**Improving equity through transit station access**

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| Developing networks to provide inclusive access to new transit stations was a key component of the detailed business case for Airport to Botany Mass Rapid Transit project. This was a unique opportunity early in the project to outline the value and contribution that well-designed inclusive access for active modes could provide, knowing the ‘first and last leg’ trips are an essential part of all public transport journeys. One of the key project objectives for Airport to Botany was to provide *more equitable access and travel choices to jobs, learning, cultural and social activities in the south and east of Auckland*. Prioritising and enabling as many people as possible to have the opportunity to access these stations by walking, riding a bike or other micro mobility device, provided a direct and substantial contribution to this project achieving this objective. In the past access to rapid transit stations for active modes has been incredibly limited in Auckland, with most of the design and investment focused on access and parking for private vehicles. This presentation will cover the approach we took for the Airport to Botany Mass Rapid Transit project, to develop station access networks for active modes and how these were then prioritised for investment. With limited guidance or precedents in New Zealand available in this aspect of network planning and design, I would like to share some of the difficulties we encountered and knowledge we gained.  |