



Draft report
Research on the general public's opinions and misuse of mobility parks

October 2016



Report

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1.0 Introduction

CCS Disability Action advocates and lobbies on behalf of people with mobility impairments in order for them to be able to have unencumbered access to both public and private facilities and services. In this regards CCS Disability Action is the major provider of mobility parking permits in New Zealand.

Against this background and in order to assist this activity, this report presents the results of:

1. A survey of the general public conducted in our October 2016 Omnibus Survey. The primary objective of this survey was to measure the general public's knowledge of the legal basis upon which mobility spaces can be used.
2. A Mobility Parking Observational Study completed between 10 and 15 October 2016, with the assistance of 17 CCS Disability Action branches across the country. The primary objective of this study was to measure the extent of misuse of mobility spaces.

Please refer to Appendix A for methodological details about the omnibus survey and the observational study.

Where possible, comparisons have been made between the results for the Mobility Parking Observational Study this year with those of previous years (refer to Section 2.2).



2.0 Main findings

2.1 This year's results

The results of the Omnibus Survey complement the results of the Mobility Parking Observational Study. The main conclusions are as follows:

1. **The abuse of mobility parking spaces is relatively high.**

Seventeen percent of respondents interviewed for the omnibus survey, and who had no mobility impairment, reported using a mobility space in the last 12 months. The statistic does not take into account the frequency of misuse.

An indication of the frequency of misuse is obtained from the observational study, with almost one-third (31 percent) of mobility space users **not** having a current mobility permit to legally park in the space. The majority of these had **no** mobility impairment.

2. **Abuse appears to be an issue more in regards to private mobility spaces at supermarkets because of the time involved.**

The observational study recorded that, while almost one-half (47 percent) of drivers who did not have a mobility permit remain parked for less than five minutes in the mobility space they were occupying, longer periods are observed especially in private mobility spaces at supermarkets, where the average length of time parked was 11 minutes.

The results of the omnibus survey indicate that people misusing mobility spaces justify this on the basis that it is OK “in an emergency”, it is “only for a short period of time”, and it is at a specific time of the day “when it is quiet”.

3. **Abuse of mobility spaces may be being encouraged as a result of the following:**

- ◆ Lack of and/or ineffective monitoring.

Just three percent of people in the observational study, who were occupying a mobility parking space without a current parking permit, had been ticketed.

- ◆ The relative lack of identification of mobility parking spaces.

While three-quarters (73 percent) of mobility spaces monitored in the observational study had the international access symbol visible on signage, only 39 percent actually had instructions on who can use the park. Additionally, only one-half (52 percent) of mobility spaces were painted with more than just the symbol.



- ◆ Poor knowledge of the law and/or a lack of moral code.

While the majority of respondents in the omnibus survey correctly stated it was never OK to park in a mobility space, one-in-five described a situation in which it was 'permissible' (20 percent).



2.2 Comparisons with previous years

In addition to the Mobility Parking Observational Study conducted this year, previous studies have been conducted on exactly the same basis in 2006 and 2008. The two studies conducted in 2006 represent pre- and post-campaign measures that were completed before and after CCS Disability Action conducted a nationwide campaign aimed at addressing the improper use of mobility spaces. The first of these 2006 studies is effectively a baseline.

Tables 1 to 3 compare the results for these previous studies for key questions with the results of the Mobility Parking Observational Study conducted this year. The main conclusions are as follows:

1. **Fewer drivers are now parking in disability parks who do not have a parking permit displayed.**

Table 1 shows that, in June-July 2006, when the baseline observational study was conducted, 40 percent of the motor vehicles that were observed did **not** have a parking permit displayed. This has progressively decreased and is now 31 percent.

While the table also shows, that in comparison to June-July 2006, a slightly lower percentage of the motor vehicles that were observed this year had a current parking permit displayed (50 percent and 45 percent respectively), this result should be read with caution given the large percentage of observations in which it was not possible to establish whether the parking permit displayed was current (16 percent).

