

Mobility (Accessible) Parking: Seminar

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With guest
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What's covered

- Accessible parking in New Zealand
- Why is it important and urgent to discuss mobility parking?
- Voice of permit holders: insights from Paul Brown
- What permit holders need: proximity, space, time
- Some principles
- What to do, or advocate for

Accessible parking in New Zealand

In New Zealand, eligible people can **pay** for a mobility parking permit: typically NZ\$50 plus an assessment by a General Practitioner.

<https://www.ccsdisabilityaction.org.nz/mobility-parking>

The permit provides priority parking in a larger, marked space, sometimes

Mobility parking space dimensions and layout are specified in New Zealand Standard NZS4121:2001 and in some local infrastructure standards.

The standard is **free** to download online

<https://www.standards.govt.nz/shop/nzs-41212001>

Eligibility and
design are
similar in most
countries



70 percent of
permit holders are
aged 70 or older
but the population
is *diverse*

There are over 200,000 mobility parking permits currently in New Zealand, increasing by around 4,000 per year (2%).

The rate of increase is twice as fast as the increase in population (approximately 1% per annum).

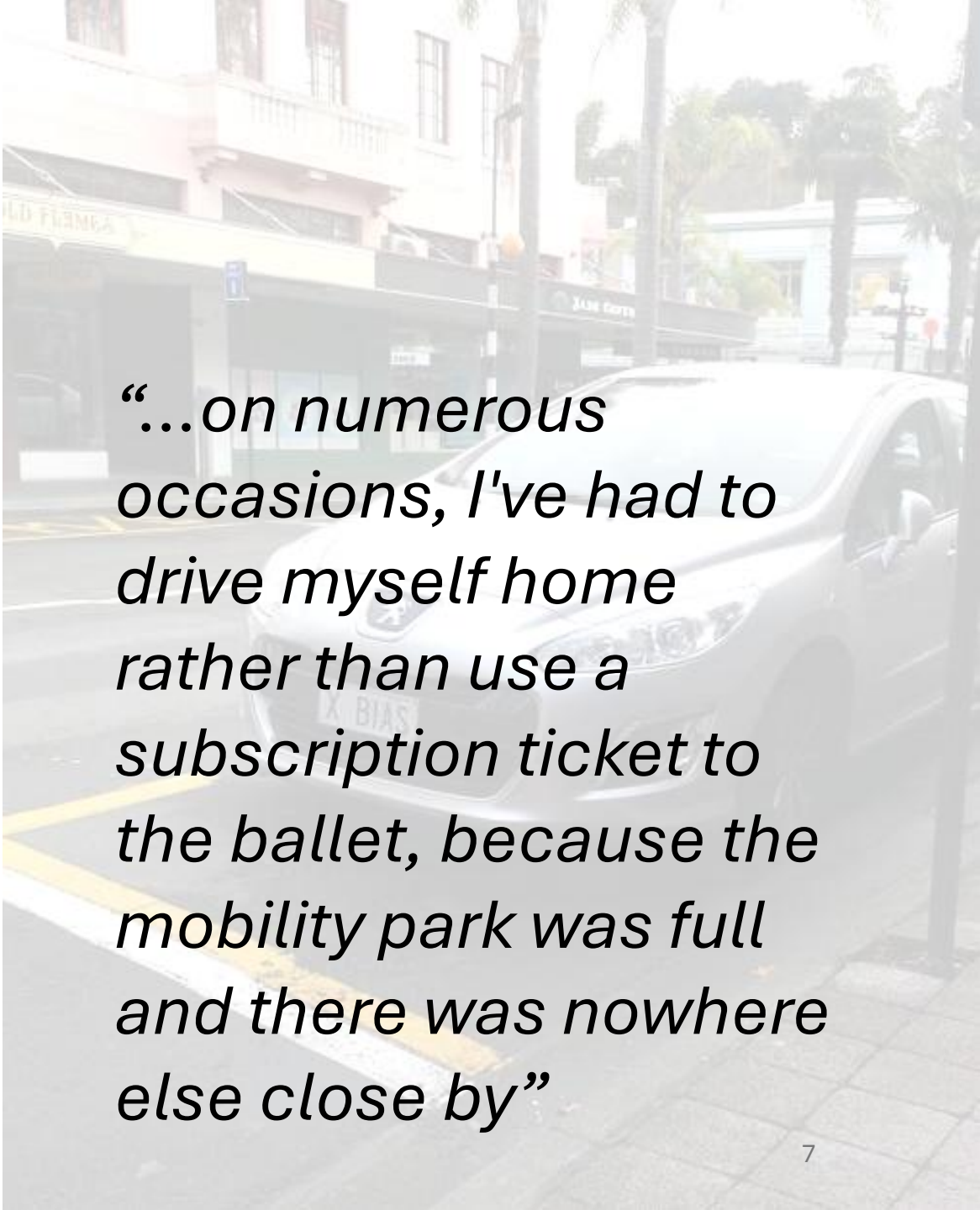
In some places mobility parking permit numbers can be expected to double between 2025 and 2035, because of a rapidly ageing local population.



