

ALLOCATION OF REGIONAL SOCIAL INFRASTRUCTURE OBJECTS AS A FACTOR OF INTEGRATED AREA DEVELOPMENT

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Abstract

The paper is dedicated to the problems of integrated development of urban and rural areas, taking into account both economic and social factors. The basic social factors include spatial allocation of regional social infrastructure objects. It is defined that such allocation is possible if the agglomerative effect is determined, availability of services to the public and the potential of the transport infrastructure are considered. Effective development of the social infrastructure is believed to be a competitive advantage of the regional economy.

Key words: regional social infrastructure, regional economy, spatial allocation, integrated area development, multiservices

1. INTRODUCTION

The fact that Russian regions are developed irregularly is one of the central problems at the current stage of their economic development. The most developed regions attract the primary economic resource - human capital, and the influx of such capital provides growing competitive advantages of a region. Regional attractiveness for economically active population is largely influenced by the availability of social infrastructure objects. At the same time, an influx of human capital to some regions puts a strain on the social infrastructure, causing population decline and decrease in demand for social services in other regions (mostly in small and medium urban and rural areas). This leads to a growing irregularity of regional development. To overcome these problems, new approaches to allocation of social infrastructure objects in the region are to be found, which will provide a higher quality of life and integrated utilization of the area potential.

2. SOCIAL INFRASTRUCTURE, MIGRATION, COMPETITIVENESS OF REGIONAL ECONOMY: ANALYSIS OF CORRELATIONS

In the context of major territorial differences in the levels of social and economic development of regions, the level of development of social infrastructure available to the residents of urban and rural areas of the region can be a criterion for successful accommodation of interests of entrepreneurs and authorities, as it is an opportunity to meet all the needs and ensure the population stability and reproduction. This, in its turn, provides conditions for stable characteristics of human capital. Reproduction of human capital demands a well- developed material and technical base, which guarantees social amenities, health, education, transport, information services, etc.

Social infrastructure is essentially important while planning spatial allocation of production facilities. In the context of solving such problems, the level of social infrastructure development is a key factor of regional economy development and competitiveness. For the development of municipalities the quality of social infrastructure determines many economic indicators such as economic diversification, preservation of small settlements.

Social infrastructure, in our opinion, can be considered as a system of interrelated organizations of various forms of property located in the regional area and providing social and cultural services, which is aimed to increase the quality of life as the basis of competitive advantages of the regional economy.

Territorial organization of social infrastructure objects and regional distribution of population are closely interconnected. Territorial organization of social infrastructure can be considered as economic and social aspect. On the one hand, social infrastructure provides the regional economy with favorable conditions for the formation and development of human capital, on the other hand, expansion of services (primarily fee-based ones) means growing business activity in the region and economic growth. The social aspect concerns the quality of life.

There is a significant differentiation of living standards in different regions of Russia, which prevents a single policy in social infrastructure development. The main reason for differentiation is considered to be the federal government focusing on the most promising centers of regional growth, i.e. large urban agglomerations, which leads to urbanization.

Differences in the quality of life are the main driving force of interregional and international migration, which has become one of the major trends of contemporary development of regional social and economic systems.

The main driving force behind migration is the condition of regional labor markets. According to this, we should point out in the context of the present study the two main patterns:

- unfavorable demographic situation in the regions, meaning absolute and relative deficiency of economically active population, being aggravated by increasing demands of locals to the level of payment for labor and working conditions. It results in on-going stable demand for low-qualified and unskilled workers, who are satisfied with low salary and a minimum set of social services providing physical human reproduction;
- low standard of living (wages, social infrastructure development) at the location of households and growing social expectations lead to intra- and interregional migration of active part of the population motivated to improve their household welfare, get access to social benefits and education for their children.

In terms of the natural population decline, migration influx is an important factor of satisfying labor requirements of the regional economy, but at the same time causes many social, culturological and economic problems.

Settlements with a high demand for labor force and well-developed social infrastructure attract active population from other localities, regions and countries. The structure of intra-regional "pendulum" migration in the Russian regions has significantly changed over the last few years. Migrants from other regions and countries prefer to rent low-cost housing in the suburbs and work in large industrial, regional centers.

Providing the city economy with cheap labor force, migration has a number of quite real threats: it makes the regional development disproportionate, affects the sanitary and epidemiological situation, contributes to criminal sector, destroys educational system, puts the social sector under pressure, prevents introduction of innovative technologies, stimulates run-off of most professionally trained workers to other labor markets and finally, slows down the development of the city, the region and the whole national economy.

