

TABLE 9D13 FARE ELASTICITY VALUES ADOPTED FOR MEASURING SUBSIDY BENEFITS

| <i>City</i> | <i>Bus fare elasticity</i> | | | <i>Rail fare elasticity</i> | | |
|-------------|----------------------------|-------------|-----------------|-----------------------------|-------------|-----------------|
| | <i>Aggregate</i> | <i>Peak</i> | <i>Off-peak</i> | <i>Aggregate</i> | <i>Peak</i> | <i>Off-peak</i> |
| Sydney | -0.30 | -0.15 | -0.45 | -0.20 | -0.10 | -0.30 |
| Melbourne | -0.30 | -0.15 | -0.45 | -0.20 | -0.10 | -0.30 |
| Brisbane | -0.35 | -0.21 | -0.45 | -0.25 | -0.15 | -0.32 |
| Adelaide | -0.30 | -0.15 | -0.45 | -0.35 | -0.20 | -0.57 |
| Perth | -0.30 | -0.15 | -0.45 | -0.35 | -0.20 | -0.50 |
| Hobart | -0.30 | -0.15 | -0.45 | .. | .. | .. |
| Canberra | -0.30 | -0.15 | -0.45 | .. | .. | .. |

.. not applicable.

Source Dodgson (1985, Table 3.1, p. 21).