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URBAN FACTORS AS AN ELEMENT OF GENERAL SOCIAL PREVENTION OF ROAD ACCIDENTS AND TRANSPORT CRIMES

This article comprehensively analyzes urban factors that play a crucial role in preventing road traffic accidents (RTAs) and transport crimes in Ukraine between 2020 and 2025. The study evaluates the impact of various aspects of the urban environment, including the quality of road infrastructure, urban planning features, the availability of pedestrian and cycling paths, and the effectiveness of public transport and intelligent transport systems.

Particular attention is paid to modern architectural and planning solutions aimed at improving road safety, and an analysis of the effectiveness of implemented infrastructure solutions in the context of reducing accident rates and transport crime has been carried out. Social and behavioral aspects of urbanism are also analyzed, specifically the influence of urban design on the behavior of road users (drivers, pedestrians, cyclists) and the role of public participation and law enforcement agencies in shaping a safe road environment.

The article emphasizes that the proposed ways to optimize transport safety, based on the study and adaptation of international experience, are critically important for ensuring the sustainable development of Ukrainian cities. This work highlights current challenges and prospects for developing urban approaches in Ukraine, stressing the imperative of a comprehensive and interdisciplinary approach to ensuring high road safety and effective prevention of transport crimes.

Keywords: *urban factors, road safety, road accidents, transport crimes, urban planning, infrastructure.*

Introduction. Road safety is one of the key challenges facing modern urbanized society. According to the World Health Organization (WHO), in 2020, global mortality due to road traffic accidents (RTAs) reached a rate of one death every 24 seconds. Non-motorized road users – pedestrians, cyclists, and motorcyclists – demonstrate particular vulnerability, accounting for over 50 % of the total number of fatalities in RTAs. These statistics highlight the urgent need to rethink approaches to urban space organization to ensure the safety of all categories of road users. Unfortunately, Ukraine records one of the highest mortality rates due to RTAs among European countries. This situation is mainly due to imperfect road traffic organization and inadequate transport infrastructure. The historical development of most Ukrainian cities occurred without considering modern road safety requirements, which creates significant obstacles for the effective modernization of their spatial organization.

Problem Statement and Its Relevance. Despite the intensification of global and national efforts to improve road safety, the problem of high rates of road traffic accidents (RTAs) and transport crimes remains highly relevant. In Ukraine, the dynamics of mortality and injury rates on roads are extremely alarming, indicating systemic shortcomings in existing approaches to ensuring road safety. The relevance of this study is due to the urgent need for the development and implementation of comprehensive solutions that will cover not only traditional aspects (in particular, regulatory and legal frameworks and law enforcement activities) but also integrate key urban factors. Ensuring a safe urban environment is an integral part of the sustainable development of urbanized territories and improving the population's quality of life.

Purpose of the Article. The purpose of this article is to conduct an in-depth analysis and systematic review of urban factors that play a key role in the prevention of road traffic accidents (RTAs) and transport crimes in Ukraine during the period from 2020 to 2025, as well as to substantiate comprehensive solutions aimed at increasing the overall level of road safety.

Analysis of Recent Research and Publications. An intensification of scientific research on road safety has characterized recent decades. A significant portion of the work focuses on engineering solutions, such as improving transport infrastructure, integrating intelligent transport systems, as well as on legal and social aspects, including the impact of legislation, law enforcement activities, and educational programs on the behavior of road users. In particular, the works of well-known researchers such as Jan Gehl, Donald Appleyard, and the European Transport Safety Council emphasize the importance of a comprehensive approach and the adaptation of advanced international experience. Alongside foreign specialists, a significant contribution to the development of this problem has been made by Ukrainian scientists, particularly V. V. Shevchenko, O. I. Koval and M. P. Bondarenko, who investigate the specifics of urban planning and transport safety in the context of national realities.

At the same time, despite many publications, integrating urban factors as a proactive element of general social prevention of RTAs and transport crimes remains insufficiently studied, especially in the context of Ukrainian realities of the 2020–2025 period. Existing studies often consider these factors fragmentarily or in isolation from their systemic impact on forming safe behavior. An unresolved part of the problem is the lack of a comprehensive analysis of the interaction of architectural and planning solutions, socio-behavioral aspects, and modern technologies in forming an urban environment that minimizes the risks of RTAs and transport crime in Ukraine. It is this gap that this article seeks to fill by proposing a systematic approach to the study of the problem.

