**GENERAL TENDENCIES OF KIEV’S PASSENGER TRANSPORT DEVELOPMENT**

L.V. Boldyrieva

L.M. Devyatko

NAU, Kiev, Ukraine

 The urban passenger transport is the basic link in functioning connections of the city as a whole, which, in its turn, gives the possibility to describe it as a complex process ensuring vitality, needs and demands of the city of Kiev, whose situation does not allow to ignore the existence of passenger transport. Indeed its availability provides an opportunity to incorporate the various areas of the city into a single complex mechanism.

 Today’s city life cannot be imagined without a stable operation of the transport complex. Urban transport as well as city routes build up the system providing the life support for a contemporary city. They are a key factor in cargo and passenger transportation (around 4,3 million passengers a day).

 Before 2009 the underground, buses, trolleybuses, tramway, fixed-route minibus taxis and funicular had all been the main means of transportation in Kiev.

In 2009 the city commuter train project was introduced in Ukraine’s capital aiming at establishment of even distribution of passenger flow and reduction of load upon Kiev’s other municipal transport, as well as for the proper connection between the left- and right-bank areas of the city.

 In such a case the number of passengers using the underground increases significantly. It is clear that strengthening of the underground’s role reflects the global tendencies of urban passenger transport development. These tendencies will continue in the future due to putting more and more new stations into operation. So, for instance, within the recent 3 years 4 new underground stations with service length amounting to 3,79 kilometers and with hauling ability of 33,7 thousand passengers per hour have been put into operation.

 A positive tendency of maintaining high level of passenger transportation by eco-friendly transports like trolleybuses and trams is also continuing. To date these transports have been duly upgraded, the rolling stock design modified, single-level sections of street and road network facilitating mutual automobile and tramway traffic built according to the newest technologies. Currently “Kyivpastrans” comprises about 70 km of two-way routes, where speedways, noiseless after the reconstruction, are 15% (approximately 10 km) of it.

 Nevertheless during the several last years some negative tendencies have taken place too which marks low effectiveness of management system of the transport and engineering infrastructure and the necessity of reforms. By all major signs of development of the transport and engineering infrastructure Kiev still yields to the most of the European capitals whereas the pace of general development of street and road network does not correspond to modern standards of urban automobilization.

 Kiev is a huge city by area (at present the area of the city equals up to 84,9744 thousand ha which significantly complicates the passenger transportation) where the total run of transportation ways amounts to hundreds and hundreds kilometers. No other European capital has such a diverse transportation network. This, on one hand, complexifies the process of mutually-coordinated control over the transportation system, but, on the other hand, makes it possible to select appropriate means of solution of transportation-related issues taking into account top-priority transport development by its economical characteristics.