- **Name of the study:** "Gold tag" or "Trash tag"? Double parking tags for a disabled vehicle in Israel: Perceptions of service recipients with limited physical mobility and authorized to use a tag on their behalf
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Abstract

A disabled person parking permit for a vehicle constitutes a vital means of mobility and accessibility for people with physical mobility impairments. A key issue lies in the dual eligibility policy for the parking permit practiced in Israel, which automatically entitles individuals to assign the parking permit to two vehicles, without examining necessity or monitoring actual use. This situation leads to an increase in the number of vehicles with parking permits, potentially undermining principles of social justice and equal opportunities, as many individuals do not require a second permit.

Moreover, the parking permit issue poses challenges not only for its users but also for society, which bears responsibility for promoting solidarity, mutual protection, preservation of human dignity and integration of people with disabilities into social life.

Despite the overall importance of the parking permit issue and the broad implications associated with it, the research literature on this topic is limited and does not cover many vital aspects. This study seeks to address the existing gaps by examining the meaning of the right to a parking permit and the ways in which it is used, including its inherent duality, as experienced and conceptualized by permit users within the contexts of policy, law, society and individualism.

This study was conducted using a qualitative methodology, which combines two complementary research paradigms. The first is phenomenological, aiming to understand the participants' subjective perspectives and their interpretations of reality. The second is critical,

seeking to expose hidden power relations and structural mechanisms and to challenge the existing order to advance social change.

The study employed convenience sampling and snowball sampling, including 20 adult participants from a wide range of strata of the Jewish society, representing diverse ages and cities across Israel. Ten of the participants were eligible for a disabled person parking permit due to mobility impairments, while another ten were "users", i.e. individuals who use a vehicle designated as a disabled vehicle on behalf of the eligible permit holder. As this aspect of the subject has not previously received empirical attention, the current study represents a pioneering contribution to understanding the phenomenon. Data collection was carried out through semi-structured in-depth interviews, which were analyzed in accordance with the principles of thematic analysis, with the aim of identifying shared patterns emerging from personal experiences and acquired knowledge and of generating summarized conclusions.

The research findings revealed three central themes offering a comprehensive understanding of the permit phenomenon, with each focusing on a different aspect: physical, existential and prospective. These themes intersect, converge, and mutually shape one another. The physical aspect reflects the value of the permit alongside its inadequateness, in the light of the numerous challenges, which users have to face and which require improvement. The existential aspect highlights various interfaces reflecting moral system, modes of expressing of self-perception and interaction dynamics with the environment. The prospective aspect deals with identifying the required focal points for change and formulating practical ideas for their implementation.

The discussion chapter analyzes the patterns of power relations that consistently emerged from the research findings by applying the concept of Structural Stigma and in accordance with the Power Cube Model (Gaventa, 2006). This analysis is conceptually reflected in the social model of disability and the ICF model (International Classification of Functioning, Disability and Health) of the World Health Organization, which emphasize the decisive role of environmental, institutional and structural factors in shaping the experience of disability and the realization of rights. Within this framework, the concept of Structural Stigma serves as an interpretive lens for understanding the unequal power relations formed

between the individual and the bureaucratic system, which fundamentally shape the individual's lived reality. These power relations generate direct and cumulative consequences for the ability of parking permit holders to realize basic rights related to mobility, physical accessibility, equal opportunities and independence.

The chapter concludes by presenting the study's contributions to theory and practice, as well as its limitations, and by outlining recommendations for future research. Together, these may deepen understanding of the parking permit issue and lead to improvements in the well-being and quality of life of eligible individuals, which constitute the principal aim of this study.

Keywords

Accessibility | mobility | parking | disabled parking permit | disabled vehicle | disability rights | physical disability | power relations | structural stigma

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