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**REPORT 3**  
*(1215/52/IM)*

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## **MOBILITY PARKING POLICY**

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### **1. Purpose of Report**

The purpose of this report is to present the Mobility Parking Policy to Committee for approval and to refer to Council for adoption.

### **2. Recommendations**

It is recommended that the Committee:

- 1. Receive the information.*
- 2. Agree to the Mobility Parking Policy (attached as appendix 1).*
- 3. Recommend to Council that it adopts the Mobility Parking Policy.*
- 4. Note that Capex funding of \$12,334.00 for coin meter installation per year for three years is available in Annual Plan Project C290.*
- 5. Note that mobility parking spaces will increase from 23 to 60 over 3 years as a result of this policy being implemented..*
- 6. Note that the total cost of \$36,000 for implementation will be included within current budget provisions.*

### **3. Background**

The Mobility Parking Policy, attached as Appendix 1, provides for greater equity in parking for people with limited mobility through the design, placement and number of mobility parks.

Mobility parking in Wellington City is an issue which potentially affects up to 20% of the population. The provision of mobility parking enables this sector of the community to participate in employment, social, cultural and political life in Wellington City. For people with limited mobility a major constraint is the difficulty in finding and using suitable parking.

As people age, isolation can become a problem, and access and mobility become increasingly essential for the future health and well being of the city. The ability to live independently must be coupled with:

- Access to medical and social services.
- Contact with the outside world.
- The feeling of belonging to the community.

In addition, inclusion is a vital ingredient to build strong communities. It is a process where the varying needs of a community and the groups, which constitute it, are recognised, prioritised and met. It is the positive management of diversity to which all communities should aspire. In a truly diverse community inclusion is an integral part of the culture of that community.

The issue of accessibility has received increasing attention in recent years. Best practice suggests good design is that which meets all needs and will ensure full access to products and services for everyone. This means that technical and social solutions are needed to facilitate mobility in everyday life for all people regardless of age or ability.

The importance of accessibility for all is consistent within the context of supporting efforts to achieve a sustainable modern society.

### **Why does Wellington City Council require a Mobility Parking Policy?**

One out of every five New Zealanders lives with a disability but for people over 65 years of age the rate increases to one in three. This is because the rate of disability rises with age, thus we can expect the incidence of limited mobility associated with age to rise in the future. It is essential we keep pace with the mobility needs of older persons as well as those in the broader disability community.

The policy was developed from a discussion paper written by the Disability Reference Group through consultation with the wider disability community and aged persons. A discussion paper was presented to the Accessible Wellington Forum (2004) and feedback sought on issues, priorities and constraints.

### **Mobility Cardholders**

Currently there are 7,650 mobility card holders in the Wellington region and of those, 3,500 reside in Wellington City. The Mobility Parking Permit Scheme is an officially recognised concession-parking scheme owned and administered by CCS with the co-operation of all territorial local authorities. 80% of CCS cardholders are over 65.

Parking concessions are granted to people with limited mobility who qualify under set criteria to park as close to their destination as possible. All qualifying applicants receive a Mobility Parking Permit card, known as a Mobility Card, which has a membership number. The card must be clearly displayed on the inside of the front windscreen or the dashboard, while the cardholder is parked in a designated mobility or standard car space. All applications have to be certified by a doctor and a fee is charged for the permit.

Permit holders are entitled to use:

- Accessible car parks (outlined in yellow and displaying the wheelchair symbol).
- Standard car parks and metered spaces for longer than stated times.
- Time-restricted zones, e.g. P30 for longer than stated times as set out in local bylaws.

To be eligible for a CCS card, the person is either:

- Unable to walk and is reliant on a wheelchair for mobility, or
- Relies on mobility devices (e.g. crutches, walking sticks, walking frames).
- Is unable to walk more than 200 metres unassisted because of the nature/severity of their condition.

In addition individuals with a temporary disability can also apply for a Mobility Parking Permit.

Stakeholders report frustration with the paucity of mobility car parks in Wellington. It is essential to consider the future needs of the population when planning, upgrading or reviewing parking. This includes consideration of future trends toward an increase in numbers of the mobility cardholders group, and the mobility needs of older persons as well as those in the broader disability community.

The option of providing free mobility parking was considered, cost determined and advice was sought from the DRG and other stakeholders as to whether this would ease the frustration around mobility parking. The overwhelming view was that there is a need for more accessible parking spaces rather than providing free parking. Given the limited number of mobility parks in the city, the disability community noted that:

- Availability of free parking in mobility spaces would not improve ease of access for the community; and
- It would most likely exacerbate the situation even if time limits are strictly enforced.
- Offering free parking in lieu of good access is not acceptable.

