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# Parking Management Plan: Botanic Garden ki Paekākā to city

## Wellington City Council

Absolutely Positively  
**Wellington City Council**

Me Heke Ki Pōneke

# Parking Management Plan: Botanic Garden ki Paekākā to city

## Wellington City Council

### Quality Assurance Information

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## Executive Summary

The purpose of this report is to develop a Parking Management Plan as part of the Transition Programme Botanic Gardens ki Paekākā to city bike route. For this analysis, the route had been split into three sections: Tinakori Road (Patanga Crescent to Bowen Street), Bowen Street (Tinakori Road to Lambton Quay), and Whitmore Street (Lambton Quay to Customhouse Quay).

For each section, the report:

- examines current parking demand and the main drivers of parking demand on the street;
- considers the impact of the proposed bike route on the number of car parks available and the ability of users to park and access local destinations; and
- proposes options for mitigating the impacts of parking loss such as changing parking restrictions, introducing new parking restrictions, or directing customers to alternative parking locations nearby.

Wellington adopted an updated Parking Policy in August 2020. The parking policy sets the objectives and principles for the management of Council-controlled on-street and off-street parking, and how parking supports achieving Wellington's vision. The Council's vision for transport is a system that can accommodate moving more people using fewer vehicles, in line with the city's goal of becoming a zero-carbon capital by 2050. The policy establishes a parking space hierarchy for different parts of the city to ensure that limited parking supply is prioritised appropriately. This hierarchy is used to prioritise the allocation of remaining on-street space available for parking on the Botanic Gardens ki Paekākā to city route.

Tinakori Road is a key transport route that connects Wellington's central city with the western suburbs. It is a main bus route and a primary connection for people on bikes. The section of Tinakori Road between the Botanic Gardens ki Paekākā and Bowen Street has several drivers of parking demand, including residents, local shops, commuters, and visitors to the Botanic Gardens ki Paekākā. The Botanic Gardens ki Paekākā to city project is expected to result in the removal of all 36 parking spaces located on Tinakori Road between Bowen Street and the Botanic Gardens ki Paekākā entrance. Before mitigation, the project is expected to have a high impact on P10 spaces and residents parking, a moderate impact on short-stay parking, and a low impact on commuter parking. P10 and short-stay parking are low priority and residents and commuter parking are lower priority on Tinakori Road, according to the Parking Policy. After mitigation, the project is expected to have a very low impact on P10 spaces, a low impact on residents parking, and a moderate impact on short-stay parking and commuter parking.

Bowen Street is a key transport route that connects Wellington's central city with the western suburbs. It is a main bus route and a primary connection for people on bikes. The upper portion of Bowen Street has few local drivers of parking demand as one side is bound by green space and on the other side, residences are serviced by a separate slip lane. The lower portion of Bowen Street is surrounded by Parliament and central government office buildings, creating high demand for all-day commuter parking. The Botanic Gardens ki Paekākā to city project is expected to result in the removal of all 131 parking spaces located on Bowen Street. Before mitigation, the project is expected to have a very high impact on commuter parking, a moderate impact on loading zones and a low impact on short-stay parking. Commuter parking is lower priority and loading zones and short-stay parking are low priority on Bowen Street, according to the Parking Policy. After mitigation, the project is expected to have a high impact on commuter parking, and a very low impact on short-stay parking and loading zones.

Whitmore Street is an arterial street in Wellington's central city. It is a primary east-west connection for private vehicles and people on bikes. Local drivers of parking demand include the Supreme Court and Wellington District Court, the Rydges Hotel, nearby government and private office buildings, and retail outlets clustered on Lambton Quay. Before mitigation, the project is expected to have a moderate impact on taxi stands and a low impact on short-stay parking. Short-stay parking is high priority and taxi stands are medium priority on Whitmore Street, according to the Parking Policy. After mitigation, the project is expected to have no impact on taxi stands or short-stay parking.

The Botanic Gardens ki Paekākā to city bike route removes on-street parking spaces and reallocates on-street road space to support active and public transport, supporting Wellington's vision of moving more people using fewer vehicles. This parking management plan re-prioritises the remaining on-street parking spaces, in-line with the parking space hierarchy for different parts of the city established in the Parking Policy. The mitigation measures presented in this report minimise the impact of parking removal on the ability of users to find a parking space and visit the area.

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# 1. Introduction

The purpose of this report is to develop a Parking Management Plan as part of the Transition Programme Botanic Gardens ki Paekākā to city bike route.

The Transition Programme, led by Wellington City Council and alongside LGWM, will take a new approach to community engagement and installation to help increase the pace of change. By using lower-cost materials that can be adjusted once they are in place, the city can install an interim bike network and gain feedback in real time. This will also inform future permanent changes while gaining benefits earlier.