Table 1: Display of mobility parking permit, 2006-2016

	Pre-campaign	Post-campaign		
	June-July 2006 (baseline)	monitor August- September 2006	October 2008	October 2016
Base=	505 %	353 %	491 %	361 %
Yes displayed and current	50	52	58	45
Yes displayed but not current	10	13	8	2
Yes displayed but unknown if current	-	-	-	16
No permit displayed	40	35	34	31
Don't know if a permit displayed or not	-	-	-	5
Total	100	100	100	100

Source: Mobility Parking Observational Survey October 2016.
Total may not sum to 100% due to rounding.



2. **Over time, there has been no real change in the percentage of illegally parked motor vehicles that are being ticked.**

Table 2 shows that, in June-July 2006, when the baseline observational study was conducted, eight percent of the illegally parked motor vehicles had been ticketed. This is now three percent and although it appears to have decreased, the difference is not statistically significant. Nevertheless, we can say that there has been no change.

Table 2: Parking ticket issued, 2006-2016

	Pre-campaign baseline June- July 2006	Post-campaign monitor August- September 2006	October 2008	October 2016
Base =	252**	124**	206**	113*
	%	%	%	%
Yes	8	7	2	3
No	82	93	98	85
Don't know	-	-	-	12
Total	100	100	100	100

Source: Mobility Parking Observational Survey October 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those vehicles that were not displaying a mobility parking permit.

**Previous sub-samples included those vehicles that were not displaying a current mobility parking permit as well as those who were not displaying a mobility parking permit at all.



3. **Over time, there has also been no real change in the amount of time illegally parked motor vehicles are being parked in mobility spaces.**

Table 3 shows that, in June-July 2006, when the baseline observational study was conducted, most illegally parked motor vehicles were spending approximately five minutes in mobility spaces (49 percent). The average time spent was 13 minutes.

This is still the case this year, with 47 percent of illegally parked motor vehicles spending approximately five minutes in mobility spaces. The average time spent is slightly lower at 11 minutes, but not significantly so.

Table 3: Time mobility space occupied overtime, 2006-2016

	Pre-campaign baseline June- July 2006	Post-campaign monitor August- September 2006	October 2008	October 2016
Base =	255** %	169** %	206** %	113* %
Up to 5 minutes	49	43	54	47
6-15 minutes	23	34	30	34
16-30 minutes	16	14	8	15
31-60 minutes	8	7	4	2
Over 1 hour	2	1	1	3
Not recorded	2	2	2	-
Average time parked (minutes)	13	12	9	11
Total	100	100	100	100

Source: Mobility Parking Observational Survey October 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those vehicles that were not displaying a mobility parking permit.

**Previous sub-samples included those vehicles that were not displaying a current mobility parking permit as well as those who were not displaying a mobility parking permit at all.



3.0 Omnibus survey

3.1 Information objectives

The key information objectives of the omnibus survey were to:

1. Measure the general public's knowledge of who is legally able to use mobility spaces, and how one would determine eligibility.
2. Measure reported misuse of mobility spaces, including describing who are misusing them.

This survey was conducted in October 2016, with a nationally-representative sample of New Zealanders, 18 years of age and over.



3.2 Main findings

3.2.1 Mobility impairment

In order to evaluate the use and misuse of mobility spaces, respondents were asked whether they had a mobility impairment and if so, if they had a current mobility parking permit. Note that the sample of people interviewed represented a nationally representative sample of New Zealanders, 18 years of age and over.

As shown in Table 4, seven percent of all respondents identified themselves as having a mobility impairment with most of them saying they have a current mobility parking permit (5 percent of the total sample).

This means that the majority of respondents did not have a mobility impairment, and it is on the basis of this 93 percent of respondents that the level of misuse of mobility spaces has been examined. In the following tables of this section of the report, this sub-sample is referred to as 'Respondents with no mobility impairment'.

Table 4: Rates of mobility impairment

Q14. Do you have a mobility impairment? If yes, ask if they have a current mobility parking permit.

