Supplementary Material

1. Maximize attendance location-allocation method

This content summarizes the description of the Maximize Attendance location-allocation type (ArcGIS, 2023; Cooper, 1964).

Maximize Attendance chooses facilities such that as much demand weight as possible is allocated to facilities while assuming the demand weight decreases with distance. The demand points, represented by pie charts in this graphic (figure 1), show how much of their total demand is captured by the facility.

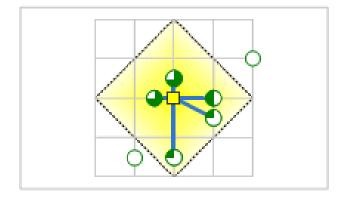


Figure 1 – Demand allocation in maximize attendance location-allocation type

Source: (ArcGIS, 2023)

Public transit bus stops are often chosen with the help of Maximize Attendance. Maximize Attendance assumes that the farther people have to travel to reach a facility, the less likely they are to use it. This is reflected in how the amount of demand allocated to facilities diminishes with distance. We specify the distance decay with the impedance transformation (see table 1 in the main paper).

1.1 Impedance Cutoff

Impedance Cutoff specifies the maximum impedance at which a demand point can be allocated to a facility. The maximum impedance is measured by the least-cost path along the network. If a demand point is outside the cutoff, it is left unallocated. This property might be used to model the maximum distance that people are willing to travel to a transit station, which is represented in our study by catchment areas (see table 1 in the main paper).

1.2 Impedance Transformation

This sets the equation for transforming the network cost between facilities and demand points. This property, coupled with the Impedance Parameter, specifies how severely the network impedance between facilities and demand points influences the solver's choice of facilities.

Applying a transformation can equalize the overall distances that demand points must travel to reach their nearest facility.

Accurately fitting an impedance transformation and parameter to describe priorities or model the behavior of demand points requires careful study, including research on topics like the Huff model and distance decay. The first step, however, is understanding how costs are transformed. In the following list of transformation options (table 1), d refers to demand points and f, facilities. So impedance_{df} is the shortest-path network impedance between demand point d and facility f, and cost_{df} is the transformed network impedance between the facility and demand point. Lambda (λ) denotes the impedance parameter.

I	Table 1 – Location-allo	ocation imped	ance transformat	ion functions
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Impedance transformation	Description
Linear	$cost_{df} = \lambda * impedance_{df}$
Power	$cost_{df} = impedance_{df}^{\lambda}$
Exponential	$cost_{df} = e^{(\lambda * impedancedf)}$

In the linear impedance transformation, the impedance parameter is always internally set to one, since changing the value of a parameter on a linear transformation doesn't affect the solver's results. On the other hand, exponential transformations are commonly used in conjunction with an impedance cutoff.

The following list describes how the Maximize Attendance problem handles demand:

- Demand outside the impedance cutoff of all facilities is not allocated to any facility.
- When a demand point is inside the impedance cutoff of one facility, its demand weight is partially allocated according to the cutoff and impedance transformation. The demand points in the graphic above have pie charts to represent the ratio of their total demand weight that was captured by the chosen facility.
- The weight of a demand point covered by more than one facility's impedance cutoff is allocated only to the nearest facility.