For this analysis, the route had been split into three sections: Tinakori Road (Patanga Crescent to Bowen Street), Bowen Street (Tinakori Road to Lambton Quay), and Whitmore Street (Lambton Quay to Customhouse Quay). An overview of parking along the Botanic Gardens ki Paekākā to city bike route is shown in **Figure 1.1**.

For each section, the report:

- examines current parking demand and the main drivers of parking demand on the street;
- considers the impact of the proposed bike route on the number of car parks available and the ability of users to park and access local destinations; and
- proposes options for mitigating the impacts of parking loss such as changing parking restrictions, introducing new parking restrictions, or directing customers to alternative parking locations nearby.

**Figure 1.1** Parking along the Botanic Gardens ki Paekākā to city bike route



## 1.1 Wellington Parking Policy 2020

Wellington adopted an updated Parking Policy in August 2020. The parking policy sets the objectives and principles for the management of Council-controlled on-street and off-street parking, and how parking supports achieving the vision for Wellington.

The Council’s vision for Wellington is built around people and communities. The future city will be a place where people and goods can easily move to and through the city, based on a transport system that can accommodate moving more people using fewer vehicles. The city has also set a goal to be a zero-carbon capital by 2050 and transport will play a key role in achieving this goal.

The policy acknowledges that Wellington needs a more efficient transport system that makes better use of limited road space. This means moving more people using fewer vehicles; using public transport more; more people walking and on bikes, and fewer people driving and parking in busy areas. Achieving this will mean removing some on-street parking spaces on key transport routes, reallocating on-street road space to support active and public transport, and re-prioritising the remaining on-street space.

The policy establishes a parking space hierarchy for different parts of the city to ensure that limited parking supply is prioritised appropriately. The parking space hierarchy describes which types of parking have the highest and lowest priorities in different areas. It also sets out the priority level for that type of parking space, not the number of spaces. The hierarchy for key transport routes is applied in the Parking Policy is shown in **Table 1.1** below. This hierarchy is used to prioritise the allocation of remaining on-street space available for parking on the Botanic Gardens ki Paekākā to city route.

**Table 1.1** Parking space hierarchy for key transport routes

Priority	Use
Highest priority	Safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stopping zones/clearways, construction, and maintenance works)
High priority	Bus stops
Medium priority	
Low priority	Urban design features Mobility Loading zones Bicycle/micro-mobility Car share Electric-vehicle charging Short-stay (car & motorcycle) Taxi stands, Small Public Service Vehicle (SPSV) parking Coach and bus (short stay)
Lower priority	Residents Commuter (car & motorcycle) Coach and bus (long stay)
Lowest priority	

## 1.2 Measuring parking impact

For each section, the report considers the impact of the proposed bike route on the number of car parks available and the ability of users to park and access local destinations, before and after mitigation measures. The level of impact is assessed on a six-point scale, as outlined in **Table 1.2**.

**Table 1.2** Parking impact scale

Level of Impact	Definition
Very High	Removal of parking spaces has a very high impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are not available within walking distance.
High	Removal of parking spaces has a high impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 10-minute walking distance.
Moderate	Removal of parking spaces has a moderate impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 5-minute walking distance.
Low	Removal of parking spaces has a low impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 3-minute walking distance.
Very low	Removal of parking spaces has a very low impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 1-minute walking distance.
None or N/A	No impact on the ability of users to park and access local destinations or not applicable because this type of parking is not present.



## 2. Tinakori Road

### 2.1 About the area

The Botanic Gardens ki Paekākā to city project is proposed to use the section of Tinakori Road between Bowen Street and the Botanic Gardens ki Paekākā entrance.

Tinakori Road is a key transport route that connects Wellington's central city with the western suburbs and is home to the Tinakori Village on the section between Bowen Street and Upton Terrace. It is a main bus route and a primary connection for people on bikes. The section of Tinakori Road between the Botanic Gardens ki Paekākā and Bowen Street has several drivers of parking demand, including residents, local shops, commuters, and visitors to the Botanic Gardens ki Paekākā.

### 2.2 Current parking and usage

There are currently 36 parking spaces on the section of Tinakori Road between the Botanic Gardens ki Paekākā and Bowen Street. Of these spaces, most (58%) are free two-hour parking spaces. In addition to two-hour parking, there are also five resident parking spaces, seven coupon parking spaces, and three P10 parking spaces outside a dairy at the corner with St Mary Street. **Table 2.1** outlines the number and type of parking spaces on Tinakori Road.

**Figure 2.1** shows a map of the current parking types on Tinakori Road.

**Table 2.1** Tinakori Road Parking Inventory

Parking type	Charge	Current spaces
Coupon	\$18.00/day, first 2 hours free	7
Resident	\$195/year	5
P10	Free	3
P120	Free	21
Total		36

Parking occupancy data for Tinakori Road is unavailable, as the parking spaces do not have parking sensors and parking occupancy surveys have not been completed in the area.

