

Příloha č. 13

Výsledky kordonového průzkumu

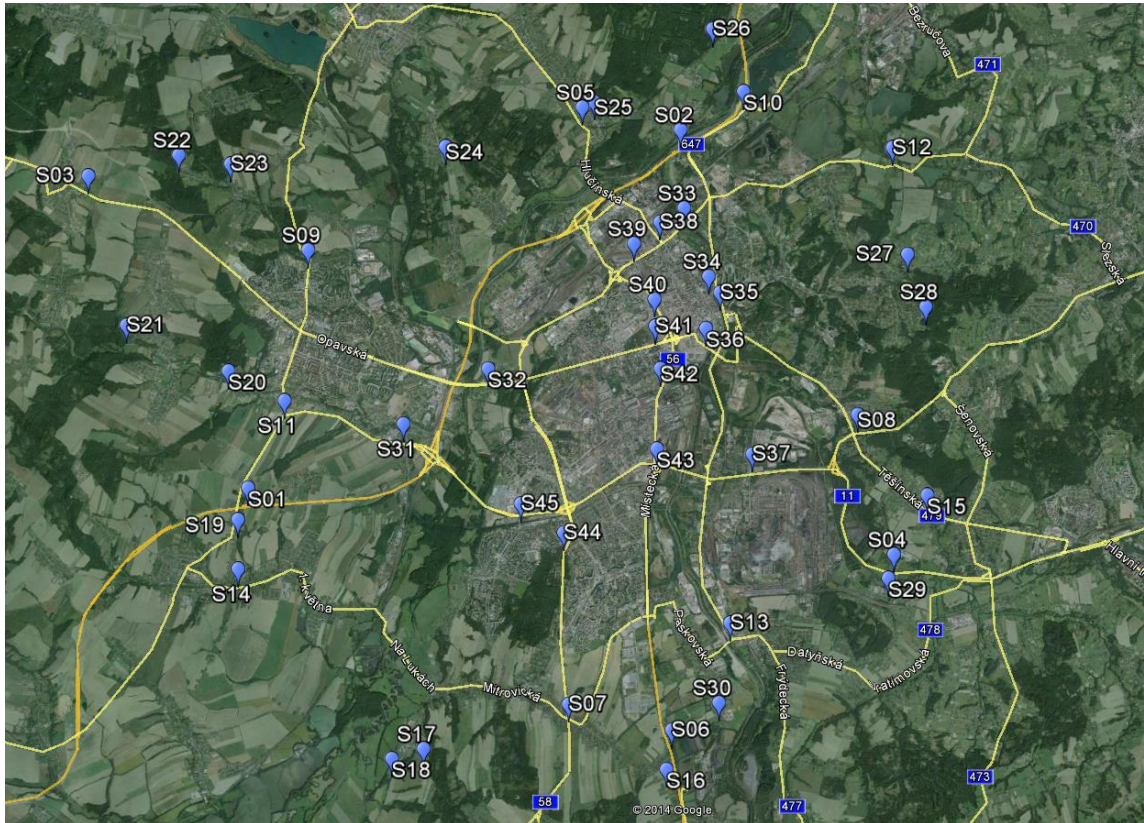
Směrový dopravní průzkum byl realizován formou zápis SPZ vozidel na definovaných profilech v období 6.30-10.30 hod. a 13.30-17-30 hod. dne 17. 6. 2014.

Tabulka 1 – Seznam sčítacích profilů směrového průzkumu a jejich přiřazení komunikaci

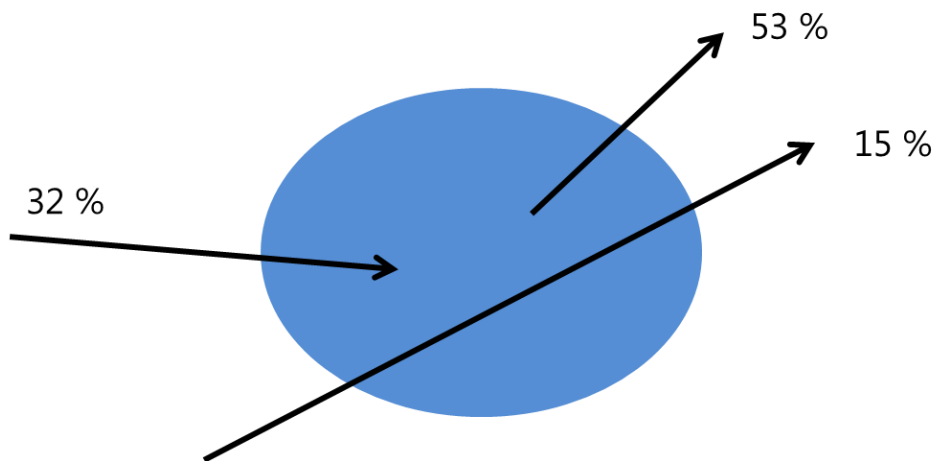
označení profilu	komunikace
S01	dálnice D1 Václavovice
S02	dálnice D1 Koblov Hrušov
S03	I/11 Opavská
S04	I/11 Rudná
S05	I/56 Ludgerovice
S06	R56 Místecká
S07	I/58 Plzeňská
S08	I/59 Fryštátská
S09	II/469 17. listopadu
S10	II/647 Bohumínská
S11	II/647 17. listopadu
S12	II/470 Orlovská
S13	II/477 Mostní
S14	II/478 1. května
S15	II/479 Těšínská
S16	III/47811 Mitrovická
S17	III/4803 Světlovská
S18	III/4787 Staroveská
S19	III/4782 Ostravská
S20	III/4692 Vřesinská
S21	III/46615 Družební
S22	III/46613 26. dubna
S23	III/46614 Dobroslavická

S24	III/01137 Aleje
S25	III/46611 Hlučinská
S26	III/01136 Antošovická
S27	III/4724 Rychvaldská
S28	III/4721 Petřvaldská
S29	III/4703 Šenovská
S30	III/4705 Paskovská
S31	Rudná (Svinov)
S32	28. října (Nová Ves)
S33	Muglinovská (most)
S34	Českobratrská
S35	Most M. Sýkory
S36	Na Karolíně
S37	Rudná (Kunčice)
S38	Sokolská (sad B.Němcové)
S39	Mariánskohorská (Přívóz)
S40	Českobratrská (Varenská)
S41	28. října (nám. Republiky)
S42	Místecká (Hlubina)
S43	Místecká
S44	Plzeňská (Hrabůvka)
S45	Výškoviccká (Polanecká spojka)

