

TABLE 2D15 DIRECT AND CROSS-ELASTICITIES OF RAIL AND CAR MODE CHOICE IN GREAT BRITAIN

Mode	Variable	Generalised model			Standard model		
		Alone	Group	Total	Alone	Group	Total
Car	Car cost	-0.21	-0.09	-0.16 (-0.19)	-0.17	-0.07	-0.13 (-0.15)
Car	Car time	-0.58	-0.34	-0.47 (-0.52)	-0.46	-0.37	-0.43 (-0.44)
Train	Train cost	-0.57	-0.65	-0.59	-0.45	-0.65	-0.51
Train	Train time	-0.82	-1.02	-0.87	-0.76	-0.88	-0.80
Train	Train headway	-0.40	-0.52	-0.43	-0.40	-0.45	-0.42
Train	Car cost	0.25	0.23	0.25	0.22	0.14	0.20
Train	Car time	0.69	0.86	0.73	0.60	0.79	0.66
Car	Train cost	0.07	0.04	0.06 (0.06)	0.05	0.04	0.05 (0.05)
Car	Train time	0.11	0.06	0.08 (0.09)	0.09	0.06	0.08 (0.08)
Car	Train headway	0.05	0.03	0.04 (0.05)	0.05	0.03	0.04 (0.04)

Note Vehicle elasticities are given in parentheses.

Source Wardman et al (1997, table 5, p. 172).