Why is it important and
urgent to discuss
mobility parking?

Challenges:

- The park is occupied lawfully
- Information about parking isn't available (to plan a trip)
- The park is not in a suitable location
- The park is not accessible: it does not meet access standards



“...on numerous occasions, I've had to drive myself home rather than use a subscription ticket to the ballet, because the mobility park was full and there was nowhere else close by”

Challenges:

- The park meets standards but is not accessible for everyone for other reasons
- There is no safe, accessible route from the park to the footpath
- The accessible route is blocked by permanent or temporary hazards

“If we’re going somewhere new I look up the park on satellite maps to see whether it will work for us. I need space at the rear and if it looks risky, we just won’t go. It’s too stressful.”

...but, we can't just put accessible parking everywhere.

Off-street parking is based on policy, surveys, and market demand.

On-street parking is based on policy and historic provision

Parking is part of the transport system:
providing safe, inclusive sustainable
transport options is crucial..

Many authorities are removing the ***requirement*** for general off-street parking, making it ***optional*** for property developers

...But removing car parking could be a problem for many disabled people because we ***do not fully understand the impact*** of a lack of parking on disabled people's participation.

Voice of permit
holders:
Paul Brown

The voice of permit holders

Paul Brown

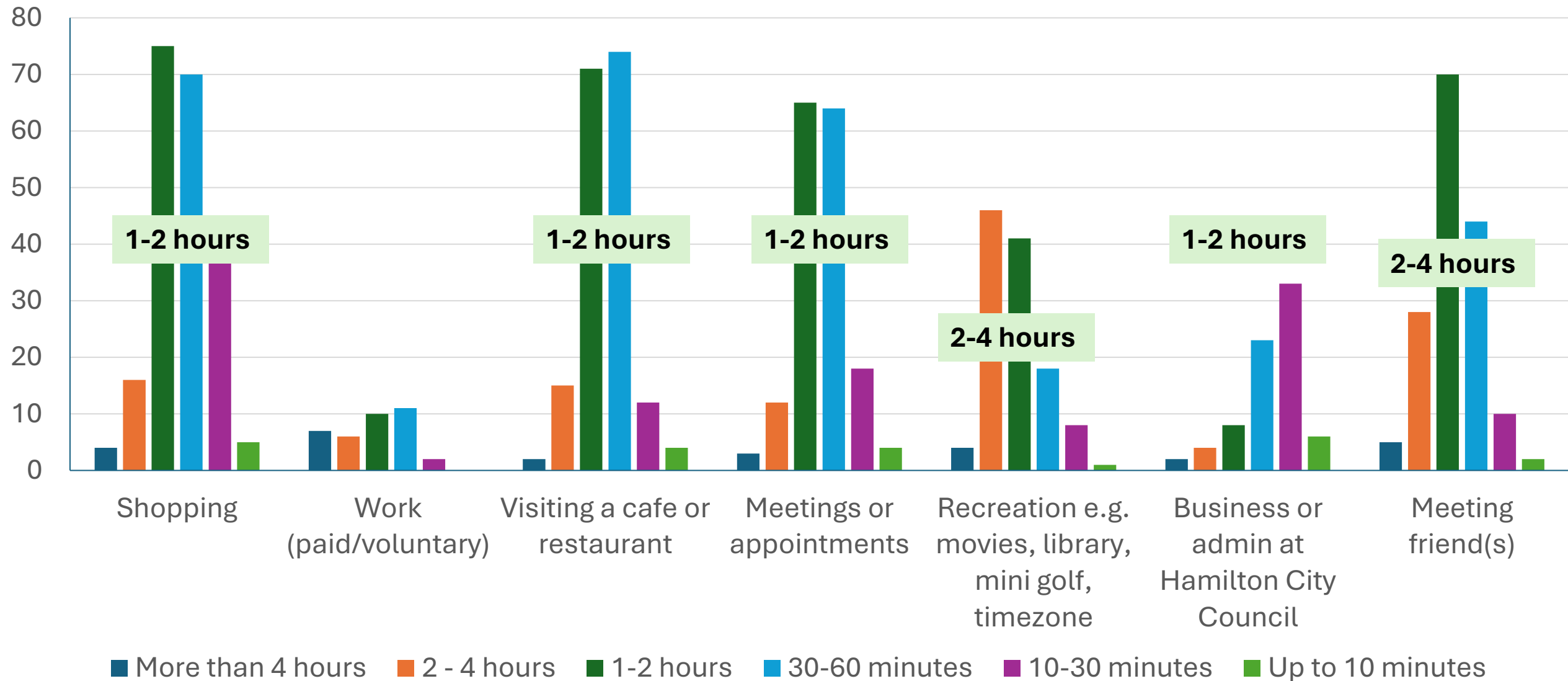


Permit holders are a diverse group
*children – people who cannot walk easily – people who use
a mobility aid, e.g. a wheelchair – people with dementia –
families – people who can be dropped off, and people who
need to be accompanied*

Uncertainty about a park being available induces costs:
financial and wellbeing costs, including **stress**
Uncertainty and negative experiences result in ***trips not made***

What do permit
holders need?
Proximity, space,
time

How long do most permit holders need to park for?

