

ABSTRACT

The main aim of this thesis is to compare the intensity of road traffic in Prague and its spatial layout after the Blanka tunnel complex has been put into operation, based on two time periods for a different range of monitored communications. The work includes the development of these intensities and their negative impacts on the environment of the capital city of Prague. Further attention is paid to planned traffic projects in the capital city of Prague. The secondary aim of the thesis is to evaluate the predictions of the transport models that were created before the opening of the Blanka tunnel complex and to compare them with the real measured intensity after tunnel commissioning. The final part summarizes the total real contribution of Blanka tunnel complex for Prague road transport on the basis of interpretation by means of two graphical representation on the development of traffic intensity after commissioning the Blanka tunnel complex.