

## MOBILITY AND PASSENGER TRANSPORT IN CITIES

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**Abstract:** Bosnia and Herzegovina is a small country with very few large urban agglomerations that are especially demanding in the area of public transport, especially in the segment of high capacitive mass transportation (tram, metro or lakošinski systems). Of the cities in Bosnia and Herzegovina that have public transport are: Sarajevo (around 480,000 inhabitants), Banja Luka (around 230,000 inhabitants), Tuzla (around 131,000 inhabitants), Zenica (around 128,000 inhabitants), Mostar (about 112,000 inhabitants), Bijeljina (around 108,000 inhabitants, Prijedor (about 95,000 residents) and Brcko (about 76,000 inhabitants. of the listed cities in Bosnia and Herzegovina in Sarajevo only works with four different modes of urban transport: bus, tram and trolleybus see transportation. Cities the future should be to increase alternative modes of transport and transport, modernizing existing infrastructure, increase the level of safety of road users. Innovative ideas should be in the cities for better comfort and safer life. Cycling as a mode of transportation in urban areas becomes a determinant of cities as a new way of thinking of many citizens in most developed cities.

**Keywords:** traffic, transport, organization, mobility, technologies

### 1. INTRODUCTION

Accelerated industrial development begins with the arrival of the Austro - Hungarian authorities in Bosnia and Herzegovina. New technical and technological achievements are being applied, infrastructures were being built more and more. The construction of the first railway line begins the development of public city traffic (JGP) in Bosnia and Herzegovina. From horse tram to modern means of transport. All this indicates that a man has been striving for great mobility and the ability to transfer large quantities of cargo to large distances from his post. As time went by, the first companies whose activity was public transport of passengers started to emerge as well. Many wars, and so the last one that took place between 1992 and 1995 slowed down the development of public urban transport, and largely reversed it. By destroying the transport infrastructure, the means of transport created a huge cavity in the organization of public transport, which was difficult to return to its original state.

Nevertheless, in spite of all these difficulties, the public transport city of every city and every country. Well-organized public city transport leads to the development of both cities and the country. It is known that every country that has a well-built transport infrastructure and well-organized public transport is developing rapidly.

### 2. PUBLIC TRANSPORTATION OF PASSENGERS

Public city transport of passengers serves to transport the population in the city territory by regular routes and driving directions, and under certain prescribed conditions it can be used by every citizen. It can be organized as a public regular and public van liner. The most important characteristic of public transport is the fact that carriers put public transport use of transport capacity on to all potential users of transport services with the payment of services rendered, where carriers carry out transport permanently, in the form of permanent occupation and in within its own registered

activity. Public transport services are characteristic of larger urban areas with high densities, while for suburban areas this type of transport is expensive and irrational. Public urban passenger transport is becoming an increasingly important means of ensuring mobility and accessibility within urban agglomerations. The choice of type and type of vehicle depends on many factors:

- the need of passengers
- availability of the type of transport
- price
- speed of transport
- security
- service reliability.

Public urban transport is in the function of mobilizing mobility for all social categories of the population. Its efficiency is based on the transport of a large number of passengers and acceptable economic rationality. Public urban transport is also in the function of increasing the mobility of economic and environmental resources of a given area. It includes subsystems such as:

- buses
- Taxi
- vehicles
- trams
- trolleybuses

### **3. MOBILITY AND TRANSPORT OF PASSENGERS IN TOWNS**

Mobility is the basic characteristic of economic activities by meeting the basic needs of moving from one location to another. A need that is the basis for both people and goods and for information. The basic guidance in planning traffic arrangements is good access to key services while reducing the negative effects of motor transport on society and the environment. Improvement of mobility is obtained by planning the transport system, without neglecting the connection with spatial planning and socio-economic factors. Regional traffic connections:

Planning of regional traffic connections positively influences the development possibilities of the total space. By considering all factors (ecological, demographic, economic, spatial and traffic), such traffic corridors are planned, which, with the opening of spatial and development possibilities, represent the minimum load in the space. Traffic regulation of urban areas: With measures of road network regulation, landline traffic and measures in the area of parking, overall urban traffic, PPP, cycling and pedestrian traffic, which are closely connected with the overall urban concept of the city, the entire traffic arrangement of cities is being developed. The problem of cities is daily migration and transit traffic, which is a key measure for motivating the use of public transport modes by the introduction of a high-quality PPP system, with the aim of making PPP vehicles better connect parts of the city as well as individual settlements in the narrower (local) and wider (regional) area. By taking the necessary activities for monitoring data on public transport of passengers and traffic trends, it is used to establish organizational structures for harmonization of transport and transport requirements and the need for upgrading public transport of passengers. Establishing a transport network in accordance with the needs of the users depends to a large extent on the way in which the various forms of transport or transport have been integrated. The main reference spheres in the transport system of cities and regions should be seen in the integration of individual and public transport as well as the integration of public transport of passengers. The basic guideline in the planning of traffic arrangements is good accessibility to key services while at the same time reducing the negative effects of motor transport on society and the environment. Improvement of mobility is obtained by planning the transport system, without neglecting the connection with spatial planning and socio-economic factors. Sustainable mobility implies active

commitment to change the mode of transport, habits and behavior of passengers in order to reduce the negative consequences of transport to society, ecology and the economy, such as:

- air pollution, which results in climate change,
- noise,
- traffic congestion,
- traffic accidents,
- degradation of urban areas (reduction of pedestrian space due to increase in number of vehicles),
- land exploitation (increasing construction of roads and infrastructure).

