

Car Ownership Modelling and Forecasting

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The forecasting of car ownership has been, and continues to be, an activity subject to a relative paucity of suitable data and to methodological weaknesses. The present authors have summarized the findings of, and drawbacks to, a large number of previous studies.

The application of extrapolation methods and causal models - and their respective drawbacks and deficiencies - at national, regional and local levels are clearly described in the first few chapters. These topics are then complemented by a consideration of the ways in which different socio-economic variables (e.g. the income, the size and the age-composition of households) may affect car ownership.

The bulk of the studies reported in this book are British, and so the reader has no information, for example, on the effects upon car ownership of the imposition of levies upon those who drive their cars, without passengers, into Singapore's central business district. Nevertheless, the lucidity of the exposition and the degree of care with which the various theoretical models and their properties have been expressed make this monograph worthy of acquisition by academic libraries.

This book can be strongly recommended to any advanced undergraduate who wishes to have some idea of what investigation in applied economics is like. If he then decides that, because there is scope in this area for "stimulating theoretical applied work for some time to come", his destination is to conduct research into car ownership, then this monograph is at least as good as any other vehicle on which to embark for the journey.

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