

*Questions taken on notice and further information agreed to be supplied at the hearings.*

Portfolio:	Public Transport
Witness:	The Hon Ben Carroll MP
Committee Member:	Mr Danny O'Brien MP
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**Question:**

Minister, you specifically referred to 62 per cent who said they only wanted to go to Flinders or Southern Cross. There must have been specific survey data. Can that please be provided to the committee?

**Answer:**

The Department of Transport (DoT) undertook passenger and pedestrian modelling during the development process for the 2021 timetable.

The modelling involved a combination of data sources to forecast how Frankston Line passengers would change their behaviour with the change in service patterns. The passenger model considered:

- Current travel patterns by combining myki touch on and off data to create origin-destination pairs; and
- The train origin-destination survey to determine the ultimate or final destination for passenger journeys within Melbourne CBD.

The model estimates travel patterns and station uses by calculating the shortest trip option for each passenger in the current and new timetable. Importantly, the model considers passengers' final destinations and access to and from those destinations from multiple stations. For example, some passenger destinations may currently be closer to Flinders Street and Southern Cross even though some passengers may currently use Parliament and Flagstaff stations.

It should be noted that even in the current timetable just under 60% of trains arriving at Richmond between 6:30am and 10am already operate direct to Flinders Street and not via the City loop.