Urban factors represent a set of spatial, infrastructural, and social characteristics of the urban environment that directly affect traffic safety and the level of transport crimes. They encompass both physical and social components of urban space. A comprehensive approach to urban factors allows for considering RTA prevention not as an isolated problem but as an integral part of urban planning and development.

Key urban factors include:

- *Infrastructure factors:* planning of the street and road network, quality of road surfaces, availability of sidewalks and bike paths, and the organization of intersections and pedestrian crossings.
- *Technological factors:* availability of intelligent traffic management systems, adaptive traffic lights, automatic speed enforcement devices, and early warning systems for potential hazards.
- *Social factors:* level of driving culture, public awareness of traffic rules, effectiveness of educational programs, and public initiatives to improve road safety.

Presentation of the primary material of the research. The statistical data analysis from the National Police of Ukraine for 2020–2023 reveals a growing trend in road traffic accidents (RTAs) involving casualties. Specifically, in 2023, there was a 7 % increase in such RTAs compared to 2020 figures. According to official reports, over 30 % of these incidents were caused by imperfections in urban infrastructure, underscoring the critical role of urban factors in ensuring road safety.

The leading statistical indicators for 2023 are:

- Deficiencies in urban infrastructure caused 30 % of RTAs.
- A 7 % increase in RTAs with casualties compared to 2020.
- 65 % of all RTAs occur within Ukrainian settlements.

One of the key shortcomings of the urban environment in Ukrainian cities remains the absence or improper arrangement of basic elements of safe infrastructure. The problem of pedestrian crossings is particularly pressing: a significant portion of them lack adequate lighting, are devoid of safety islands on wide roadways, and are often in unsatisfactory condition or completely absent road markings. Bicycle paths, integral to transport infrastructure in many European urban systems, are usually lacking in Ukraine or do not form a coherent network. This leads to cyclists moving on the roadway, significantly increasing the risk of accidents.

A comparative analysis of road safety in Kyiv and the Polish city of Rzeszów, conducted in 2022, showed that the lack of a comprehensive approach to traffic organization in Ukrainian cities leads to a

2–to 3-fold increase in accident rates. The study confirmed that the presence of similar climatic conditions, mentality, and general population density in both cities supports the conclusion that differences in urban planning are the decisive factor determining varying levels of safety. Special attention should be paid to the problem of unregulated pedestrian crossings on multi-lane roads. According to research from 2021–2022, they are hotspots for high concentrations of RTAs with severe consequences in most Ukrainian cities. The absence of traffic light regulation at such crossings creates a situation where pedestrians are forced to assess the safety of crossing several lanes simultaneously, significantly increasing the likelihood of accidents.

Planning the street and road network is a decisive factor influencing road safety. Studies conducted between 2020 and 2023 show that elements such as narrow roadways without medians, limited visibility at intersections, and insufficient lighting significantly increase the likelihood of road accidents. This problem is particularly relevant in the historical parts of Ukrainian cities, where the existing street network was formed before the advent of automotive transport and does not meet the requirements of modern traffic flows.

Elements of the street and road network:

- Roadway width and presence of medians.
- Configuration and organization of intersections.
- Quality and condition of the road surface.
- Placement of public transport stops.
- Presence and condition of sidewalks and pedestrian areas.
- Organization of cycling infrastructure.

Impact on traffic safety:

According to studies from 2022–2024, a correctly designed street and road network can reduce the number of road accidents by 35–40 % even without additional measures to control compliance with traffic rules. The key principle of safe design is the concept of "forgiving" infrastructure, which minimizes the consequences of human errors and prevents severe outcomes in the event of an accident.

Green infrastructure plays a dual role in the context of ensuring road safety. On the one hand, studies conducted in Ukrainian cities between 2021 and 2023 show that the presence of trees and green spaces along roads has a psychological effect on drivers, contributing to speed reduction. In addition, green spaces help reduce noise levels and air pollution, positively affecting stress among road users. On the other hand, incorrect placement of trees can cause fatal accidents – in Ukraine, collisions with trees account for about 12 % of the total number of fatal road accidents.

Stages of intelligent transport systems implementation:

1. Data Collection: Real-time monitoring of traffic flows, speed limits, and traffic intensity.

2. Analysis and Forecasting: Processing collected data using machine learning algorithms to predict congestion and potential accident situations.

3. Adaptive Control: Automatic regulation of traffic lights and information boards according to the current road situation.