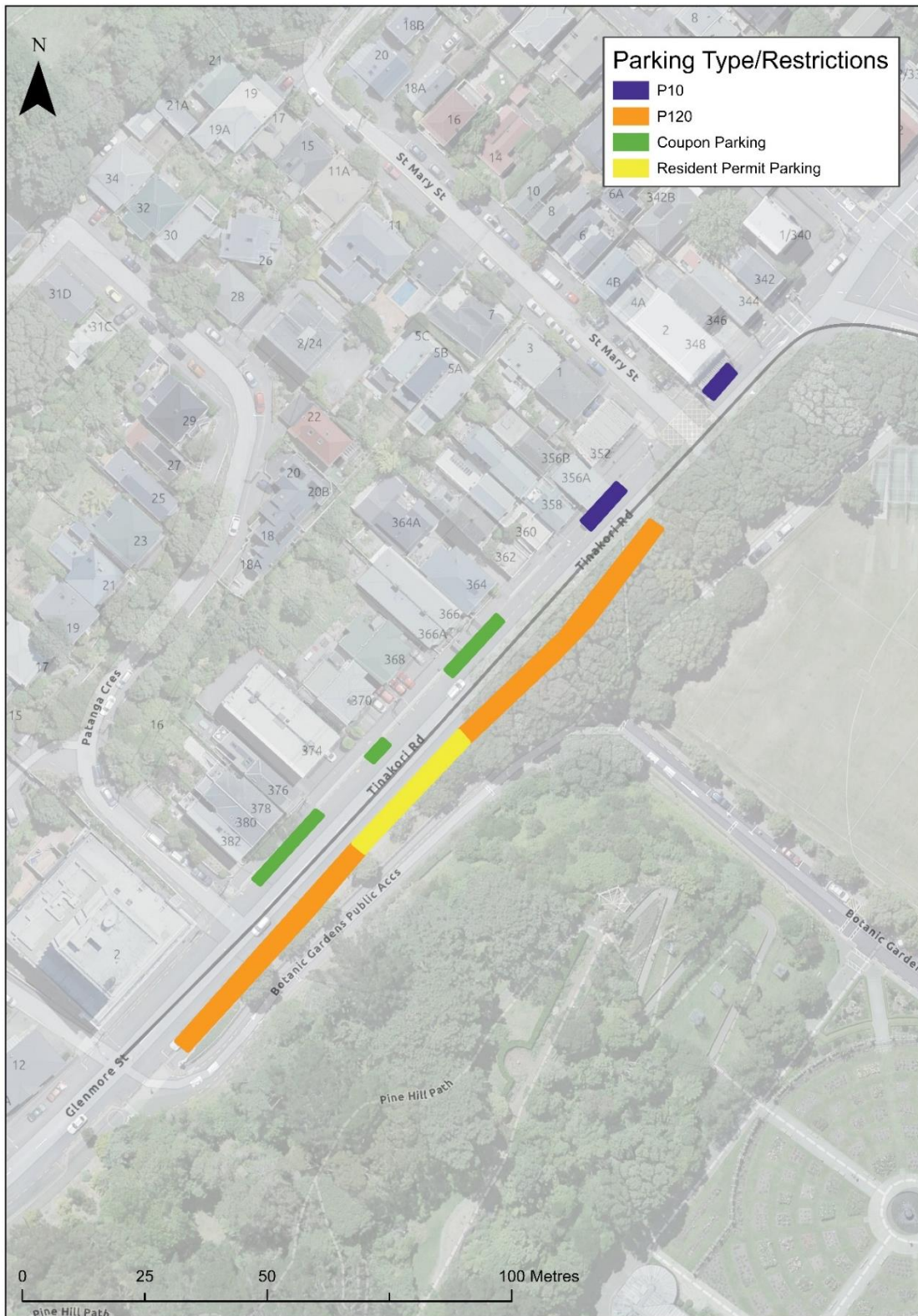
Parking demand from residents can be estimated based on the number of parking permits issued in the area. A total of 18 dwellings on Tinakori Road are eligible for residents or coupon exemption permits. Among these eligible households, 11 residents permits and 6 coupon exemption permits are currently held. There are a total of 12 spaces on Tinakori Road available for use by residents as both coupon spaces and resident spaces can be used by resident permit holders. This suggests that all 12 coupon spaces and resident spaces are currently used by residents, and some Tinakori Road residents regularly park on nearby streets, such as Patanga Crescent and St Mary Street.

Coupon spaces can also be used by short-term visitors and commuters. As this section of Tinakori Road is about a 15-minute walk from the central city, these spaces may be used by central city commuters, but the main driver of non-residential demand is likely local visitors and commuters.

The 21 free two-hour parking spaces facilitate access for short-term visitors to the Botanic Gardens ki Paekākā and Tinakori Village. There are also about 40 parking spaces for short-term visitors at the Lady Norwood Rose Gardens and 22 parking spaces for short-term visitors in Tinakori Village. The two-hour parking spaces on Tinakori Road represent one quarter of parking for short-term visitors in the area.

