

TABLE 6D20 DISAGGREGATED PUBLIC TRANSPORT FARE ELASTICITIES BY TIME OF DAY AND WEEK

| <i>City</i> | <i>AM peak</i> | <i>PM peak</i> | <i>Average</i> | <i>Off-peak period</i> | <i>Midday</i> | <i>Evening</i> | <i>Late night</i> | <i>Saturday</i> | <i>Sunday</i> | <i>All hours</i> |
|--------------------|----------------|----------------|----------------|------------------------|---------------|----------------|-------------------|-----------------|---------------|------------------|
| New York | | | | | | | | | | |
| Rapid rail | -0.03 | -0.06 | | -0.11 | -0.10 | -0.18 | -0.04 | -0.15 | -0.04 | -0.09 |
| St Louis | -0.13 | -0.17 | | | -0.40 | -0.38 | | | | -0.24 |
| Madison | | | | -0.32 | | | | -0.28 | -0.20 | |
| | | | | | | | | -0.51 | -0.64 | |
| Denver | | | | -0.29 | -0.28 | | | -0.28 | -0.45 | |
| Trenton | | | | -0.19 | -0.18 | -0.22 | | -0.13 | -0.26 | |
| London | | | | | | | | | | |
| Bus | | -0.27 | -0.27 | -0.37 | | | | | | -0.33 |
| Rapid rail | | -0.10 | -0.10 | -0.25 | | | | | | -0.16 |
| Stevenage, England | | -0.32 | -0.32 | -0.84 | | | | | | -0.67 |

Source Lago et al (1981b, table 2, p. 45).