Intelligent transport systems (Smart City) are increasingly crucial for road safety. The implementation of traffic management systems, adaptive traffic light regulation, and movement monitoring, according to 2022–2024 research data, can reduce accident rates by 15–20 %. Pilot projects for the implementation of intelligent transport system elements, carried out in Kyiv and Lviv in 2021–2023, demonstrated a 17.5 % reduction in road accidents in areas with adaptive traffic light regulation, confirming the effectiveness of this approach in Ukrainian cities.

Urban factors influence not only the physical safety of road traffic but also the social behavior of its participants. High population density and intense traffic flows in megacities determine potential conflict situations. Sociological studies conducted in 2021–2023 in Kyiv, Kharkiv, and Odesa showed that during peak hours, the level of aggression among drivers increases by 35–40 %, which directly correlates with an increased risk of offenses and crimes in the transport sector [1].

Spatial Conflicts. Inadequate urban space planning often leads to conflict caused by competition between different categories of road users (drivers, pedestrians, cyclists) for limited spatial resources. According to 2022 research, 47 % of conflict situations on the roads of Ukrainian cities were precisely related to the deficit of spatial resources [2].

Forced Violations. The lack of adequate infrastructure for pedestrians and cyclists leads to forced violations of traffic rules by them. A 2023 study showed that in areas with inadequate pedestrian and bicycle infrastructure, the number of breaches among these categories of road users is 60 % higher [3].

Information Overload. An oversaturated and chaotic visual urban environment (advertising objects, excessive road signs, billboards) can cause information overload, leading drivers to ignore essential safety signals. According to 2024 experiments, simplifying the visual environment reduces the number of traffic violations by 15 % [4].

The problem of so-called "forced violations" requires special attention, where inadequate urban planning effectively encourages road users to ignore existing norms. For example, the absence of pedestrian crossings on logically justified routes leads to mass roadway crossings in unauthorized places. Similarly, the lack of safe bicycle lanes forces cyclists to ride on sidewalks, creating conflict with pedestrians. A study conducted in the five largest cities of Ukraine in 2023 showed that almost 70 % of pedestrians and cyclists who violated the rules justified their behavior by the absence of a safe alternative [5].

Educational campaigns and active public engagement in forming a road safety culture are key elements of general social prevention of road traffic accidents. The practice of European cities, partially implemented in Ukraine during 2022–2024, demonstrates a synergistic effect from combining information and educational activities with improvements in urban infrastructure. In Kyiv districts where comprehensive public awareness campaigns were conducted in parallel with the modernization of pedestrian crossings, pedestrian accidents decreased by 25–30 %. This indicator significantly exceeds the effect of implementing only infrastructure changes [6].

Forming a new mobility culture, based on mutual respect among all road users and the priority of safety over speed, is a long-term but critically important task. Studies conducted in 2022–2023 indicate gradual changes in Ukrainians' attitudes towards road safety issues, especially among the younger generation. For instance, 67 % of respondents aged 18–30 consider safety more important than travel speed, while among respondents over 45, this figure is only 42 % [7].

An analysis of global experience in implementing urban strategies indicates the presence of several practical solutions aimed at improving road safety. An example is the "Vision Zero" program in New York, introduced in 2013. Over the ten years (2013–2023) of its implementation, a 40 % reduction in road fatalities in the city was recorded. The comprehensive nature of the program covered elements such as the reconstruction of the street network, taking into account the needs of all road users, the implementation of safe pedestrian crossings, speed limits in residential areas up to 30 km/h, and increased enforcement of traffic rules.

The experience of Scandinavian countries, particularly Sweden, where the "Vision Zero" concept was first introduced in 1997, is significant. The fundamental principle of this concept is the systematic design of road infrastructure so that human errors do not lead to fatal consequences. According to international studies conducted between 2021 and 2022, the road fatality rate in Sweden is 4–5 times lower than that in Ukraine, with comparable vehicle ownership rates. This confirms the effectiveness of a systematic urban approach to ensuring road safety.

In Kyiv, since 2021, several projects have been implemented to arrange bicycle paths and modernize traffic light facilities. These measures contributed to a 10 % reduction in road accidents in the city's central districts [6]. Particularly indicative is the project for the reconstruction of Sichovykh Striltsiv Street, where, after the introduction of dedicated bicycle lanes, the expansion of pedestrian zones, and the implementation of adaptive traffic light regulation, the number of accidents decreased by 27 % over two years (2022–2024) [5].

In Lviv, the "Safe City" program (2020–2023) successfully operated, which provided for the reorganization of 15 of the most accident-prone intersections, the creation of "safety islands" at pedestrian crossings, and the modernization of street lighting systems. As a result of the implementation of this program, a 35 % reduction in the number of road accidents with victims in these areas was recorded.