Therefore, increasing differentiation of the quality of life in Russian regions leads to inter-regional and international labor migration growth, which decreases the stability of regions development and, as a result, reduces the quality of life of locals in the region and the need for additional social infrastructure objects.

Correlations between migration attractiveness of the region and the quality of life of the region population were studied using the data from the research conducted in 2014 by the rating agency "RIA rating" (RIA rating 2014). Rating was calculated according to the data provided by the Federal State Statistics Service, Ministry of the Russian Federation, websites of regional governmental bodies. The scale [0.100] was used. The following factors of the quality of life in the regions of the Russian Federation were marked out:

- level of income of the population;

- living conditions of the population;
- provision with social infrastructure objects financed from the state budgets;
- environmental and climatic conditions;
- security of residence;
- satisfaction of the population with the living conditions;
- demographical situation;
- health and education;
- transport infrastructure and the level of development of the area;
- level of economic development;
- development of entrepreneurship.

Each of the factors was characterized by a set of indicators. For example, to assess the level of economic development such indicators were used as: the volume of gross regional product per capita; the absolute volume of gross regional product; the share of personal revenues in the total volume of revenues of the consolidated budgets; the share of profitable enterprises; the volume of foreign investments per 1 inhabitant; the absolute volume of foreign direct investment; the unemployment level; the average time of job search.

The integral index of the quality of life in the region was calculated as the geometric mean of the indicators convolution in groups.

To determine the dependencies, there was conducted a rating of values of the indicators convolution in Table 1 and evaluation of the quality of life in the region, as well as the balance of common, interregional and international migration in eighty-two subjects of the Federation.

To assess the impact of each group of factors on the migration attractiveness of a region, a Spearman's rank correlation coefficient was calculated:

$$p = 1 - 6 \frac{\sum d^2}{n^3 - n} \quad (1)$$

If among the characteristic values of x and y there are several equal, connected ranks appear, i. e. the same average numbers; for example, instead of the same order of the third and fourth characteristic values there are two ranks of 3.5. In this case, the Spearman's coefficient is calculated as the following:

$$p = 1 - 6 \frac{\sum d^2 - A - B}{\sqrt{(n^3 - n - 12A)(n^3 - n - 12B)}} \quad (2)$$

where

$$A = \frac{1}{12} \sum (A_j^3 - A_j) \quad (3)$$

$$B = \frac{1}{12} \sum (B_k^3 - B_k) \quad (4)$$

j - number of bands in order for the characteristic of x ;

A_j - the number of equal ranks in the j -th band to x ;

k - number of bands for the characteristic of y ;

B_k - the number of equal ranks in the k -th tandem to y .

In order to verify the null hypothesis at a significance level α of vanishing General Spearman's Rank Correlation with the competing hypotheses H_i , $p \neq 0$, it is necessary to calculate the critical point::

$$T_{kp} = t(\alpha, k) \sqrt{\frac{1-p^2}{n-2}} \quad (5)$$

where n - sample size; p - selective Spearman's rank correlation: $t(\alpha, \kappa)$ - a critical point of two-sided critical region, which is calculated by Student's t -distribution, the level of significance α and the number of degrees of freedom $k = n-2$.

If $|p| < T_{kp}$ - there is no reason to reject the null hypothesis. The rank correlation between the quality characteristics is not significant. If $|p| > T_{kp}$ - the null hypothesis is rejected and it is concluded that there is a significant rank correlation between the qualitative characteristics.

The results of the calculations are presented in Table 1. Legend: TM - total migration, IRM - interregional migration, INM - international migration, (-) – no rank correlation.

Table 1 - Characteristics of how factors of the quality of life of Russian regions influence their migration attractiveness (estimated by the authors)

Factors	TM	IRM	INM
level of income	0.438	0.354	0.493
living conditions	0.391	0,342	0.364
provision with social infrastructure objects	0.311	0.305	0.38
environmental and climatic conditions	No rank correlation		
security of the residence	0.203	0.211	(-)
satisfaction of the population with the living conditions	0.273	0.256	0.27
demographical situation	0.368	0.473	0.126
health and education	0.525	0.431	0.511
transport infrastructure and the level of area development	0.398	0.29	0.408
level of economic development	0.466	0.343	0.649
development of the entrepreneurship initiative	0.492	0.353	0.667
overall quality of life	0.648	0.512	0.738

(calculated by authors)

The data in Table 1 indicates that the quality of life of the population is notably correlated with the migration activity in the regions where the international migration correlation ($r = 0,738$) is expressed more than with interregional ($r = 0,738$). Moderate correlation is also evident with the level of health and education development, and for international migrants ($r = 0, 511$), this correlation is stronger than the interregional ones ($r = 0, 431$). A similar trend is evident in the other areas that have been analyzed

(housing, provision of social infrastructure objects, financed from the state budget), where the correlations appear weaker, but their statistical significance is confirmed with the calculations.