	Base =	Total 501 %
Yes, but do not have a mobility parking permit		2
Yes, and I do have a mobility parking permit		5
No, I am not mobility impaired		93
Total		100

Source: Research New Zealand October Omnibus 2016.
Total may not sum to 100% due to rounding.



3.2.2 Knowledge of the law

All respondents with no mobility impairment were asked a question to determine their knowledge of the legal basis on which a motorist could use a mobility space. Specifically, respondents were asked, 'In your personal opinion, when is it OK for a person without a mobility impairment to use a mobility park?'

The following table (Table 5) shows that whilst the majority stated that it was never OK for someone without a mobility impairment to park in a mobility space (79 percent), one-in-five described a situation in which it was 'permissible' (20 percent). Most frequently, the situations people described were "in an emergency", if it was only for "a short period of time", or at specific times of the day when "it is quiet".

This would suggest that these people are either not aware of the law or they are, but have no moral code.

Table 5: Legal basis on which to use a mobility space

Q9. In your personal opinion, when is it OK for a person without a mobility impairment to use a mobility park?

	Respondents with no mobility impairment
Base =	435*
	%
It's never OK	79
Other	20
Don't know	1
Total	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.

These results have been examined by a range of demographic variables, and significant differences have been identified by gender and geographic region.

- ◆ Males were more likely than females to give examples of times when it is OK for someone to park in a mobility space (24 percent compared with 15 percent of females).
- ◆ Respondents from the South Island were less likely than respondents from other geographic regions of the country such as the upper North Island to give examples of times when it is OK for someone to park in a mobility space (13 percent compared with 26 percent of upper North Island respondents).

In comparison to these differences by gender and geographic region, there are no significant differences by age, ethnicity, or income. Please refer to Appendix B for detailed tables relating to the results to this question.



3.2.3 Legal use of mobility spaces

Respondents with no mobility impairment were asked to identify how they could tell whether a motorist occupying a mobility space was legally able to park in that space.

Most respondents correctly stated that they could tell as a result of the vehicle having a mobility parking permit in the windshield of the car (80 percent) (Table 6). Another seven percent of respondents gave a partially correct answer, most frequently pertaining to an orange card or ticket displayed in the vehicle.

Table 6: Confirming a motorist can use a mobility space

Q11. How can you tell if a person with a mobility impairment has applied for a permit and is legally able to use a disability park they are in?

	Respondents with no mobility impairment
Base =	435* %
They will have a current mobility parking permit visible on the windscreen of their car	80
Partially correct	7
Other	3
Don't know	10
Total	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.

These results have been examined by a range of demographic variables, and significant differences have been identified by ethnicity and income.

- ◆ New Zealand Europeans were more likely to correctly describe how to determine whether a motorist was legally parked in a mobility space than Maori or Pacific respondents (84 percent compared with 69 percent of Maori or Pacific respondents).
- ◆ Respondents on a medium income of \$40,000 to \$80,000 were also more likely to provide the correct response than respondents on a lower income of less than \$40,000 (86 percent compared with 73 percent of respondents on a lower income).

In comparison to these differences by ethnicity and income, there are no significant differences by gender, age, or region. Please refer to Appendix B for detailed tables relating to the results to this question.



3.2.4 Misuse

Having established how many respondents knew who can legally park in a mobility space, they were asked if they had actually used a mobility space in the last 12 months. Table 7 shows that 17 percent of respondents with no mobility impairment had done so.

Table 7: Parked in a mobility space in the last 12 months

Q10. Have you ever parked in a mobility park in the last 12 months?

	Base =	Respondents with no mobility impairment 435* %
Yes		17
No		78
Do not drive		4
Don't know/Can't remember		1
Total		100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.

These results have been examined by a range of demographic variables, including gender, age, region, ethnicity and income. However, there are no significant differences, meaning that all types of motorists are misusing mobility parks regardless of their demographic characteristics. Please refer to Appendix B for detailed tables relating to the results to this question.



