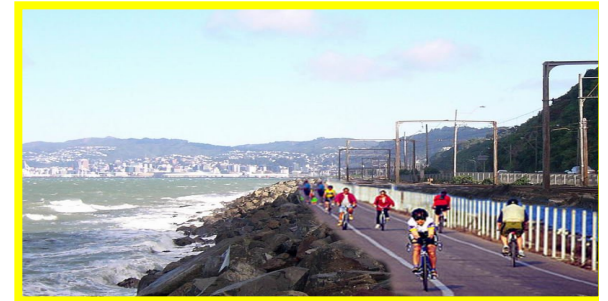


SAFE CYCLING AND WALKING BETWEEN NGAURANGA AND PETONE



THE PROBLEM

- No safe, non-motorised link exists between NZ's capital city and the Hutt Valley + Eastern Harbour suburbs -many people commute between them + all areas are attractive for recreation
- SH2 is a busy, high-speed motorised corridor, threatening to many cyclists and walkers
- Commuter cyclists using SH2 are at risk at Petone overbridge and roundabout, and at Ngauranga onramp.
- Existing cycleway is only one-way, + before Horokiwi it is unsafe- also it is rough, debris-strewn and at times flooded. The available space is too narrow for revision. This cycleway is unfixable.

THE SOLUTION

- ❑ **Make safe entries and exits for commuting cyclists using SH2, AND**
- ❑ **Create a 2-way route on the seaward side of the rail track (GW Hutt Corridor Plan, 2003)**

WHO BENEFITS?

- **Community-** ↓cars → ↓accidents ↓congestion, ↓reliance on fossil fuels, ↓emissions, ↑health
- **Walkers-** “The Great Harbour Way” -the whole harbour edge →a multi-day great NZ walk
- **Runners-** will be attracted to this scenic seaside route with less noise + buffeting by traffic
- **Cyclists-** commute + save petrol\$- play on Hutt R.+Rimutaka Rail Trails, Pencarrow Coast etc.
- **Tourists-**will be attracted to the Greater Wellington Area as walkers/cyclists/nature-lovers
- **Business people-** opportunities from tourism eg moteliors, restaurateurs, bike hire firms etc.
- **Rail users-**Railway protection with seaward trail construction. Less erosion and flooding of line
- **Motorists-** less congestion on SH2. More pleasant driving.