Thus, social infrastructure plays a dual role in social and economic development of a region:

- endogenous value is manifested in providing conditions for improvement of the living standards of a region, which can be determined by the demographic indicators of the region: the average life expectancy of the population, dynamics of mortality and fertility coefficients, as well as the dynamics of the gross regional product, which can be changed primarily by the factor of the number and quality of the economically active population;
- exogenous value is manifested in increasing the competitiveness of the region at national and international labor markets, which can be indicated by the number of internal and international highly skilled migrants involved in the economy of the region.

3. PRINCIPLES OF ALLOCATION OF REGIONAL SOCIAL INFRASTRUCTURE OBJECTS

Interregional competition is a natural consequence of limited economic resources. In the theory of regional economics the problem of regions competitiveness is a central one.

Thus, the modern neoclassical theory presented by works of H. Siebert (Zibert 2003) and A. Lösch (Lösch 1940) is based on the principle of openness of regional economies and the possibility of free competition between them. The main factors of economic growth according to this theory are the following: investment volumes, volume and qualifications of human resources, natural resources, geographical and social characteristics of the region. Openness of the economy and inter-regional competition lead to resource mobility and adjustment of prices on production factors. The national economy is represented as a large system with regional social and economic systems being its subsystems, which is developing effectively to the extent the distribution and productive consumption of economic resources are effective. Rates of economic growth of the national economy are established to the standard and determine the growth rates of the regional economies.

H. Siebert, developing the neoclassical theory, suggested the use of the following patterns:

- social characteristics of the regions should be unified;
- the supply and quality of labor force and the intensity of investment processes is a key differentiating factor in the level of the regions' economic development;
- differentiation in social and economic development of regions is caused by the mobility of resources, including labor.

Neoclassical theory is, a theory of free competition of regions, which is based on the hypothesis that incoming flows of capital and resources, leading to accelerated development of regions, are caused by a low level of social and economic development, also defining low production costs, including payroll costs.

But this hypothesis is not fully confirmed with experience. For example, labor resources mobility is directed to economically developed regions. As shown above, the most important factors of migration attractiveness of regions are the levels of economic development and entrepreneurial initiative. Besides, it is difficult to suggest absolute mobility of all resources. This statement can not be applied, for example, in terms of natural resources

The theory of circular cumulative causation of G. Myrdal (Blaug 2009, p. 210-214) is based on creation of regional growth centers that trigger the process of accelerated development. According to this theory, the main factors of regional development are specialization and the effect of scale. Leading scientists in the field of regional economy A. Weber, H. Richardson (quot. by: Gadzhiev 2008) advocate this theory, bringing forward the large urban agglomerations as the centers of growth. A high level of economic development, science and technology and, as a result low costs and well-developed

social infrastructure stimulate the influx of skilled personnel, investments, concentration of material production and service enterprises.

H. Richardson concentrates on the principle of limited mobility of resources. The factors of economic growth in the region are internal resources deficient of mobility, with mobile resources - personnel, technology, knowledge, investment - being attracted from outside. The main problem that can not be completely solved in terms of this theory is an excessive concentration of production, growing irregularity of spatial development and vulnerability of undiversified economy during economic crises.

In the theory of J. Friedman the role of cities as centers of economic growth is crucial. According to this theory, the territorial social and economic system can become a center of growth, if there is a large number of potential growth centers of various sizes. If intensive development of one of them is characterized by large scale, it becomes a mechanism that triggers development of others. Development and interaction of several centers of growth leads to formation of a polycentric structure of the system.

Further development of the theory of growth poles and their influence on development of regions, associated with the names of T. Hägerstrand (Hägerstrand 1970) and J-P. Boudeville (quot. by: Academy of Sciences of USSR, Central Economic and Mathematic Institute 1988), are connected to the development of the idea of diffusion of innovations created in advanced industries in the areas being growth centers, to the peripheral areas.

The role of urban agglomerations in the world economy increases, which leads to a growing irregular territorial development of regions, since in major cities there is a concentration of basic resources featuring the property of mobility, including human capital.