Obrázek 1 – Přibližná poloha sčítacích profilů směrového průzkumu (mapový podklad: google maps)



Obrázek 2 – Schéma podílů zdrojové, cílové a tranzitní dopavy města dle kordonového průzkumu



Zaznamenáno bylo celkem 115 450 cest / 6 hodin

Na vnějším kordonu bylo nasčítáno:

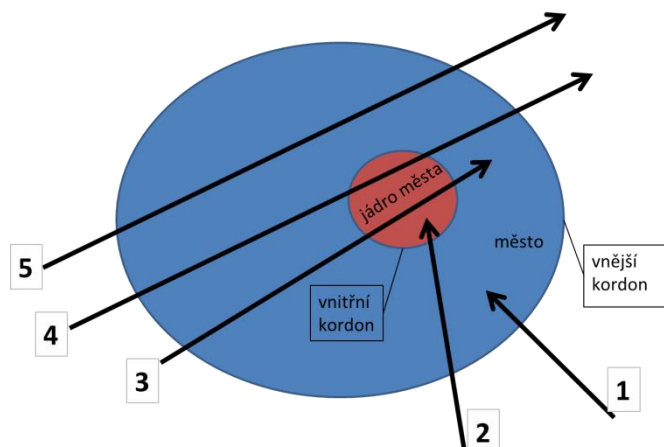
- Vjezd: 54 341 voz
- Výjezd: 78 776 voz

⇒ Poměr směrů: 41:59.

Tabulka 2 – Tabulka tranzitní a cílové dopravy města, hodnoty přepočteny na RPD1 [voz/24h]

stanoviště	vjezd do města přes vnější kordon		1) cílová doprava do města mimo jádro		2) cílová doprava do jádra města		3) cílová doprava do města mimo jádro ale přes jádro		cílová doprava celkem (1+2+3)		4) tranzit městem přes jádro		5) tranzit městem mimo jádro		tranzit celkem (4+5)	
	OA	NA	OA	NA	OA	NA	OA	NA	OA	NA	OA	NA	OA	NA	OA	NA
S01	5 856	961	2 389	654	1 181	38	257	2	3 826	693	195	-	1 835	267	2 030	267
S02	3 656	1 195	1 514	823	569	11	127	-	2 210	834	126	2	1 320	359	1 446	361
S03	6 964	584	3 175	409	1 180	33	283	-	4 638	442	188	-	2 139	142	2 327	142
S04	8 587	461	3 723	331	1 840	41	390	2	5 953	375	306	5	2 328	81	2 634	86
S05	5 310	568	1 961	261	1 517	169	286	16	3 765	445	211	2	1 335	121	1 545	123
S06	6 341	944	2 811	703	1 552	87	302	2	4 665	791	173	-	1 503	153	1 676	153
S07	6 639	456	2 734	354	1 456	38	344	3	4 534	395	204	-	1 902	60	2 105	60
S08	5 024	413	2 228	378	894	9	197	-	3 319	387	163	-	1 542	26	1 705	26
S09	2 621	120	1 094	80	431	2	106	-	1 630	82	78	-	913	38	991	38
S10	2 163	365	593	220	564	53	143	13	1 300	287	97	-	765	78	863	78
S11	3 765	407	1 440	305	658	12	146	5	2 244	322	135	-	1 386	85	1 521	85
S12	2 489	177	783	113	811	25	167	2	1 761	140	119	2	609	35	728	37
S13	4 506	444	2 080	385	697	3	172	-	2 949	389	127	-	1 430	55	1 557	55
S14	704	20	226	17	133	-	24	-	383	17	18	-	302	3	320	3
S15	2 177	115	632	82	613	5	161	-	1 406	87	122	-	650	28	772	28
S16	1 368	60	549	47	223	3	50	-	822	50	44	-	502	10	546	10
S17	292	7	84	7	55	-	11	-	151	7	10	-	132	-	141	-
S18	988	23	444	17	171	-	32	2	647	18	41	-	301	5	341	5
S19	871	35	307	25	187	-	39	-	533	25	32	-	305	10	338	10
S20	3 347	144	1 368	102	676	2	141	3	2 186	107	119	-	1 043	37	1 162	37
S21	621	18	182	15	112	-	16	-	310	15	19	-	291	3	310	3
S22	23	-	5	-	3	-	-	-	8	-	-	-	15	-	15	-
S23	305	-	120	-	63	-	18	-	201	-	5	-	99	-	104	-
S24	650	8	260	8	143	-	32	-	435	8	24	-	190	-	214	-
S25	2 368	85	903	38	582	23	114	2	1 599	63	93	2	676	20	769	22
S26	764	35	258	22	219	-	54	-	531	22	26	-	206	13	232	13
S27	1 383	125	409	105	429	3	99	-	938	108	57	-	388	17	445	17
S28	1 157	45	327	25	401	3	75	-	803	28	57	-	297	17	354	17
S29	1 194	87	426	63	346	5	71	-	843	68	62	2	289	17	351	18
S30	1 739	279	783	244	322	3	57	-	1 162	247	41	-	536	32	577	32
celkem:	83 874	8 181	33 810	5 834	18 027	569	3 916	51	55 753	6 454	2 889	14	25 231	1 713	28 120	1 727

Obrázek 3 – Schéma tranzitní a cílové dopravy města:



