

TABLE 9D06 SUMMARY OF CROSS ELASTICITIES: CAR TIME ELASTICITIES ON THE NUMBER OF PUBLIC TRANSPORT 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>	33	0.00	1.39	0.48	20	0.15	0.79	0.41
<i>Mode</i>								
Train	16	0.11	1.39	0.56	6	0.16	0.73	0.49
City bus, tram & metro	8	0.00	0.50	0.28	6	0.18	0.55	0.36
Regional buses	6	0.31	0.97	0.61	6	0.18	0.79	0.44
<i>Trip purpose</i>								
Commuters	6	0.03	1.39	0.61	4	0.22	0.79	0.57
Business	3	0.00	1.19	0.60	3	0.45	0.46	0.45
Other	4	0.21	0.73	0.46	3	0.16	0.18	0.17
All	20	0.11	1.09	0.42	10	0.15	0.56	0.40
<i>Area</i>								
Urban	8	0.14	0.82	0.39				
Inter-urban	5	0.11	0.70	0.48				
<i>Time of day</i>								
Peak	18	0.00	1.39	0.53	15	0.16	0.79	0.44
Off-peak	4	0.14	0.82	0.41				
All					5	0.15	0.55	0.32

Source de Jong et al (1998, table 4, p. 28).