Regional policies and development programs worked out on the basis of the cumulative growth theory and diffusion theory reinforce the negative impact of resources mobility, which is expressed in the following:

- Mobile resources deflux from areas with relatively low levels of development and strengthening irregular spatial development of the countries;
- Existence of a time lag for diffusion of innovations from centers of the growth to the remote areas of regions and countries;
- The need to spend state budget funds to organize diffusion of innovations.

The present level of the developing theories of allocation, poles of growth, diffusion, cumulative theory is represented in the theory of competitive advantages.

In general, the purpose of regional government bodies is to improve the quality of life in a region, while the region main competitive advantage is the level of quality of life. Improvement in the quality of life of the population, with the level of social and economic infrastructure as its major factor, as shown above, leads to an increasing migration attractiveness of the region.

The typology of consumption and determination of consumer groups localization in the settlements of the region makes it possible to rationalize spatial location of resources of the service sector and create conditions to meet the demand for the services of social infrastructure objects.

Allocation of social infrastructure objects should be conducted according to the following principles:

1. The principle of equal availability of the services of social infrastructure objects for rural communities, towns, single-industry towns, monocentric and polycentric urban agglomerations. It means responsibility of the executive government bodies of the subjects of Federation for the opportunity to meet the complex needs of the population in the regions, regardless of the type of settlement.
2. The principle of integrated supply of state, municipal and fee-based services. It implies an opportunity to obtain services through all possible channels of financing.

3. The principle of transport infrastructure priority in the social and economic infrastructure of a region as a means of intra-regional mobility.

Successful operation of service enterprises also requires specialized objects, rationally localized in a certain area. Spatial development requires transport infrastructure, logistics, utilities, power industry, labor force.

4. THE POTENTIAL OF INTEGRATION IN THE DEVELOPMENT OF REGIONAL SOCIAL INFRASTRUCTURE (MULTISERVICES)

Spatial allocation of social infrastructure objects represented by enterprises and organizations of services, is determined by the presence of demand for them, which, in its turn, depends on the population size and composition. Therefore, to solve location problems the service industries need the following: firstly, the human factor, i.e. availability of qualified personnel capable of providing services (resources of supply) and consumers of the provided services (resources of consumption). Secondly, it is about the factor of favorable conditions for entrepreneurship development, the height of market and administrative barriers to enter the local market and get strong positions in there.

Instability of small business, represented by social infrastructure objects, determines a potential prospect of large integrated service enterprises for the executive government bodies, which due to the economy of scale are more sustainable and efficient.

Mutual integration of geographically dispersed organizations contributes to development of inter-regional integration processes, which leads to convergence and coordination of regional authorities, for example, in a joint cross-border target programs. This process is manifested in creation of regional integration associations having a certain set of economic and legal tools and standards. At the regional level, economic integration can unite underdeveloped unprofitable territorial complexes and economic entities that meet market demand for goods and services, which results in a lower level of unemployment, inflation and social strain. Such integration can produce other effects: improvement in the quality of services, growth of non-budgetary revenues, better satisfaction of consumer demand. All this leads to a more efficient use of human and material potential of integrated territorial complexes and economic entities. Integration also brings expansion of reproduction due to the fact that non-budgetary revenues are reinvested in the key assets and personnel training and retraining costs are covered. Interregional economic relations and regional integration processes are developing under continual reforming of economic relations between the center and the subjects of the Federation (Sorokina 2008).

In general, spatial organization of fee-based services reflects the social and economic heterogeneity of the Russian territory. By the beginning of the twenty-first century three types of regions with the most contrasting social characteristics had formed in Russia. The first one is the European Centre where the processes of urbanization and demographic transition are completed, elderly population dominates, especially in rural areas; availability of housing and the main types of social infrastructure for urban residents is quite high, there are significant differences in the level and quality of life of urban and rural population. The second type of regions includes the republics of the North Caucasus and southern Siberia where demographic transition has not been completed and urbanization is weak: the population here is younger, availability of different services is generally low, there are minimum incomes and a low level of education. The third type is comprised of the regions of the Far North and the Far East, where the population is younger due to migration, the urban population has the highest incomes in the country and at the same time availability of social infrastructure is extremely low.

