

TABLE 6B07 ELASTICITIES OF MAIN OUTPUTS TO SMALL INCREASES IN THE INPUTS  
FOR THE READING THREE-MODE MODELS

<i>Item</i>	<i>Internal travel</i>				<i>All travel</i>			
	<i>Modal distance</i>			<i>Cars per household</i>	<i>Modal distance</i>			<i>Cars per household</i>
	<i>Walk</i>	<i>Bus</i>	<i>Car</i>		<i>Walk</i>	<i>Bus</i>	<i>Car</i>	
No of households	-0.51	-0.55	0.06	0.00	-0.34	-0.45	0.01	0.00
Household size	2.74	0.00	-0.48	-0.10	1.88	1.89	-0.39	-0.31
Household employment	0.16	0.06	-0.03	-0.01	0.16	0.11	-0.02	-0.01
Household income	-0.57	-0.02	0.53	0.11	-1.32	-0.07	0.94	0.76
Car occupancy	-1.16	-0.17	1.11	0.23	-2.45	-1.44	1.59	1.23
$\alpha$ factor <sup>a</sup>	0.51	0.50	-0.07	-0.01	0.32	0.43	-0.01	-0.01
H (car timer per car on the network)	-0.50	-0.55	0.06	0.01	-0.33	-0.44	0.01	0.01
Network length	0.50	0.50	-0.07	-0.01	0.32	0.42	-0.01	-0.01
Bus cost per km	0.56	-0.15	-0.40	-0.08	0.25	0.21	-0.25	-0.20
Car cost per km	1.70	0.14	-1.12	-0.21	1.84	1.08	-1.72	-1.34
Bus time per km	-0.38	-1.14	0.47	0.10	-0.14	-1.42	0.25	0.20
Car time per km	-1.00	-0.00	0.00	-0.00	-2.27	-1.19	0.19	0.14
Walk speed	1.07	-0.14	0.06	0.01	1.26	-1.20	0.04	0.03

a. Product of average traffic flow/day on the network and the network speed.

Source Downes & Emmerson (1983, table 3, p. 16).