

TABLE 6D31 ORIGINAL AND ADJUSTED MATRICES OF COMMUTER DEMAND ELASTICITIES

<i>Travel by mode and fare type</i>	<i>Elasticity of demand with respect to fare or travel costs by:</i>						<i>Car</i>
	<i>Train</i>			<i>Bus</i>			
	<i>Single</i>	<i>Weekly</i>	<i>Travel Pass (BFT)</i>	<i>Single</i>	<i>Travelten</i>	<i>Travel Pass (BFT)</i>	
<i>Original</i>							
<i>Train</i>							
Single	-0.218	0.001	0.001	0.057	0.005	0.005	0.196
Weekly	0.001	-0.093	0.001	0.001	0.001	0.006	0.092
Travelpass (BFT)	0.001	0.001	-0.196	0.001	0.012	0.001	0.335
<i>Bus</i>							
Single	0.067	0.001	0.001	-0.357	0.001	0.001	0.116
Travelten	0.020	0.004	0.002	0.001	-0.160	0.001	0.121
Travelpass (BFT)	0.007	0.036	0.001	0.001	0.001	-0.098	0.020
Car	0.053	0.042	0.003	0.066	0.016	0.003	-0.197
<i>Adjusted</i>							
<i>Train</i>							
Single	-0.228	0.000	0.000	0.066	0.010	0.000	0.217
Weekly	0.000	-0.167	0.000	0.000	0.000	0.003	0.141
Travelpass (BFT)	0.000	0.000	-0.212	0.000	0.004	0.000	0.344
<i>Bus</i>							
Single	0.037	0.000	0.000	-0.340	0.019	0.008	0.212
Travelten	0.007	0.000	0.001	0.024	-0.131	0.011	0.193
Travelpass (BFT)	0.000	0.009	0.000	0.011	0.012	-0.097	0.066
Car	0.010	0.030	0.006	0.018	0.013	0.004	-0.094

Note BFT denotes bus/ferry/train.

Source Taplin et al (1999, table B1, p. 230).