

In general, the introduction of a new algorithm for obtaining driver's licenses is aimed at improving the quality of driver training and ensuring road safety. However, this can lead to greater complexity and length of the licensing process for future drivers.

Taking into account all of the above, it can be concluded that European integration in the field of road safety does not only increase road safety, but also contribute to the modernization of the infrastructure, the improvement of the quality of transport services and the development of the transport industry in general. Ukraine, as a country striving for European integration, must adhere to the European standards in the field of the traffic safety and actively work on their implementation. This is to improve the quality of life, reduce the number of traffic accidents and save human lives.

References:

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ORGANIZATION OF SAFE TRAFFIC ON CITY ROADS

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In Ukraine, on average, around 10 people die in road traffic accidents every day, and in total, up to 5,000 people die each year. According to the World Health Organization, road traffic injuries are the eighth leading cause of death in the world and the leading cause of death for young people between the ages of 15 and 30. "Vision Zero" is the Swedish program aimed at increasing road safety and reducing the number

of fatalities in road traffic accidents. The program was adopted by the Swedish Parliament in October 1997 and is also referred to as "Zero deaths". The fundamental principle of the program is the unacceptability of road traffic accidents resulting in fatalities. Road deaths should not be considered an inevitable consequence of car use[1].

The main approach of the program is to hold drivers accountable for fatal accidents and involve those who design and maintain roads and manufacture automobiles in solving the problem. The developers of the program understand that drivers are ordinary people who will always make mistakes. However, it is necessary to organize road traffic in such a way that human errors do not lead to fatal consequences. The following measures are used in the program to reduce road fatalities:

- o Roundabouts
- o Roads with a median barrier
- o Speed limits of 30 km/h in residential areas
- o Clearing hazardous objects such as rocks, trees, fences, etc. from the roadside
- o Detailed investigation of accidents resulting in fatalities
- o Reminder of seatbelt use
- o Alcohol interlocks - a technology designed to reduce cases of drunk driving.

According to official statistics, the number of people killed in accidents is decreasing every year. However, the pace of this decline is not impressive, especially as demonstrated by the past "coronavirus" year. While everyone was at home, it seemed that a significant difference would accumulate, but this did not happen. With empty streets, drivers began to drive faster, leading to an increase in the lethality of accidents. This is because our streets are designed not for safety, but for the ability to quickly and comfortably travel by car. As a result, neither goal is achieved [2].

Designing streets that are comfortable for driving at high speeds increases the risk that pedestrians will be killed in collisions with cars. At a collision speed of 60 km/h (approximately 40 miles per hour), the likelihood that a pedestrian will survive is only about 20%. The image above highlights the main problems with such dangerous streets:

- Speed is the primary factor in pedestrian fatalities in accidents. (Since the image is taken from an American report, 40 refers to the speed in miles per hour, which is approximately 64 km/h, roughly equivalent to the speed limit in urban areas in Ukraine.)
- Wide lanes encourage faster driving regardless of the posted speed limit. -

Increasing the turning radius allows drivers to take turns at higher speeds. This is particularly dangerous due to the driver's limited visibility. This point is partly related to the previous two - wide lanes without curb extensions at intersections lead to longer crossings, which reduces comfort for pedestrians. Large distances between intersections encourage drivers to accelerate [3].

Streets without enough pedestrian crossings force people to choose between making a long detour to the nearest marked crossing or crossing outside of the designated crossing. The latter situation often occurs when two points of attraction are located across from each other, but for some reason are not connected by a marked crossing. Streets that are designed for the safety of all road users are called "streets for everyone." Here are their main features (again, the numbers correspond to the image above): -In addition to the importance of reducing speed limits, the street design itself should promote slowing down of vehicles. -In narrow lanes, there is no problem - this is a natural way to reduce the speed of vehicles. -Well-marked crossings (with traffic lights, if necessary) signal to drivers: "there are pedestrians crossing here!", and sidewalk protrusions shorten the crossing distance. -Reducing the distance between crossings slows down vehicles.

-Traffic lights in the middle of long blocks increase connectivity of pedestrian routes, adding crossing opportunities (and also slowing down vehicles).

-Reducing turning radius forces drivers to further reduce speed, shortens the crossing distance, and overall makes intersections safer. If we start implementing solutions from the second list, the streets of our cities will become safer, and the number of people killed and injured in accidents will decrease much faster.

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HISTORY OF THE TRAM. APPEARANCE AND DEVELOPMENT

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