4.0 Observational study

4.1 Information objectives

The key information objectives of the observational study were to:

1. Observe the use of mobility spaces in public and private settings in order to determine misuse.
2. Describe the extent of misuse of mobility spaces in terms of the amount of time involved.
3. Describe the demographic profiles of the motorists involved in misuse of mobility spaces.
4. Describe the effect of poor labelling of mobility spaces has in terms of misuse.
5. Determine if the above differ between public and private mobility spaces.

This study was conducted in October 2016, with the assistance of 17 CCS Disability Action branches across the country.



4.2 Main findings

4.2.1 Description of observations

The key points to note are as follows:

- ◆ While even numbers of observers were sent to each of the three types of mobility parking spaces, just over one-half of the observations that were made were observations of private supermarket mobility spaces (52 percent) (Table 8). This was designed on purpose in order to be able to examine the results for private spaces with confidence.
- ◆ Eleven percent or more observations were made each day of the week (i.e. Monday to Friday).
- ◆ Relatively equal numbers of observations were completed in the morning (42 percent) and afternoon (58 percent), and most mobility spaces were observed when the weather was fine (75 percent).

Table 8: Description of observations

	Base=	Total 361 %	Supermarket 186 %	Library/Post office 73 %	ATM/Bank 102 %
Car park type:					
Supermarket		52	N/A	N/A	N/A
Library/Post office		20	N/A	N/A	N/A
ATM/Bank		28	N/A	N/A	N/A
Day of the week:					
Monday		13	4	27	20
Tuesday		11	7	19	12
Wednesday		23	35	15	7
Thursday		18	11	10	35
Friday		20	19	29	18
Saturday		15	24	0	9
Time of day:					
Morning (8-30 – 1.00)		42	42	42	41
Afternoon (12.30 – 5.00)		58	58	58	59
Weather:					
Fine		75	73	71	81
Wet		21	26	21	12
Other		4	1	8	7

Source: Mobility Parking Observational Survey October 2016.
Total may not sum to 100% due to rounding.



4.2.2 Description of mobility spaces observed

The key findings are:

- ◆ In 73 percent of cases, the international access symbol was visible on signage, although this was less so for private supermarket parks (63 percent), compared with other types of mobility spaces (84 percent combined) (Table 9).
- ◆ However, in only 59 percent of cases was the disability space painted, and in less than one-half of these painted spaces, the space was only partially painted (41 percent).
- ◆ Furthermore, in only 39 percent of cases were there instructions on who could use the mobility space, while only 21 percent displayed a time limit.

Table 9: Description of mobility spaces observed

	Base=	Total 361 %	Supermarket 186 %	Library/Post office 73 %	ATM/Bank 102 %
Is the international access symbol visible on signage?					
Yes		73	63	100	72
No		26	37	0	26
Don't know		1	0	0	2
Are there instructions on who can use the park?					
Yes		39	57	17	23
No		58	39	83	74
Don't know		3	4	0	2
Is the park painted-not just the symbol?					
Yes		52	52	48	54
No		48	48	52	46
If the park is painted, how much of it is painted?					
	n=157		n=89	n=30	n=38
All of the park		59	60	77	42
Part of the park (box shaped)		41	40	23	58
Is there a time limit on how long the park can be used?					
Yes		21	0	54	37
No		74	91	46	63
Don't know		5	9	0	0
What is the time limit?					
	n=72		n=0	n=37	n=35
15 minutes		4	0	8	0
30 minutes		19	0	38	0
60 minutes		21	0	8	34
120 minutes		56	0	46	66

Source: Mobility Parking Observational Survey October 2016.
Total may not sum to 100% due to rounding.



4.2.3 Misuse of mobility spaces

The key findings are:

- ◆ Less than one-half (45 percent) of the motor vehicles parked in the mobility spaces that were observed displayed a mobility parking permit that was confirmed as being current (Table 10).
- ◆ In another 18 percent of cases, the permit was either not current (two percent), or it could not be confirmed that it was current (16 percent).
- ◆ In a little under one-third of cases (31 percent), no mobility parking permit was displayed. This was significantly higher for mobility spaces adjacent to council and other types of public buildings (38 percent combined), compared with private supermarket mobility spaces (25 percent).