As the 21 P120 parking spaces between Bowen Street and the Botanic Gardens ki Paekākā entrance are less accessible to the to the Botanic Gardens and Tinakori Village compared to other parking spaces, it is anticipated that they wouldn't be used as much as the spaces at the Lady Norwood Rose Gardens or Tinakori Village.

**Figure 2.1** Current Parking on Tinakori Road



## 2.3 Impact of improvements on parking

The Botanic Gardens ki Paekākā to city project is expected to result in the removal of all 36 parking spaces located on Tinakori Road between Bowen Street and the Botanic Gardens ki Paekākā entrance. **Table 2.2** outlines the impact of transport improvements by parking types set out in the Parking Policy.

Before mitigation, the project is expected to have a high impact on P10 spaces and residents parking, a moderate impact on short-stay parking, and a low impact on commuter parking. P10 and short-stay parking are low priority and residents and commuter parking are lower priority on Tinakori Road, according to the Parking Policy.

**Table 2.2** Impact of improvements on Tinakori Road parking by type

Parking type	Priority level	Spaces removed	Level of Impact - before mitigation
Mobility	Low	0	N/A
Loading zones & P10	Low	3	High
Bicycle/micro-mobility	Low	0	N/A
Car share	Low	0	N/A
Electric-vehicle charging	Low	0	N/A
Short-stay (car & motorcycle)	Low	21	Moderate
SPSV*/taxi stands	Low	0	N/A
Coach and bus (short stay)	Low	0	N/A
Residents	Lower	5 Resident 7 Coupon	High
Commuter (car & motorcycle)	Lower	7	Low
Coach and bus (long stay)	Lower	0	N/A

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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## 2.4 Mitigation of parking impact

**Table 2.3** outlines the proposed measures to mitigate the impact of parking loss and the expected level of impact after mitigation. After mitigation, the project is expected to have a very low impact on P10 spaces, a low impact on residents parking, and a moderate impact on short-stay parking and commuter parking.

**Table 2.3** Proposed mitigation of parking impact on Tinakori Road

Parking type	Proposed mitigation	Level of impact - after mitigation
Residents (Residents and coupon)	Convert existing Coupon spaces on St Mary St to Residents parking.	Low
Commuter (Coupon)	Encourage commuters to use alternative travel modes or park at off-street parking providers. Communicate alternative travel mode options available and locations of off-street parking providers. Impact on commuter parking will increase due to conversion of Coupon spaces to residents parking.	Moderate
Short-stay (P120)	Encourage visitors to to use alternative travel modes or park at the Botanic Garden ki Paekākā. Communicate alternative travel mode options available and locations of parking at Botanic Garden ki Paekākā.	Moderate
Loading zones (P10)	Convert existing Loading zones on St Mary St to P10 spaces. This will allow for the spaces to be used for loading purposes as well as for short-term parking for customers visiting the dairy or other local businesses. These spaces are 10 meters away from the spaces to be removed and are equally accessible to local shops.	Very low

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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## 3. Bowen Street

### 3.1 About the area

The Botanic Gardens ki Paekākā to city project is proposed to run the entire length of Bowen Street from Tinakori Road to Lambton Quay.

Bowen Street is a key transport route that connects Wellington’s central city with the western suburbs. It is a main bus route and a primary connection for people on bikes. The upper portion of Bowen Street has few local drivers of parking demand as one side is bound by green space and on the other side, residences are serviced by a separate slip lane, Sydney Street. The lower portion of Bowen Street is surrounded by Parliament and central government office buildings, creating high demand for all-day commuter parking.

### 3.2 Current parking and usage

There are usually 151 parking spaces on Bowen Street. Of these spaces, almost all (90%) are coupon spaces. In addition to coupon spaces, there are also four P60 parking spaces near Tinakori Road, three P10 parking spaces near the Terrace, and 10 metered parking spaces near the State Highway 1 flyover. There is currently ongoing construction at 34 Bowen Street which has resulted in the temporary removal of around 30 of the car parks on Bowen Street. There are currently a total of 121 car parks available for use on Bowen Street. **Table 3.1** outlines the number and type of parking spaces on Bowen Street.

**Figure 3.1** shows a map of the current parking types on Tinakori Road.

**Table 3.1** Bowen Street Parking Inventory

Parking type	Charge	Current spaces (Reduced by construction)	Usual spaces (Outside of construction)
Coupon	\$18.00/day, first 2 hours free	114	134
P60	Free	4	4
Loading Zone/P10	Free	3	3
P120	\$5.00/hour	0	10
Total		121	151

Parking occupancy data for Bowen Street is unavailable, as the parking spaces do not have parking sensors and parking occupancy surveys have not been completed in the area.

Anecdotal evidence suggests that the coupon parking on Bowen Street is very well utilised, given the proximity to Parliament and several office buildings. This is supported by the fact that a commercial parking operator charges \$30 per day for Early Bird parking next to Bowen St at Ballantrae Place, indicating that the daily coupon charge is 40% lower than the market rate for commuter parking in the area.