2. Parameter values and scoring results

Selected Station	Proximity to future rail interchanges			Connection to other public transport modes			Link to surroundings				cial equ	ity	Shared mobility infrastructure			Total HSS
	Measure (m)	Score	Weight	Measure	Score	Weight	Measure (m)	Score	Weight	Measure (%)	Score	Weight	Measure	Score	Weight	
Glen Waverley	1,406	2	0.3	Bus only	0	0.3	579	0	0.2	48%	1	0.1	Both	0	0.1	2.2
Clayton	5,154	0	0.3	Bus only	1	0.3	1412	3	0.2	53%	1	0.1	Shared micro- mobility only	2	0.1	2
Cheltenham	6,726	0	0.3	Bus only	1	0.3	1182	1	0.2	36%	1	0.1	Shared micro- mobility only	0	0.1	1.9
Huntingdale	6,924	0	0.3	Bus only	0	0.3	300	3	0.2	34%	1	0.1	None	1	0.1	1.9
Coburg	7,806	0	0.3	Bus only	2	0.3	290	2	0.2	44%	0	0.1	Both	1	0.1	1.6
Newmarket	3,239	0	0.3	Tram only	0	0.3	425	2	0.2	40%	1	0.1	Shared micro- mobility only	0	0.1	1.5
Rosanna	2,518	1	0.3	Bus only	1	0.3	441	1	0.2	41%	1	0.1	Shared micro- mobility only	2	0.1	1.5
Collingwood	6,933	0	0.3	Bus only	1	0.3	1,344	3	0.2	27%	1	0.1	Car- sharing only	0	0.1	1.5
Moreland	0	3	0.3	Bus and tram	1	0.3	1,089	0	0.2	37%	2	0.1	Car- sharing only	0	0.1	1.5
Glenferrie	4,648	0	0.3	Tram only	1	0.3	537	3	0.2	55%	1	0.1	None	0	0.1	1.4
Box Hill	3,587	0	0.3	Bus only	1	0.3	3,286	1	0.2	56%	1	0.1	None	0	0.1	1.4
Lalor	0	3	0.3	Bus only	1	0.3	5,295	2	0.2	52%	1	0.1	None	2	0.1	1.4
Sunshine	0	3	0.3	Bus only	1	0.3	2,688	2	0.2	37%	2	0.1	None	2	0.1	1.3
Royal Park	3,087	1	0.3	Bus and tram	1	0.3	1,819	3	0.2	20%	1	0.1	Shared micro- mobility only	3	0.1	1.3
Anstey	599	2	0.3	Bus only	1	0.3	578	2	0.2	34%	1	0.1	Shared micro- mobility only	1	0.1	1.2
Jacana	13,659	0	0.3	None	1	0.3	1,339	2	0.2	33%	1	0.1	Car- sharing only	2	0.1	1.2
Middle Brighton	3,898	0	0.3	Bus only	0	0.3	774	2	0.2	30%	1	0.1	Shared micro- mobility only	0	0.1	1.2
Springvale	4,767	0	0.3	Bus only	0	0.3	575	3	0.2	49%	1	0.1	Shared micro- mobility only	0	0.1	1.2
Windsor	2,972	1	0.3	Tram only	1	0.3	639	1	0.2	22%	1	0.1	None	1	0.1	1.2
Balaclava	5,007	0	0.3	Tram only	2	0.3	93	2	0.2	20%	1	0.1	Car- sharing only	0	0.1	1.1
Blackburn	8,781	0	0.3	Bus only	1	0.3	2,355	2	0.2	34%	1	0.1	Shared micro- mobility only	2	0.1	1.1
Flemington Bridge	6,929	0	0.3	Tram only	1	0.3	883	2	0.2	33%	1	0.1	None	0	0.1	1.1
Mount Waverley	0	3	0.3	Bus only	1	0.3	996	3	0.2	37%	1	0.1	None	3	0.1	1.1
Preston	4,450	0	0.3	Bus only	2	0.3	932	3	0.2	38%	2	0.1	None	0	0.1	1.1
Boronia	5,648	0	0.3	Bus only	1	0.3	484	2	0.2	44%	1	0.1	None	0	0.1	1
Brunswick	2,943	1	0.3	Bus only	1	0.3	207	1	0.2	31%	1	0.1	None	0	0.1	1
Noble Park	0	3	0.3	Bus only	1	0.3	564	3	0.2	45%	1	0.1	None	0	0.1	1
Nunawading	1,381	2	0.3	Bus only	0	0.3	360	2	0.2	36%	1	0.1	None	1	0.1	1

