

OUR ENVIRONMENT OUR HERITAGE



PARKING POLICY STATEMENT



The **Parking Policy** and Standards was approved by the Cabinet in 2006. Its enforcement was given to the Ministry of Natural Resources and Environment under the Planning and Urban Management Agency (PUMA). In developing the policy research was carried out by the PUMA. The results revealed that the conditions of parking facilities need to be improved and this can be enabled and facilitated by a parking policy. Other findings included the perception of how difficult it is to find parking and a general consensus that parking is a major traffic management issue in the urban areas and generally all of Samoa.

Part of this policy is publicised and published below:

POLICY BASIS - PARKING

Samoa is currently experiencing traffic problems due to the rapid increase in the number of vehicles on its roads. This increase is expected, especially of private vehicles, as more households begin to have disposable incomes that enable them to afford to purchase a vehicle. This has put pressure on existing resources and facilities.

Parking facilities are typically inadequate as newly established businesses continue to increase. Traffic congestion is often experienced at peak times particularly in densely populated areas. This, combined with congestion effects as traffic flow levels approach capacity of roads, means traffic congestion will become more of an issue.

The absence of a guide that advocates a minimum limit on the number of parking spaces permitted is a key reason parking has become a problem. Therefore the introduction of car parking standards to new developments is a development control and a key planning tool which will contribute to reducing levels of traffic congestion and ensuring accessibility.

Provision of parking will have regard to the following principle: all proposals for new developments (including extensions on existing developments and change of land use) will be considered against the car parking development standards as outlined in this policy through the Development Consent Process

OBJECTIVES:

- improve the environmental amenity of those areas which are affected adversely by parking;
- ensure the provision of adequate off-street parking for users of a proposed activity and/or development to accommodate traffic generated by that activity;
- To relieve on-street parking problems where they exist and ensure traffic safety;
- To ensure that vehicular movement into and out of developments and circulation within those developments are carried out in a safe and efficient manner;
- To provide guidance for new parking areas with respect to dimensions, access, drainage, surfacing, lighting and planting;
- To provide appropriate parking that caters for the needs of people with mobility difficulties; and
- To provide a framework for Section 49 contributions in lieu of parking.

PERSPECTIVES OF STAKEHOLDERS

The decision-making value of the Parking Standards gives property owners, businesses, government and the community more certainty about potential resource use. The amount of

certainty that this policy provides is a useful way to measure good sustainable management practice.

DEVELOPMENT CONSENT APPLICATIONS

This policy is aimed primarily at developers who will be required to submit proposed parking arrangements as part of a Development Consent application. This will be for a new development, or the extension of an existing development, or a change in land use. The standards form a consistent basis for consultation between the PUMA and the applicant.

In the event of significant developments where the development is likely to have significant traffic implications, the parking plans will be submitted with the Development Consent application to the Board for determination

PARKING AREA PLAN

A Parking Area Plan may be submitted by an applicant for a particular site or development that is contained with the Use Classes and requires specific parking needs. This plan must contain:

- a) A site plan outlining the subject area;
- b) An assessment of the proposed parking demand and need;
- c) The outcome and strategies to achieve the outcomes;
- d) Ingress and egress from properties must be located 5m clear of intersections and other locations of complex traffic movement; and
- e) Proposed landscaping, safety and security and any other amenity components.

MINIMUM NUMBER OF SPACE REQUIRED

The number of parking spaces to be provided on the site of an activity shall be as set out below provided that:

- where an activity requires a Development Consent then these requirements may be used as a guide and a greater or lesser number may be set;
- where a standard is not specified then that which is closest to the proposed activity may be used; and
- where a proposed activity incorporates more than one of the activities for which a separate standard is set, then the PUMA shall apply the standards appropriate for each use simultaneously in proportion to the extent of the respective use.
- where a proposed activity is not included in this policy, number of space required will be to the PUMA's discretion.

PARKING FOR THE DISABLED

The parking area shall contain spaces as follows:

- for a calculation of 20 or less spaces, one space shall be for disabled persons; and 1 space for every additional 20 spaces.
- for a calculation greater than 100 spaces, the PUMA may decide on parking requirement.

All disability parking spaces must be located near building entrance and appropriately demarcated / marked. Exit and entry curbs must be provided in public parking areas and must be closer to disability parking spaces and at building entrance. Depending on the type and scale of proposed development, the PUMA may require the provision of additional car spaces for disabled parking.

SAFETY AND SECURITY IN PARKING AREAS

Traffic and personal safety, both on site and at external access points, should be considered uppermost in all car parking designs. Pedestrian areas should be separated from vehicular movement areas where possible.



Landscaped Car Park



Parking Spaces for Business

You can view the full version of this policy at our website - www.mnre.gov.ws - or obtain a copy from our office at the DBS building - Level 3 / 5

Produced by the Ministry of Natural Resources and Environment