Table 10: Display of mobility parking permit

Is a mobility parking permit displayed and if so is it current?

Base=	Total 361 %	Supermarket 186 %	Library/Post office 73 %	ATM/Bank 102 %
Yes displayed and current	45	45	40	50
Yes displayed but not current	2	1	3	3
Yes displayed but unknown if current	16	22	10	12
No permit displayed	31	25	45	33
Don't know if a permit displayed or not	5	8	3	2
Total	100	100	100	100

Source: Mobility Parking Observational Survey October 2016.
Total may not sum to 100% due to rounding.



The following table (Table 11) compares the results in terms of two sub-groups of sites; namely, those that displayed the international access symbol and those that had a painted mobility space. As noted earlier (refer Table 9), 73 percent of observed sites displayed the international access symbol and 52 percent had a painted mobility space.

The table shows that neither sites that displayed the international access symbol nor those that had a painted mobility space were any more likely to have a motor vehicle parked in the site that displayed a current mobility parking ticket.

Table 11: Display of mobility parking permit by sites displaying international access symbol and painted sites

Is the mobility parking permit displayed and if so is it current?

	Total	International access symbol is visible on signage	Park is painted-not just the symbol
Unweighted base =	361	246	167
	%	%	%
Yes displayed and current	45	42	41
Yes displayed but not current	2	2	2
Yes displayed but don't know if current	16	16	20
No permit displayed	31	35	32
Don't know if displayed or not	5	5	6
Total	100	100	100

Source: Mobility Parking Observational Survey October 2016.
Total may not sum to 100% due to rounding.



4.2.4 Extent of misuse

The key findings are:

- ◆ In the majority of cases where a motor vehicle lacking a current mobility parking permit was observed, the vehicle in the mobility space was parked for less than 15 minutes (81 percent) (Table 12). The average park time was 11 minutes.
- ◆ Drivers parking in private supermarket mobility parks were significantly more likely to park for longer periods of time, with 72 percent parking 6 to 30 minutes (compared with 32 percent of drivers parking in other types of mobility spaces combined).
- ◆ Drivers misusing mobility spaces were unlikely to be penalised, with only three percent being ticketed (Table 13).

Table 12: Time mobility space occupied

	Base =	Total 113* %	Supermarket 46 %	Library/Post office 33 %	ATM/Bank 34 %
Up to 5 minutes		47	24	70	56
6-15 minutes		34	46	15	35
16-30 minutes		15	26	9	6
31-60 minutes		2	2	3	0
Over 1 hour		3	2	3	3
Average time parked (minutes)		11	14	9	9
Total		100	100	100	100

Source: Mobility Parking Observational Survey October 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those vehicles that were not displaying a mobility parking permit.

Table 13: Parking ticket issued

	Base =	Total 113* %	Supermarket 46 %	Library/Post office 33 %	ATM/Bank 34 %
Yes		3	0	6	3
No		85	89	88	76
Don't know		12	11	6	21
Total		100	100	100	100

Source: Mobility Parking Observational Survey October 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those vehicles that were not displaying a mobility parking permit.



4.2.5 Description of driver

The key findings are:

- ◆ Few drivers parked in mobility parks with a motor vehicle that did not have a current mobility parking permit were disabled (two percent), or were carrying any passengers that were disabled (seven percent) (Table 14 overleaf).
- ◆ One-half (51 percent) of drivers were under 40 years of age.
- ◆ Drivers were slightly more likely to be male than female (54 percent, compared with 45 percent, respectively).
- ◆ Drivers were more likely to be driving a small or medium sized vehicle (63 percent).
- ◆ The majority of vehicles parked in mobility spaces were private vehicles (89 percent).