Tabulka 3 – Tabulka tranzitní a cílové dopravy města v relativním vyjádření

stanoviště	vjezd do města přes vnější kordon		1) cílová doprava do města mimo jádro		2) cílová doprava do jádra města		3) cílová doprava do města mimo jádro ale přes jádro		cílová doprava celkem (1+2+3)		4) tranzit městem přes jádro		5) tranzit městem mimo jádro		tranzit celkem (4+5)	
	OA	NA	OA	NA	OA	NA	OA	NA	OA	NA	OA	NA	OA	NA	OA	NA
S01	6.9%	11.3%	41%	68%	20%	4%	4.4%	0.2%	65%	72%	3.3%	0.0%	31%	28%	35%	28%
S02	4.3%	14.1%	41%	69%	16%	1%	3.5%	0.0%	60%	70%	3.4%	0.2%	36%	30%	40%	30%
S03	8.0%	7.2%	46%	70%	17%	6%	4.1%	0.0%	67%	76%	2.7%	0.0%	31%	24%	33%	24%
S04	9.9%	5.7%	43%	72%	21%	9%	4.5%	0.4%	69%	81%	3.6%	1.1%	27%	18%	31%	19%
S05	6.1%	7.0%	37%	46%	29%	30%	5.4%	2.7%	71%	78%	4.0%	0.3%	25%	21%	29%	22%
S06	7.4%	10.9%	44%	74%	24%	9%	4.8%	0.2%	74%	84%	2.7%	0.0%	24%	16%	26%	16%
S07	7.6%	5.6%	41%	78%	22%	8%	5.2%	0.8%	68%	87%	3.1%	0.0%	29%	13%	32%	13%
S08	5.8%	5.1%	44%	92%	18%	2%	3.9%	0.0%	66%	94%	3.3%	0.0%	31%	6%	34%	6%
S09	3.2%	1.5%	42%	67%	16%	1%	4.0%	0.0%	62%	68%	3.0%	0.0%	35%	32%	38%	32%
S10	2.7%	4.7%	27%	60%	26%	15%	6.6%	3.7%	60%	79%	4.5%	0.0%	35%	21%	40%	21%
S11	4.7%	5.2%	38%	75%	17%	3%	3.9%	1.2%	60%	79%	3.6%	0.0%	37%	21%	40%	21%
S12	3.1%	2.3%	31%	64%	33%	14%	6.7%	0.9%	71%	79%	4.8%	0.9%	24%	20%	29%	21%
S13	5.6%	5.7%	46%	87%	15%	1%	3.8%	0.0%	65%	88%	2.8%	0.0%	32%	12%	35%	12%
S14	0.9%	0.3%	32%	83%	19%	0%	3.5%	0.0%	55%	83%	2.5%	0.0%	43%	17%	45%	17%
S15	2.7%	1.5%	29%	71%	28%	4%	7.4%	0.0%	65%	75%	5.6%	0.0%	30%	25%	35%	25%
S16	1.7%	0.8%	40%	78%	16%	6%	3.7%	0.0%	60%	83%	3.2%	0.0%	37%	17%	40%	17%
S17	0.4%	0.1%	29%	100%	19%	0%	3.9%	0.0%	52%	100%	3.3%	0.0%	45%	0%	48%	0%
S18	1.2%	0.3%	45%	71%	17%	0%	3.3%	7.1%	65%	79%	4.1%	0.0%	30%	21%	35%	21%
S19	1.1%	0.4%	35%	71%	21%	0%	4.5%	0.0%	61%	71%	3.7%	0.0%	35%	29%	39%	29%
S20	4.1%	1.8%	41%	71%	20%	1%	4.2%	2.3%	65%	74%	3.5%	0.0%	31%	26%	35%	26%
S21	0.8%	0.2%	29%	82%	18%	0%	2.6%	0.0%	50%	82%	3.1%	0.0%	47%	18%	50%	18%
S22	0.0%	0.0%	21%	0%	14%	0%	0.0%	0.0%	36%	0%	0.0%	0.0%	64%	0%	64%	0%
S23	0.4%	0.0%	39%	0%	21%	0%	5.9%	0.0%	66%	0%	1.6%	0.0%	32%	0%	34%	0%
S24	0.8%	0.1%	40%	100%	22%	0%	5.0%	0.0%	67%	100%	3.8%	0.0%	29%	0%	33%	0%
S25	2.9%	1.1%	38%	45%	25%	27%	4.8%	2.0%	68%	75%	3.9%	2.0%	29%	24%	32%	25%
S26	0.9%	0.4%	34%	62%	29%	0%	7.0%	0.0%	70%	62%	3.4%	0.0%	27%	38%	30%	38%
S27	1.7%	1.6%	30%	84%	31%	3%	7.2%	0.0%	68%	87%	4.1%	0.0%	28%	13%	32%	13%
S28	1.4%	0.6%	28%	56%	35%	7%	6.5%	0.0%	69%	63%	4.9%	0.0%	26%	37%	31%	37%
S29	1.5%	1.1%	36%	73%	29%	6%	6.0%	0.0%	71%	79%	5.2%	1.9%	24%	19%	29%	21%
S30	2.2%	3.6%	45%	87%	19%	1%	3.3%	0.0%	67%	89%	2.3%	0.0%	31%	11%	33%	11%
celkem:	100.0%	100.0%	40%	71%	22%	7%	4.7%	0.6%	66%	79%	3.5%	0.2%	30%	21%	34%	21%

Poznámka:

Podíly v jednotlivých sloupcích jsou vyjádřeny následovně:

- První 2 sloupce vyjadřují podíl vozidel na daném profilu ze sumy všech profilů
- Ostatní sloupce vyjadřují podíl z celkového objemu dopravy vjíždějícího do města a projíždějícího městem na daném profilu

Tabulka 4 – Tabulka tranzitní dopravy města – meziprofilové vztahy po dobu průřezu, osobní vozidla včetně lehkých nákladních vozidel a motocyklů [voz/8h]