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Instruct 7.477 8.0 8.0 9.0	Cranbourne	4,136	0	0.3		0	0.3	921	2	0.2	36%	1	0.1	micro- mobility	0	0.1	1
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Lewarn 1.706 1 0.3 Nees 0 0.3 229 0 0.2 58% 1 0.1 Since mbility mbility 0 0.1 1 Murnubcena 0 3 0.3 Bas columb 1 0.3 100 0.2 27% 2 0.1 Sinitor mbility orthy 0 0.1 0 Haghcadda 5012 0 0.3 Bas columb 1 0.3 203 0.2 25% 2 0.1 None 2 0.1 0 Kalae Plain 3.912 0 0.3 Bas columb 1 0.3 1.03 1.04 1 0.2 5% 1 0.1 None 0 0.1 0.0 Kase Vait 4.426 0 0.3 Bas 1.1 0.3 1.801 2 0.2 35% 1 0.1 Marran 0 0.1 0.1 Genends 3.848 0 0.3 Bas 1 <td>Gardenvale</td> <td>2,481</td> <td>1</td> <td>0.3</td> <td></td> <td>1</td> <td>0.3</td> <td>1,114</td> <td>1</td> <td>0.2</td> <td>26%</td> <td>1</td> <td>0.1</td> <td>micro- mobility</td> <td>0</td> <td>0.1</td> <td>1</td>	Gardenvale	2,481	1	0.3		1	0.3	1,114	1	0.2	26%	1	0.1	micro- mobility	0	0.1	1
Murunkeen Io Sa Bas only Io Sa IoS IoS <thios< th=""> IoS <thios< th=""> <thios< td=""><td>Leawarra</td><td>1,706</td><td>1</td><td>0.3</td><td>None</td><td>0</td><td>0.3</td><td>229</td><td>0</td><td>0.2</td><td>58%</td><td>1</td><td>0.1</td><td>Shared micro- mobility</td><td>0</td><td>0.1</td><td>1</td></thios<></thios<></thios<>	Leawarra	1,706	1	0.3	None	0	0.3	229	0	0.2	58%	1	0.1	Shared micro- mobility	0	0.1	1
Hughesdud 5,01 0 0.3 Bay Bus 0.1 0.2 2.7% 2. 0.1 None 2. 0.1 0.0 Keno Park 7,67 0 0.3 Bus Bus 1 0.3 2.293 3. 0.2 35% 1. 0.1 None 2.0 0.1 0.0 Keidor Plains 3.912 0 0.3 Bus Bus 1. 0.3 1.060 1.0 0.2 57% 1.0 0.1 None 0.0 0.1 0.0 Accer Val 4.42 0 0.3 None 3 0.3 740 2.0 2.0 2.0 2.0 1.0 0.1 None only moting 1.0 0.3 None Plan 1.0 0.3 None Plan 1.0 0.1 None Plan 1.0 0.1 None Plan 1.0 0.1 None Plan 1.0 None Plan 1.0 None Plan 1.0 None Plan 1.0 None Plan 1.0 None Plan 1.0	Murrumbeena	0	3	0.3		1	0.3	1069	0	0.2	29%	2	0.1	Shared micro- mobility	0	0.1	1
Keon Park 7,67 0 0.3 Bass Bass Bass Bass 1 0.3 2,293 3 0.2 35% 1 0.1 Nome 2 0.1 0.9 Keilor Plains 3,912 0 0.3 Bass Bass 0.3 1.160 1.0 0.2 57% 1.0 0.1 Nome 0.0 0.1 0.0	Hughesdale	5,012	0	0.3		0	0.3	892	3	0.2	27%	2	0.1		2	0.1	0.9