Table 14: Profile of motor vehicle and drivers

	Base=	Total 113* %	Supermarket 46 %	Library/Post office 33 %	ATM/Bank 34 %
Is the driver disabled:					
Yes		2	2	0	3
No		87	80	88	94
Don't know		12	17	12	3
Are any passengers disabled:					
Yes		7	2	6	15
No		53	41	64	59
No passengers		35	52	24	24
Don't know		4	4	6	3
Observed age of driver:					
Under 40		51	46	52	59
40-60		30	30	33	26
61 or more		16	22	9	15
Don't know		3	2	6	0
Gender of driver:					
Male		54	41	70	56
Female		45	57	30	44
Don't know		1	2	0	0
Vehicle size					
Small-medium vehicle		63	72	52	62
Large car/SUV/Van		34	24	48	32
Other (e.g. truck/motorbike)		4	4	0	6
Vehicle type:					
Private		89	98	82	85
Business		7	2	12	9
Unsure		4	0	6	6
Business vehicle type:					
		n=20 [^] **	n=3 [^] **	n=7 [^] **	n=10 [^] **
Courier		15	0	14	20
Other delivery		0	0	0	0
Other		85	100	86	80

Source: Mobility Parking Observational Survey October 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those vehicles that were not displaying a mobility parking permit.

[^]Sub-sample based on business vehicles.

**Caution: low base number of respondents - results are indicative only.



Appendix A: Methodology

Omnibus survey

For this survey, a nationally-representative sample of n=501 adult New Zealanders, 18 years of age and over, was interviewed between 04 October and 22 October 2016.

The data presented in this report has been weighted by gender and age to ensure that the results are truly representative of the New Zealand population. The weighting parameters were sourced from Statistics New Zealand and are based on the 2013 Census of Population and Dwellings.

Results based on the (weighted) total sample are subject to a maximum margin of error of +/- 5.2 percent (at the 95 percent confidence level)¹. This means, for example, that if 50 percent of respondents had parked in a mobility park in the last 12 months, we could be 95 percent sure of getting the same result, plus or minus 5.2 percent, had we interviewed everyone in the population.

A copy of the relevant questions included in the omnibus survey are outlined below.

CCS Disability omnibus questions

Now I have some questions about mobility parking spaces, sometimes referred to as disability parks. You can identify these because they often have a sign with a stylised picture of a person in a wheel chair.

Mobility parks are made available outside some retail stores such as supermarkets, banks and council buildings so that **people with mobility impairments can have a safe and larger area to get any equipment they need out of a vehicle and to reduce how far they have to travel** to go shopping and do other things.

Q9 In your personal opinion, when is it OK for a person without a mobility impairment to use a mobility park?

- 1It's never OK
- 96 ...Other **Specify**
- 98 Don't know

Q10 Have you ever parked in a mobility park in the last 12 months?

- 1Yes
- 2No
- 95 ...Do not drive
- 98 Don't know/Can't remember

¹ The margin of error is slightly higher than the conventional margin of error calculation as it takes into account the fact that the data has been weighted.



Q11 The only people who can legally use a mobility park are people who have a mobility impairment, but they have to first apply for a permit before they can use these parks.

How can you tell if a person with a mobility impairment has applied for a permit and is legally able to use a disability park they are in?

- 1They will have a current mobility parking permit visible on the windscreen of their car
- 96 ...Other **Specify**
- 98 Don't know

Q14 Do you have a mobility impairment? **If yes, ask if they have a current mobility parking permit**

- 1Yes, but do not have a mobility parking permit
- 2Yes, and I do have a mobility parking permit
- 3No, I am not mobility impaired
- 98 ...Don't know
- 99 ...Refused



Observational study

The Mobility Parking Observational Study was completed between 10 and 15 October 2016, with the assistance of 17 CCS Disability Action branches.²

A total of 361 vehicles were observed during this period of time, parking in mobility spaces adjacent to ATMs, council and other types of public buildings, and in private supermarket parks. The mobility spaces were randomly selected, as were the days and two time periods in which they were observed (i.e. 8.30 – 1.00 and 12.30 – 5.00, Monday to Saturday).

Results based on the total sample of 361 randomly observed motor vehicles are subject to a maximum margin of error of plus or minus 5.2 percent at the 95 percent confidence level. This means that if we found 50 percent of these vehicles did not have a current mobility card on display, we could be confident of getting the same results (within the range 44.8 percent to 55.2 percent) in at least 95 of 100 repeat observational surveys.

