This table lists all changes made to the SNAMUTS activity node matrixes in the five Australian case studies for the release of SNAMUTS output through the AURIN portal, compared to the work contained in the sourcebook 'Planning for Public Transport Accessibility' (Curtis and Scheurer, 2016). Changes to the 2011 analyses generally reflect methodological refinements undertaken by the SNAMUTS team in the years since, to produce more spatially differentiated results and enhance consistency in the designation of activity nodes across the five cities. Changes listed below for 2016 reflect the actual network and service changes that occurred during the period from 2011 to 2016 in the public transport systems analysed.

In the complexity of urban geography, there is no hard threshold to determine whether a public transport-accessible spatial cluster of activities should be included in the SNAMUTS activity node list. A number of principles, however, guide our decisions:

- Activity node status should reflect the upper tiers of a metropolitan area's central places hierarchy identified in strategic planning documents, and the configuration of the public transport network with all major multimodal interchanges (of routes meeting the minimum service standard) included as separate activity nodes;
- In low to medium-density cities (like the Australian capital cities), the average walkable catchment of a SNAMUTS activity node should be between 10,000 and 20,000 residents and jobs;
- The nodes with the smallest catchments (number of residents and jobs) in a given city are assessed for possible mergeability with a larger node, provided the larger node is either located in close proximity (maximum 10 minutes' walk) and/or along the same public transport route(s); ie. the smaller node does not host a (combination of) public transport route(s) that do(es) not also converge at the larger node. In such a constellation, the smaller node becomes a 'dependent node' to its larger neighbour. This is often the case with minor suburban rail stations;
- The nodes with the largest catchments (number of residents and jobs) in a given city are assessed for the existence of secondary activity clusters that can be counted as separate activity nodes. This is provided these are not in close proximity (minimum 10 minutes' walk) from the original node and/or are served by at least one public transport route that does not also serve the original node. This process allows for a more differentiated spatial analysis;
- The last two steps are repeated each time an updated SNAMUTS analysis is conducted and may lead to revisions of the activity node list for previous reference years, to allow for optimal year-on-year comparability of the results (as detailed below).

Adelaide 2011

No changes

Adelaide 2016

Node	Action	Rationale
Adelaide Showgrounds	Added	New rail station opened in 2014
Brighton (Brighton Rd)	Added	Bus routes now meet minimum service standard
Christie Beach	Deleted	Bus routes no longer meet minimum service standard
Seaford	Added	Rail extension opened in 2014

Brisbane 2011

Node	Action	Rationale
Coorparoo Station	Added	Rail-bus interchange, replaces node at Morningside
Elizabeth Street	Deleted	Unstable node (bus routings and stop locations subject to shifts between 2011 and 2016) in close proximity to other CBD nodes
Morningside	Deleted	Merged with node at Coorparoo Station

Brisbane 2016

Node	Action	Rationale
Forest Lake	Added	Bus routes now meet minimum service standard
Griffith University	Added	Bus routes now meet minimum service standard
Inala	Added	Bus routes now meet minimum service standard
Kippa-Ring	Added	Rail extension opened in 2016
Mango Hill	Added	Rail extension opened in 2016
Moorooka	Added	Rail-bus interchange where bus routes now meet minimum service standard
Richlands	Deleted	Dependent node following rail extension in 2013, merged with new node at Springfield Central
Springfield Central	Added	Rail extension opened in 2013, replaces node at Richlands
UQ Ferry	Deleted	Ferry terminal relocated in 2015, merged with nearby node at UQ Lakes bus station

Melbourne 2011

Node	Action	Rationale
Epping Plaza	Added	Allows for more differentiated analysis in Whittlesea area
Huntingdale	Added	Allows for more differentiated analysis in Monash area
Laverton	Added	Allows for more differentiated analysis in Hobsons Bay area
Mulgrave	Added	Allows for more differentiated analysis in Monash area
North Caulfield	Added	Allows for more differentiated analysis in Glen Eira area
Port Melbourne (Bay St)	Added	Allows for more differentiated analysis in Port Phillip area
Spencer-Lonsdale	Deleted	Dependent node, merged with nearby node at Spencer-Latrobe

Melbourne 2016

Node	Action	Rationale
Burnside	Added	Bus routes now meet minimum service standard
Deer Park	Added	Rail routes now meet minimum service standard
Elizabeth-Lonsdale	Deleted	Merged with nearby node at Elizabeth-Bourke following tram stop consolidation
Fountain Gate	Added	Bus routes now meet minimum service standard

Hampton Park	Added	Bus routes now meet minimum service standard
Karingal	Added	Bus routes now meet minimum service standard
Market-Collins	Added	Tram stops consolidated in new location; replaces nodes at William-Collins and Queen-Collins
Mernda	Added	Bus routes now meet minimum service standard
Point Cook	Added	Bus routes now meet minimum service standard
Queen-Collins	Deleted	Merged into new node at Market-Collins following tram stop consolidation
Swanston-Lonsdale	Deleted	Merged with nearby node at Swanston-Bourke following tram stop consolidation
Tarneit	Added	Rail extension opened in 2015
Werribee Plaza	Added	Bus routes now meet minimum service standard
William-Collins	Deleted	Merged into new node at Market-Collins following tram stop consolidation
Williams Landing	Added	New rail station opened in 2013
Wyndham Vale	Added	Rail extension opened in 2015

Perth 2011

Node	Action	Rationale
Ascot	Added	Allows for more differentiated analysis in Belmont area
Bull Creek Shops	Deleted	Dependent node, merged with nearby node at Murdoch station
Canning Bridge Shops	Deleted	Dependent node, merged with nearby node at Canning Bridge station
South Fremantle	Added	Allows for more differentiated analysis in Fremantle area
Victoria Park Transfer	Moved	Reference point shifted from Albany Highway to Victoria Park bus station
Wellard	Added	Allows for more differentiated analysis in Kwinana area

Perth 2016

Node	Action	Rationale
Bentley Centre	Added	Bus routes now meet minimum service standard
Butler	Added	Rail extension opened in 2014
Elizabeth Quay	Renamed	Formerly Perth Esplanade (renamed in 2016)
Ellenbrook	Added	Bus routes now meet minimum service standard
Mount Hawthorn	Added	Bus routes now meet minimum service standard
Ocean Keys	Added	Bus routes now meet minimum service standard
Whitfords City	Added	Bus routes now meet minimum service standard

Sydney 2011

Node	Action	Rationale
Emerton	Added	Allows for more differentiated analysis in Mount Druitt area
North Parramatta	Added	Allows for more differentiated analysis in Parramatta area
Park Street (Hyde Park)	Deleted	Unstable node (bus routings and stop locations subject to shifts between 2011 and 2016) in close proximity to other CBD nodes
Woy Woy	Deleted	Dependent node, merged with neighbouring node at Gosford

Sydney 2016

Node	Action	Rationale
Casula Mall	Deleted	Bus routes no longer meet minimum service standard
Darling Harbour	Deleted	Ferry terminal relocated, merged with nearby node at Barangaroo
Dulwich Grove	Moved	Formerly Dulwich Hill (New Canterbury Rd), reference point shifted to new LRT-bus interchange (LRT extension opened in 2014)

Leppington	Added	Rail extension opened in 2015
Marion	Added	New LRT-bus interchange (LRT extension opened in 2014)
Miller	Deleted	Bus routes no longer meet minimum service standard
Olympic Park	Deleted	Bus routes no longer meet minimum service standard
Olympic Park Wharf	Added	Ferry route now meets minimum service standard
Taverners Hill	Added	New LRT-bus interchange (LRT extension opened in 2014)