The four P60 parking spaces near Tinakori Road facilitate access for short-term visitors to the Botanic Gardens ki Paekākā and Tinakori Village. However, these represent a very small proportion of parking in the area as compared to parking spaces located at the Lady Norwood Rose Gardens, which has about 40 parking spaces for visitors, and in Tinakori Village, which has about 22 parking spaces for visitors. As the four P60 parking spaces on Bowen Street are much less accessible to the to the Botanic Gardens ki Paekākā and Tinakori Village compared to other parking spaces, it is anticipated that they wouldn’t be used as much as the spaces at the Lady Norwood Rose Gardens or Tinakori Village.

Figure 3.1 Current parking on Bowen Street



### 3.3 Impact of improvements on parking

The Botanic Gardens ki Paekākā to city project is expected to result in the removal of all 151 parking spaces located on Bowen Street. **Table 3.2** outlines the impact of transport improvements by parking types set out in the Parking Policy. Before mitigation, the project is expected to have a very high impact on commuter parking, but this parking is lower priority on Bowen Street. Before mitigation, the project is expected to have a moderate impact on loading zones, and a low impact on short-stay parking. Both parking types are low priority on Bowen Street, according to the Parking Policy.

**Table 3.2** Impact of improvements on Bowen Street parking by type

Parking type	Priority level	Spaces removed	Level of impact - before mitigation
Mobility	Low	0	N/A
Loading zones	Low	3	Moderate
Bicycle/micro-mobility	Low	0	N/A
Car share	Low	0	N/A
Electric vehicle charging	Low	0	N/A
Short stay (car & motorcycle)	Low	14	Low
SPSV*/taxi stands	Low	0	N/A
Coach and bus (short stay)	Low	0	N/A
Residents	Lower	0	N/A
Commuter (car & motorcycle)	Lower	134	Very High
Coach and bus (long stay)	Lower	0	N/A

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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### 3.4 Mitigation of parking impact

**Table 3.3** outlines the proposed measures to mitigate the impact of parking loss and the expected level of impact after mitigation. After mitigation, the project is expected to have a high impact on commuter parking, and a very low impact on short-stay parking and loading zones.

**Table 3.3** Proposed mitigation of parking impact on Bowen Street

Parking type	Proposed mitigation	Level of impact - after mitigation
Commuter (Coupon)	Encourage commuters to use alternative travel modes or park at off-street parking providers. Communicate alternative travel mode options available and locations of off-street parking providers.	High
Short-stay (P60)	Encourage visitors to to use alternative travel modes or park at the Botanic Garden ki Paekākā. Communicate alternative travel mode options available and locations of parking at Botanic Garden ki Paekākā.	Very low
Loading zones (P10)	Convert existing Loading zones outside 14-16 The Terrace to P10 spaces. This will allow for the spaces to be used for loading purposes as well as for pick up and drop off. These spaces are 70 meters away from the spaces to be removed, less than one minute walk away.	Very low

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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## 4. Whitmore Street

### 4.1 About the area

The Botanic Gardens ki Paekākā to city project is proposed to run the entire length of Whitmore Street from Lambton Quay to the Waterfront.

Whitmore Street is an arterial street in Wellington's central city. It is a primary east-west connection for private vehicles and people on bikes. Large numbers of pedestrians cross Whitmore Street as they make their way from the Wellington Railway Station to destinations in the central city.

Local drivers of parking demand include the Supreme Court and Wellington District Court, the Rydges Hotel, nearby government and private office buildings, and retail outlets clustered on Lambton Quay.

### 4.2 Current parking and usage

There are currently 20 parking spaces on Whitmore Street. Of these spaces, 14 are metered parking spaces, with six spaces at the taxi stand on the southern side of Whitmore Street outside the Supreme Court. **Table 4.1** outlines the number and type of parking spaces on Whitmore Street.

**Table 4.1** Whitmore Street Parking Inventory

Parking type	Charge	Current spaces
P120	\$5.00/hour	14
Taxi stand	Free	6
Total		20

The metered parking spaces on Whitmore Street represent a portion of the parking supply that provides access to the Court Precinct area of the northern central city. The other streets that have metered parking spaces in the Court Precinct area are Ballance Street and Stout Street. The supply of parking in the area can be viewed collectively across these streets as they provide largely equivalent access to local destinations. **Table 4.2** outlines the number of metered parking spaces across the Court Precinct area. Whitmore Street provides 8% of metered parking in the area and the majority of parking is provided on Stout Street.

**Table 4.2** Parking inventory for metered spaces in Court Precinct

Street	Metered spaces	Percent of spaces
Whitmore Street	14	8%
Balance Street	61	37%
Stout Street	90	55%
Total	165	100%

**Figure 4.1** shows average weekday parking occupancy for metered spaces across the three streets in the Court Precinct. Data was collected for May 2021, representing 21 weekdays.

