STATE OF URBAN TRANSPORT SYSTEMS AT THE PRESENT STAGE

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Annotation
The article conducted a study aimed at developing discrete models of transport demand, which will make it possible to implement forecasts of transport planning, organization and management of transportation.

Keywords: Transport systems of the city, needs of modern society, network of main streets, urban public passenger transport, diagnostics of the state

Introduction

The state of the city's transport systems currently does not meet the needs of modern society. The transition to a market economy has led to changes in the operation of the city's transport systems. The most acute are transport problems in large cities, where, as a result of the aggravation of motorization, the loss of time by passengers for movement significantly exceeds the permissible norms, the carrying capacity of urban passenger transport is inexorably declining.

Improving the efficiency of city transport systems is achieved by rational and well-coordinated work of all links that ensure the planning, organization and functioning of the system, the full coordination of their socio-economic and environmental interests both among themselves and with the external environment.

The most rational version of the city's transport systems is determined by the following criteria: travel time, carrying capacity, interchange, economic indicators; characteristics of the transport system by type of transport, their carrying capacity, range, speed of vehicles, distribution of the volume of passenger and cargo transportation; can be used as a summary concept that also includes the characteristics of the road network [1,2,3].

Results and its Discussion

The transport systems of cities are characterized by general and particular features and, as a result, by general and particular indicators. The general ones include the volume of traffic and their structure by means of movement [4,5,6], the average distance of movement, the average time spent on movement and the daily time spent on the same purpose, the average speed of movement. The duration of movement is an integral indicator, since it accumulates all aspects of the development of the city and its transport

system: the level of the economy, the location of housing and work places, cultural and household facilities, the development of motorization and the network of main streets, the organization of traffic and storage of rolling stock, the level of services, provided at home, incl. using virtual systems. At the same time, the structure of time spent on movement in different ways is very important [7,8,9,10,11].

The degree of satisfaction of the society with the work of the transport systems of the city is a fundamental indicator of the quality of the system as a whole, but this indicator is practically not studied. Obviously, all subsystems of the city's transport systems should be considered jointly, including: the practice of managing urban passenger and freight traffic, the organization of traffic, while environmental criteria should be taken into account. Any solution in the field of urban transport systems should be based on the study of passenger-and-freight communications and the design of the development of the transport network. In this regard, it is expedient to create scientific centers for transport planning of cities in large economic regions on the basis of mixed municipal-private cooperation [12,13,14,15].

Forecasting the development of city transport systems at the regional level should be carried out in order to carry out a unified transport policy through the system of normative acts and identify the general need for the rolling stock of urban public passenger transport in order to orient investors and manufacturers. At this level, it is possible to involve all kinds of social and professional formations in forecasting. Detailing forecasts and determining the need for financial resources for the development of the city's transport systems is carried out at the regional level. At the level of specific cities, forecasts for the development of transport systems are implemented by linking them to spatial and temporal coordinates in conjunction with the financial and material resources of the authorities of these territories [16,17,18].

Planning for the development of city transport systems is carried out at the level of the municipality of the district and city in the form of developing a title list of construction projects and concluding contracts with carriers and contractors [19,20,21,22].

The analysis of forwarding services for the population is carried out at the local level (city, municipality). At the same time, the following scheme is implemented: analysis of the functioning of the city's transport systems (state diagnostics) - strategic and long-term forecasting - long-term system design (on a city scale) - mesoscale design (separate districts, city zones, individual modes of transport) - preliminary transport planning implementation - analysis functioning of the transport systems of the city.

For each time horizon for the development of the city's transport systems, a minimum social standard of transport services for the population is established, based on the financial capabilities of the city.

Conclusions

In our time, solving the problems of the development of transport systems of the city is impossible without taking into account information and communication technologies, as catalysts for the sustainable development of the city, on the one hand, and maintaining its integrity, on the other. Information and communication channels, among other things, provide the population with information about the situation with traffic flows, routes, loading of transport networks, which allows residents to make an informed choice of the mode of transport and routes and improve the use of existing transport infrastructure. In order to improve the presentation of information about the traffic situation and public transport opportunities, every major city should have a server that will make such information available to residents via the Internet. Under these conditions, many city residents will prefer to use public rather than individual transport due to the real integration between the subsystems of urban public passenger transport in the field of timetables and fare systems [23,24,25,26].

The realized mobility of the population in the city is a potentially manageable process, since its size and structure depend on the conditions of movement in the city. By changing these conditions, it is possible to influence the behavior of the urban population and, thereby, the ways of its implementation.

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