

TABLE 4D02 RECOMMENDED ELASTICITIES FOR A ROAD PRICING MODEL - UK

<i>Mode</i>	<i>Trip type</i>	<i>Short-term</i>	<i>Long-term</i>	<i>Medium term</i>	<i>Radial</i>	<i>Orbital</i>
Car	All trips	-0.16	-0.31	-0.10 to -0.20	-0.14	-0.04
	Home based work			-0.10	-0.23	-0.04
	Low income	-0.14 to -0.88				
	Medium income	-0.04 to -0.55				
	High income	-0.02 to -0.16				
	Peak	-0.02 to -0.10		-0.07 to -0.12		
	Home based other	-0.13 to -0.18		-0.30		
	Employers business			-0.10	-0.127	-0.07
Off-peak	-0.06		-0.20 to -0.60			
Bus	All Trips	-0.30 to -0.45	-0.40 to -1.20	-0.30 to -0.80		
	Home based work	-0.28		-0.30		
	Peak	-0.20 to -0.30		-0.28		
	Home based other	-0.38		-0.60		
	Employers business			-0.30		
	Off-peak	-0.14		-0.38		
London Under-ground	All Trips	-0.40	-0.69	-0.45		
	Home based work	-0.15		-0.20		
	Peak	-0.20 to -0.29		-0.15		
	Home based other	-0.26		-0.60		
	Employers business			-0.20		
	Off-peak			-0.26		
British Rail	All trips	-0.69	-1.08	-0.80		
	Home based work			-0.30 to -0.50		
	Peak	-0.20 to -0.33				
	Home based other			-0.80 to -1.50		
	Employers business	-0.45 to -0.55		-0.50		
	Off-peak	-0.58				

Source Brown et al (1993, table 2, p. 172).