at the scene of the accident during the inspection.

The purpose of inspecting the scene of a traffic accident is determined by whether the vehicle in which the traffic accident occurred is still at the scene of the accident or has fled, as well as the type of traffic accident. Firstly, the main task is to study the traces left on the road and on the vehicles as a result of the traffic accident in order to determine the mechanism of the traffic accident. Secondly, the main attention is paid to identifying, recording and studying traces that will allow identifying and tracing the fleeing vehicle.

Based on the above, in our opinion, it can be noted that, taking into account traffic accidents, it is envisaged to divide traffic accidents into five categories. In particular,

Firstly, with the participation of a mechanical vehicle and a pedestrian. This category includes road traffic accidents involving one or more motor vehicles and one or more pedestrians;

Secondly, with the participation of one mechanical vehicle. This category includes road traffic accidents not related to the collision of a motor vehicle with other participants, even if they could have participated (for example, the driver of a motor vehicle tries to avoid a collision and leaves the road) or road traffic accidents resulting from a collision with an obstacle or animal on the road;

Thirdly, collisions of vehicles;

Fourthly, collisions of a motor vehicle with a railway vehicle;

Fifthly, other road traffic accidents not included in the above categories.

As a result of research and analysis, it can be said that the decisive factor in classifying a road traffic accident into a particular category is the first collision on the road or the first mechanical impact on the vehicle.

Thus, the listed first, fourth and fifth categories of road traffic accidents are not divided into types.

The listed second category of road traffic accidents can be divided into the following types. In particular,

1) Rollover - an accident that occurs as a result of a moving vehicle overturning. This type does not include rollovers, which are other types or categories of road traffic accidents;

2) Collision with an obstacle - a road traffic accident that occurs as a result of a vehicle colliding or hitting a stationary object (bridge support, pillar, tree, building materials, fence, etc.);

3) Collision with animals - a road traffic accident in which a mechanical vehicle collides with birds or animals, or animals or birds themselves collide with a moving mechanical vehicle.

The listed third category of road traffic accidents can be divided into the following types. In particular,

1) Rear-end collision - a collision with another vehicle that is in the same lane and moving in the same direction or has stopped due to traffic conditions (prohibitive traffic light signal, compliance with yield requirements, etc.);

2) Intersection collision - a collision with another vehicle moving in a transverse direction. A rear-end collision or a collision with a vehicle waiting to turn are included in the first and third types of accidents in this category, respectively;

3) Head-on collision - a collision of a vehicle moving in the opposite direction and having stopped due to traffic conditions with another vehicle.

4) Collision – a collision of motor vehicles moving in the same direction (overtaking, overtaking, changing lanes, turning left or right, etc.);

5) Collision with a stationary vehicle – a collision of a moving motor vehicle with a deliberately stopped or stopped motor vehicle (not as a result of traffic conditions), a stationary trailer, a technical malfunction or a motor vehicle that has stopped moving due to a traffic accident;

6) Collision with a cyclist – a collision of a motor vehicle with a cyclist or a collision of a cyclist with a moving motor vehicle;

7) Collision of a horse-drawn carriage with a motor vehicle – a collision of a motor vehicle with domestic animals, as well as a collision with carts pulled by these animals or a collision of a group of animals with a motor vehicle.

Traces at the scene of a traffic accident can be divided into three groups:

1) display traces (contact interaction) that appear when two objects come into contact. The object that leaves a trace is called the trace-receiving object, and the object that leaves a trace is called the trace-generating object. The surfaces that touch when a trace is formed are called contact points;

2) traces-objects. These include parts separated from the contacting objects (car parts and parts separated from the car due to damage, components; clothing and belongings of the victims, etc.);

3) trace substances. The nature of these traces can be very diverse.

Taking into account the above thoughts and considerations, as a conclusion, based on my own

practical experience, the following suggestions can be made. In particular,

**Firstly**, to improve the infrastructure of highways and improve their quality and monitor them, improve the conditions for safe movement of road users, identify dangerous areas of roads where accidents occur (accident hotspots);

**Secondly**, to raise the educational process from preschool education to educational institutions to a qualitatively new level by introducing innovative pedagogical technologies into the system of training, retraining and advanced training of drivers, and to establish the inculcation of the basics of "Traffic Rules" from childhood;

**Thirdly**, to increase the culture of compliance with "Traffic Rules" among drivers and pedestrians, to ensure the inevitability of punishment for any violation, to introduce discussions with the participation of the general public at work and at home for gross violations of traffic rules by road users;

**Fourth**, to organize full artificial lighting at pedestrian crossings and intersections during the dark hours of the day, install traffic lights to regulate traffic and pedestrians, and strengthen public awareness campaigns to prevent serious consequences that may arise from pedestrians crossing the roadway in conditions of insufficient visibility during the day and in unmarked areas of the roadway.

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