

NZRF ACCESSIBLE PARKING GUIDE

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This document has been developed by Quality Surveillance Ltd (QSL) for the New Zealand Roadmarkers Federation Inc (NZRF).

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1 Background

Most people with impaired mobility depend on the use of a privately owned motor vehicle or a designated maxi-taxi with a hoist for their transport needs.

Specifically designed and labeled parking spaces are made available to enable the mobility impaired occupant to access appropriate facilities.

2 Use of Designated Vehicle Parks

Access to these specifically designated vehicle parks is managed using permits issued under the Mobility Parking Permit Scheme administered by CCS Disability Action.

To qualify for a mobility permit, the person must be assessed by a medical practitioner.

The use / misuse of the permits on street-side parking is policed by District and City Councils. The use of Accessible Parking spaces on private property is policed by the individual property owner.

3 Relevant Specifications

The following hierarchy of documents provides the requirements relating to the provision of accessible parking facilities:

1. New Zealand Transport Agency (NZTA) Traffic Control Devices (TCD) Rule
2. The New Zealand Building Code
3. New Zealand Standard NZS 4121 Design for Access and Mobility – Buildings and Associated Facilities
4. Australian Standard AS 2890 Parking Facilities, Parts 1, 5 and 6.

4 Traffic Control Devices Rule

By definition, any access to a car park which is not secured by a locked gate constitutes a road and as such the Traffic Control Devices Rule (TCD) applies.

The TCD Rule describes the requirements for the design, construction, installation, operation and maintenance of traffic control devices. It sets out and details the responsibilities of Road Controlling Authorities (RCAs) in the provision of traffic control devices.

RCAs must follow the requirements as described in the TCD Rule. In particular, sub-clause 13.1 (1) states ‘a road controlling authority must comply with this rule when providing, installing, modifying or maintaining a traffic control device’.

The format of the signs and markings for accessible parking spaces for on-street parking is described in the NZTA Traffic Control Devices Manual – Part 13 Parking Control.

5 New Zealand Building Code – Clause D1

The requirements for access for people with disabilities to buildings and facilities are specified in Clause D1 of the New Zealand Building Code (The Building Code).

The criteria (number size and location), for accessible vehicle parks are specified in Clause D1.3.5 and D1.3.6.

The Building Code uses a process producing an “Acceptable Solution” to resolve conflicts of space etc. This solution is generally the Department of Building and Housing D1/AS1 document which uses a modified AS 2890:Part 1 or New Zealand Standard Specification NZS 4121.

A useful guidance document is the Department of Building and Housing Accessible Car Parking Spaces publication, for which a link is provided under Further Information

6 Australian Standard AS 2890 and New Zealand Standard NZS 4121

Both AS 2890 and NZS 4121 set out the requirements for the accessible parking spaces and the ratio of accessible parking spaces to the total number of spaces available.

Copies of the Standards are available from Standards New Zealand or Standards Australia.

7 Local Authority Bylaws

Local Authorities are responsible for the implementation and maintenance of the requirements of the Building Code with regards to the provision of the appropriate number of compliant accessible parking spaces.

The number and location of the accessible parking spaces is gazetted.

8 Accessible Parking Symbol

The requirements for the pavement marking symbol are as specified by Diagram M-3-5 in Schedule 2 of the TCD Rule.

Note: The link provided in the current Part II of NZTA Manual of Traffic Signs and Markings may not work, links are provided in Further Information below.

9 Use of Colour

Internationally there has been a move to a greater use of colour for the accessible parking spaces to reinforce the signs and symbols.

The colour commonly specified is the blue of the regulatory signs, i.e. dark blue having a PMS number of 300.

While the example provided in Part 13 of the TCD Manual is a totally blue parking space, a more common format is a blue background to the symbol as required by Australian Standard Specification AS1428.1. The smaller blue patch limits the risk of uneven wear, staining, etc.

10 Location / Slope / Access

Accessible parks should be as close as possible to the building entrance.