	S01	S02	S03	S04	S05	S06	S07	S08	S09	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19	S20	S21	S22	S23	S24	S25	S26	S27	S28	S29	S30	celkem
S01	42	166	70	101	98	159	76	71	35	36	59	27	38	8	18	14	5	8	17	46	12		11	12	40	10	24	12	18	11	1 244
S02	174	27	49	56	41	108	49	32	22	71	35	21	19	4	9	14	2	12	8	39	4		1	9	18	6	13	9	12	14	878
S03	84	60	59	113	78	245	104	86	64	41	85	45	52	12	23	15	1	15	24	38	20	1	10	10	38	5	22	10	22	19	1 401
S04	162	66	138	32	93	216	124	97	56	48	86	42	62	13	46	19	5	20	17	64	14		9	17	68	12	32	13	27	20	1 618
S05	81	55	76	42	39	146	56	61	24	26	36	38	41	4	19	8	2	8	7	24	4		3	11	61	12	15	19	13	19	950
S06	84	61	124	51	80	56	79	66	22	23	57	25	44	3	21	13	2	13	10	40	8		13	18	28	10	26	16	20	15	1 028
S07	84	70	92	90	83	141	76	78	47	30	62	34	81	7	26	34	15	13	6	61	8		11	7	39	11	17	17	17	31	1 288
S08	67	47	84	56	69	103	78	58	22	24	55	24	50	7	80	14	3	12	13	26	6		3	7	22	10	36	11	19	17	1 023
S09	34	22	53	24	38	68	49	38	32	15	125	11	18	4	15	6	1	7	6	34	8		3	8	18	4	6	8	9	6	670
S10	45	87	34	24	39	44	26	28	12	22	21	31	18	3	11	4		1	1	22	3		3	5	42	12	8	4	13	2	565
S11	61	54	104	56	47	112	72	42	70	22	50	18	31	14	15	11	1	15	30	41	10		4	11	30	9	13	14	19	9	985
S12	50	27	34	28	30	70	29	30	9	25	25	17	5	1	5	5	1	2	5	16	5		1	5	31	2	9	8	5	1	481
S13	78	42	57	59	61	107	95	56	18	13	58	27	71	6	22	11	5	17	6	31	5		9	15	34	12	10	20	20	30	995
S14	19	8	12	12	7	20	10	13	3	3	18	5	11	27	2	2		5	7	6				1	6		1	3	2	3	206
S15	31	19	38	21	24	45	34	89	18	24	14	11	17	1	31	4	3	7	2	16	5	1	2	2	19	6	11	4	14	5	518
S16	18	8	30	20	20	47	48	19	8	8	16	11	13	3	7	8		4	4	11	2		3		11	2	6	2	8	9	346
S17	5	2	4	2	3	11	21	2	3	1	6	1	5		3		3	5		2					3		2		3	1	88
S18	14	13	18	23	9	22	22	10	6	1	16	3	7	3	7	4	5	6	4	9	3		1	3	3	4	3	2	3	5	229
S19	25	12	11	15	16	12	9	9	3	5	34	5	4	2	3	2	1	3	11	7	3		2	2	9	2	4	1	5	3	220
S20	61	46	46	38	36	101	45	45	25	20	68	13	26	13	12	10	2	8	7	33	43	1	4	8	24	11	13	12	13	22	806
S21	10	6	26	12	12	11	12	9	3	4	14	5	4	3		2	2	2	2	35	13		1	1	4	1	2	4	2	4	206
S22			1		1							2											1	4							9
S23	4	4	7	3	5	4	6	4	1	2	6	1	5		3	1		1	1	2		2	1	1	1	1	2	1		1	70
S24	15	5	16	5	5	23	12	10	3	2	9	2	6	3		3		2		7	1			6	5		1	1	3	2	147
S25	32	26	35	27	51	60	26	23	20	42	22	28	17	3	16	4	1	3	4	21	6		2	3	32	17	5	7	9	10	552
S26	10	5	6	11	11	14	12	6	3	14	10	4	3		4	4				6	1			2	11	12	4		6	1	160
S27	18	8	14	9	15	34	10	31	6	7	15	9	8	2	11	7		4	2	8	2			2	11	3	23	31	3	6	299
S28	16	10	11	12	17	19	18	14	3	8	6	5	4	2	5			1		8			1	1	9	6	38	12	6	4	236
S29	17	13	23	12	15	35	12	14	8	9	10	4	11	2	11	4	1	2	3	12				3	7	2	2	3	13	3	251
S30	32	8	28	11	16	46	40	16	18	10	18	8	20	2	13	10		4	4	16	1		2	1	20	3	6	4	4	8	369
celkem	1 373	977	1 300	965	1 059	2 079	1 250	1 057	564	556	1 036	477	691	152	438	233	61	200	201	681	187	6	104	171	644	185	354	248	308	281	17 838

Tabulka 5 – Tabulka tranzitní dopravy města – meziprofilové vztahy po dobu průzkumu v relativním vyjádření, osobní vozidla včetně lehkých nákladních vozidel a motocyklů

