

## Transport Access as Necessary Supposition of Excursion Tourism Development

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**Introduction.** Today, effective tourism development requires not only the presence of unique recreational and tourism resources but also the corresponding development of tourism infrastructure. One of the most important components of this infrastructure is accessibility to tourist destinations. The state of transport infrastructure and its ability to meet the needs of tourists is referred to the term «transport accessibility».

**Materials and methods.** Studies of transport accessibility allow identifying shortcomings in the functioning of the transport system around tourist facilities, developing ways to address them and proposing steps for optimizing its organization.

**Results and discussion.** Contemporary sphere of recreation and tourism cover a large number of objects of natural, historical, cultural and socio-economic sphere. Excursion services belong to the category of tourist services, which can be used only in place of their placement or production. The movement to the location of historical and cultural sites plays significant role in this system because transport accessibility of tourist excursion activity determines the possibility of tourists comfortably coming to some tourist destinations

Transport accessibility is an economic category, which is relevant not only to the transport sector but also to the entire socio-economic structure of the city, country, region.

Thus, this definition, as in our opinion, should unite not only economic components but consider the social development of tourist destinations, including the development of social infrastructure.

Thus in tourism activities it is appropriate to consider several aspects, which analyzes transport accessibility:

- availability of transport routes (existing and potential);
- access of object from the main points of tourists arrival, which include railway stations, stations, bus stations and airports;
- accessibility regarding accommodation facilities, which include hotels, motels, hostels and other accommodation facilities for tourists.

To parameterize assessment of transport accessibility in sightseeing tourism and on this basis to give it characteristic it is necessary to define formal numerical indicators that make it possible to quantify the complexity of the movement and availability. To these formal numerical indicators we include:

- existing connections  $K_e$ ;
- potentially possible connections  $K_p$ .

These indicators provide a new indicator – the utilization of transport capacity ( $K_{tc}$ ), which may be calculated by a very simple formula:

$$K_{tc} = K_e / K_p$$

**Conclusions.** Thus, the term «transport accessibility» of the sector in terms of tourism and excursions, above all, should provide parameterization assessment components which are grouped as economic and social components of tourist-excursion of the infrastructure and activities on the basis of defined above. Using this indicator we offer include coefficient of the transport capacity ( $K_{tc}$ ), which in the simplest sense makes it possible to assess the transport accessibility of tourist and sightseeing facilities of destinations.