Thus introducing free parking would not address access issues and is not recommended.

More mobility car parks are needed within the city and there must be an integrated approach between Community Services, Parking Services, Road Engineering, City Planners and the disability community (through the DRG) to produce a workable plan. Currently mobility parking spaces are established only when there is a formal request for one. This leads to an ad hoc provision and highlights a need for processes to ensure consideration is given to the distribution and number of mobility parks across the city. This was confirmed by a Barrier Free audit of current mobility parks.

**The policy proposes:**

- 2% of standard parking is set aside for mobility car parks, (currently there are 23 in the CBD to be increased to 60 over the next 3 years).
- Enhance design and signage.

- An integrated approach across Council’s business units and the Disability Reference Group in all current and future planning of mobility parking.
- Install coin operated meters at all mobility parks where a charge is applied and further work on investigating options around introducing Smart Park (a prepaid electronic meter).
- Mobility cards allow parking for one hour over any time restriction of 30 minutes or longer or 1 hour over the time they have paid for.
- Parking restriction for mobility car parks is designated “at all times”.
- Pro-active enforcement of mobility car parks and streamlining enforcement practice.

#### 4. Discussion

Three standard car parks are required to establish two mobility car parks, that is, a net loss of one space. There is also a net loss of one space if a single mobility park is installed. Therefore it is proposed that wherever possible pairs of mobility parks are installed.

There are costs associated with increasing the number of mobility parks. The operational cost of implementing this policy over three years is \$36,000 and will be considered business as usual in the first year and included in future asset management plan for the following two years. In addition there is a Capex cost of \$12,334 per year which is available in Annual Plan Project C290.

The installation of 37 new mobility parks will cost \$24,334 per year (\$12,334 Capex and \$12,000 Opex from Roading and Traffic) for the 3 years of implementation. In addition there is lost revenue of between \$71,000 and \$146,000 depending on the proportion of parks installed singularly or in pairs. The gross revenue from all metered parking is \$9.74 million per year and currently the revenue from ticketing cars parked illegally in mobility parks is \$25,000 per year.

Off setting the lost revenue is an estimated increase in revenue derived from increased enforcement and towage. With immediate towing of vehicles the revenue to the Council will be more than twice that which it receives from issuing a parking infringement (\$40 for a fine and \$95 for towing). Therefore it is estimated that with the increased number of mobility parks, more vigilant enforcement and greater use of towing, revenue will increase from \$25,000 to \$100,000.

<b>Implementation Costs for Mobility Parking</b>			
Opex	2005/06	2006/07	2007/08
<i>Roading and Traffic</i>	<i>(12,000)</i>	<i>(12,000)</i>	<i>(12,000)</i>
<i>Revenue loss</i>	<i>(71,000)</i>	<i>(71,000 – 146,000)</i>	<i>(71,000 – 146,000)</i>
<i>Enforcement increase</i>	<i>75,000 estimated</i>	<i>Unable to estimate</i>	<i>Unable to estimate</i>
<i>Total</i>	<i>(8,000)*</i>	<i>Unable to estimate*</i>	<i>Unable to estimate*</i>
Capex	2005/06	2006/07	2007/08
<i>Parking Services and enforcement C290</i>	<i>(12,334)</i>	<i>(12,334)</i>	<i>(12,334)</i>

\*Any net cost as a result of lost revenue will not impact in the 2005/06 financial year and will be picked up in the Council's Long Term Council Community Plan if required.

## **5. Conclusion**

Officers recommend that the Mobility Parking Policy be approved and to referred to Council for adoption.

Contact Officer: *Jennifer Rains, Disability Liaison Officer, Community Services Business Unit*

## Supporting Information

### 1) Strategic Fit / Strategic Outcome

*This project supports:*

**1.1 Liveable City** – Wellington is a great place to live and offers a variety of places to live, work and play within a high quality public environment

**1.2 Network City-** Wellington is easy to get around, pedestrian friendly and has an interconnected street system

**1.2 Developing Potential** – People are encouraged to develop their full potential as individuals and members of the community

**2.4 Participation-** People are encouraged to participate in community networks

**2.6 Access to resources-** All residents are able to access community resources and public services

**7.1 Recreation Opportunities-** Wellington offers a diverse range and abundance of quality recreation and leisure activities that are easily accessed and are affordable

**8.3 Transport Effectiveness-** A well-planned and comprehensive network supports a compact and highly liveable city where people move about easily and safely.

