



Cape Town CBD LSDF on and off-street parking strategy (draft TOR still to be taken forward by Urban Mobility Department)

The Cape Town Local Spatial Development Framework (LSDF) continues to advance the City's long-term vision of creating an efficient, safe, and affordable urban environment. Central to this vision is the prioritisation of walking, cycling, and public transport—an approach that optimises environmental, economic, and social outcomes within the spatial constraints of the Cape Town Central Business District (CBD), where significant future growth is anticipated.

Within the CBD, competition for both on-street and off-street parking is intensifying. The area's narrow streets and short east-west blocks inherently limit the availability of safe and functional on-street parking. Much of the existing road space is already allocated to essential mobility infrastructure, including general traffic lanes, turning lanes, bus lanes and stops, loading zones, and dedicated cycle paths.

The LSDF outlines the projected increase in commercial, retail, and residential floor space within the CBD boundary, which will place further pressure on existing parking resources. In addition, demolition and construction activities may necessitate the temporary allocation of on-street parking to ensure public safety and operational efficiency.

Effective management of on-street parking is therefore critical to maintaining a functional street network that supports business operations, local access, and the seamless integration of public and private transport systems. The City's broader strategic direction for long-term mobility planning will be detailed in the forthcoming Cape Town CBD Mobility and Access Plan (CBDMAP), which will guide future interventions to support sustainable urban growth and accessibility.

Cape Town CBD is recognised for its vibrant public spaces, high-quality urban environments, and well-designed streetscapes. The functionality of these spaces and how they are experienced by residents, visitors, and businesses is central to the city's reputation as a desirable place to live, work, visit, and invest.

However, public space within a dynamic urban centre such as the Cape Town CBD is both limited and highly sought after. As the city and the CBD continue to grow and evolve, so too does the way in which the CBD's streets and public spaces are used. This presents a key challenge: ensuring that the City of Cape Town can effectively manage the diverse and often competing demands on and off-street parking space to optimise its use for the benefit of all stakeholders.

1.1 Importance of on and off-street parking in the CBD

On and off-street parking space, typically located adjacent to pedestrian footpaths, is a critical and high-demand component of the road network. While on and off-street parking functions are sometimes relocated to accommodate mobility infrastructure such as bus lanes or protected cycle lanes, their role remains essential in supporting access and activity within the Cape Town CBD.

As part of the Cape Town CBD Mobility and Access Plan (CBDMAP, the proposed Parking Plan should encompass a range of on and off-street parking functions, including:

- Access for people and goods: loading zones, bus stops, and pick-up/drop-off areas.
- Vehicle parking: including spaces for cars, motorcycles, bicycles, and accessible parking.
- City uses: such as outdoor dining areas, construction zones, and urban greening initiatives.

1.2 Supply of off-street parking

1.3 Global Best Practices and Proposed Interventions

Leading global cities employ a variety of tools to manage on and off-street parking space effectively. As Cape Town positions itself as a globally competitive city, the following strategies are proposed to enhance access to on and off-street parking management within the CBD:

- Marking parking bays in high-demand areas to improve efficiency and turnover.
- Allocating dedicated spaces for specific uses, such as accessible parking, loading zones, and public transport stops.
- Implementing parking controls to manage demand and ensure reliable access, including time restrictions and fee structures.
- Prioritising specific user groups in designated areas, such as customer parking in retail nodes and residential parking where off-street options are limited.
- Accommodating temporary access needs, including exclusive use for construction, film production, and special events.
- Enforcing parking regulations to ensure compliance, supported by appropriate penalties.
- Leveraging technology to support parking management, data collection, and enforcement, such as parking meters, sensors, and digital platforms.

1.3 Purpose of the Parking CBD LSDF

This plan reinforces the City of Cape Town's role as a collaborative steward of on and off-street parking space within the CBD. It serves as a strategic framework to guide decision-making around parking supply, manage demand for on and off-street parking access, and optimise the use of this valuable urban resource.

The plan outlines some key actions and policy directions aimed at transitioning towards a more equitable, transparent, and globally aligned approach to on and off-street parking management. At its core, the allocation and regulation of parking is a matter of resource management, balancing competing needs to achieve outcomes that are fair, efficient, and user-focused that will comprehensively cover in the CBDMAP and supportive implementation plan.

1.4 Vision

The vision of the Cape Town CBD LSDF is to ensure that best practices re the provision and management of on and off-street parking are deployed or planned for in separate processes, so that parking space is:

- Reliable – consistently available and dependable for all users.
- Efficiently utilised – contributing positively to the local economy and urban vitality.
- Fairly allocated – ensuring equitable access for diverse user groups.
- Accessible and user-friendly – delivering a seamless and intuitive experience for all.

1.5 Recognising stakeholders in a global destination city

As a globally recognised destination city, Cape Town must ensure that its public spaces and on and off-street parking infrastructure serve a diverse and dynamic range of users.

The City's approach to on and off-street parking and parking management reflects its commitment to inclusivity, accessibility, and economic vitality.