Keitor Plains 3,912 0 0.3 Bus Base 1 0.3 1,160 1 0.2 57% 1 0.1 Nome 0.0 0.1 0.9 Ascort Vale 4,426 0 0.3 None 3 0.3 0.3 740 2 0.2 35% 1 0.1 Nome string only 1 0.3 0.3 0.3 740 2 0.2 35% 1 0.1 Start string only 1 0.3 0.3 1.801 2 0.2 35% 1 0.1 Start string only 3.8 0 0.3 Bus string only 1 0.3 1.682 2 0.2 36% 1 0.1 Note 2 0.1 0.8 South Moran 3.848 0 0.3 Bus string adddddddddddddddddddddddddddddddddddd	Keon Park	7,676	0	0.3	Bus	1	0.3	2,293	3	0.2	35%	1	0.1	None	2	0.1	0.9
Ascot Vale 4,426 0 0.3 None 3 0.3 740 2 0.2 35% 1 0.1 Car only only 1 0.1 6.8 Ormond 3,028 1 0.3 Bus only 1 0.3 1.801 22 0.2 40% 1 0.1 Shard micro- micro- only 0.1 0.8 South Morang 3,848 0 0.3 Bus only 1 0.3 1.682 2 0.2 36% 1 0.1 America- micro- micro- only 0.1 0.8 Glen Iris 9.280 0 0.3 Bus only 1 0.3 1.440 0 0.2 31% 1 0.1 None 0 0.1 0.8 Werribee 3.914 0 0.3 Bus oniny 1 0.3 312 3 0.2 25% 1 0.1 None 0 0.1 0.7 Attrinon 3.502 0 0.3 None	Keilor Plains	3,912	0	0.3	Bus	1	0.3	1,160	1	0.2	57%	1	0.1	None	0	0.1	0.9
Ormond 3,028 1 0.3 Bus only 1 0.3 1,801 2 0.2 40% 1 0.1 Shared mbitro mobility 0 0.1 0.8 South Morang 3,848 0 0.3 Bus only 1 0.3 1,682 2 0.2 36% 1 0.1 Shared mitro mobility 2 0.1 0.8 Glen Iris 9,280 0 0.3 Bus only 1 0.3 1,440 0 0.2 31% 1 0.1 None 0 0.1 0.8 Hampton 5.914 0 0.3 Bus only 1 0.3 1,580 3 0.2 32% 1 0.1 None 0 0.1 0.7 Patteson 3,461 0 0.3 None 0 0.3 3,73 2 0.2 33% 1 0.1 None 0 0.1 0.7 Ablon 5.86 0 0.3 N	Ascot Vale	4,426	0	0.3	, in the second s	3	0.3	740	2	0.2	35%	1	0.1	sharing	1	0.1	0.8
South Morang 3,848 0 0.3 Bus only 1 0.3 1.682 2. 0.2 36% 1. 0.1 minitoriny only 2. 0.1 0.8 Glen Iris 9,280 0 0.3 Bus only 2 0.3 1,14 0 0.2 31% 1 0.1 None 0 0.1 0.8 Hampton 5,914 0 0.3 Bus only 1 0.3 1,124 3 0.2 32% 1 0.1 None 0 0.8 Werribee 3,914 0 0.3 None 1 0.3 312 3 0.2 32% 1 0.1 None 0 0.1 0.7 Patterson 3,646 0 0.3 None 1 0.3 3,73 2 0.2 43% 1 0.1 None 0.1 0.1 Armada 2,485 1 0.3 Bus only 1 0.3	Ormond	3,028	1	0.3		1	0.3	1,801	2	0.2	40%	1	0.1	Shared micro- mobility	0	0.1	0.8
Chen risk9.28000.30.310.1910.31.44000.23.7%10.1None00.10.8Hampton5.91400.3Bus <bord<bord>only20.31.12430.232%10.1None20.10.8Werribee3.91400.3Bus<bord>only10.31,58030.222%10.1None00.10.8East Malvern4.73900.3None10.331230.232%10.1None00.10.10.7Patterson3.46100.3None00.33.6810.243%10.1None00.10.7Albion5.58600.3None00.31.27830.253%10.1None00.10.1Sandown Park4.90200.3Bus only10.31.65520.22.7%110.1None00.10.10.1Sandown Park4.90200.3Bus only10.31.65520.22.7%110.1None00.10.1Sandown Park4.90200.3Bus only10.31.65520.22.7%110.1None00.10.1</bord></bord<bord>	South Morang	3,848	0	0.3		1	0.3	1,682	2	0.2	36%	1	0.1	micro- mobility	2	0.1	0.8