The best theoretical basis for understanding the transitional regional processes is provided, apparently, by the new economic geography (NEG) - a comparatively new section of the spatial economy generated by works of P. Krugman and other researchers (Krugman 1991). In terms of the NEG interaction of many factors of production, firms and regions are considered, i. e. general economic equilibrium models are applied. A region serves as a set of companies, making decisions about the production localization according to the market criteria. The principles of spatial analysis are based on

the assumptions about the rising economy of scale (the bigger the firm is, the less the expenses are), monopolistic competition (each firm produces a unique product), the nature of consumer preferences (variety of products enhances utility). This helps to explain the regional dynamics with a simultaneous effect of centripetal (agglomeration) and centrifugal (dispersion) forces. Their balance is determined by transportation costs, the structure of the economy and the level of the economy of scale.

Noticeable differences in the spatial distribution of production, and hence the need for inter-regional and international trade are explained by the differences in the material support of non-mobile production factors. However, the difference in economic performance of regions also depends, to a large extent, on the behavior and interaction of local firms, households, labor resources. Service sector emerges and serves these interactions, concentrating mainly in large cities and metropolitan areas, therefore, the theoretical basis for research of formation and development should be a synthesis of the new economic geography and urban economy.

Localization area of integration structures in the service sector are urban agglomerations, arising under the influence of centripetal forces and producing the effects of the local market, the cost of living and competition.

The effectiveness of spatial distribution of integration formations of service organizations in terms of regional government bodies is characterized by the agglomeration effect. The agglomeration effect can be considered as the total increment of revenues of municipal and regional budgets obtained due to the growth in output of products, scopes of work and services of economic entities with their compact spatial localization. The main factor producing this effect is growing business activity of economic entities, densely localized in the area of the agglomeration.

Integrations of service enterprises have two main forms of spatial localization:

- Horizontal integration that occurs as a result of establishing integration relations with the service enterprises, developing demand for services and the multiplier effect of demand;
- Vertical integration, which arises due to the development of network forms of business in the service sector.

To improve the regularity of regional development it is necessary to combine a policy of polarized growth with an integration policy which will allow extending the possibilities of meeting needs for services, achieved in large urban agglomerations in the regions with sustainable growth, to the regions featuring low social and economic development. The integration is carried out as inter-regional (horizontal) and as spacial between settlements of different scale (vertically).

Spacial organization of social infrastructure development is based on the following:

- Optimizing the development of population displacement systems;
- Development of the road transport system;
- Taking advantage of existing social infrastructure objects;
- Analysis of the real needs of the population in settlements.
- Transport and walking accessibility of the social infrastructure objects that meet the entire range of needs of the population.

The basic form of the spacial organization of social infrastructure objects are multifunctional complexes.

Spatial location of service facilities is in interdependent relations with the efficiency of the state and regional government, which, in its turn, depends on the status and trends of development of federal relations in the country.

Urban agglomerations are a territorial form of the polarized development policy, being areas of growth and providing conditions for competitiveness and elaborate development of an area, region, and as a consequence - the national economy. Formation of the largest urban agglomerations, provides

undeniable advantages in terms of unprecedented concentration of human, financial, energy and material resources, but also causes a lot of problems.

One of the major problems is migration management and the related problem of increasing strain on the social infrastructure objects in urban agglomerations, which, as a rule, tend to have a strong demand for labor force. A kind of "agglomeration focused" nature of modern economies and the Russian economy, in particular, leads to a relative depopulation of the country, degradation and reduction of social infrastructure and rises irregular social and economic development of the country in the spacial aspect.

It is the agglomeration process that nowadays is a key tool for integrated spacial development, which creates areas where business activity grows due to high accessibility of transport, financial and institutional infrastructure. The need to increase the quality of services and innovation activity is influenced by the high level of competition in the core city and growing agglomeration on the remote areas as it is developing.

Availability of the full range of services of social infrastructure objects should not depend on the size of a settlement (rural settlement, urban settlement, small towns and medium-sized cities, urban agglomerations). This is a fundamental principle although it is not realized in practice.

The low level of development of social infrastructure of most rural settlements, is caused by the following:

- Rigid centralization of power, budget planning and financing;
- High level of bureaucratization of social infrastructure management;
- Instability of budget financing;
- Unfavorable conditions for the development of small business in the field of social infrastructure;
- Reducing level of demand for social infrastructure services due to the reduction of the population.

The last factor is considered to be the most important, since one of the adopted financing schemes is directly dependent on the number of people living in rural settlements. Therefore, reduction of the population directly influences development of social infrastructure objects up to their closure. There is another channel of financing from investment attractiveness and business activity in rural settlements, and its opportunities directly depend on the population size.

