ARE TERRITORIAL INEQUALITIES MORE LOCAL IN CONTEMPORARY POLAND?

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ABSTRACT

Poland is a country with strong spatial inequalities in socio-economic development. So far, they have been diagnosed mainly at the regional level. They expressed themselves in the classic west-east and core - periphery dimensions. Economic transformation, integration with the EU, intense migrations as well as the development of transport infrastructure, could make the spatial injustice more local. The paper uses the results of delimitation of the “areas threatened by permanent marginalization”, made in Poland in 2018 (using the quantitative methods). Some of the problem territories set out there are located in the vicinity of growth poles or directly next to the new transport infrastructure (Bański at al. 2018). In several of these areas, detailed research was conducted based on interviews with local authorities and other stakeholders. In addition, the results of dynamic analyzes of potential accessibility in individual and public transport were used (Rosik at al. 2015). The focus was on the accessibility to labor markets and services of the general economic interests. It was found that the pattern of developmental differences, shaped over decades, undergoes accelerated changes. Spatial structures become more mosaic-like. More and more important are the inner peripheries conditioned by transport exclusion. The factors determining the situation of individual units is permanent selective migration outflow or long-distance commuting to work. Marginalization in the local dimension is also determined by the lack of horizontal cooperation between local authorities.
has its consequences for the effectiveness of future public intervention, which must be: a) more local, b) territorially suited, c) forcing cooperation of individual units.

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