#### **4. MOBILITY AND ORGANIZATION OF PASSENGER TRANSPORT IN BOSNIA AND HERZEGOVINA**

In Bosnia and Herzegovina, there is no equal regional development and integration, especially in the segment of transport / transport and transport development, and the dynamics of development and transport and transport infrastructure are not evenly distributed in the region. The mobility of passengers is not in the function of the advantages of individual transport as an integrative factor and modes of transport, and partly because of the lack of information or inadequate information about transport between cities in Europe, Bosnia and Herzegovina and in the area of cities in order to simplify and complete the planning of the destination and starting point. Improving the quality of public transport services implies a holistic and integrated approach that seeks to improve the efficiency of the transport and transport system, which can greatly enhance the mobility of passengers in the context of the sustainable development of the public transport. In every country, what are the attitudes of the EU, and especially in the

last twenty years, that transport and energy are prerequisites for other economic and social development, especially transport, which is the main supporter of the development of tourism which in the last decade has recorded the highest growth in Europe, BiH and wider. The global directions of city development in Europe, in the period up to 2023, have the ultimate goal of quality, comfortable, safe and reliable transportation, which will be maximally adjusted to the requirements of passengers. According to the above plans, the planned development of the public passenger transport system will be based on the involvement of the railway in the public transport system of passengers, as well as the transformation of the existing tramway transport of passengers into the system of easy passenger transport (LSP). Such plans existed 30 years ago and exist and are planned for the next 30 years, and the city is now "problematic" from the security and ecological aspect, since some plans have not been fully realized as planned, especially they did not contain a sustainable development segment, which is today a priority. In such an environment, a great period in today's technology development is waiting for the next thirty years for these plans to be achieved or not realized in the strategy papers. It is necessary to react quickly and adequately, and it is only possible through innovative and "fresh" solutions that must experience their valorisation in cities. Most of Europe's developed cities have action plans and established strategies for the development of sustainable transport and are working intensively to inform and educate residents about the need to move from the current mode of transport to a sustainable one. The experiences of cities that have undergone initial project implementation phases show that population education is the first step in realizing such a project. Some of the advantages of sustainable transport are: healthier lives of citizens, less noise, less pollution, a more beautiful city, it makes no

sense if the inhabitants are not familiar with it and if they do not accept it as their own, for the sake of a humane and safe life. First of all, adequate traffic infrastructure must be built in the segment of designated motorways, especially in the segment of planned and new plans for non-motorized transport and transportation. Without the completion of the planned roads, it is impossible to expect significant breakthroughs, as growing traffic in cities does not allow for any deadlock for a month, let alone the construction of a traffic infrastructure, let alone. Other activities related to mobility of passengers such as traffic management models, alternative modes of transport, ecologically pure modes of transport will only then get real significance and place the cities of comfortable living and sustainable transport or transport.

## CONCLUSION

When society grows, there is a rise in public transport in support of the development of the economy and the improvement of the quality of life in cities. With enriched views on the entry and importance of public urban passenger transport (JGPP), transport systems will grow within the community and make public transport more efficient. Therefore, public transport services will face many challenges in the future as urban transport plays a major role in mobility in the 21st century. This affects everyone, including people who today do not consider themselves as users of public transport. The reason is very simple. Many cities around the world reach the peak of the capacity of private car acceptance, so the effects of congestion and pollution become a major problem for everyone. Multi-road construction is not the right answer, so new solutions must be found to ensure that people have the level of mobility they expect. This can best be achieved if public transport is integrated into the urban environment so that people have the

freedom to move wherever they want to. The growing economy requires mobility, and this can be achieved only in the urban environment and in the greater integration of public transport. Free circulation of people and goods is possible only if well-developed public transport is available. Transport is also a factor in the reduction of emissions of harmful gases and environmental protection, and therefore new technologies and techniques need to be further developed to make the mass transit system more efficient and attractive to travelers in order to fit better in protecting the environment. The growing range of innovation solutions must be developed if public transport wants to conquer the passenger transport market. These solutions must match the urban environment and the different needs of users. The future of cities depends on the policy of town planning and mobility that is developing today. In the field of planning, "service planning" is a special place. Planning should be based on trip data and modeling and management software that will analyze them.

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