Big Data for traffic situation analysis is becoming increasingly widespread in leading cities worldwide. In Ukraine, the first steps in this direction were taken in 2023–2024 through the implementation of pilot projects in Kyiv and Dnipro [4]. Analysis of large datasets on road traffic

collected from surveillance cameras, public transport GPS trackers, and mobile applications allows for effective identification of potentially dangerous sections of the road network and forecasting possible emergencies. According to preliminary expert estimates, the full-scale implementation of such systems in Ukrainian cities could contribute to a 20–25 % reduction in road accidents with severe consequences within the next 3–5 years [4].

Below are the key stages and initiatives for improving road safety in Ukraine in chronological order:

2020–2021. Implementation of pilot projects to introduce intelligent pedestrian crossings in Kyiv and Kharkiv. The results showed a 15–20 % reduction in accident rates in these areas [1].

2022. Launch of a large-scale program for the modernization of traffic light regulation in regional centers of Ukraine. Introduction of the first adaptive traffic management systems [5].

2023. Creation of a national database of accident-prone areas using Big Data technologies. Development of the "Safe Roads 2030" strategy [4].

*2024–2025.*Implementation of comprehensive projects for reconstructing the street and road network in the 10 largest cities of Ukraine, considering modern principles of safe urban planning [5].

Despite significant progress in individual settlements, the full-scale implementation of modern urban approaches to increase road safety in Ukraine faces several substantial challenges. The main obstacles are insufficient funding and the lack of a unified national strategy for urban infrastructure development. According to expert assessments presented at the International Urbanism Conference (Kyiv, 2023), achieving European standards of urban infrastructure safety will require 15-20 years at current investment rates.

An analysis of the current situation reveals several key challenges that hinder the effective implementation of comprehensive urban solutions. These include:

– Insufficient funding for infrastructure projects.

– Fragmented nature of urban planning.

– Absence of urban space design standards adapted to modern requirements.

– Insufficient coordination between relevant departments.

There is a low level of public involvement in road safety planning and monitoring processes. The current regulatory framework in road safety also requires significant updating. State Building Codes (DBN), despite partial revision in 2020–2022, do not fully comply with modern urban approaches, particularly regarding the needs of persons with reduced mobility, cyclists, and other vulnerable road users.

The transition from sectoral to comprehensive urban planning, which involves considering the interconnection of transport infrastructure with residential development, public spaces, and green areas, is critically important. Studies conducted in 2023 demonstrate that such an approach allows for a 15–20 % reduction in the need for long-distance travel, which, in turn, automatically reduces the risk of road accidents.

The implementation of intelligent transport management systems provides the ability to analyze traffic conditions in real-time and optimize traffic flows. The experience of Kyiv, where the Smart City system has been operating since 2022, confirms that even partial application of "smart city" elements significantly increases safety. For example, in areas with adaptive traffic light regulation and automatic recording of traffic rule violations, the number of road accidents decreased by 22 % during 2022–2023. According to expert forecasts, by 2030, such systems can be implemented in all regional centers of Ukraine, potentially reducing accident rates by 25–30 %.

Creating a unified transport system that ensures safe and convenient multimodal transfers between public transport, cycling infrastructure, and private cars is necessary. Studies conducted in European cities in 2021–2023 show that areas with a well-developed public transport network and optimized pedestrian connections are characterized by 30–35 % lower levels of road accidents. In Ukraine, pilot projects for arranging transport hubs in Kyiv, Lviv, and Kharkiv (implemented from 2022 to 2023) already demonstrate a 40 % reduction in conflicts between road users.

Conclusions. The analysis of urban factors in the context of general social prevention of road traffic accidents (RTAs) and transport crimes allows us to formulate several key conclusions. Urban

factors play a fundamental role in ensuring road safety, as they determine the interaction environment among road users, which is shaped by road design, traffic light system organization, pedestrian zone arrangement, and general urban development. These factors can create conditions that minimize the risk of emergency situations (e.g., through clear zoning and urban space ergonomics) and, conversely, initiate conflicts that increase the likelihood of RTAs (e.g., through inadequate intersection planning or insufficient lighting).

Analysis of statistical data for the period 2020–2025 confirms the empirical dependencies between comprehensive urban infrastructure planning, intelligent transport management systems integration, and the implementation of social programs to foster a culture of safe behavior. These measures demonstrate the potential for a significant reduction in accident rates. In particular, in cities with pilot "smart traffic light" projects, a 22 % decrease in the number of RTAs at key intersections has been recorded, and the integration of traffic monitoring systems has contributed to a 15 % reduction in traffic jams, which directly affects the reduction of risks in complex conditions of Ukrainian urban agglomerations.

