

Brief results of statistical analysis of obtained questionnaire replies

Resume about number questionnaire from individual countries and about group of respondents shows table Tab.1.

Tab. 1: Categories of respondents

PRM categories	CS	HU	PL	SK	total
wheelchair	79	4	25	1	109
using crutches	53	4	31	9	97
over 65 years	37	0	20	4	61
visual impairments	44	7	14	10	75
mental disability	10	0	1	1	12
hearing disability	9	3	6	3	21
babies accompaniment	31	2	5	4	42
pregnant women	1	0	1	2	4
total	264	20	103	34	421
pregnant, babies, over 65 [%]	26,1	10,0	25,2	29,4	

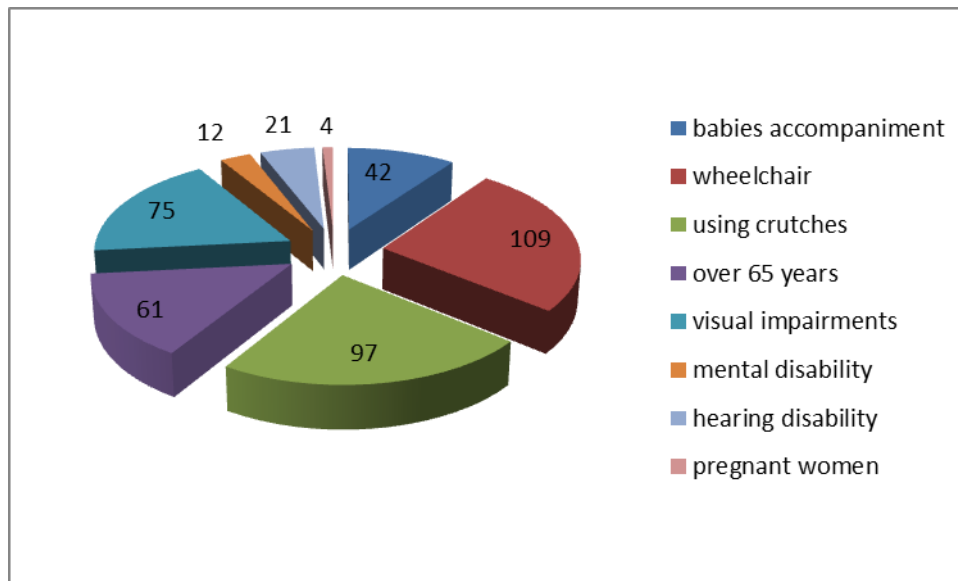


Fig.1: Number of respondents in individual categories

Verity of the following hypotheses was examined:

H1: Level of knowledge about rights and transport possibilities of passengers with reduced mobility is the same in all V4 countries.

H2: Terms for transport request of passengers with reduced mobility (if it is necessary) are satisfactory in all V4 countries.

H3: The accessibility of public transport for passengers with reduced mobility is at the same level in all V4 countries.

Results concerning hypothesis H1 are shown in Tab. 2.

There is a statistically significant difference between observed countries. (proportionality test, $p=0,000$).

Passengers in Poland are best informed.

Tab. 2: Awareness of respondents about their rights and possibilities of carriage

awareness about regulations	cs	hu	pl	sk	total
yes	68	6	56	16	146
no	196	14	47	18	275
sum	264	20	103	34	421
proportion of informed respondents [%]	25,8	30,0	54,4	47,1	34,7

Results concerning hypothesis H2 are shown in tables Tab. 3. – Tab. 5

There is a statistically significant difference between observed countries in the case of railway transport (chi-square test, $p = 0,018$). There is not statistically significant difference between countries in the case of bus transport ($p = 0,147$) and air transport ($p = 0,052$).

Generally, the biggest problem is the reservation in the case of the bus.

Passengers are the most satisfied in the Czech Republic, the least satisfied in Poland.

Tab 3: Attitude towards time limits for ordering transport – railway

notification - railway	cs	hu	pl	sk
suitable [%]	19,7	0,0	8,0	0,0
generally suitable [%]	50,8	50,0	20,0	100,0
inconvenient [%]	29,5	50,0	72,0	0,0
respondents answered [%]	23,1	20,0	24,3	2,9

Tab. 4: Attitude towards time limits for ordering transport

notification - bus	cs	hu	pl	sk
suitable [%]	6,3	0,0	12,0	0,0
generally suitable [%]	40,5	50,0	12,0	100,0
inconvenient [%]	53,2	50,0	76,0	0,0
respondents answered [%]	29,9	20,0	24,3	2,9

Tab. 5: Attitude towards time limits for ordering transport

notification - air transport	cs	hu	pl	sk
suitable [%]	41,8	50,0	28,0	0,0
generally suitable [%]	49,4	0,0	44,0	100,0
inconvenient [%]	8,9	50,0	28,0	0,0
respondents answered [%]	29,9	20,0	24,3	2,9

Results concerning hypothesis H3 are shown in table Tab.6.

There is a statistically significant difference between observed countries in the case of all type of transport (ANOVA, $p = 0,000$).

Tab 6: Evaluation of a transport accessibility - average ratings on a 1-5 scale, 1 is the best

accessibility	cs	hu	pl	sk
railway	3,0	3,1	2,2	2,8
bus services	3,3	3,2	2,5	2,8
city public transport	2,6	3,2	3,2	3,0
air transport	2,4	2,9	3,4	3,0

Other statistical data - outputs and comparing of accessibility conditions in all V4 countries will follow.