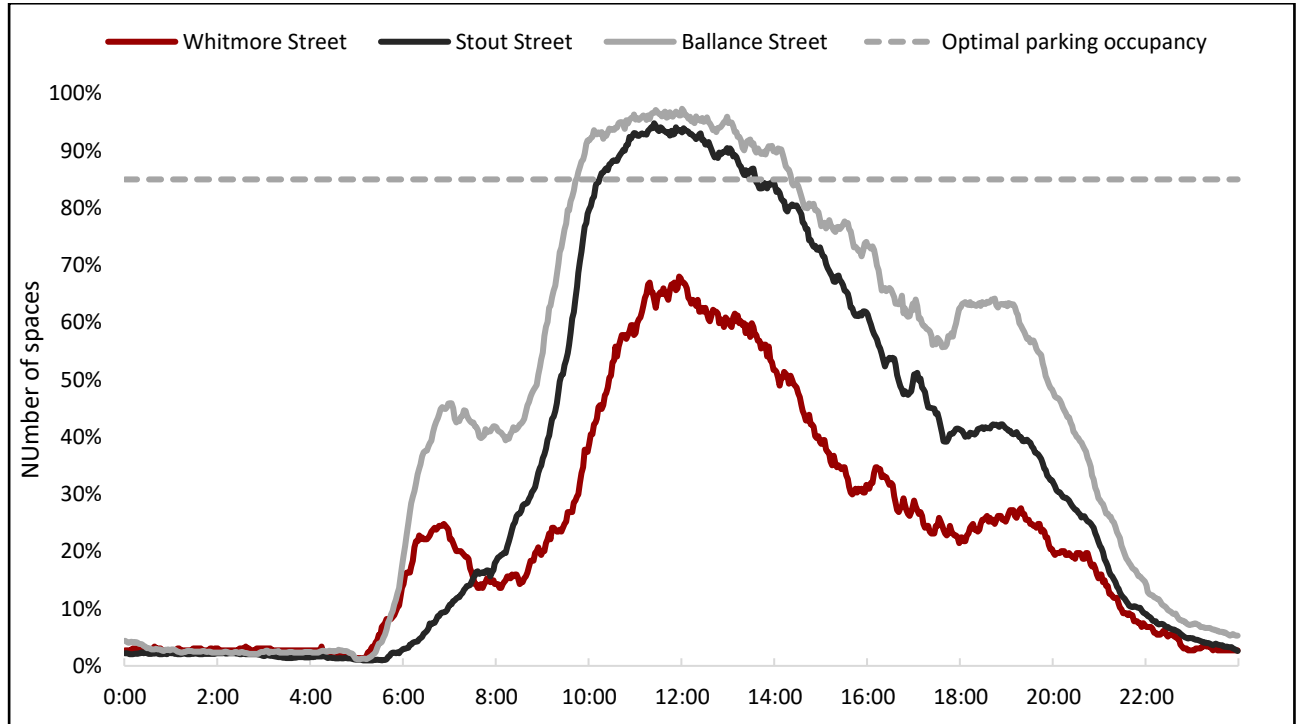
May 2021 provides an optimal view of typical parking demand because:

- there were no public holidays during this time-period;
- there were no school holidays (Term 2 began Monday May 3); and
- all of New Zealand was in Covid-19 Alert Level 1 for the entire time-period.

In the Court Precinct Area, demand for metered parking is highest during the daytime from 10:00am to 2:00pm, with moderate levels of demand in the morning and evening. On Stout Street and Ballance Street, average occupancy levels