Local budget revenues also depend on entrepreneurial activity, conduction of investment projects in the area of a municipal unit. Thus, large rural settlements are in a better financial position, which determines a higher development level of social infrastructure objects.

In this regard, the problem of allocation of social infrastructure objects in the rural areas of the Russian Federation can be solved by ensuring equal excess to the whole range of services for the population regardless of the place of residence of a citizen. Therefore, the following is required:

- Choice of a place for constructing multiservices as a object, offering integrated services to the population of the region, and determination of their size;
- Determination of the investor and co-investors, who provide construction and operation of multiservices;
- Monitoring of transport accessibility of multiservices;
- Elaboration of a long-term regional plan of the passenger transport infrastructure development;
- Elaboration of a regional plan to provide transport accessibility of services for people in all settlements in the region.

The growth of tax on personal income is suggested to be used as a criterion to measure how effectively multiservices meet the needs of the population.

Availability of social infrastructure significantly increases competitiveness of the region. In the context of intensive international and interregional migration it leads to population growth and, which is more important, creates favorable conditions for expanded reproduction of the local population. With simultaneous implementation of employment programs, including business activity, conditions are created for the growth of budget revenues of the Federation, settlements and municipal districts. In this context, creation of favorable conditions for employment of the population is a limitation which determines the possibility and advisability of social infrastructure development in a certain area. This approach corresponds to the strategy of creating group systems of settlements - interrelated and interdependent development of neighboring urban and rural areas on the basis of integrated transport infrastructure and service network. In these cases, socioeconomic and cultural advantages of large cities are connected to the environmental and territorial potential of the intercity periphery.

It is proposed to implement the concept of integrated social infrastructure objects allocation in five steps:

1. Determination of places for multiservices allocation.
2. Estimating costs for construction / reconstruction of multiservices.
3. Estimating costs for communication.
4. Calculation of the social and economic efficiency of multiservices allocation.
5. Monitoring of opportunities to meet the needs of the population.

To determine the locations for multiservices it is advisable to use the graph theory, in particular the method of determining the absolute center (administrative district is represented as a set of group systems of populated areas, described by a graph system having an absolute center, where multiservices are located).

Social and economic benefits of multiservices allocation are determined, first of all, by recovery of costs related to construction or reconstruction of buildings and communications costs. In this case the funds of the individuals living in a region are a source of revenue. Consequently, if development of social infrastructure objects is aimed at ensuring satisfaction of the complex needs of the region population, and it is wholly or partly financed from the regional and municipal budgets, the economic effectiveness will depend on the growth of the personal income tax paid into the regional and municipal budgets. Social effectiveness will be determined by increasing attractiveness of the quality of life of the population in the municipal unit, population average age reduction due to the falling deflux of young people.

5. CONCLUSIONS

1. There are statistically significant correlations between the level of development of social infrastructure and migration attractiveness of the regions by type of migration (inter-regional and international). Migration, reducing the strain on the labor market in the short term, increases the spatial irregularity of distribution of commercial facilities of social infrastructure, which leads to depopulation of the rural areas and thus increases the inter-regional differentiation.
2. Social infrastructure has a dual meaning for social and economic development of the region: endogenous value is manifested in providing conditions for improvement of living standards of the region; exogenous value is manifested in increasing competitiveness of the region in national and international labor markets.
3. To ensure the quality of life, social infrastructure objects should be allocated according to methodological principles: equal service availability, complexity, priority of transport infrastructure.
4. Large integrated service enterprises are more sustainable and efficient due to the opportunities of the economy of scale; urban agglomerations are the areas where integration formations are

localized, arising under the influence of centripetal forces and creating effects of the local market, cost of living and competition.

5. Agglomerations have a great potential in the development of integrated objects of social infrastructure, increasing their attractiveness to investors. In its turn, development of social infrastructure provides a multiplier effect in terms of improving competitiveness of the region due to the growth of employment, welfare, reduced migration outflux, improved population dynamics.
6. A promising trend of regional development is a strategy of creating a group systems of populated areas - interrelated and interdependent development of neighboring urban and rural areas on the basis of integrated transport infrastructure, which acts as an integrator, and service network.
7. One of the modern forms of horizontal integration of service industries are multiservices, which should be supported by regional and municipal government bodies. To prioritize allocation of multiservices, an administrative district can be represented as a set of group systems of the populated areas described by the system of graphs having absolute centers, where multiservices are located.
8. Social and economic benefits of multiservices allocation will depend on the growth of personal income tax paid into the regional and municipal budgets, so a methodology for calculating the net present value is to be used.

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