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$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Hampton	5,914	0	0.3		2	0.3	1,124	3	0.2	32%	1	0.1	None	2	0.1	0.8
Patterson 3.461 0 0.3 None 0 0.3 668 1 0.2 33% 1 0.1 None 0 0.1 0.7 Albion 5,586 0 0.3 None 1 0.3 3,089 1 0.2 43% 1 0.1 None 2 0.1 0.7 Thomastown 3,502 0 0.3 Bus only 0 0.3 3,733 2 0.2 45% 1 0.1 None 0 0.1 0.7 Sandown Park 4,902 0 0.3 None 0 0.3 1,655 2 0.2 27% 1 0.1 None 0 0.1 0.6 Canterbury 8,519 0 0.3 Bus only 1 0.3 1,655 3 0.2 38% 1 0.1 None 0 0.1 0.6 Moorabbin 1,647 1 0.3 Bus only 3	Werribee	3,914	0	0.3		1	0.3	1,580	3	0.2	26%	1	0.1	None	0	0.1	0.8
Albion 5,586 0 0.3 None 1 0.3 3,089 1 0.2 43% 1 0.1 None 2 0.1 0.7 Thomastown 3,502 0 0.3 only 0 0.3 3,733 2 0.2 45% 1 0.1 None 0 0.1 0.7 Sandown Park 4,902 0 0.3 None 0 0.3 1,278 3 0.2 53% 1 0.1 None 0 0.1 0.6 Armadale 2,485 1 0.3 Bus only 1 0.3 1,655 2 0.2 27% 1 0.1 None 0 0.1 0.6 Canterbury 8,519 0 0.3 Bus only 1 0.3 1,656 3 0.2 38% 1 0.1 None 2 0.1 0.6 Kipponlea 4,214 0 0.3 Bus only 0	East Malvern	4,739	0	0.3	None	1	0.3	312	3	0.2	32%	1	0.1	None	0	0.1	0.7
Inomastown 3,502 0 0.3 Main 0 0.3 3,733 2 0.2 45% 1 0.1 None 0 0.1 0.7 Sandown Park 4,902 0 0.3 None 0 0.3 1,278 3 0.2 53% 1 0.1 None 0 0.1 0.7 Armadale 2,485 1 0.3 Bus only 1 0.3 1,655 2 0.2 27% 1 0.1 None 0 0.1 0.0 0.1 <t< td=""><td>Patterson</td><td>3,461</td><td>0</td><td>0.3</td><td>None</td><td>0</td><td>0.3</td><td>668</td><td>1</td><td>0.2</td><td>33%</td><td>1</td><td>0.1</td><td>None</td><td>0</td><td>0.1</td><td>0.7</td></t<>	Patterson	3,461	0	0.3	None	0	0.3	668	1	0.2	33%	1	0.1	None	0	0.1	0.7
Inomastown 3,502 0 0.3 only 0 0.3 3,735 2 0.2 45% 1 0.1 None 0 0.1 0.7 Sandown Park 4,902 0 0.3 None 0 0.3 1,278 3 0.2 53% 1 0.1 None 0 0.1 0.6 Armadale 2,485 1 0.3 Mone 0 3 1,655 2 0.2 27% 1 0.1 None 0 0.1 0.6 Canterbury 8,519 0 0.3 Bus only 1 0.3 1,672 1 0.2 37% 1 0.1 None 0 0.1 0.6 Moorabbin 1,647 1 0.3 Bus only 3 0.3 1,616 1 0.2 25% 0 0.1 None 2 0.1 0.6 Westall 4,772 0 0.3 None 1 0.3 1,853 1 0.2 37% 1 0.1 None 2	Albion	5,586	0	0.3	None	1	0.3	3,089	1	0.2	43%	1	0.1	None	2	0.1	0.7