Key stakeholders who rely on and interact with on and off-street parking space in the Cape Town CBD include:

- People with disabilities – requiring accessible, well-located parking and drop-off zones that meet universal design standards.

- Local businesses – dependent on efficient access for customers, deliveries, and staff.
- Residents – who need reliable parking and safe, liveable streetscapes.
- Delivery and logistics operators – requiring short-term loading zones to support the movement of goods.
- Car share providers – supporting sustainable mobility options for residents and visitors.
- Private vehicle drivers – including commuters and tourists seeking convenient access to the CBD.
- Passenger pick-up and drop-off services – such as tourist buses, e-hailing platforms, and shuttle services.
- Public transport operators – including MyCiTi and minibus taxis (MBTs), which require dedicated space for safe and efficient operations.
- Temporary users of public space – such as event organizers, construction teams, and film crews, who require flexible, short-term access to on and off-street parking areas.

2. Cape Town CBD LSDF: Parking and on and off-street parking management plan focus (proposed)

2.1 Outcome 1: Strengthening community confidence through proactive management and engagement.

2.1.1 Objective

To enhance public trust and satisfaction by implementing proactive parking management practices, supported by strategic communication and meaningful community engagement.

2.1.2 Description

The CBD LSDF emphasises the importance of clear policy frameworks and evidence-based decision-making in managing on and off-street parking space. The City of Cape Town is committed to transparency and effectiveness in achieving policy objectives. Regular engagement with community stakeholders ensures that data and decisions are shared openly, and that changes to on and off-street parking management are well-communicated and collaboratively understood.

2.1.3 Indicators of Success

- Improved public sentiment regarding parking services.
- Annual, systematic review of parking controls.
- Reduction in complaints and requests related to parking restrictions.

2.2 Precinct-based guidelines for parking management

- Conduct a comprehensive Parking Precinct Review for each designated area within the CBD LSDF.
- Utilise data-driven analysis to establish baselines and assess current needs, informing the reallocation of on and off-street parking space and parking controls.
- Ensure sufficient space for critical functions in high-demand areas, including loading zones, pick-up/drop-off areas, accessible parking, and car share.
- Develop and implement a strategic communications plan to educate users about managed parking and facilitate stakeholder engagement.

2.3 Outcome 2: Ensuring equitable and inclusive access to on and off-street parking space

2.3.1 Objective

To provide fair and inclusive access to on and off-street parking space through consistently applied policies and equitable pricing structures.

2.3.2 Description

On and off-street parking space allocation, restrictions, and pricing will be guided by principles of fairness, transparency, and inclusivity. The City will ensure that individuals with disabilities can reliably access suitable parking or drop-off zones within close proximity to their destinations. All parking-related information will be accessible and easy to understand.

2.3.3 Indicators of Success

- Increase in accessible parking bays that meet regulatory standards.
- Establishment of accessible bays within 200 metres of major destinations.
- Decrease in complaints related to accessible parking.

2.4 Precinct-based guidelines for inclusive access

- Implement user restrictions based on a prioritised hierarchy of on and off-street parking space needs.
- Set parking prices at the performance based effective rate to manage demand within each precinct.
- Ensure parking information is readily available and tailored to diverse community needs.
- The CBD LSDF will be supported by the implementation of the CBDMAP whereby review and optimisation of the location and quantity of accessible parking bays across precincts.
- Introduce innovative solutions to improve accessibility, including relocation of bays where necessary.
- Enhance signage and line marking for accessible bays to improve visibility and compliance.
- Remove obstacles near accessible bays, such as obstructions on footpaths and cycle paths.

2.5 Outcome 3: Advancing sustainability, liveability, and economic vitality

2.5.1 Objective

To support the City's strategic goals for environmental sustainability, urban liveability, and economic growth through improved on and off-street parking management.

2.5.2 Description

On and off-street parking management will contribute to broader city objectives, including reducing vehicle emissions, promoting sustainable transport modes, and enhancing Cape Town's unique urban identity. This includes creating new public spaces, expanding tree canopy coverage, and enabling economic activity through better use of public realm.

2.5.3 Indicators of Success

- Increase in designated car share spaces.
- Reduction in reliance on private vehicle parking.
- Decrease in vehicle cruising for on-street parking.
- Enhanced urban amenity and public space quality.

2.6 Precinct-based guidelines for sustainability and economic development

- Reallocate parking spaces to support public realm improvements, urban greening, sustainable transport, and economic initiatives.
- Align parking management with emissions reduction strategies by improving access efficiency and encouraging modal shifts.
- Prioritise public realm projects that enhance safety and amenity over the retention of parking, recognizing their economic value to precincts.
- Manage on-street parking to ensure optimal occupancy and turnover, benefiting local businesses and communities (especially people living with disabilities).
- The CBDMAP will explore the development a comprehensive Parking Permit Policy, including precinct-based schemes, eligibility criteria, and impact assessments.
- Encourage precinct-level programming and activation of on and off-street parking space to reflect local needs and priorities.