

TABLE 9B07

SUMMARY OF TIME ELASTICITIES WITH RESPECT TO CAR 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>Overall</i>	10	-0.91	-0.09	-0.41	26	-0.73	-0.12	-0.36
<i>Area</i>								
Urban					15	-0.73	-0.12	-0.41
Without differentiation					9	-0.50	-0.13	-0.31
<i>Trip purpose</i>								
Commuters	4	-0.91	-0.17	-0.50	4	-0.50	-0.38	-0.43
Business					3	-0.30	-0.12	-0.20
Other					7	-0.73	-0.20	-0.50
All	3	-0.60	-0.20	-0.47	12	-0.44	-0.13	-0.30
<i>Time of day</i>								
Peak	7	-0.91	-0.09	-0.40	8	-0.50	-0.18	-0.29
Off-peak					3	-0.40	-0.24	-0.29

Source de Jong et al (1998, table 3, p. 25).