	S01	S02	S03	S04	S05	S06	S07	S08	S09	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19	S20	S21	S22	S23	S24	S25	S26	S27	S28	S29	S30	celkem
S01	3.4%	13.3%	5.6%	8.1%	7.9%	12.8%	6.1%	5.7%	2.8%	2.9%	4.7%	2.2%	3.1%	0.6%	1.4%	1.1%	0.4%	0.6%	1.4%	3.7%	1.0%	0.0%	0.9%	1.0%	3.2%	0.8%	1.9%	1.0%	1.4%	0.9%	7.0%
S02	19.8%	3.1%	5.6%	6.4%	4.7%	12.3%	5.6%	3.6%	2.5%	8.1%	4.0%	2.4%	2.2%	0.5%	1.0%	1.6%	0.2%	1.4%	0.9%	4.4%	0.5%	0.0%	0.1%	1.0%	2.1%	0.7%	1.5%	1.0%	1.4%	1.6%	4.9%
S03	6.0%	4.3%	4.2%	8.1%	5.6%	17.5%	7.4%	6.1%	4.6%	2.9%	6.1%	3.2%	3.7%	0.9%	1.6%	1.1%	0.1%	1.1%	1.7%	2.7%	1.4%	0.1%	0.7%	0.7%	2.7%	0.4%	1.6%	0.7%	1.6%	1.4%	7.9%
S04	10.0%	4.1%	8.5%	2.0%	5.7%	13.3%	7.7%	6.0%	3.5%	3.0%	5.3%	2.6%	3.8%	0.8%	2.8%	1.2%	0.3%	1.2%	1.1%	4.0%	0.9%	0.0%	0.6%	1.1%	4.2%	0.7%	2.0%	0.8%	1.7%	1.2%	9.1%
S05	8.5%	5.8%	8.0%	4.4%	4.1%	15.4%	5.9%	6.4%	2.5%	2.7%	3.8%	4.0%	4.3%	0.4%	2.0%	0.8%	0.2%	0.8%	0.7%	2.5%	0.4%	0.0%	0.3%	1.2%	6.4%	1.3%	1.6%	2.0%	1.4%	2.0%	5.3%
S06	8.2%	5.9%	12.1%	5.0%	7.8%	5.4%	7.7%	6.4%	2.1%	2.2%	5.5%	2.4%	4.3%	0.3%	2.0%	1.3%	0.2%	1.3%	1.0%	3.9%	0.8%	0.0%	1.3%	1.8%	2.7%	1.0%	2.5%	1.6%	1.9%	1.5%	5.8%
S07	6.5%	5.4%	7.1%	7.0%	6.4%	10.9%	5.9%	6.1%	3.6%	2.3%	4.8%	2.6%	6.3%	0.5%	2.0%	2.6%	1.2%	1.0%	0.5%	4.7%	0.6%	0.0%	0.9%	0.5%	3.0%	0.9%	1.3%	1.3%	1.3%	2.4%	7.2%
S08	6.5%	4.6%	8.2%	5.5%	6.7%	10.1%	7.6%	5.7%	2.2%	2.3%	5.4%	2.3%	4.9%	0.7%	7.8%	1.4%	0.3%	1.2%	1.3%	2.5%	0.6%	0.0%	0.3%	0.7%	2.2%	1.0%	3.5%	1.1%	1.9%	1.7%	5.7%
S09	5.1%	3.3%	7.9%	3.6%	5.7%	10.1%	7.3%	5.7%	4.8%	2.2%	18.7%	1.6%	2.7%	0.6%	2.2%	0.9%	0.1%	1.0%	0.9%	5.1%	1.2%	0.0%	0.4%	1.2%	2.7%	0.6%	0.9%	1.2%	1.3%	0.9%	3.8%
S10	8.0%	15.4%	6.0%	4.2%	6.9%	7.8%	4.6%	5.0%	2.1%	3.9%	3.7%	5.5%	3.2%	0.5%	1.9%	0.7%	0.0%	0.2%	0.2%	3.9%	0.5%	0.0%	0.5%	0.9%	7.4%	2.1%	1.4%	0.7%	2.3%	0.4%	3.2%
S11	6.2%	5.5%	10.6%	5.7%	4.8%	11.4%	7.3%	4.3%	7.1%	2.2%	5.1%	1.8%	3.1%	1.4%	1.5%	1.1%	0.1%	1.5%	3.0%	4.2%	1.0%	0.0%	0.4%	1.1%	3.0%	0.9%	1.3%	1.4%	1.9%	0.9%	5.5%
S12	10.4%	5.6%	7.1%	5.8%	6.2%	14.6%	6.0%	6.2%	1.9%	5.2%	5.2%	3.5%	1.0%	0.2%	1.0%	1.0%	0.2%	0.4%	1.0%	3.3%	1.0%	0.0%	0.2%	1.0%	6.4%	0.4%	1.9%	1.7%	1.0%	0.2%	2.7%
S13	7.8%	4.2%	5.7%	5.9%	6.1%	10.8%	9.5%	5.6%	1.8%	1.3%	5.8%	2.7%	7.1%	0.6%	2.2%	1.1%	0.5%	1.7%	0.6%	3.1%	0.5%	0.0%	0.9%	1.5%	3.4%	1.2%	1.0%	2.0%	2.0%	3.0%	5.6%
S14	9.2%	3.9%	5.8%	5.8%	3.4%	9.7%	4.9%	6.3%	1.5%	1.5%	8.7%	2.4%	5.3%	13.1%	1.0%	1.0%	0.0%	2.4%	3.4%	2.9%	0.0%	0.0%	0.0%	0.5%	2.9%	0.0%	0.5%	1.5%	1.0%	1.5%	1.2%
S15	6.0%	3.7%	7.3%	4.1%	4.6%	8.7%	6.6%	17.2%	3.5%	4.6%	2.7%	2.1%	3.3%	0.2%	6.0%	0.8%	0.6%	1.4%	0.4%	3.1%	1.0%	0.2%	0.4%	0.4%	3.7%	1.2%	2.1%	0.8%	2.7%	1.0%	2.9%
S16	5.2%	2.3%	8.7%	5.8%	5.8%	13.6%	13.9%	5.5%	2.3%	2.3%	4.6%	3.2%	3.8%	0.9%	2.0%	2.3%	0.0%	1.2%	1.2%	3.2%	0.6%	0.0%	0.9%	0.0%	3.2%	0.6%	1.7%	0.6%	2.3%	2.6%	1.9%
S17	5.7%	2.3%	4.5%	2.3%	3.4%	12.5%	23.9%	2.3%	3.4%	1.1%	6.8%	1.1%	5.7%	0.0%	3.4%	0.0%	3.4%	5.7%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	3.4%	0.0%	2.3%	0.0%	3.4%	1.1%	0.5%
S18	6.1%	5.7%	7.9%	10.0%	3.9%	9.6%	9.6%	4.4%	2.6%	0.4%	7.0%	1.3%	3.1%	1.3%	3.1%	1.7%	2.2%	2.6%	1.7%	3.9%	1.3%	0.0%	0.4%	1.3%	1.3%	1.7%	1.3%	0.9%	1.3%	2.2%	1.3%
S19	11.4%	5.5%	5.0%	6.8%	7.3%	5.5%	4.1%	4.1%	1.4%	2.3%	15.5%	2.3%	1.8%	0.9%	1.4%	0.9%	0.5%	1.4%	5.0%	3.2%	1.4%	0.0%	0.9%	0.9%	4.1%	0.9%	1.8%	0.5%	2.3%	1.4%	1.2%
S20	7.6%	5.7%	5.7%	4.7%	4.5%	12.5%	5.6%	5.6%	3.1%	2.5%	8.4%	1.6%	3.2%	1.6%	1.5%	1.2%	0.2%	1.0%	0.9%	4.1%	5.3%	0.1%	0.5%	1.0%	3.0%	1.4%	1.6%	1.5%	1.6%	2.7%	4.5%
S21	4.9%	2.9%	12.6%	5.8%	5.8%	5.3%	5.8%	4.4%	1.5%	1.9%	6.8%	2.4%	1.9%	1.5%	0.0%	1.0%	1.0%	1.0%	1.0%	17.0%	6.3%	0.0%	0.5%	0.5%	1.9%	0.5%	1.0%	1.9%	1.0%	1.9%	1.2%
S22	0.0%	0.0%	11.1%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	44.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
S23	5.7%	5.7%	10.0%	4.3%	7.1%	5.7%	8.6%	5.7%	1.4%	2.9%	8.6%	1.4%	7.1%	0.0%	4.3%	1.4%	0.0%	1.4%	1.4%	2.9%	0.0%	2.9%	1.4%	1.4%	1.4%	1.4%	2.9%	1.4%	0.0%	1.4%	0.4%
S24	10.2%	3.4%	10.9%	3.4%	3.4%	15.6%	8.2%	6.8%	2.0%	1.4%	6.1%	1.4%	4.1%	2.0%	0.0%	2.0%	0.0%	1.4%	0.0%	4.8%	0.7%	0.0%	0.0%	4.1%	3.4%	0.0%	0.7%	0.7%	2.0%	1.4%	0.8%
S25	5.8%	4.7%	6.3%	4.9%	9.2%	10.9%	4.7%	4.2%	3.6%	7.6%	4.0%	5.1%	3.1%	0.5%	2.9%	0.7%	0.2%	0.5%	0.7%	3.8%	1.1%	0.0%	0.4%	0.5%	5.8%	3.1%	0.9%	1.3%	1.6%	1.8%	3.1%
S26	6.3%	3.1%	3.8%	6.9%	6.9%	8.8%	7.5%	3.8%	1.9%	8.8%	6.3%	2.5%	1.9%	0.0%	2.5%	2.5%	0.0%	0.0%	0.0%	3.8%	0.6%	0.0%	0.0%	1.3%	6.9%	7.5%	2.5%	0.0%	3.8%	0.6%	0.9%
S27	6.0%	2.7%	4.7%	3.0%	5.0%	11.4%	3.3%	10.4%	2.0%	2.3%	5.0%	3.0%	2.7%	0.7%	3.7%	2.3%	0.0%	1.3%	0.7%	2.7%	0.7%	0.0%	0.0%	0.7%	3.7%	1.0%	7.7%	10.4%	1.0%	2.0%	1.7%
S28	6.8%	4.2%	4.7%	5.1%	7.2%	8.1%	7.6%	5.9%	1.3%	3.4%	2.5%	2.1%	1.7%	0.8%	2.1%	0.0%	0.0%	0.4%	0.0%	3.4%	0.0%	0.0%	0.4%	3.8%	2.5%	16.1%	5.1%	2.5%	1.7%	1.3%	
S29	6.8%	5.2%	9.2%	4.8%	6.0%	13.9%	4.8%	5.6%	3.2%	3.6%	4.0%	1.6%	4.4%	0.8%	4.4%	1.6%	0.4%	0.8%	1.2%	4.8%	0.0%	0.0%	0.0%	1.2%	2.8%	0.8%	0.8%	1.2%	5.2%	1.2%	1.4%
S30	8.7%	2.2%	7.6%	3.0%	4.3%	12.5%	10.8%	4.3%	4.9%	2.7%	4.9%	2.2%	5.4%	0.5%	3.5%	2.7%	0.0%	1.1%	1.1%	4.3%	0.3%	0.0%	0.5%	0.3%	5.4%	0.8%	1.6%	1.1%	1.1%	2.2%	2.1%
celkem	7.7%	5.5%	7.3%	5.4%	5.9%	11.7%	7.0%	5.9%	3.2%	3.1%	5.8%	2.7%	3.9%	0.9%	2.5%	1.3%	0.3%	1.1%	1.1%	3.8%	1.0%	0.0%	0.6%	1.0%	3.6%	1.0%	2.0%	1.4%	1.7%	1.6%	100%

