CONTENTS

Preface  iii

1 Introduction  1
  1.1 Labour-related urban transport problems  1
  1.2 The intersection of transport, labour and urban economics  4
  1.3 Research questions  9
  1.4 Research topics and outline  10

2 Labour Supply and Commuting  15
  2.1 Introduction  15
  2.2 The labour supply-commuting relationship  15
  2.3 Theoretical setting  17
  2.4 Empirical strategy  21
  2.5 Empirical analyses  24
  2.6 Empirical results  28
  2.7 Conclusion  33
  Appendix 2A: Theoretical model  35
  Appendix 2B: Tables  39

3 Are Workers With a Long Commute Less Productive? An Empirical Analysis of Absenteeism  41
  3.1 Introduction  41
  3.2 Urban literature  42
  3.3 Empirical approach  45
  3.4 Conclusion  53
Appendix 3A: Figures 55
Appendix 3B: Bias in the estimate of commuting distance 57
Appendix 3C: Tables 58

4 Start Time and Worker Compensation: Implications for Staggered-Hours Programs 59

4.1 Introduction 59
4.2 Worker compensation analysis for start time 61
4.3 Conclusion 73

5 Welfare Effects of Distortionary Fringe Benefits Taxation: The Case of Employer-Provided Cars 75

5.1 Introduction 75
5.2 The model 78
5.3 Car expenditure analyses 81
5.4 Welfare effects through changes in car expenditure 92
5.5 Welfare effects: sensitivity analyses 94
5.6 Welfare effects through changes in travel behaviour 97
5.7 Conclusions 100
Appendix 5A: The company car tax advantage 102
Appendix 5B: Tables 104

6 Conclusions and Discussion 107

6.1 Summary 107
6.2 Implications for policy 109
6.3 Directions for further research 111

References 113

Samenvatting (Summary in Dutch) 123