Armadale 2,485 1 0.3 Bus only 1 0.3 1,655 2 0.2 27% 1 0.1 None 0 0.1 0.6 Canterbury 8,519 0 0.3 Bus only 1 0.3 1,672 1 0.2 37% 1 0.1 None 0 0.1 0.6 Moorabbin 1,647 1 0.3 Bus only 1 0.3 1,656 3 0.2 38% 1 0.1 None 2 0.1 0.6 Morabbin 1,647 1 0.3 Bus only 3 0.3 1,616 1 0.2 25% 0 0.1 None 2 0.1 0.6 Upfield 5,128 0 0.3 None 1 0.3 1,853 1 0.2 37% 1 0.1 None 2 0.1 0.6 Westall 4,772 0 0.3 None 1	Thomastown	3,502	0	0.3		0	0.3	3,733	2	0.2	45%	1	0.1	None	0	0.1	0.7
Armadale 2,485 1 0.3 only 1 0.3 1,655 2 0.2 27% 1 0.1 None 0 0.1 0.6 Canterbury 8,519 0 0.3 Bus only 1 0.3 1,672 1 0.2 37% 1 0.1 None 0 0.1 0.6 Moorabbin 1,647 1 0.3 Bus only 1 0.3 1,656 3 0.2 38% 1 0.1 None 2 0.1 0.6 Ripponlea 4,214 0 0.3 Bus only 0 0.3 1,616 1 0.2 25% 0 0.1 None 2 0.1 0.6 Upfield 5,128 0 0.3 Bus only 0 0.3 1,853 1 0.2 36% 1 0.1 None 2 0.1 0.6 Westall 4,772 0 0.3 None 1	Sandown Park	4,902	0	0.3	None	0	0.3	1,278	3	0.2	53%	1	0.1	None	0	0.1	0.6
Canterbury 8,519 0 0.3 Bus only 1 0.3 1,672 1 0.2 37% 1 0.1 None 0 0.1 0.6 Moorabbin 1,647 1 0.3 Bus only 1 0.3 1,656 3 0.2 38% 1 0.1 None 2 0.1 0.6 Ripponlea 4,214 0 0.3 Bus only 3 0.3 1,616 1 0.2 25% 0 0.1 None 2 0.1 0.6 Upfield 5,128 0 0.3 Bus only 0 0.3 1,853 1 0.2 36% 1 0.1 None 2 0.1 0.6 Westall 4,772 0 0.3 None 1 0.3 1,853 1 0.2 37% 1 0.1 None 2 0.1 0.5 Bell 3,996 0 0.3 None 1	Armadale	2,485	1	0.3		1	0.3	1,655	2	0.2	27%	1	0.1	None	0	0.1	0.6
Moorabbin 1,647 1 0.3 Bus only only only only 1 0.3 1,656 3 0.2 38% 1 0.1 None 2 0.1 0.6 Ripponlea 4,214 0 0.3 Bus only only 3 0.3 1,616 1 0.2 25% 0 0.1 None 2 0.1 0.6 Upfield 5,128 0 0.3 Bus only 0 0.3 4,140 2 0.2 15% 2 0.1 None 0 0.1 0.6 Westall 4,772 0 0.3 None 1 0.3 1,853 1 0.2 36% 1 0.1 None 2 0.1 0.5 Croxton 0 3 0.3 None 1 0.3 941 0 0.2 37% 1 0.1 None 0 0.1 0.5 Groxton 0 0.3 None 1 0.3 <td>Canterbury</td> <td>8,519</td> <td>0</td> <td>0.3</td> <td>Bus</td> <td>1</td> <td>0.3</td> <td>1,672</td> <td>1</td> <td>0.2</td> <td>37%</td> <td>1</td> <td>0.1</td> <td>None</td> <td>0</td> <td>0.1</td> <td>0.6</td>	Canterbury	8,519	0	0.3	Bus	1	0.3	1,672	1	0.2	37%	1	0.1	None	0	0.1	0.6