*NZ Disability Strategy*

### 2) LTCCP/Annual Plan reference and long term financial impact

### 3) Treaty of Waitangi considerations

*There are no Treaty of Waitangi implications.*

### 4) Decision-Making

*This is not a significant decision. The report sets out a number of options and reflects the views and preferences of those with an interest in this matter who have been duly consulted with.*

### 5) Consultation

*Public consultation has been undertaken both with the wider disability community and the Disability Reference Group.*

### 6) Legal Implications

*There are no legal implications.*

### 7) Consistency with existing policy

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Wellington City Council, 2005

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**MOBILITY PARKING POLICY**



**Community Services**  
**March 2005**

## 1 Introduction

The Mobility Parking Policy describes the Wellington City Council's approach to providing mobility parking in Wellington City. It aims to ensure Wellington is a liveable place for people with limited mobility by enhancing their ability to participate in employment, social, cultural and political life and their access to services and resources.

Inclusion is a process where the varying needs of a community and the groups, which constitute it, are recognized, prioritised and met. Inclusion is critical to building strong communities and promoting all residents ability to participate in their community. A major constraint to inclusiveness for people with limited mobility is the availability of suitable parking.

This Policy is part of the Accessible Wellington Programme which, through a series of targeted projects, is ensuring Wellington is an inclusive accessible city. It promotes equity in parking for people with limited mobility in the public domain through design and placement, number of parks and enforcement. It also promotes provision of accessible car parks through the Building Code and New Zealand Standard Specification (NZSS) 4121.

Mobility parking in Wellington City is an issue, which potentially affects up to 20% of the population.

This policy responds to the "Creative Wellington - Innovation Capital" vision by strengthening the social infrastructure of the city and is underpinned by the Council's Social Strategy which has an overarching theme of building strong communities and goals associated with accessibility and participation.

### 1.1 Links to Council Strategy and Vision

The policy supports the following outcomes:

1.1 Liveable City – Wellington is a great place to live and offers a variety of places to live, work and play within a high quality public environment

1.2 Network City- Wellington is easy to get around, pedestrian friendly and has an interconnected street system

1.2 Developing Potential – People are encouraged to develop their full potential as individuals and members of the community

2.4 Participation- People are encouraged to participate in community networks

2.6 Access to resources- All residents are able to access community resources and public services

7.1 Recreation Opportunities- Wellington offers a diverse range and abundance of quality recreation and leisure activities that are easily accessed and are affordable

8.3 Transport Effectiveness- A well-planned and comprehensive network supports a compact and highly liveable city where people move about easily and safely.

This policy contributes to 7 of the 11 objectives in the New Zealand Disability Strategy

## 1.2 Mobility card holders

The provision of mobility parking assists those persons who have limited mobility and are mobility card holders. Mobility card holders report a shortage of parks.

Users of mobility car parks are

- unable to walk and are reliant on a wheelchair for mobility, or
- rely on mobility devices (e.g. crutches, walking sticks, walking frames),
- unable to walk more than 200 metres unassisted because of the nature/severity of their condition, or
- individuals with a temporary disability

In addition Wellington City Council recognizes valid permits used by international visitors to this city.

This policy will ensure provision of mobility car parks in off street parking through the Building Act (section 119 in conjunction with Schedule 2) and the New Zealand Standard Specification (NZSS) 4121. This will be enforced through the consent process for new buildings and alterations of existing buildings. NZSS 4121 on its own will be used as a guide for work not requiring a consent.

When considering parking in the public domain (this includes metered parking) this policy will cover all aspects through implementation of best practice.

## 2 This policy will ensure best practice in:

- Design and signage
- Placement of mobility car parks
- Future planning
- Payment
- Enforcement

### 2.1 Design and Signage

Design consists of the following components:

- Street position
- Dimensions
- Type (parallel vs. angle)
- Gradient
- Surface
- Kerb ramp

Mobility parks are up to 33% larger than standard car parks. In determining the size of the car parks characteristics of mobility must be taken into account (for example overhead hoists and rear entry vehicles).

The following measurements are a minimum requirement for safety and ease of use. These reflect the need to encompass both the passengers and drivers requirements and the type of car park.

# APPENDIX 1

Width = 3500mm

Height = 2500mm

Length = 5000mm (For parallel parks an extra length of 1300mm will be provided for rear mounted hoists.)

The type of car park is concerned with the position of the park relative to the footpath that is angle, parallel and right angle. There are examples of all three of these park types in the Wellington CBD. The placement of parallel parks on main thoroughfares is a dangerous situation for drivers in wheelchairs and for passing traffic. Some drivers, who exit by the side where traffic flows fast, avoid these parks. This is not a workable solution without the extra space (the above standard of 3.5 metres) noted above.

Drivers and passengers agree that a near flat 180-degree surface while transferring in and out of a car seat is a preference, and where possible new mobility parks will be on flat ground or designed in such a way that flat access is achieved.

