

TABLE 6D34 DIRECT AND CROSS-SHARE ELASTICITIES FOR URBAN PASSENGER TRANSPORT IN SYDNEY

<i>Elasticity of demand for trips by:</i>	<i>Fare/Cost of trips by</i>						
	<i>Train single</i>	<i>Train weekly</i>	<i>Train travel pass</i>	<i>Bus single</i>	<i>Bus travel ten</i>	<i>Bus travel pass</i>	<i>Car</i>
<i>HEV model</i>							
Train single	-0.218 (-0.702)	0.001 (0.289)	0.001 (0.149)	0.057 (0.112)	0.005 (0.015)	0.005 (0.009)	0.196 (0.194)
Train weekly	0.001 (0.213)	-0.093 (-0.635)	0.001 (0.358)	0.001 (0.025)	0.001 (0.024)	0.006 (0.019)	0.092 (0.229)
Train travel pass	0.001 (0.210)	0.001 (0.653)	-0.196 (-1.230)	0.001 (0.023)	0.012 (0.022)	0.001 (0.017)	0.335 (0.218)
Bus single	0.067 (0.023)	0.001 (0.053)	0.001 (0.031)	-0.357 (-0.914)	0.001 (0.248)	0.001 (0.286)	0.116 (0.096)
Bus travel ten	0.020 (0.020)	0.004 (0.037)	0.002 (0.023)	0.001 (0.206)	-0.160 (-0.462)	0.001 (0.163)	0.121 (0.090)
Bus travel pass	0.007 (0.025)	0.036 (0.063)	0.001 (0.034)	0.001 (0.395)	0.001 (0.290)	-0.098 (-0.700)	0.020 (0.103)
Car	0.053 (0.014)	0.042 (0.023)	0.003 (0.013)	0.066 (0.009)	0.016 (0.011)	0.003 (0.006)	-0.197 (-0.138)
<i>Stand alone RP MNL and SP MNL models</i>							
Train single	-0.161 (-0.517)	0.146 (0.110)	0.031 (0.067)	0.052 (0.035)	0.025 (0.041)	0.021 (0.024)	0.427 (0.601)
Train weekly	0.062 (0.087)	-0.057 (-0.313)	0.031 (0.067)	0.052 (0.035)	0.025 (0.041)	0.021 (0.024)	0.427 (0.601)
Train travel pass	0.062 (0.087)	0.146 (0.110)	-0.111 (-0.597)	0.052 (0.035)	0.025 (0.041)	0.021 (0.024)	0.427 (0.601)
Bus single	0.062 (0.087)	0.146 (0.110)	0.031 (0.067)	-0.217 (-0.418)	0.025 (0.041)	0.021 (0.024)	0.427 (0.601)
Bus travel ten	0.062 (0.087)	0.146 (0.110)	0.031 (0.067)	0.052 (0.035)	-0.083 (-0.268)	0.021 (0.024)	0.427 (0.601)
Bus travel pass	0.062 (0.087)	0.146 (0.110)	0.031 (0.067)	0.052 (0.035)	0.025 (0.041)	-0.072 (-0.293)	0.427 (0.601)
Car	0.062 (0.087)	0.146 (0.110)	0.031 (0.067)	0.052 (0.035)	0.025 (0.041)	0.021 (0.024)	-0.130 (-0.200)
<i>Joint SP-RP MNL model</i>							
Train single	-0.057 (-0.317)	0.134 (0.073)	0.004 (0.039)	0.048 (0.023)	0.012 (0.029)	0.018 (0.018)	0.134 (0.199)
Train weekly	0.054 (0.053)	-0.018 (-0.197)	0.004 (0.039)	0.048 (0.023)	0.012 (0.029)	0.018 (0.018)	0.134 (0.199)
Train travel pass	0.054 (0.053)	0.134 (0.073)	-0.002 (-0.368)	0.048 (0.023)	0.012 (0.029)	0.018 (0.018)	0.134 (0.199)
Bus single	0.054 (0.053)	0.134 (0.073)	0.004 (0.039)	-0.141 (-0.239)	0.012 (0.029)	0.018 (0.018)	0.134 (0.199)
Bus travel ten	0.054 (0.053)	0.134 (0.073)	0.004 (0.039)	0.048 (0.023)	-0.017 (0.159)	0.018 (0.018)	0.134 (0.199)
Bus travel pass	0.054 (0.053)	0.134 (0.073)	0.004 (0.039)	0.048 (0.023)	0.012 (0.029)	-0.005 (-0.154)	0.134 (0.199)
Car	0.054 (0.053)	0.134 (0.073)	0.004 (0.039)	0.048 (0.023)	0.012 (0.029)	0.018 (0.018)	-0.265 (-0.361)

Note SP elasticity estimates given in parentheses.

Source Hensher (1998, table 7, p. 241).