Rippontea 4,214 0 0.3 only 3 0.3 1,616 1 0.2 25% 0 0.1 None 2 0.1 0.6 Upfield 5,128 0 0.3 Bus only 0 0.3 4,140 2 0.2 15% 2 0.1 None 0 0.1 0.6 Westall 4,772 0 0.3 None 1 0.3 1,853 1 0.2 36% 1 0.1 None 2 0.1 0.6 Bell 3,996 0 0.3 None 1 0.3 1,087 3 0.2 37% 1 0.1 None 2 0.1 0.5 Bell 3,996 0 0.3 None 1 0.3 941 0 0.2 37% 1 0.1 None 0 0.1 0.5 Jewell 1,628 1 0.3 None 1 0.3	Moorabbin	1,647	1	0.3	Bus	1	0.3	1,656	3	0.2	38%	1	0.1	None	2	0.1	0.6
Upfield 5,128 0 0.3 Bus only 0 0.3 4,140 2 0.2 15% 2 0.1 None 0 0.1 0.6 Westall 4,772 0 0.3 None 1 0.3 1,853 1 0.2 36% 1 0.1 None 2 0.1 0.6 Bell 3,996 0 0.3 None 1 0.3 1,087 3 0.2 37% 1 0.1 None 2 0.1 0.5 Croxton 0 3 0.3 None 1 0.3 941 0 0.2 37% 1 0.1 None 0 0.1 0.5 Jewell 1,628 1 0.3 None 0 0.3 1,197 1 0.2 37% 1 0.1 None 2 0.1 0.5 Parkdale 4,301 0 0.3 None 1 0.3 <t< td=""><td>Ripponlea</td><td>4,214</td><td>0</td><td>0.3</td><td></td><td>3</td><td>0.3</td><td>1,616</td><td>1</td><td>0.2</td><td>25%</td><td>0</td><td>0.1</td><td>None</td><td>2</td><td>0.1</td><td>0.6</td></t<>	Ripponlea	4,214	0	0.3		3	0.3	1,616	1	0.2	25%	0	0.1	None	2	0.1	0.6
Westall 4,772 0 0.3 None 1 0.3 1,853 1 0.2 36% 1 0.1 None 2 0.1 0.6 Bell 3,996 0 0.3 None 1 0.3 1,087 3 0.2 37% 1 0.1 None 2 0.1 0.5 Croxton 0 3 0.3 None 1 0.3 941 0 0.2 31% 1 0.1 None 2 0.1 0.5 Groxton 0 3 0.3 None 1 0.3 941 0 0.2 31% 1 0.1 None 0 0.1 0.5 Jewell 1,628 1 0.3 None 0 0.3 1,197 1 0.2 37% 1 0.1 None 2 0.1 0.5 Parkdale 4,301 0 0.3 1,838 0 0.2 33% <td>Upfield</td> <td>5,128</td> <td>0</td> <td>0.3</td> <td>Bus</td> <td>0</td> <td>0.3</td> <td>4,140</td> <td>2</td> <td>0.2</td> <td>15%</td> <td>2</td> <td>0.1</td> <td>None</td> <td>0</td> <td>0.1</td> <td>0.6</td>	Upfield	5,128	0	0.3	Bus	0	0.3	4,140	2	0.2	15%	2	0.1	None	0	0.1	0.6
Bell 3,996 0 0.3 None 1 0.3 1,087 3 0.2 37% 1 0.1 None 2 0.1 0.5 Croxton 0 3 0.3 None 1 0.3 941 0 0.2 37% 1 0.1 None 2 0.1 0.5 Jewell 1,628 1 0.3 None 1 0.3 976 0 0.2 37% 1 0.1 None 0 0.1 0.5 Jewell 1,628 1 0.3 None 0 0.3 1976 0 0.2 37% 1 0.1 None 0 0.1 0.5 Parkdale 4,301 0 0.3 None 0 0.3 1,197 1 0.2 40% 1 0.1 None 2 0.1 0.5 Parkdale 4,301 0 0.3 1,838 0 0.2 33%	Westall	4,772	0	0.3		1	0.3	1,853	1	0.2	36%	1	0.1	None	2	0.1	0.6