² Branches that participated include Northland, Auckland, Waikato, Bay of Plenty, Tairāwhiti Hawkes Bay, North Taranaki (New Plymouth), South & Central Taranaki, Whanganui, Manawatu Horowhenua, Wairarapa, Wellington, Nelson Marlborough, Canterbury, South Canterbury, Waitaki, Otago, and Southland.



Appendix B: Tabulations relating to omnibus survey

Table 15: Legal basis on which to use a mobility space by gender

Q9. In your personal opinion, when is it OK for a person without a mobility impairment to use a mobility park?

	Total	Male	Female
Base =	435*	210	225
	%	%	%
It's Never Okay	79	73	85
In an emergency	10	12	8
If it is only for a short time	2	2	1
During times when it is quiet	2	4	1
Other	5	6	5
Don't know	1	2	0
Total	100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.

Table 16: Legal basis on which to use a mobility space by age

Q9. In your personal opinion, when is it OK for a person without a mobility impairment to use a mobility park?

	Total	18 to 44 years	45 to 64 years	65 years and over
Base =	435*	116	168	151
	%	%	%	%
It's Never Okay	79	74	85	85
In an emergency	10	13	8	8
If it is only for a short time	2	3	1	0
During times when it is quiet	2	3	1	3
Other	5	6	5	5
Don't know	1	2	0	0
Total	100	100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.



Table 17: Legal basis on which to use a mobility space by region

Q9. In your personal opinion, when is it OK for a person without a mobility impairment to use a mobility park?

	Total	Upper North Island	Lower/Central North Island	South Island
Base =	435*	167	132	136
	%	%	%	%
It's Never Okay	79	73	80	87
In an emergency	10	17	8	4
If it is only for a short time	2	1	3	1
During times when it is quiet	2	2	3	1
Other	5	6	4	7
Don't know	1	1	1	0
Total	100	100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.

Table 18: Legal basis on which to use a mobility space by ethnicity

Q9. In your personal opinion, when is it OK for a person without a mobility impairment to use a mobility park?

	Total	New Zealand European	Maori/Pacific	Other/Refused
Base =	435*	332	59	60
	%	%	%	%
It's Never Okay	79	80	74	67
In an emergency	10	12	12	12
If it is only for a short time	2	1	6	3
During times when it is quiet	2	2	0	8
Other	5	5	6	10
Don't know	1	1	2	0
Total	100	100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.

Table 19: Legal basis on which to use a mobility space by income

Q9. In your personal opinion, when is it OK for a person without a mobility impairment to use a mobility park?

	Total	Under \$40,000	At least \$40,000 but less than \$80,000	\$80,000 or more	Don't know/refused
Base =	435*	123	112	157	43
	%	%	%	%	%
It's Never Okay	79	78	85	76	84
In an emergency	10	12	7	12	6
If it is only for a short time	2	3	0	2	4
During times when it is quiet	2	0	6	1	3
Other	5	5	3	8	2
Don't know	1	2	0	1	0
Total	100	100	100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.



Table 20: Parked in a mobility space in the last 12 months by gender

Q10. Have you ever parked in a mobility park in the last 12 months?

	Base =	Total 435* %	Male 210 %	Female 225 %
Yes		17	14	19
No		78	81	76
Do not drive		4	3	4
Don't know/Can't remember		1	2	1
Total		100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.

Table 21: Parked in a mobility space in the last 12 months by age

Q10. Have you ever parked in a mobility park in the last 12 months?

	Base =	Total 435* %	18 to 44 years 116 %	45 to 64 years 168 %	65 years and over 151 %
Yes		17	17	16	16
No		78	77	79	82
Do not drive		4	5	3	1
Don't know/Can't remember		1	1	1	1
Total		100	100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.

Table 22: Parked in a mobility space in the last 12 months by region

Q10. Have you ever parked in a mobility park in the last 12 months?

