



the architectural centre inc.  
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Wellington City Council  
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Wellington 6140  
[policy.submission@wcc.govt.nz](mailto:policy.submission@wcc.govt.nz)

Re: WELLINGTON CITY PARKING POLICY

This submission is from the Architectural Centre. We are an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design

The purpose of urban roads and streets is the provision of:

- a) air and light to buildings and land on either side of them,
- b) outdoor space for outdoor activities and play,
- c) policing and military parades,
- d) pedestrian and vehicular traffic

As a general rule roads were not used as places to store (park) vehicles. This was done in secure areas, not vulnerable public areas.

Since circa 1900 motor vehicles have become by far the main source and threat of 'accidental' mortality and trauma in the public realm. Noise pollution can be eliminated by making their motors electric, but air and water pollution from them will remain the main public pollutants for many years by the production of rubber and brake-lining dust.

This makes them by far the main de-humanising element in public Wellington. The principal purpose of planning is health and safety therefore their use must be dramatically reduced and eliminated.

Cycling has been transformed by the ebike revolution. It is by far the most cost-effective people-mover. Walking and cycling are the most cost-effective for short distances. And public transport must be made so attractive there is no need for private cars.

Wellington's roads are adequate for emergency, commercial and trade EVs.

The easiest way to reduce motor vehicle use has been proven to be through the reduction and elimination of parking. But our history of making above-ground car-parks, and underground car-parks built under the Frank Kitts Park, Queens Wharf and the Civic Square, and proposed in-lieu of the Midland Park has probably been very successful at promoting car ownership, use and status.

The same can be said for the circa 50 years of our residential parking rules where the making of even a bed-sit flat for a blind person in residential areas was, and still is, not permitted, or usually not permitted.

### **Policies**

Council should lead the way by having a zero-parking policy for all its activities. Ebikes with trailers and wet-weather gear can substitute for cars. Ebikes can have 2 seats for cyclists to 'dub' councillors and staff who cannot ride.

All car-parking must be discouraged, and transport planning must be oriented toward the promotion of the non-car modes in spite of the loss of tax revenue and 'freedom'. A better kind of freedom will come with excellence in non-car transport.

The parking rule for a private dwelling actually reduces the amount of parking. It provides a car-park for part-time use at the occupier's discretion replacing a public parking space available for 24 hour use. And on-site parking for dwellings produces as much trauma for playing children as do the roads. The parking rules must be delete.

Thank you for providing the opportunity to respond to this policy,

A handwritten signature in black ink, appearing to read 'KML', with a long, sweeping horizontal line extending to the right.

Kate Linzey  
President of the Architectural Centre Committee.