

TABLE 6D13 SOME REPRESENTATIVE RESULTS OF INCOME AND CAR OWNERSHIP ELASTICITIES OF INTRA-URBAN TRANSIT DEMAND

<i>Study</i>	<i>Income elasticity</i>	<i>Car ownership elasticity</i>	<i>Car travel-time elasticity</i>
Mackett (1990), Bus, UK, Leeds		-0.75	
Frankena (1978), Bus, Canada	-0.63		
Shepherd (1971), Bus, work trips, Melbourne	-0.22	-0.25	
BTE (1977), Australia, capital cities		-0.57	
Lowe, (1978), Bus, UK, National		-0.30	
Gaudry (1975), Transit, Montreal		-0.10	0.42
McFadden (1974), San Francisco			0.36
Netherlands Institute of Transport (1972), Rail, the Netherlands	0.69	-1.26	
Gordon & Wilson (1985), Rail transit, USA	-0.48	-0.41	
Talvitie (1973), Rail transit, Chicago			0.84

Source Berechman (1993, table 2.8, p. 38).