The surface needs to be smooth and free from undulations, defects or channels of any kind. If pavers are used they should be un-bevelled and closely butt-jointed.

The slope in any direction should not be greater than 1:50, i.e. 70mm across the width or 100mm in the length.

There must be an “Accessible” route from the park to the building entrance. This means “... *a route that is usable by people with disabilities. It shall be a continuous route that can be negotiated **unaided** by a wheelchair user, walking device or by a person with a guide dog. The route shall extend from street boundary and car-parking area to those spaces within the building required to be accessible to enable people with disabilities to carry out normal activities and processes within the building*” (from NZS 4121:2001 p13).

The overhead clearance must be at least 2200mm along the access to the space with a minimum of 2500mm above the centre of the space.

11 Size

New Zealand Standard NZS 4121 requires accessible parking spaces to have a minimum effective size of 3.5m wide by 5.0m long for parallel and angle parking spaces at 90° to the kerb. The 3.5m width comprises of a 2.4m wide park with a 1.1m wide access way. The combined 3.5m width allows for a car and a wheelchair to be on the same level when a person is transferring from one to the other.

Where an accessible parking space is adjacent to a marked footpath at the same level, the width of the common footpath may form part of the effective width of accessible parking space.

12 Pedestrian Access Way / Shared Area

Where the access way / shared area is to be defined it is painted as a No Parking zone.

Two adjacent angle accessible parking spaces on the same level may share a common access space having a minimum effective width of 1.1m between them.

13 Angle

The ideal angle for accessible car parks is at 90 degrees to the kerb.

Oblique angle and parallel car parks are considered problematic for users by the New Zealand Barrier Free Trust for a variety of reasons.

The effective width of the space must be maintained on spaces which are marked at lower angles, e.g. 3.65m at the kerb for a 75° parking angle and 4.04m at the kerb for a 60° parking angle.

14 Layouts

Diagrams describing dimensions and location of relevant items are attached. Do not scale from these diagrams, dimensions are provided.

1. Parallel
2. 90 Degree
3. 75 Degree
4. 60 Degree
5. 45 Degree
6. 90 Degree Shared Access
7. 75 Degree Shared Access
8. 60 Degree Shared Access
9. 45 Degree Shared Access
10. Parallel

15 Dimension Table

The following table provides the relevant dimensions required for setting out accessible carpark at the relevant angles.

	Ap	Aa	A	B	C	D	E	F
Angle to kerb in degrees	Park Width (m)	Access way Width (m)	Operational Width (m)	Width at Kerb (m)	Step at end of angle	Line Length (m)	Distance from kerb (m)	Minimum Aisle Width (m)
90	2.4	1.1	3.5	3.5	0	5.4	5.4	5.8
75	2.4	1.1	3.5	3.65	1.04	5.4	5.35	5.1
60	2.4	1.1	3.5	4.04	2.02	5.4	4.7	4.3
45	2.4	1.1	3.5	5.00	3.5	5.4	3.85	3.5
Parallel	2.4	1.1	3.5	N/A	N/A	N/A	N/A	3.5 One-way 5.5 Two-way

16 Setting Out

A set of diagrams are included with the layout diagrams which provide simple ratios that can be used to set the lines out at the correct angle.

17 Useful Web Links

Diagram M-3-5 of Schedule 2 of TCD Rule:

<http://www.nzta.govt.nz/resources/rules/traffic-control-devices-schedules..html>

Department of Building and Housing Accessible Car Parking Spaces publication:

www.dbh.govt.nz/UserFiles/File/Publications/Building/Building-Act/accessible-carparks.pdf

CCS Disability Action Mobility Parking weblink:

www.ccsdisabilityaction.org.nz/Support/MobilityParking/tabid/75/Default.aspx

Standards New Zealand:

<http://www.standards.co.nz/>

Standards Australia Global Store:

<http://infostore.saiglobal.com/>

18 Industry Review and Improvement

18.1 Document Development

The content of this document has been developed on the basis of industry participation and consultation. The development group has endeavoured to provide clear interpretation of the information gained during consultation and an understanding of industry collected knowledge.