The experience of large Ukrainian cities shows that even partial implementation of modern urban approaches yields positive results. Pilot projects for road space reorganization, such as the introduction of intelligent pedestrian crossings in Kyiv and Kharkiv, have contributed to a 15–20 % reduction in accident rates in these areas. Implementing adaptive traffic light regulation and creating safe infrastructure for pedestrians and cyclists (e.g., the expansion of bicycle paths in Lviv) have contributed to a 15–35 % reduction in accident rates in certain areas. These data empirically confirm the effectiveness of urban solutions in preventing RTAs and transport crimes, despite conditions of limited funding.

To achieve enhanced road safety, it is necessary to focus on the following key elements:

- Optimized urban environment: creating pedestrian zones, "safety islands," and improved visibility at intersections.
- Intelligent transport systems: implementing adaptive traffic light regulation, video surveillance systems, and traffic analytics based on Big Data.
- Adapted urban infrastructure: development and implementation of projects considering the needs of low-mobility groups, cyclists, and motorcyclists, as well as the creation of multimodal transport hubs.
- Relevant legislation and standards: updating State Building Codes (DBN), considering modern European urban planning and road safety approaches.
- Comprehensive national strategy: developing and implementing a unified national program, "Safe Roads 2030," which will coordinate the actions of all relevant agencies and involve the public.

In Ukraine, a priority task is integrating advanced world experience with due regard for national specifics, including demographic features and existing building density. This involves developing and implementing a comprehensive national strategy for improving road safety, which will be based on modern urban principles. Such a strategy should cover not only the modernization of physical infrastructure (e.g., reconstruction of streets in the 10 largest cities in 2024–2025) but also the development of "smart" management systems (full implementation by 2030), continuous improvement of the regulatory framework (ongoing revision of DBN), and intensification of work on fostering a culture of safe behavior among road users through educational campaigns.

In summary, it can be stated that the urban approach to preventing RTAs and transport crimes is the most promising from the perspective of long-term effectiveness. The formation of a safe urban environment that takes into account the needs of all road users and minimizes conditions for conflict situations will not only save human lives (a predicted 20–25 % reduction in accident rates within 3–5 years) but also significantly improve the overall quality of life in Ukrainian cities, bringing them closer to the level of leading safe and comfortable world agglomerations.

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Н. В. Рябих. УРБАНІСТИЧНІ ЧИННИКИ ЯК ЕЛЕМЕНТ ЗАГАЛЬНОСОЦІАЛЬНОГО ЗАПОБІГАННЯ ДТП І ТРАНСПОРТНИМ ЗЛОЧИНАМ

У цій статті представлено комплексний аналіз урбаністичних чинників, що відіграють вирішальну роль у запобіганні дорожньо-транспортним пригодам (ДТП) і транспортним злочинам на території України у період з 2020 по 2025 роки. Дослідження зосереджується на оцінці впливу різноманітних аспектів міського середовища, охоплюючи якість дорожньої інфраструктури, особливості міського планування, наявність пішохідних і велосипедних доріжок, ефективність функціонування громадського транспорту й інтелектуальних транспортних систем.

Особливу увагу приділено сучасним архітектурно-планувальним рішенням, спрямованим на підвищення безпеки руху, а також здійснено аналіз ефективності імплементованих інфраструктурних рішень у контексті редукції аварійності й транспортної злочинності. Аналізуються також соціальні та поведінкові аспекти урбаністики, зокрема вплив міського дизайну на поведінку учасників дорожнього руху (водіїв, пішоходів, велосипедистів), а також роль громадської участі та правоохоронних органів у формуванні безпечного дорожнього середовища.

У статті акцентується увага на тому, що запропоновані способи оптимізації транспортної безпеки, базовані на вивченні та адаптації міжнародного досвіду, є критично важливими для забезпечення сталого розвитку українських міст. Ця робота висвітлює актуальні виклики та перспективи розвитку урбаністичних підходів в Україні, підкреслюючи імперативність комплексного й міждисциплінарного підходу для забезпечення високого рівня безпеки дорожнього руху та ефективного запобігання транспортним злочинам.

Ключові слова: *урбаністичні чинники, безпека дорожнього руху, ДТП, транспортні злочини, міське планування, інфраструктура.*