

TABLE 9D07 SUMMARY OF CROSS ELASTICITIES: CAR TIME ELASTICITIES ON THE NUMBER OF TRAVELLER KILOMETRES IN PUBLIC TRANSPORT

	<i>Short-term, peak period</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>	12	0.38	1.78	1.03	26	0.00	0.99	0.43
<i>Mode</i>								
Train	4	0.69	1.77	1.35	7	0.13	0.80	0.43
City bus, tram & metro	4	0.38	0.97	0.65	7	0.17	0.63	0.36
Regional buses	4	0.51	1.78	1.10	6	0.17	0.89	0.49
Without differentiation					5	0.19	0.99	0.50
<i>Trip purpose</i>								
Commuters	3	0.97	1.78	1.51	5	0.30	0.89	0.67
Business	3	0.62	1.64	1.13	3	0.36	0.53	0.45
Other	3	0.38	0.69	0.53	3	0.13	0.17	0.16
All	3	0.64	1.31	0.98	15	0.00	0.99	0.39
<i>Time of day</i>								
Peak					15	0.13	0.89	0.45
All					11	0.00	0.99	0.40

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