18.2 Submissions for Change

Submissions for change can be separated into three categories in relation to their importance and complexity; i.e.

1. Critical and Urgent – Make submission directly to the writer
2. Formal Submission – Make submission to the NZRF Executive Director
3. Informal enhancement/discussion point – Make submission through Industry Representatives/Review Group Members.

18.3 Review Group

This group is made up of a small number of people having accessible Parking / materials knowledge and / or experience, and is responsible for the ongoing improvement of this document. Additional members may be co-opted where a specific requirement is to be met. The members provided valuable input in the initial development of the Guide were as follows:

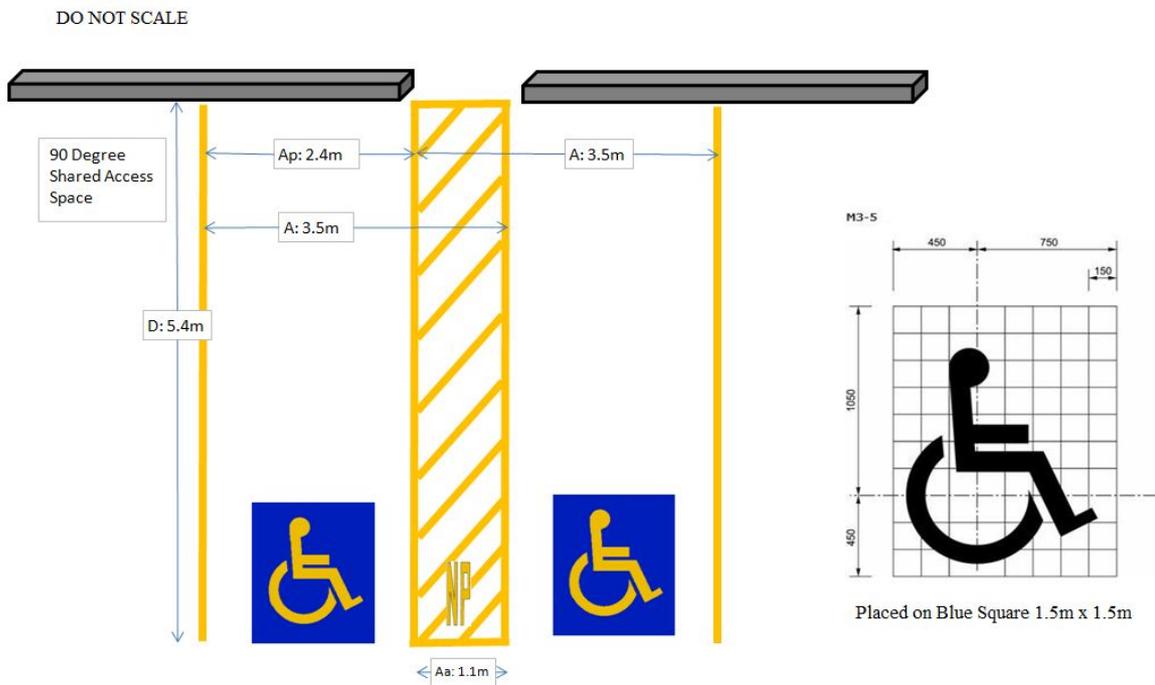
Alister Harlow, New Zealand Roadmarkers Federation Inc.
Scott Ebbert, Parking Design Team Leader, Transport Auckland
Glen Bunting, NZTA
Sara Georgeson, CCS Disability Action
Antoinette McQueen, Roadmarkers New Zealand

18.4 Notice of Amendments

A control copy of this document and the attachments are available on the NZRF website www.nzrf.co.nz. This copy is to be the formal notice of change.



Note: Kerb Crossings required if access is not at the same level



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