

Selected results

In compliance with the majority of foreign studies, the research pointed out that lower hierarchical level means smaller impact of accessibility and its changes, e.g. the case study of Prague. New infrastructure had the biggest impact on the national level. The impact on the interregional level was smaller and on the micro-regional level was hardly noticeable.

It has also been proved that impact of new infrastructure does not show immediately but with delay. This can be seen primarily in the centres connected to the D1, D5 and D8 highways which started operating at various times before 2001. The situation presumed on the basis of the gravitational model thus acquires an element of imbalance in the form of new or recent infrastructure.

Variance of impact of changes which accessibility of interregional centres has on their importance was proved using the dominance indicator. Good transport accessibility of a hierarchically superior centre leads to its higher dominance within its background. However, good accessibility is not perceived absolutely. It is a relative concept. České Budějovice and Zlín are quite isolated centres. It has been proved that in order to strengthen their impact in their subordinate region it is

essential that the influence of the neighbouring, and especially hierarchically superior, centres (Prague) is eliminated. This happens only if the centres are poorly interconnected. Using comparative analysis of improvement in accessibility and increase in commuting to work/school it has also been proved on the highest hierarchical level that improvement in accessibility due to new infrastructure is first used by more important centres, and only then by smaller centres. Moreover, if the improvement in accessibility happens within too long distance in comparison with the importance of the centre, there is virtually no impact.

It has also been proved that higher dependence between improvement in accessibility and its impact during the transformation period can be observed only when the importance of the centre is taken into account. The analysis of the dependence between increase in contacts between the centres and improvement in accessibility brought no results.

Even though merely individual car transportation was assessed and, on the other hand, contacts among the centres were assessed on the overall volume of commuters disregarding the type of transport, a number of universally valid regularities pointed out in other studies have been proved. The above mentioned delay in the impact of new infrastructure is one case. Another case is the relationship between mobility and accessibility. In Czechia during the transformation period

dependence between contacts between centres, their importance and their accessibility increased. This can be explained in the terms of increase in inhabitant mobility, i.e. bigger and freer choice in activities. This research has also made it possible to verify the constant time rule, i.e. long-term stable tolerance of inhabitants of time spent travelling. This was verified in the case of more isolated regions where internal links increased. This proves the increasing importance of car transport, which cannot be rivalled by other transport modes, especially for short distances.