Croxton 0 3 0.3 None 1 0.3 941 0 0.2 31% 1 0.1 None 0 0.1 0.5 Jewell 1,628 1 0.3 None 1 0.3 976 0 0.2 37% 1 0.1 None 0 0.1 0.5 Parkdale 4,301 0 0.3 None 0 0.3 1,197 1 0.2 40% 1 0.1 None 0 0.1 0.5 Parkdale 4,301 0 0.3 None 0 0.3 1,197 1 0.2 40% 1 0.1 None 2 0.1 0.5 Parkdale 4,304 0 0.3 None 1 0.3 1,838 0 0.2 33% 0 0.1 Mark 0.5 Mark 0.6 0.1 Mark 0 0.1 None 0 0.1 0.4 <th< td=""><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td></td><td></td></th<>						1						1					
Jewell 1,628 1 0.3 None 1 0.3 976 0 0.2 37% 1 0.1 None 0 0.1 0.5 Parkdale 4,301 0 0.3 None 0 0.3 1,197 1 0.2 40% 1 0.1 None 2 0.1 0.5 Parkdale 4,301 0 0.3 None 0 0.3 1,197 1 0.2 40% 1 0.1 None 2 0.1 0.5 Thornbury 3,046 1 0.3 None 1 0.3 1,838 0 0.2 33% 0 0.1 Micro-mobility only 0 0.1 Micro-mobility only 0 0.1 Micro-mobility only 0 0.1 0.5 Laburnum 5,509 0 0.3 Bus only 1 0.3 2,684 2 0.2 34% 1 0.1 None 0 0.1 0.4						1						1					
Parkdale 4,301 0 0.3 None 0 0.3 1,197 1 0.2 40% 1 0.1 None 2 0.1 0.5 Thornbury 3,046 1 0.3 None 1 0.3 1,838 0 0.2 33% 0 0.1 Shared micro-mobility only 0 0.1 0.5 Laburnum 5,509 0 0.3 None 1 0.3 3,178 0 0.2 34% 1 0.1 None 0 0.1 0.5 Marre Warren 10,579 0 0.3 Bus only 1 0.3 2,684 2 0.2 34% 1 0.1 None 0 0.1 0.4 Watsonia 2,222 1 0.3 Bus only 0 0.3 2,916 1 0.2 37% 1 0.1 None 0 0.1 0.4	Jewell	1,628	1	0.3	None	1	0.3	976	0	0.2	37%	1	0.1	None	0	0.1	0.5
Thornbury 3,046 1 0.3 None 1 0.3 1,838 0 0.2 33% 0 0.1 micro-mobility only 0 0.1	Parkdale	4,301	0	0.3	None	0	0.3	1,197	1	0.2	40%	1	0.1	None	2	0.1	0.5
Laburnum 5,509 0 0.3 None 1 0.3 3,178 0 0.2 34% 1 0.1 None 0 0.1 0.4 Narre Warren 10,579 0 0.3 Bus only 1 0.3 2,684 2 0.2 44% 1 0.1 None 0 0.1 0.4 Watsonia 2,222 1 0.3 Bus only 0 0.3 2,916 1 0.2 37% 1 0.1 None 0 0.1 0.4			1			1			0	0.2		0		Shared micro- mobility	0		0.5
Narre Warren 10,579 0 0.3 Bus only 1 0.3 2,684 2 0.2 44% 1 0.1 None 0 0.1 0.4 Watsonia 2,222 1 0.3 Bus only 0 0.3 2,916 1 0.2 37% 1 0.1 None 0 0.1 0.4	Laburnum	5,509	0	0.3	None	1	0.3	3,178	0	0.2	34%	1	0.1		0	0.1	0.4
Watsonia 2,222 1 0.3 Bus only 0 0.3 2,916 1 0.2 37% 1 0.1 None 0 0.1 0.4					Bus												
	Watsonia	2,222	1	0.3	Bus	0	0.3	2,916	1	0.2	37%	1	0.1	None	0	0.1	0.4
	Oak Park	6,318	0	0.3	None	2	0.3	1,756	3	0.2	29%	0	0.1	None	0	0.1	0.3

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 Location-Allocation
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