

TABLE 9B05 SUMMARY OF CAR COST ELASTICITIES OF THE NUMBER OF CAR PASSENGER TRIPS

| | <i>Short-term</i> | | | | <i>Long-term</i> | | | |
|--|---------------------|--------------|------------|------------------------|---------------------|--------------|------------|------------------------|
| | <i>No of values</i> | <i>Range</i> | | <i>Estimated value</i> | <i>No of values</i> | <i>Range</i> | | <i>Estimated value</i> |
| | | <i>Min</i> | <i>Max</i> | | | <i>Min</i> | <i>Max</i> | |
| <i>Type of cost</i> | | | | | | | | |
| Fuel price, peak period | 6 | -0.30 | 0.36 | 0.13 | | | | |
| Fuel price, area without differentiation | | | | | 6 | 0.11 | 0.23 | 0.16 |
| <i>Area</i> | | | | | | | | |
| Without differentiation | 7 | -0.30 | 0.41 | 0.17 | | | | |
| <i>Trip purpose</i> | | | | | | | | |
| Commuters | 4 | -0.30 | 0.41 | 0.12 | | | | |
| All | | | | | 3 | 0.11 | 0.15 | 0.13 |
| <i>Time of day</i> | | | | | | | | |
| Peak | | | | | 5 | 0.11 | 0.23 | 0.16 |

Source de Jong et al (1998, table 2, p. 23).