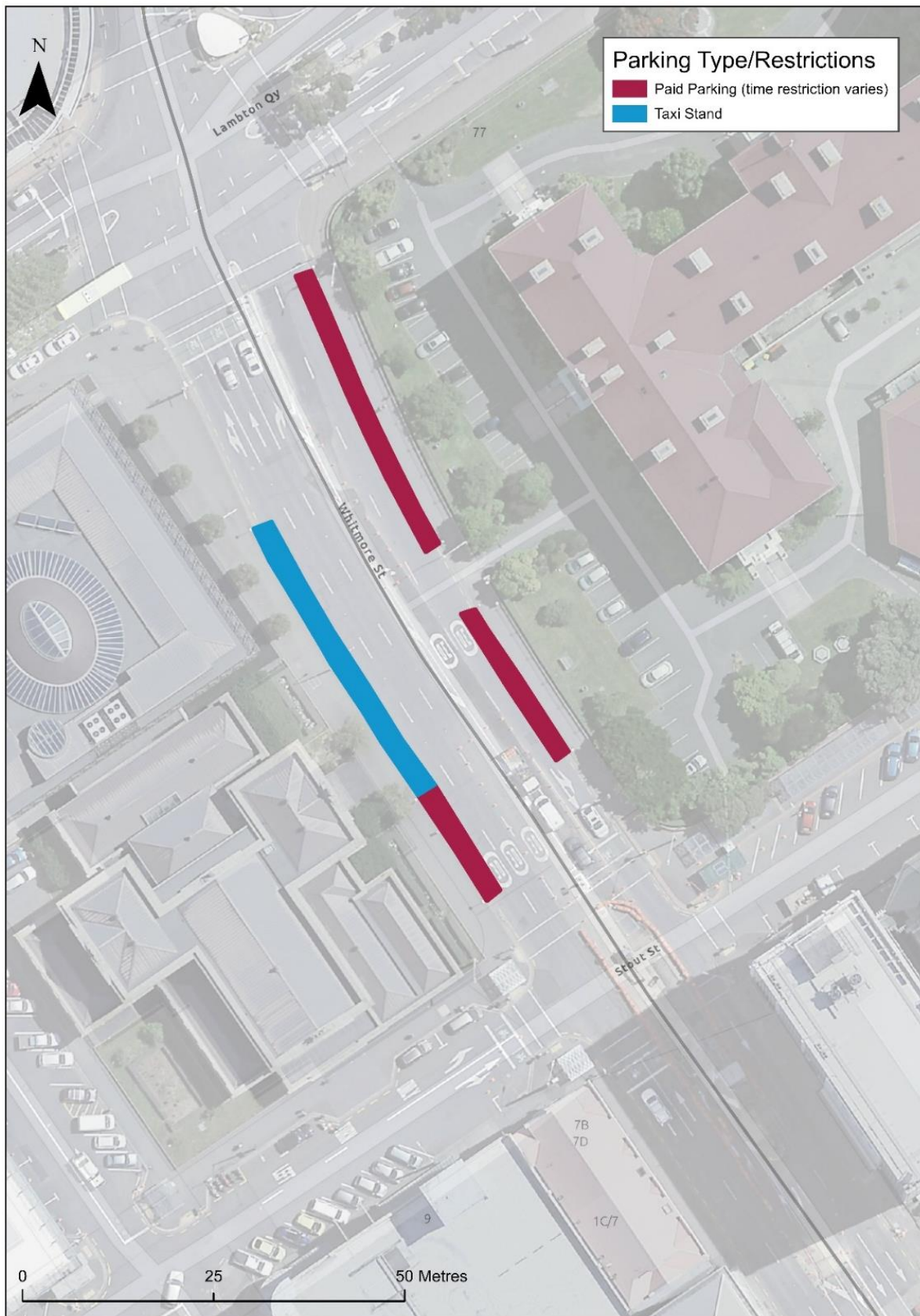
exceed the optimal 85% occupancy level from around 10:00am to 2:00pm. Parking demand is lower on Whitmore Street, with average peak occupancy of 68% at 12:00pm.

**Figure 4.1** Weekday parking occupancy in Court Precinct Area



Parking occupancy data for the spaces at the taxi stand is unavailable, as these spaces do not have parking sensors. Engagement has been undertaken with Taxi operators and the Taxi federation, which provides insight into the demand and usage of the taxi stand on Whitmore Street. The Whitmore Street taxi stand is primarily used as a waiting area where taxis can legally park while waiting for a job in the local area. This facilitates taxi operations in the area and reduces illegal parking by taxi operators. The Whitmore Street taxi stand does not have high usage as a walk-up taxi stand. The nearest alternative taxi stands are 85 Lambton Quay (~50 meters/1-minute walk away), at the Train Station, (~240 meters/2-minute walk away), and 140 Lambton Quay (~270 meters /3-minute walk away).

Figure 4.2 Current parking on Whitmore Street



### 4.3 Impact of improvements on parking

The Botanic Gardens ki Paekākā to city project is expected to result in the removal of all 20 parking spaces located on Whitmore Street. **Table 4.3** outlines the impact of transport improvements by parking types set out in the Parking Policy.

Before mitigation, the project is expected to have a moderate impact on taxi stands and a low impact on short-stay parking. Short-stay parking is high priority and taxi stands are medium priority on Whitmore Street, according to the Parking Policy.

**Table 4.3** Impact of improvements on Whitmore Street parking by type

Parking type	Priority level	Spaces removed	Level of Impact - before mitigation
Mobility	High	0	N/A
Loading zones	High	0	N/A
Bicycle/micro-mobility	High	0	N/A
Car share	High	0	N/A
Electric vehicle charging	Medium	0	N/A
Short-stay (car & motorcycle)	High	14	Low
SPSV*/taxi stands	Medium	6	Moderate
Coach and bus (short stay)	Low	0	N/A
Residents	Lower	0	N/A
Commuter (car & motorcycle)	Lower	0	N/A
Coach and bus (long stay)	Low	0	N/A

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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## 4.4 Mitigation of parking impact

Table 4.4 outlines the proposed measures to mitigate the impact of parking loss and the expected level of impact after mitigation. After mitigation, the project is expected to have no impact on taxi stands or short-stay parking.

