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THE LOGISTIC APPROACH TO THE FORMATION OF CITIES SPACE ORGANIZATION MODELS

Given the current trend of migration from rural areas and mass population towns there is question of finding potential spatial agglomerations. One way of solving this problem is to stop the chaotic formation of urban space and begin of the formation of well-defined models of both spatial subsystems and space of the city as a whole. It is important to clearly define the space; we define a system of objects that are characterized by thickening, forming a shape of a well-defined center. Space can be measured and calculated values depend on traditional relationships, characterized by specialization, throughput ability and dynamism.

Thus, the purpose is to study the mechanism of formation of space as a system of objects and relations between them, to develop their own economic approach to of models of the spatial organization of cities due to the synthesis of economic policies and theories of development.

Effective organization object environment involves forming system of logistics relationships between spatial subsystems of city. Under the system of logistics relationships (logistic system of city) understand the design rationally organized, orderly system of relationships and spatial relationships between all of the subsystems that optimizes the organization of urban space and the accelerated pace of space development.

Because we believe that urban space is the result of such subsystems as living space subsystem; Central office space subsystem; industrial and manufacturing; transport; landscape and recreation we offer own model of spatial organization, created by the current system of logistics relationships. For each city, according to the

development and climatic, geographic, zonal features, as well as political, economic and social factors, characterized by one of the proposed model the spatial organization of urban space:

1. Straight-line model of the city space, characterized by consistent placement of each spatial subsystem.

2. Branch of model of city space in higher level models, compare to straight.

3. Chain model is city space is determined by the order in which certain spatial subsystems organized groups.

4. Central subsystem model, characterized by the formation of groups, central to which occupy a defined spatial subsystem of town.

5. More desirable and perfect centric model is urban space.

6. Border spatial model of the city is a kind of opposition centered as the formation and development start from the center and from the borders of the city.

7. Uniform models are the fact that its base forms a figure, often geometric nature.

We proposed sequence of possible models of spatial organization is not arbitrary, and formed, respectively, from the simplest to complex model of logistic system of relations. That is graphically reproduced the development of logistics connections spatial organization and we used local components spatial subsystems: Residential, Central office, industrial and manufacturing, transport and recreational landscape.

Evaluating the state of the spatial organization of a particular town can be defined and its logistics system connections. Development of urban space involves the transformation and improvement of its spatial organization, which in turn will lead to the formation of more advanced (complicated) model of logistic system of relations. The more complex model of city logistics links, the better (more compact) organized its communication network (achieved by minimizing the cost of communication through their distribution to more people); reduced transport costs;

population is saving time (due to the choice of mode of transport to move); and thus provided a higher level of economic development of the studied urban area.

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