The surface is a straightforward requirement being non-slip and normally being on asphalt.

Kerb ramps bring a safe and convenient passage from the park to the footpath that suits both driver and passenger.

The gradient of the kerb ramp needs to be set at a minimum of 1:12 to enable all drivers and passengers to negotiate them. A smooth entrance with no lip onto the gradient of the ramp is important.

Signage and visibility of parks can be considered in the following way:

- International mobility signs are blue and white with a wheelchair logo.
- Consideration should be given to a larger format signage, clearly stating restrictions and penalties.
- The logo is painted in yellow on the asphalt in the middle of park.
- The logos should be re-marked and painted every 2 years to ensure maximum visibility.
- All signage indicate parking time allowed which, for the nature of the disabilities warranting a mobility card, means an extension of the limit by doubling the time allowed to retrieve vehicles. The signage required needs to be at driver level to attract attention.
- It should include penalties to deter ineligible drivers from using the park.
- Informational signage for parking should be clear and be continuous with the spaces designated by that restriction.

## 3.2 Placement

The location (placement) of mobility parks must coincide with the concept of the “accessible journey” that is, looking at a journey in its entirety from start to finish. Mobility parks need to be as close as possible to the intended destination point. This would include proximity to shops, services, medical and social service providers and entries to those places.

# APPENDIX 1

To minimise the number of lost standard car parks, new mobility parking spaces should be introduced in pairs where possible. This would mean 3 standard car parks are lost to produce 2 mobility parks.

Of equal importance for mobility parking are the suburban areas of Wellington where an increasing number of residents are over 65 and often have access issues. A review of current mobility parks and research into the suburban communities' present and future mobility parking needs will be undertaken.

All Council buildings and facilities with attached public car parks will make provision for mobility car parks to allow access to these facilities. Where possible these will be designated as roads to allow adequate enforcement.

### 3.3 Future Planning

The incidence of limited mobility is thought to include 18% of the general population and this percentage will increase due to an increase in the aging population. There are currently 3,000 car parks in the CBD and 23 mobility car parks. International best practice suggests 20% of parks being set aside for mobility parks as this reflects the proportion of people with disabilities. However in practice few cities set aside 20% of parks and some card holders are able to use standard car parks.

To meet the current shortage of mobility parks it is intended to increase the number of mobility car parks in Wellington CBD to 60 car parks over the next three years. This would represent 2% of the CBD car parking. This is in line with Australian and Canadian cities (information about the provision in other New Zealand Cities is unavailable).

Currently, mobility parking spaces are introduced only when there is a formal request for one, and this can lead to an ad hoc distribution of spaces. An integrated approach to placement of parking spaces is essential to ensure reasonable distribution and to take account of destination. Therefore there is a need for an integrated approach to mobility parking between Community Services, Parking Services, Roading Engineers, City Planners and the disability community (through the Disability Reference Group (DRG)) in all current and future planning of parking. CPTED principles must be incorporated and the DRG must be consulted on all planning with parking implications.

Current trends in urban design for the CBD are to encourage increased bus usage, decreased car usage and a decrease in the number of standard car parking spaces. Any decrease in the number of mobility car parks will severely compromise access and inclusion. If there is a decrease in the number of standard car parks there should not be a corresponding decrease in the number of mobility parks because public transport is often not an option for people with limited mobility.

### 3.4 Payment

- Allow people with mobility cards to park for one hour over any time restriction of 30 minutes or longer or 1 hour over the time they have paid for.
- The method of payment must be accessible and easy to use

## APPENDIX 1

- A coin meter at each mobility car park removes the barrier of having to physically go back and place a ticket on the dashboard.
- Encourage the use of Smart Park (a prepaid electronic meter).
- Fees on mobility car parks are charged at 50 % of standard charges. The discounted rate recognises the need for disabled persons to use their own transport on a regular basis.

### 3.5 Towing and Enforcement

This policy recognises that people with limited mobility need access to mobility parking at all times and this should be reflected in a blanket “at all times” restriction so that the spaces are for those cars with mobility permits only. It should be noted that there would be a financial benefit to council if enforcement is strictly applied. It is intended that there will be more proactive enforcement of mobility parking.

Enforcement mechanisms will be strengthened and include.

- Immediate towing of vehicles not displaying a mobility card or issuing a parking infringement notice.
- A phone line be established to initiate towing for cars parked without a permit
- A process to allow any Council employee or contractor to initiate the removal of a car from a mobility parking space.
- Penalties will be kept under review with a view to a possible surcharge if standard enforcement is not a sufficient deterrent.