

TABLE 3B09 SUMMARY OF BUS SERVICE DEMAND ELASTICITY MEASURES

<i>Study</i>	<i>Service measure</i>	<i>Elasticity type</i>	<i>Value</i>
Mullen (1975)	Vehicle miles	Time series	0.63
Wabes and Coles (1975)	Vehicle km/resident	Cross section - work - non work	0.58 0.76
Layfield (1981)	Vehicle km	Before and after - weekends - weekdays - peak - off-peak	0.81 0.55 0.32 0.73
West Yorks PTE (Fisher,1982)	Bus miles run	Time series	0.54
Fairhurst and Morris (1973)	Vehicle kms	Time series	0.26
Buckles (1974)	Bus service headway	Before and after - peak - off-peak	-0.41 -0.27
Urquhart and Buchanan (1981)	Bus service headway	Before and after	-0.29 to -0.37
National travel survey	Service headway	Cross sectional (7 days) - all - work - non-work	-0.60 -0.72 -0.55
Aberdeen	Service headway	Cross sectional Peak	-1.49
Swansea	Service headway	Cross sectional Mon-Fri - all - work - non-work Saturday all Sunday all	-0.51 -0.69 -0.44 -0.89 -1.50
Luton	Service headway	Cross sectional - all - work	-0.36 -0.52

*Note* A positive vehicle miles elasticity is equivalent to a negative service headway one. Both imply increased patronage with improved service.

*Source* Hopkin et al (1988, table 25, p. 25).