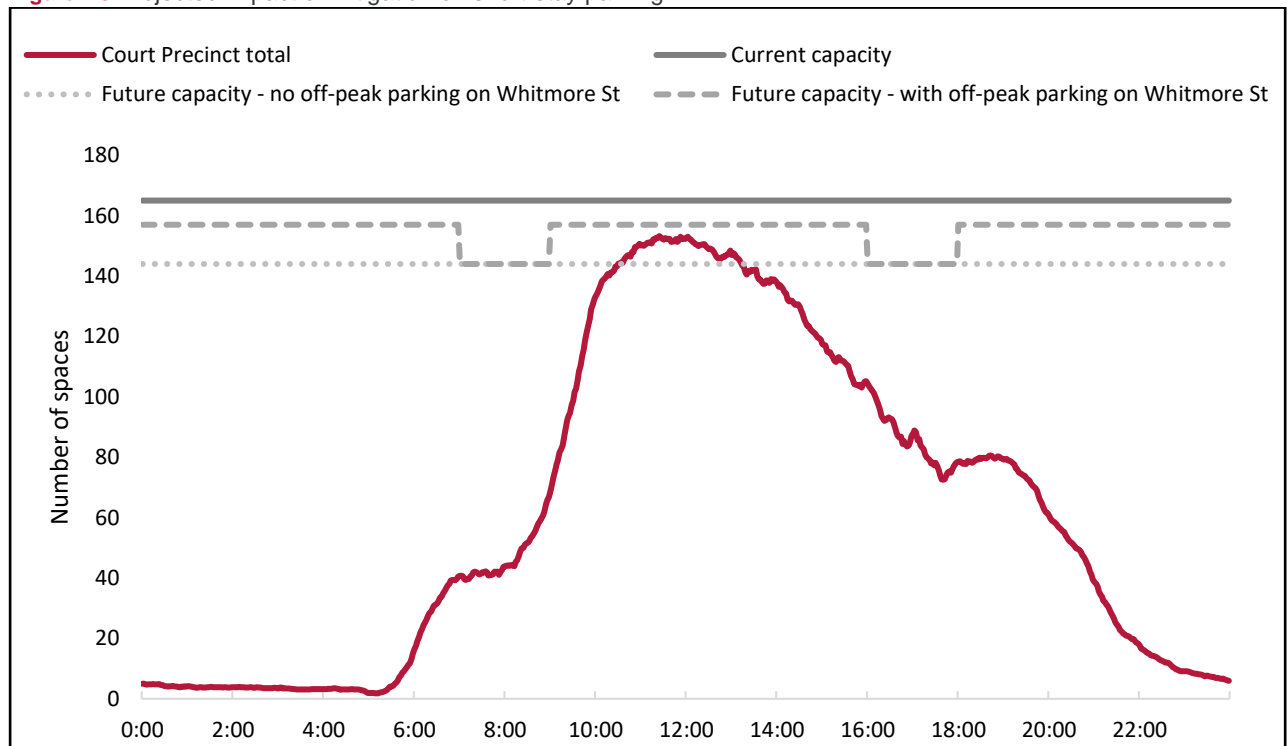
Table 4.4 Proposed mitigation of parking impact on Whitmore Street

Parking type	Proposed Mitigation	Level of Impact - after mitigation
Short-stay (P120)	Provide 13 'floating' metered parking spaces on Whitmore Street in the left-hand traffic lanes at off-peak times. The left-hand lanes would operate as clearways from 7:00am to 9:00am and 4:00pm to 6:00pm on weekdays. As parking demand is high midday and low in the morning and evening, these spaces will fully accommodate demand for short-stay parking in the area.	None
Taxi stand	Relocate six existing taxi stand spaces to the east side of Stout Street on the block between Whitmore Street and Bunny Street. This will be more suitable than the current taxi stand location, as it will provide easy access to the Wellington Railway Station and the Rydges Hotel, main generators of demand for taxis in the area.	None



Figure 4.3 shows the projected impact of the proposed mitigation on the availability of short-stay parking in the Court Precinct. With the proposed mitigation in place, there will be no impact on the availability of short-stay parking. Without the proposed mitigation in place, there is a projected shortfall of about 10 parking spaces from 10:00am to 2:00pm.

Figure 4.3 Projected impact of mitigation on short-stay parking



## 5. Conclusions

This report has developed a Parking Management Plan as part of the Transition Programme Botanic Gardens ki Paekākā to city bike route. The Botanic Gardens ki Paekākā to city bike route removes on-street parking spaces and reallocates on-street road space to support active and public transport, supporting Wellington's vision of moving more people using fewer vehicles. This parking management plan re-prioritises the remaining on-street parking spaces, in-line with the parking space hierarchy for different parts of the city established in the Parking Policy. The mitigation measures proposed minimise the impact of parking removal on the ability of users to find a parking space and visit the area.

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