



Department of  
Building and Housing  
*Te Tari Kaupapa Whare*



**Barrier Free**  
**NEW ZEALAND**  
**TRUST**



Accessible car  
parking spaces

- 01 INTRODUCTION
- 02 THE NEED FOR ACCESSIBLE CAR PARKING
- 03 WHAT DOES BUILDING CODE CLAUSE D1 SAY?
- 04 WHEN DO ACCESSIBLE PARKS HAVE TO BE PROVIDED?
- 04 WHAT DOES THE D1 COMPLIANCE DOCUMENT SAY?
- 05 WHAT DOES THE NEW ZEALAND ACCESS STANDARD, NZS 4121, SAY ABOUT CAR PARKS?
- 06 HOW MANY PARKS ARE NEEDED?
- 06 KEY FEATURES OF AN OFF-STREET ACCESSIBLE CAR PARK
- 08 PARKING BUILDINGS
- 09 RESERVED CAR PARKING SPACES
- 11 PARKING PERMITS
- 11 MOTELS
- 12 UPGRADING EXISTING BUILDINGS
- 12 MAKING IT HAPPEN

**Disclaimer**

This booklet is not a Compliance Document, and may be updated from time to time. It is issued as guidance information under section 175 of the Building Act 2004. It has been produced by the Department of Building and Housing in association with the Barrier Free New Zealand Trust. This document is not a substitute for professional advice, and advice should be sought for establishing compliance with the relevant requirements of the Building Act 2004 in individual cases.

# Introduction

This booklet is about providing car parking spaces that are suitable for use by people with disabilities, particularly wheelchair users and others with mobility aids. It has been written mainly for off-street car parking associated with buildings or building complexes, but the general requirements also apply to stand-alone municipal car parks.

The Department of Building and Housing and the Barrier Free New Zealand Trust have jointly written this guide. The Trust provides guidance in the booklet for locating and managing accessible car parks.

## THE NEED FOR ACCESSIBLE CAR PARKING

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. Both forms of transport are essential to enable them to participate fully in the everyday working, recreational, educational and social life of the community.

Many wheelchair users are able to drive a car. The wheelchair is carried inside the car or mounted on a roof hoist. However, a wider than normal car parking space is needed so there is room to place the wheelchair alongside the car door and to transfer to it.

A route is also needed from the park to the associated building that a wheelchair user can travel along without assistance (defined as an 'accessible route').

Some public transport has been adapted for wheelchair users but, in practice, the use of public transport on a regular basis is not yet feasible for many wheelchair users or for some people with an ambulatory disability. Apart from the difficulty gaining access to the bus or train itself, there is often a long travel distance at each end of the public transport route.



A good accessible parking space

## WHAT DOES BUILDING CODE CLAUSE D1 SAY?

The Building Code sets performance criteria that building work must achieve. The Code does not prescribe how the building should be constructed, but states how the completed building must perform. The Building Act 2004 requires certain buildings to be accessible for people with disabilities, and these buildings must meet the Code's performance criteria relating to accessibility.

Clause D1 'Access Routes' is the clause of the Building Code relevant to car parking.

Clause D1.1 includes the Objective to:

Ensure that people with disabilities are able to enter and carry out normal activities and functions within buildings.

This Objective, as well as the Performance criteria quoted below, applies to the types of buildings to which section 118 of the Building Act applies, and includes those buildings listed in Schedule 2 of the Act.

Clause D1.2.2 includes the Functional Requirement, applying to all buildings, that:

Where a building is provided with loading or parking spaces, they shall be constructed to permit safe and easy unloading and movement of vehicles, and to avoid conflict between vehicles and pedestrians.

Clause D1.3.2 has a Performance criterion:

At least one access route shall have features to enable people with disabilities to approach the building from the street boundary, or where required to be provided, the building car park.

Clause D1.3.6 is an additional parking Performance criterion for vehicle spaces used by people with disabilities:

Vehicle spaces for use by people with disabilities, shall, in addition to the requirements of D1.3.5 [which includes appropriate dimensions, crossfall and slope] be:

- (a) Provided in sufficient numbers
- (b) Located to avoid conflict between vehicles and people using or moving to or from the space, and
- (c) Easy to find as required by Clause F8 'Signs'.

## **WHEN DO ACCESSIBLE PARKS HAVE TO BE PROVIDED?**

Clause D1.3.2 requires an accessible route to the building from the building car park 'where required to be provided'. The Building Code does not require buildings to have associated car parking, but Clause D1 of the Code has a number of requirements for situations when parking is provided for whatever reason.

Car parking is often required under the district plan of the territorial authority area where the building is located. These plans vary from place to place, with most requiring minimum parking numbers to service a development. Some cities specify a maximum number in particular situations, such as the Wellington Central Area where parking must not exceed 'a maximum of one space per 100 sqm of floor area'.

Accessible parking is necessary for people with disabilities both as potential visitors and as workers in any building.

## **WHAT DOES THE D1 COMPLIANCE DOCUMENT SAY?**

The Department of Building and Housing produces Compliance Documents that give one way of complying with the Building Code. The Compliance Document for Clause D1 contains an Acceptable Solution (called D1/AS1) that describes how to comply with the Performance criteria of Clause D1. D1/AS1 in paragraph 10 'Movement of Vehicles' refers to an Australian Standard, AS 2890.1: 1993 Parking Facilities – Off Street Car Parking. A revised version of this Standard has been published, but the accessible car park width of the 1993 version still applies.

The parts of paragraph 10 applying to accessible car parks state:

### **10.1 Car parking areas**

**10.1.1** AS 2890: Part 1 as modified by Paragraph 10.2 is an acceptable solution for car parking areas and circulation routes.

**COMMENT:**

The width of an accessible car park is given in AS 2890.1 Figure 2.2 as 3.2 m, but it is noted in 2.4.1 (b) (ii) of the Standard that if there is an adjacent obstruction the width of all car parks should be increased by 300 mm. In the case of an accessible car park, an obstruction would include a kerb or garden which would prevent the movement of a wheelchair.

**10.2 Modifications to AS 2890**

**10.2.1** AS 2890: Part 1 is modified as follows:

Appendix C: Delete and replace with:

“Accessible car parking spaces shall be provided on the scale of:

1 for up to 10 total spaces provided  
2 for up to 100 total spaces provided

plus 1 more for every additional 50 spaces when car parks are provided in or associated with a building which is accessible.”

**WHAT DOES THE NEW ZEALAND ACCESS STANDARD, NZS 4121, SAY ABOUT CAR PARKS?**

Section 5 of NZS 4121: 2001 Design for Access and Mobility – Buildings and Associated Facilities deals with car parks in detail. The Building Act 2004 deems NZS 4121 to be a Compliance Document. This means that if NZS 4121 is followed, then the Performance criteria of Clause D1 for accessible parking have been met.

The Standard covers:

- the location
- appropriate signs
- the number of parks
- park dimensions
- the ground or floor surface
- access to and from the park
- the position of ticket dispensers.





The paving is flush with the park making access easy.



The accessible route to the ramp is clearly defined.









The need for a Mobility Parking Permit has been clearly stated.





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