

TABLE 5D14

## ESTIMATED PUBLIC TRANSPORT DEMAND ELASTICITIES

Country	<i>Fares elasticities undiscounted</i>		<i>Fares elasticities discounted by level of subsidy<sup>a</sup></i>		<i>Vehicle-kms elasticities</i>	
	<i>National data</i>	<i>Towns data</i>	<i>National data</i>	<i>Towns data</i>	<i>National data</i>	<i>Towns data</i>
Australia	-0.44 ± 0.12	-0.16 ± 0.04	-0.50 ± 0.14	-0.35 ± 0.08	0.16 ± 0.28	0.66 ± 0.18
Belgium	-0.26 ± 0.16		-0.42 ± 0.28		0.60 ± 0.44	
Canada	0.14 ± 0.34	-0.10 ± 0.09	0.19 ± 0.53	-0.19 ± 0.14	0.07 ± 0.26	0.60 ± 0.23
Finland	0.49 ± 0.37		0.54 ± 0.41		0.82 ± 0.44	
France	0.26 ± 0.15	-0.55 ± 0.05	0.59 ± 0.30	-0.77 ± 0.07	1.45 ± 0.53	0.52 ± 0.05
Germany	-0.40 ± 0.23		-0.61 ± 0.39		0.85 ± 0.36	
Great Britain	-0.31 ± 0.07	-0.29 ± 0.02	-0.35 ± 0.08	-0.32 ± 0.02	0.48 ± 0.20	0.58 ± 0.05
Ireland	-0.24 ± 0.25		-0.21 ± 0.25		0.97 ± 0.28	
Italy	-0.69 ± 0.78	-0.20 ± 0.08	-2.80 ± 3.70	-0.62 ± 0.26	1.58 ± 4.60	-0.02 ± 0.20
Netherlands	incomplete	-0.56 ± 0.12	incomplete	-1.32 ± 0.30	incomplete	0.11 ± 0.15
New Zealand	-0.33 ± 0.11		-0.51 ± 0.16		-0.19 ± 0.05	
Norway	-0.25 ± 0.10		-0.29 ± 0.13		0.23 ± 0.17	
Spain	-0.06 ± 0.07		-0.06 ± 0.09		0.07 ± 0.17	
Sweden	incomplete	-0.32 ± 0.10	incomplete	-0.51 ± 0.16	incomplete	0.61 ± 0.25
Switzerland	-0.24 ± 0.07	-0.17 ± 0.04	-0.29 ± 0.08	-0.23 ± 0.05	0.13 ± 0.26	-0.06 ± 0.08
USA	-0.51 ± 0.14	-0.59 ± 0.08	-0.95 ± 0.25	-0.66 ± 0.10	0.07 ± 0.32	0.20 ± 0.18
All countries	-0.26 ± 0.04	-0.31 ± 0.02	-0.28 ± 0.06	-0.42 ± 0.02	0.34 ± 0.06	0.53 ± 0.03

a. Since fares will be relatively low when subsidy covers a high proportion of operating cost it is of interest to estimate fares elasticities from changes in fare discounted by the proportion of cost which is covered by subsidy.

Source Bly & Oldfield (1985, table A.3, p. 26).