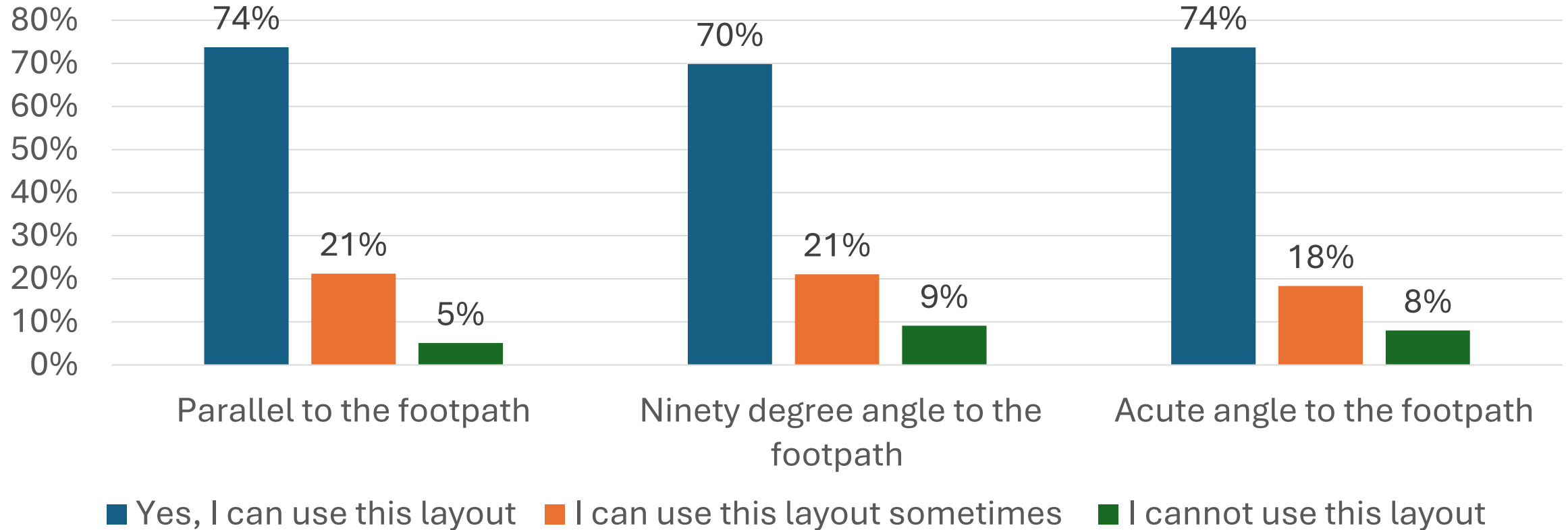
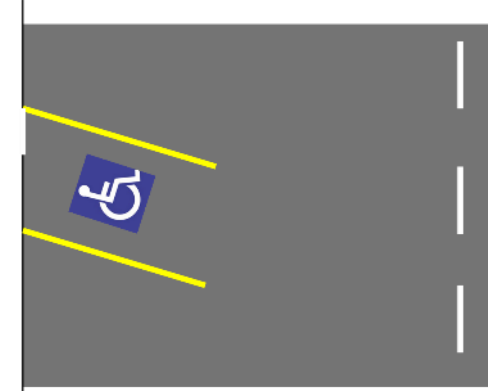
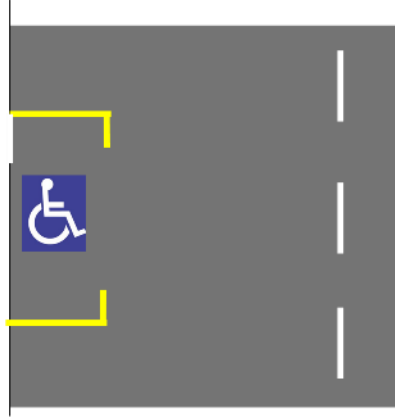


Which parking spaces are
easiest for you to use?