	Base =	Total 435* %	Upper North Island 167 %	Lower/ Central North Island 132 %	South Island 136 %
Yes		17	17	14	20
No		78	81	80	74
Do not drive		4	1	7	4
Don't know/Can't remember		1	1	0	3
Total		100	100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.



Table 23: Parked in a mobility space in the last 12 months by ethnicity

Q10. Have you ever parked in a mobility park in the last 12 months?

	Base =	Total 435* %	New Zealand European 332 %	Maori/Pacific 59 %	Other/Refused 60 %
Yes		17	17	18	14
No		78	80	68	84
Do not drive		4	2	13	1
Don't know/Can't remember		1	1	1	0
Total		100	100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.

Table 24: Parked in a mobility space in the last 12 months by income

Q10. Have you ever parked in a mobility park in the last 12 months?

	Base =	Total 435* %	Under \$40,000 123 %	At least \$40,000 but less than \$80,000 112 %	\$80,000 or more 157 %	Don't know/refused 43 %
Yes		17	15	14	20	20
No		78	75	84	76	79
Do not drive		4	9	1	3	0
Don't know/Can't remember		1	1	1	1	1
Total		100	100	100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.



Table 25: Confirming a motorist can use a mobility space by gender

Q11. How can you tell if a person with a mobility impairment has applied for a permit and is legally able to use a disability park they are in?

	Base =	Total 435* %	Male 210 %	Female 225 %
They will have a current mobility parking permit visible on the windscreen of their car		80	77	82
Respondent said something about a form of ticket or orange card that will be displayed on or in the vehicle		7	7	7
Other		3	3	3
Don't know		10	12	8
Total		100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.

Table 26: Confirming a motorist can use a mobility space by age

Q11. How can you tell if a person with a mobility impairment has applied for a permit and is legally able to use a disability park they are in?

	Base =	Total 435* %	18 to 44 years 116 %	45 to 64 years 168 %	65 years and over 151 %
They will have a current mobility parking permit visible on the windscreen of their car		80	76	86	77
Respondent said something about a form of ticket or orange card that will be displayed on or in the vehicle		7	7	6	9
Other		3	3	3	5
Don't know		10	14	5	9
Total		100	100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.



Table 27: Confirming a motorist can use a mobility space by region

Q11. How can you tell if a person with a mobility impairment has applied for a permit and is legally able to use a disability park they are in?

	Total	Upper North Island	Lower/Central North Island	South Island
Base =	435*	167	132	136
	%	%	%	%
They will have a current mobility parking permit visible on the windscreen of their car	80	78	79	83
Respondent said something about a form of ticket or orange card that will be displayed on or in the vehicle	7	11	4	4
Other	3	2	3	5
Don't know	10	9	13	8
Total	100	100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.

Table 28: Confirming a motorist can use a mobility space by ethnicity

Q11. How can you tell if a person with a mobility impairment has applied for a permit and is legally able to use a disability park they are in?

	Total	New Zealand European	Maori/Pacific	Other/Refused
Base =	435*	332	59	60
	%	%	%	%
They will have a current mobility parking permit visible on the windscreen of their car	80	84	69	75
Respondent said something about a form of ticket or orange card that will be displayed on or in the vehicle	7	7	9	5
Other	3	2	4	4
Don't know	10	6	17	15
Total	100	100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.



Table 29: Confirming a motorist can use a mobility space by income

Q11. How can you tell if a person with a mobility impairment has applied for a permit and is legally able to use a disability park they are in?

	Base =	Total	Under \$40,000	At least \$40,000 but less than \$80,000	\$80,000 or more	Don't know/refused
		435*	123	112	157	43
		%	%	%	%	%
They will have a current mobility parking permit visible on the windscreen of their car		80	73	85	79	85
Respondent said something about a form of ticket or orange card that will be displayed on or in the vehicle		7	7	3	11	4
Other		3	7	0	3	1
Don't know		10	13	11	7	10
Total		100	100	100	100	100

Source: Research New Zealand October Omnibus 2016.

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported not having a mobility impairment.