

The effects of rail rapid transit, especially metro, on land uses and land values are frequently discussed. Rail transit can enhance accessibility, and can raise the demand for locating in areas around stations, increasing land value and in many cases fostering new development and redevelopment at higher densities. A series of studies on the effect of rail transit on local development are reviewed. Featuring a considerably higher combination of passenger volume and speed per unit of travelway space than any other mode, metros are able to sustain a correspondingly high level of corridor activity, and are also conducive to polynuclear urban development patterns. In that they have far more passenger carrying capacity per unit track width, in combined volume-speed terms, than any other urban transport mode, metros permit far higher development densities than other modes, as well as allow cities to expand spatially while staying within reasonable travel time envelopes. Using accessible data, the effects of Prague's metro lines on local development are determined. Results show, that metro stations affecting the accessibility of urban areas, urban structure, land prices around the stations and the localization of offices and shopping centers.

Key words: metro, public transport, development, accessibility, land use, polycentric, urban structure, land prices, offices, shopping centers.