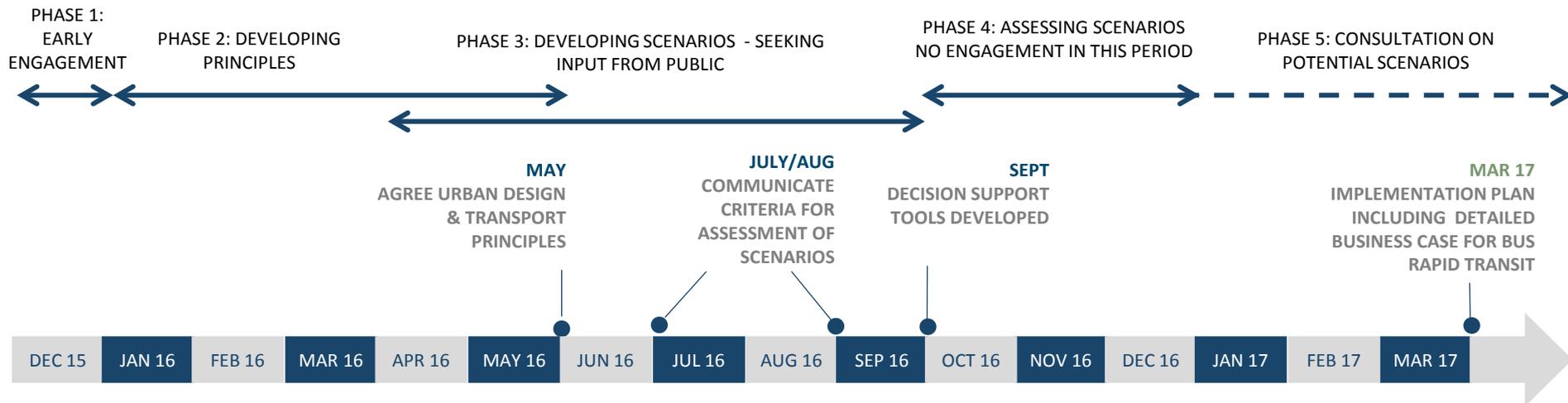


# Let's Get Wellington Moving



## Phase Two (January until end May 2016)

The primary purpose of this phase is to reach agreement with communities and other stakeholders on the urban design and transport principles which will guide development and assessment of scenarios for addressing the transport issues we are tasked with resolving. Team members are engaging with stakeholder groups to discuss what is important to them, and are launching a number of engagement tools including a new website and social media tools. This phase is a very interactive series of conversations and other interactions through a range of media, so that the principles developed are derived from what is important to the people of the city and the region. In parallel, services for producing a new model have been procured.

## Phase Three (April until end September 2016)

The primary purpose of this phase is to develop scenarios which address the transport issues we are tasked with resolving, guided by the urban design and transit principles and by the vision documents for the city and the region. These scenarios will take a systems approach, addressing all modes of transport, and explaining how the integrated transport solution facilitates the vision for the city and the region. Scenarios will also address the phasing of interventions over time; not only the order in which things are done, but also how quickly progress will be made. This time will also be used to develop the suite of tools which will be used to assess scenarios, including assessment criteria which are derived from the urban design and transport principles. The team will seek input to design scenarios from communities and other stakeholders, and will provide feedback to the public on the urban design and transport principles developed in Phase Two, and how these have been used to develop assessment criteria.

## Phase Four (October until end of December 2016)

The primary purpose of this phase is to assess the scenarios developed in Phase Three, and produce either a preferred scenario, or a small number of options, utilising the new model and other tools and assessment criteria. There will be no public engagement during this period, but the results of the assessment will be shared with the communities and other stakeholders in Phase Five.

## Phase Five (January until end March 2017)

The primary objective of this phase is to develop the implementation plan for the transport interventions required to achieve the vision for the city and the region. This implementation plan is expected to include the recommendations from the Detailed Business Case for Bus Rapid Transit and the other elements of the preferred design scenario arising from Phase Four. This phase will include consultation with the communities and other stakeholders on the preferred scenario, and as appropriate, on alternative options for the various elements within the preferred scenario, including how they are phased over time. The output of Phase Five will be the Implementation Plan which will guide the procurement of services for further design development and for seeking approvals for physical implementation.