Tabulka 6 – Tabulka tranzitní dopravy města – meziprofilové vztahy po dobu průzkumu, nákladní vozidla nad 3,5 t [voz/8h]

	S01	S02	S03	S04	S05	S06	S07	S08	S09	S10	S11	S12	S13	S14	S15	S16	S18	S19	S20	S21	S23	S24	S25	S26	S27	S28	S29	S30	celkem
S01	5	104	1	10	8	11				2	3	3	3		1				1			1	1		1				155
S02	145	1	7	4	12	18	2	1		15	6												2						213
S03	3	6	7	6		21	3	3	1		19		3					5	6	1		1					1	1	87
S04	6	3	8	4	3	5	2	1		4	8	4	1	1	1				2		1		1				1	56	
S05	9	26	1	3	10	15	2			2	2						1		1			1	2				1	76	
S06	4	15	22	6	11	9	4		1	2	5	1	2			1											1	84	
S07	2	7	1	6	4	2	3				2	2	4						1				1		1			36	
S08	1		1	1		6		4			1		3		1										1			19	
S09	1		3	4			1				14																	23	
S10		21		1		3		1		15	1	1	5		1	1							2				2	54	
S11	3	6	14	6	2	8		1	1	1	4	1	1	1				1	3	1						1	1	56	
S12		1		1	1	1				4	2	6	1							1			3				1	22	
S13	2	1			1	5	2	1		1			20														3	36	
S14														2														2	
S15		1		1		1		2		1			1		9										1		1	18	
S16		1				1	2						1			2											1	8	
S17				1																								1	
S18					1		2																					3	
S19			1								4			1														6	
S20		1	1	4		2	2				9									9	1							29	
S21				1																2								3	
S25	1				1					7		2	1										2	1				15	
S26		1			1	1				1														4				8	
S27	1			1		1																			6	1		10	
S28		1						2							1										5	1		10	
S29	5		1		1	1				2			1							1			1				3	16	
S30	2			1		4	1	2			1		9														1	2	23
celkem	190	196	68	61	56	115	26	18	3	57	81	20	56	5	14	4	1	6	27	3	1	3	15	5	15	3	9	11	1 069

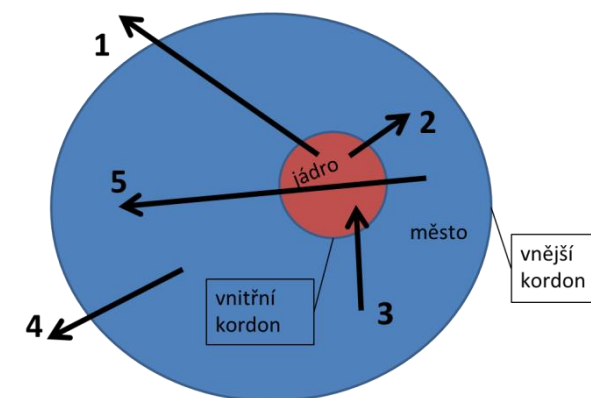
Tabulka 7 – Tabulka tranzitní dopravy města – meziprofilové vztahy po dobu průzkumu v relativním vyjádření, nákladní vozidla nad 3,5 t