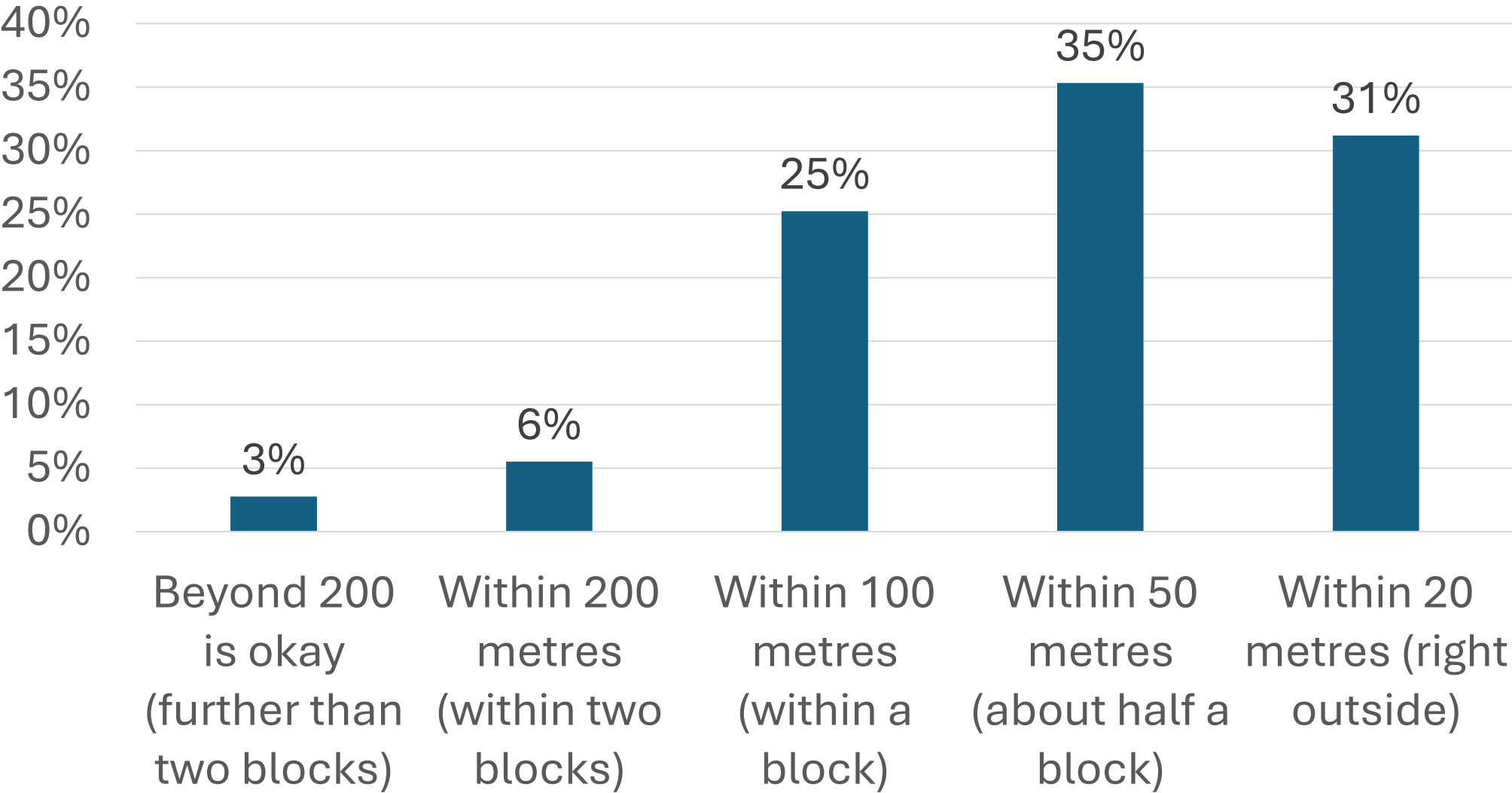
Which parking spaces are
hardest for you to use?

One person's favourite place to park can be another's least favourite: *it depends* on trip purpose, time of day and week, weather, traffic, urgency, energy (can I park further and walk?), who else is on the journey.

Which of the following mobility park layouts can you use?

