

Botanic Garden Access – Site Visit Briefing Note for Mayor Andrew Little

Monday 10 August 2026



The current situation, along the entire length of the main **frontage of the Botanic Garden** is that it has **no car parking** 24hrs a day, 7days a week, 365 days of the year. This is limiting access for daytime and evening visitors. The Botanic Garden is large and steep, and alternative parking (if it can be found at all) requires long uphill walks. For many older residents/visitors, people with limited mobility, families with young children, school groups, and others, the distances and terrain are genuine barriers.

The decision to remove **all** car parking along the frontage for Garden patrons, all of the time, is a consequence of no community-wide impact assessment, as well as being an example of not truly listening to the people of Wellington.

At the same time, cycle volumes on this corridor are highly peaked (* see below)

The bike lane is mainly used during the late-afternoon commuter window, roughly 4–6:30pm. Outside those hours, usage drops **significantly** (to negligible). Yet the cycle lane remains fully closed to car parking all day, every day.

This is an inefficient use of public space.

We have a **lightly used** * off-peak cycle lane beside one of Wellington's most important public amenities, while daytime parking demand remains high. The result is reduced access for a great many visitors, without delivering significant safety benefits during low-use periods.

A solution would be a time-limited clearway.

A combined Tinakori + Glenmore clearway is seen as the equitable, workable compromise that balances cycling safety with improved access for visitors.

Keep the cycle lane fully clear during the peak commuter period (4 - 6:30pm), Monday to Friday, and allow parking outside those hours. This retains the safety benefits of the cycle lane when most cyclists use it, while restoring daytime and evening access for Garden visitors.

The approach is somewhat familiar.

Time-based clearways are used in other parts of the city to balance competing demands. This is simply applying a similar tool to a corridor to **serve both commuters** riding past, as well as enabling visits to **our major public outdoor destination**; a **win-win**, rather than a win-lose.

Benefits:

- maintain peak-time cycling priority.
- restore equitable access to the Botanic Garden.

- improve utilisation of public road space (in a low-cost, practical way)
- reduce unnecessary conflict between road users.
- require no reconstruction; just signage and operational adjustments.

In short, this is a balanced, evidence-based refinement coupled with a strategic opportunity to align with the opening of the Begonia House.

supports **cycling**,

supports **accessibility**, and

supports **efficient use of significant public assets**.

A low-cost improvement that responds directly to community feedback.

The request

That Council direct officers, with defined deadlines and objectives, to develop and consult on a daytime parking / peak-time cycle clearway scheme for part of Tinakori Road (in the **30kph** zone) and part of Glenmore Street (adjacent the Garden).

A timely solution that aligns with the re-opening of the Begonia House in 2027 would be a welcomed objective. Protecting this facility needs to align with protecting **access** to it.

Restoring access through a clearway is a practical, evidence-based compromise to support visitors, businesses, and the Garden itself while still providing for cyclists.

i.e. small change with a significant win - win public benefit.

TRA presentation (including maps)

Prepared for WCC's Regulatory Processes Committee meeting, **April 2025**. Highlights how Tinakori Road and Glenmore Street separately serve major precincts of the Botanic Garden.
<https://drive.google.com/file/d/1QQ5SX8RsOwvZyESKuyntk7pUXMrzXji0/view?usp=sharing>

*** Recent cycle counts (2026)** - Tinakori Road between 4pm and 6.30pm (150 minutes)

Thursday 23 July cyclists 186, 1.24 p/min

Friday 24 July cyclists 100, 0.66 p/min

Monday 27 July cyclists 228, 1.52 p/min

Wednesday 29 July cyclists 175, 1.17 p/min

Averaging 1.14 cyclists per minute over the four days.

The average does **not** represent an **improvement** in numbers when compared to previous counts in 2024.

Before 4pm and after 6.30pm on weekdays the cyclist numbers are **negligible**.

Other hours through the course of the day, and during weekends, the cycle way is **rarely** used.