	S01	S02	S03	S04	S05	S06	S07	S08	S09	S10	S11	S12	S13	S14	S15	S16	S18	S19	S20	S21	S23	S24	S25	S26	S27	S28	S29	S30	celkem	
S01	3.2%	67.1%	0.6%	6.5%	5.2%	7.1%	0.0%	0.0%	0.0%	1.3%	1.9%	1.9%	1.9%	0.0%	0.6%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.6%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	14.5%
S02	68.1%	0.5%	3.3%	1.9%	5.6%	8.5%	0.9%	0.5%	0.0%	7.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.9%
S03	3.4%	6.9%	8.0%	6.9%	0.0%	24.1%	3.4%	3.4%	1.1%	0.0%	21.8%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	5.7%	6.9%	1.1%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	1.1%	1.1%	8.1%	
S04	10.7%	5.4%	14.3%	7.1%	5.4%	8.9%	3.6%	1.8%	0.0%	7.1%	14.3%	7.1%	1.8%	1.8%	1.8%	0.0%	0.0%	0.0%	3.6%	0.0%	1.8%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	5.2%	
S05	11.8%	34.2%	1.3%	3.9%	13.2%	19.7%	2.6%	0.0%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	1.3%	0.0%	0.0%	1.3%	2.6%	0.0%	0.0%	0.0%	0.0%	1.3%	7.1%	
S06	4.8%	17.9%	26.2%	7.1%	13.1%	10.7%	4.8%	0.0%	1.2%	2.4%	6.0%	1.2%	2.4%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	7.9%	
S07	5.6%	19.4%	2.8%	16.7%	11.1%	5.6%	8.3%	0.0%	0.0%	0.0%	5.6%	5.6%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	2.8%	0.0%	2.8%	0.0%	0.0%	0.0%	3.4%	
S08	5.3%	0.0%	5.3%	5.3%	0.0%	31.6%	0.0%	21.1%	0.0%	0.0%	5.3%	0.0%	15.8%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	0.0%	0.0%	1.8%	
S09	4.3%	0.0%	13.0%	17.4%	0.0%	0.0%	4.3%	0.0%	0.0%	0.0%	60.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	
S10	0.0%	38.9%	0.0%	1.9%	0.0%	5.6%	0.0%	1.9%	0.0%	27.8%	1.9%	1.9%	9.3%	0.0%	1.9%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	5.1%	
S11	5.4%	10.7%	25.0%	10.7%	3.6%	14.3%	0.0%	1.8%	1.8%	1.8%	7.1%	1.8%	1.8%	1.8%	0.0%	0.0%	0.0%	1.8%	5.4%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	0.0%	5.2%	
S12	0.0%	4.5%	0.0%	4.5%	4.5%	4.5%	0.0%	0.0%	0.0%	18.2%	9.1%	27.3%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	13.6%	0.0%	0.0%	0.0%	0.0%	4.5%	2.1%	
S13	5.6%	2.8%	0.0%	0.0%	2.8%	13.9%	5.6%	2.8%	0.0%	2.8%	0.0%	0.0%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	3.4%	
S14	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	
S15	0.0%	5.6%	0.0%	5.6%	0.0%	5.6%	0.0%	11.1%	0.0%	5.6%	0.0%	0.0%	5.6%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	5.6%	1.7%	
S16	0.0%	12.5%	0.0%	0.0%	0.0%	12.5%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.7%	
S17	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
S18	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	
S19	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	
S20	0.0%	3.4%	3.4%	13.8%	0.0%	6.9%	6.9%	0.0%	0.0%	0.0%	31.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	
S21	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	
S25	6.7%	0.0%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	46.7%	0.0%	13.3%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.3%	6.7%	0.0%	0.0%	0.0%	0.0%	1.4%	
S26	0.0%	12.5%	0.0%	0.0%	12.5%	12.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.7%	
S27	10.0%	0.0%	0.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	10.0%	0.0%	0.0%	0.9%	
S28	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	10.0%	0.0%	0.0%	0.9%	
S29	31.3%	0.0%	6.3%	0.0%	6.3%	6.3%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	18.8%	0.0%	1.5%	
S30	8.7%	0.0%	0.0%	4.3%	0.0%	17.4%	4.3%	8.7%	0.0%	0.0%	4.3%	0.0%	39.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	8.7%	2.2%	
celkem	17.8%	18.3%	6.4%	5.7%	5.2%	10.8%	2.4%	1.7%	0.3%	5.3%	7.6%	1.9%	5.2%	0.5%	1.3%	0.4%	0.1%	0.6%	2.5%	0.3%	0.1%	0.3%	1.4%	0.5%	1.4%	0.3%	0.8%	1.0%	100.0%	

Tabulka 8 – Tabulka zdrojové dopravy města, hodnoty přepočteny na RPDl [voz/24h]

stanoviště	z jádra města				z ostatních částí města						celkem	
	1) mimo město		2) do ostatních částí		3) do jádra města		4) mimo město		5) do ost. částí města		mimo město (1 + 4)	
	OV	NV	OV	NV	OV	NV	OV	NV	OV	NV	OV	NV
S01	1 142	33					6 434	805			7 575	838
S02	535	16					4 997	1 053			5 532	1 069
S03	1 542	43					7 219	271			8 761	314
S04	1 354	36					5 370	459			6 724	496
S05	961	26					4 671	131			5 631	157
S06	1 099	35					9 289	497			10 388	532
S07	1 112	31					6 116	214			7 228	245
S08	839	22					5 108	226			5 948	249
S09	614	20					2 522	37			3 136	57
S10	336	10					1 882	147			2 218	157
S11	894	25					4 012	399			4 906	424
S12	354	12					2 878	102			3 232	113
S13	720	20					2 948	219			3 668	239
S14	115	3					463	-			578	3
S15	268	7					1 331	42			1 599	48
S16	203	10					1 121	27			1 324	37
S17	120	2					240	-			361	2
S18	346	10					1 211	22			1 557	32
S19	156	5					811	33			967	38
S20	403	10					3 656	98			4 059	108
S21	135	5					551	3			686	8
S22	55	-					32	3			88	3
S23	55	2					627	15			682	17
S24	119	3					798	12			916	15
S25	691	18					2 935	23			3 625	42
S26	3	3					843	15			847	18
S27	188	5					1 191	8			1 380	13
S28	182	5					811	8			993	13
S29	159	3					1 527	45			1 687	48
S30	327	8					1 324	127			1 651	135
S31												
S32												
S33			3 157	632	1 656	325			1 105	217		
S34			4 368	123	2 901	120			1 935	80		
S35			2 334	41	765	52			510	34		
S36			3 456	154	1 675	95			1 116	62		
S37												
S38			4 100	386	2 343	306			1 561	202		
S39			6 633	390	3 976	337			2 650	224		
S40			8 046	107	3 837	104			2 559	68		
S41			4 474	67	2 394	63			1 596	42		
S42			9 412	287	4 367	110			2 911	73		
S43												
S44												
S45												
celkem	15 028	429	45 981	2 188	23 915	1 513	82 918	5 042	15 944	1 001	97 946	5 471
OA	25%		75%		19%		68%		13%			
NA		16%		84%		20%		67%		13%		