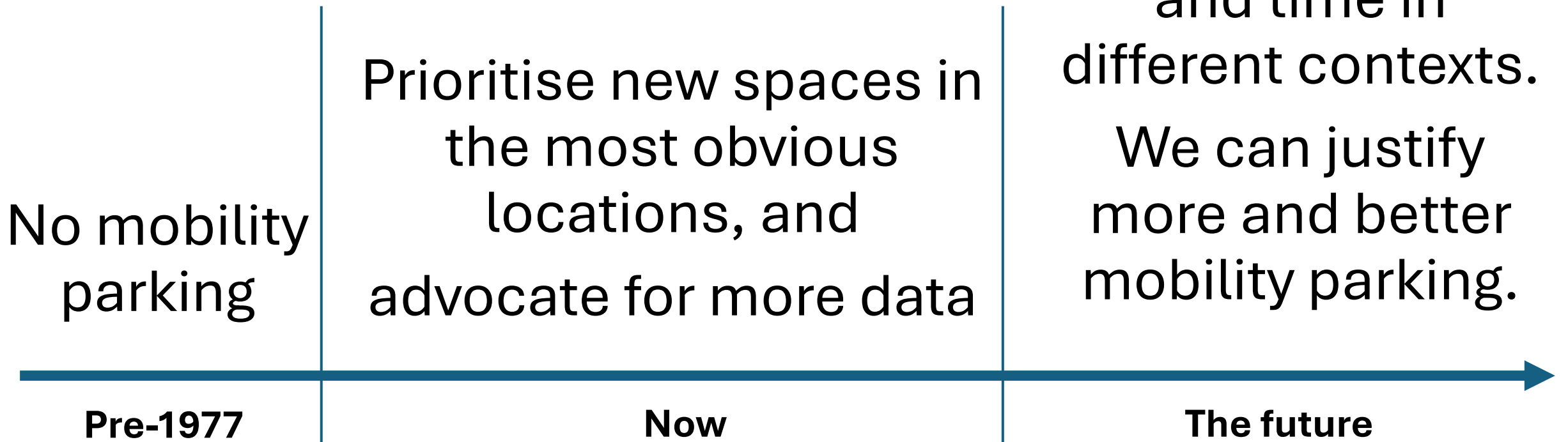


How close to the destination does a mobility park need to be for you to use it?



What can we do?

A timeline



Mobility parking principles

Premise

We don't know enough
about how a lack of
accessible parking limit's
people's participation
except that it does.

Street parking principles

1. Public places should be as accessible as possible.
2. Accessible street parking or drop-off every 100m is reasonable.
3. Further provision requires further research.

Off-street parking approach

Off-street locations are facility- and community-specific: we do not have facility-specific, community-specific data.

Monitor and improve.

What to do, or
advocate for

Local authorities: On-street parking



Number of mobility parking spaces for any street with marked parking

=

One space per 'destination', plus a further space per 100m of on-street parking

Because >50 percent of permit holders need to park within 50m of their destination

Local authorities: Streets with *no parking*

Minimum: Provide accessible pick up / drop off every 100m

Desirable: Work towards an accessible parking space every 100m on all streets



Local authorities: Consider off-street parking

Mobility parking in public or private off-street facilities doesn't mean we don't need it on the nearby street.

But locations with nearby off-street parking might be a lower priority for new spaces.



Private parking: Hospitals, supermarkets, airports, shopping precincts

Monitor: understand patterns of demand

Accessible routes: provide support (e.g. loan wheelchairs, buggies) in obvious locations so that people can get them from all parking when needed

Enforce correct use of mobility parking



What we need: Advocacy

- Individual citizens: write to your councils when you experience a mobility parking challenge **or joy!**
- Organisations: collaborate, submit on Council plans to encourage audits and surveys to inform more and better mobility parking
- All: find out who has input into mobility parking in your community: council advisory groups, transport asset managers, parking managers

An orange oval shape with a thin green border, containing the text 'What we need: Mobility parking research' in a dark blue, sans-serif font.

What we need: Mobility parking research

- Permit holders' travel: What are their trip rates, by land use (e.g. hospital vs high street)
- Dwell time variability: how long do permit holders need, in different places?
- The drop-off opportunity: how could demand be managed with more accessible pick up / drop off locations on public street?
- Accessibility of general parking: how much do permit holders use mobility parking spaces vs general public spaces, where, and why?

A blueprint for local mobility parking priorities:

- Technical audit: where are spaces now, what layout and condition are they?
- Parking space monitoring: what is the demand per space, and its variation?
- Community survey: what do local permit holders need?

What we need:
Local studies



What we need:
Local studies

For public ***and*** private,
on-street and off-street parking:

Technical audit

+

Community understanding

= prioritised mobility parking plan

Summary

Permit numbers are increasing at double the rate of population increase: 4,000 new permits per year in New Zealand



We don't have good data on where to put the next new mobility parking space



We need
community-specific insights
+
transport planning knowledge

to improve access for everyone to what
makes a good life

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Mobility Parking Seminar recording:
<https://youtu.be/Lil0gTD7mjo>