Obrázek 4 – Schéma zdrojové dopravy města:



Tabulka 9 – Tabulka zdrojové dopravy města, hodnoty dle sčítání, tabulka vlevo v absolutním vyjádření [voz/8h], vpravo v relativním vyjádření [%]

stanoviště	z jádra města				z ostatních částí města					celkem		stanoviště	z jádra města				z ostatních částí města					celkem			
	1) mimo město		2) do ostatních částí města		3) do jádra města		4) mimo město		5) do ost. částí města přes jádro		mimo město (1 + 4)		1) mimo město		2) do ostatních částí města		3) do jádra města		4) mimo město		5) do ostatních částí města přes jádro		mimo město (1 + 4)		
	OV	NV	OV	NV	OV	NV	OV	NV	OV	NV	OV		NV	OV	NV	OV	NV	OV	NV	OV	NV	OV	NV	OV	NV
S01	672	18					3 787	446			4 459	464	S01	7.6%	7.2%					7.7%	15.5%			7.7%	14.8%
S02	315	9					2 941	583			3 256	592	S02	3.5%	3.6%					6.0%	20.2%			5.6%	18.9%
S03	878	25					4 111	157			4 989	182	S03	9.9%	10.0%					8.4%	5.4%			8.6%	5.8%
S04	771	21					3 058	266			3 829	287	S04	8.7%	8.4%					6.2%	9.2%			6.6%	9.2%
S05	547	15					2 660	76			3 207	91	S05	6.1%	6.0%					5.4%	2.6%			5.5%	2.9%
S06	637	19					5 382	270			6 019	289	S06	7.2%	7.6%					11.0%	9.4%			10.4%	9.2%
S07	633	18					3 483	124			4 116	142	S07	7.1%	7.2%					7.1%	4.3%			7.1%	4.5%
S08	478	13					2 909	131			3 387	144	S08	5.4%	5.2%					5.9%	4.5%			5.8%	4.6%
S09	378	12					1 552	22			1 930	34	S09	4.2%	4.8%					3.2%	0.8%			3.3%	1.1%
S10	207	6					1 158	88			1 365	94	S10	2.3%	2.4%					2.4%	3.1%			2.4%	3.0%
S11	550	15					2 469	239			3 019	254	S11	6.2%	6.0%					5.0%	8.3%			5.2%	8.1%
S12	218	7					1 771	61			1 989	68	S12	2.5%	2.8%					3.6%	2.1%			3.4%	2.2%
S13	443	12					1 814	131			2 257	143	S13	5.0%	4.8%					3.7%	4.5%			3.9%	4.6%
S14	71	2					285	-			356	2	S14	0.8%	0.8%					0.6%	0.0%			0.6%	0.1%
S15	165	4					819	25			984	29	S15	1.9%	1.6%					1.7%	0.9%			1.7%	0.9%
S16	125	6					690	16			815	22	S16	1.4%	2.4%					1.4%	0.6%			1.4%	0.7%
S17	74	1					148	-			222	1	S17	0.8%	0.4%					0.3%	0.0%			0.4%	0.0%
S18	213	6					745	13			958	19	S18	2.4%	2.4%					1.5%	0.5%			1.7%	0.6%
S19	96	3					499	20			595	23	S19	1.1%	1.2%					1.0%	0.7%			1.0%	0.7%
S20	248	6					2 250	59			2 498	65	S20	2.8%	2.4%					4.6%	2.0%			4.3%	2.1%
S21	83	3					339	2			422	5	S21	0.9%	1.2%					0.7%	0.1%			0.7%	0.2%
S22	34	-					20	2			54	2	S22	0.4%	0.0%					0.0%	0.1%			0.1%	0.1%
S23	34	1					386	9			420	10	S23	0.4%	0.4%					0.8%	0.3%			0.7%	0.3%
S24	73	2					491	7			564	9	S24	0.8%	0.8%					1.0%	0.2%			1.0%	0.3%
S25	425	11					1 806	14			2 231	25	S25	4.8%	4.4%					3.7%	0.5%			3.8%	0.8%
S26	2	2					519	9			521	11	S26	0.0%	0.8%					1.1%	0.3%			0.9%	0.4%
S27	116	3					733	5			849	8	S27	1.3%	1.2%					1.5%	0.2%			1.5%	0.3%
S28	112	3					499	5			611	8	S28	1.3%	1.2%					1.0%	0.2%			1.1%	0.3%
S29	98	2					940	27			1 038	29	S29	1.1%	0.8%					1.9%	0.9%			1.8%	0.9%
S30	201	5					815	76			1 016	81	S30	2.3%	2.0%					1.7%	2.6%			1.8%	2.6%
S31													S31												
S32													S32												
S33			1 943	379	1 019	195			680	130			S33		7.2%	29.5%	7.2%	22.0%			7.2%	22.2%			
S34			2 688	74	1 785	72			1 191	48			S34		10.0%	5.8%	12.7%	8.1%			12.7%	8.2%			
S35			1 296	23	425	29			283	19			S35		4.8%	1.8%	3.0%	3.3%			3.0%	3.2%			
S36			2 127	92	1 031	57			687	37			S36		7.9%	7.2%	7.3%	6.4%			7.3%	6.3%			
S37													S37												
S38			2 277	216	1 301	171			867	113			S38		8.4%	16.8%	9.2%	19.3%			9.2%	19.3%			
S39			4 082	234	2 447	202			1 631	134			S39		15.1%	18.2%	17.4%	22.8%			17.4%	22.9%			
S40			4 468	60	2 131	58			1 421	38			S40		16.6%	4.7%	15.1%	6.5%			15.1%	6.5%			
S41			2 753	40	1 473	38			982	25			S41		10.2%	3.1%	10.4%	4.3%			10.4%	4.3%			
S42			5 360	166	2 487	64			1 658	42			S42		19.9%	12.9%	17.6%	7.2%			17.6%	7.2%			
S43													S43												
S44													S44												
S45													S45												
celkem	8 897	250	26 994	1 284	14 099	886	49 079	2 883	9 400	586	57 976	3 133	celkem	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
OA	25%		75%		19%		68%		13%																
NA		16%		84%		20%		66%		13%															

