

TRANSPORT AND URBAN DEVELOPMENT AUTHORITY - NETWORK AND INFORMATION MANAGEMENT - PARKING								
Updated: January 2017 for 2017/18								
	Note 1: The core tariff table for regime II is all new, any changes from the table in Regime I are not reflected.							
	Note 2: New wording in part 4, Conditions applicable to Tariff Table (as compared to the wording of the tariff in Parking Regime I) are, however, shown in italics. The text within square brackets - i.e. [deleted text] - was already deleted in Regime I, but when compared to the version in Regime I a new deletion is shown by way of strikeout [e.g. strikeout].							
CAT.	SERVICES RENDERED	UNIT	REMARKS	2016/17 Recalculated excl. VAT	2016/17 R incl. VAT	VAT Yes/No	2017/18 Recalculated excl. VAT	2017/18 R incl. VAT
	PARKING REGIME II							
	Part A1: KERBSIDE AND OFF-STREET PARKING							
On-street Parking will be charged in increments of 15 minutes or part thereof. Parking tariffs as here stipulated will be applied to areas that are currently managed. The City may expand parking management areas as indicatd below.								
	A.1.1 KERBSIDE AND OFF-STREET PARKING							
A.1.1.1 PARKING MANAGEMENT "A" CENTRES - ESTABLISHED CENTRES Identified high economic output centres where maximum parking management measures are implemented.								
	Per 15 min, subject to Part A4, Condition 10:							
MR	(a) Zone 4 (Recreational)	per 15 minutes or part thereof		N/A	N/A	Yes	2.46	2.80
MR	(b) Zone 3 (Residential)	per 15 minutes or part thereof		N/A	N/A	Yes	2.46	2.80
MR	(b) Zone 2 (Edge)	per 15 minutes or part thereof		N/A	N/A	Yes	2.81	3.20
MR	(c) Zone 1 (Core)	per 15 minutes or part thereof		3.51	4.00	Yes	3.86	4.40
A.1.1.2 PARKING MANAGEMENT "B" CENTRES - OPPORTUNITY CENTRES Identified moderate economic output centres where moderate parking management measures are implemented.								
	Per 15 min, subject to Part A4, Condition 10:							
MR	(a) Zone 4 (Recreational)	per 15 minutes or part thereof		N/A	N/A	Yes	1.75	2.00
MR	(b) Zone 3 (Residential)	per 15 minutes or part thereof		N/A	N/A	Yes	1.75	2.00
MR	(b) Zone 2 (Edge)	per 15 minutes or part thereof		N/A	N/A	Yes	2.11	2.40
MR	(c) Zone 1 (Core)	per 15 minutes or part thereof		N/A	N/A	Yes	2.63	3.00
A.1.2 RESIDENTS PERMITS								
Residents residing within Parking Management ("PM") Centres will be eligible to apply for a ‘Residential Permit’ which will be provided at a nominal cost. This will allow an exemption on parking tariffs within the PM Centre applied for, for a duration of one annum from date of receipt of permit. The permit provides the resident with an exemption on parking tariffs through a yearly residents permit fee. Residential parking permits will be issued on an annual basis. The permit will be applicable from the date of issue for 1 year. See Marking Management Business Plan (once adopted by Council) for further detail on conditions, application and exclusions. A second resident permit for the same residence will only be allowed in areas where feasible and permitted. The second permit will cost the resident roughly twice as much as the first permit. Lost or unrecognisably damaged or mutilated permits will need be replaced at the full cost of the original permit. Damaged or mutilated permits that are still identifiable, can be replaced upon payment of an administration fee. The same admin fee will apply for amendments to existing permits, for example, changing the vehicle registration details on the permit. The residential permit fee is calculated as a percentage of the total years tariff. The hourly rate for that zone is multiplied by 250 working days and a factor of 96.15% has been applied to this yearly total to obtain the annual residential parking permit fee. The calculation for this is shown in Attachment 1.								
MR	Residents Parking Permit	Per vehicle per permit per year	Annual	526.32	600.00	Yes	741.23	845.00

TRANSPORT AND URBAN DEVELOPMENT AUTHORITY - NETWORK AND INFORMATION MANAGEMENT - PARKING								
Updated: January 2017 for 2017/18								
	Note 1:	The core tariff table for regime II is all new, any changes from the table in Regime I are not reflected.						
	Note 2:	New wording in part 4, Conditions applicable to Tariff Table (as compared to the wording of the tariff in Parking Regime I) are, however, shown in italics. The text within square brackets - i.e. [deleted text] - was already deleted in Regime I, but when compared to the version in Regime I a new deletion is shown by way of strikeout [e.g. strikeout].						
CAT.	SERVICES RENDERED	UNIT	REMARKS	2016/17 Recalculated excl. VAT	2016/17 R incl. VAT	VAT Yes/No	2017/18 Recalculated excl. VAT	2017/18 R incl. VAT
MR	Second Parking Permit for the same residential unit, where permitted in the policy / approved Parking Management Business Plan	per permit	Annual	N/A	N/A	Yes	1,482.46	1,690.00
MR	Replacement of Lost or Unrecognisably Mutilated Permit, where "Mutilated" means mutilation or damage resulting in inability to read key details	per permit	Annual	526.32	600.00	Yes	741.23	845.00
MR	Replacement of recognisably Mutilated Permit or Amendment of existing permit, provided that provided the original old permit is returned and voided	per permit	Admin Fee	N/A	N/A	Yes	219.30	250.00
A.1.3 SPECIAL EVENTS RESIDENTS PERMITS - ALL AREAS								
MR	Special Events Residents Parking Permits	Per vehicle Per year		78.95	90.00	Yes	83.33	95.00
MR	Replacement of Lost or Mutilated Permit	per permit		78.95	90.00	Yes	83.33	95.00
Part A2. MANAGED PARK-AND-RIDE SERVICES								
1. The park-and-ride parking fees apply to areas where there is a need for additional services (such as the security provided by parking marshals) in order to encourage use of public transport, therefore requiring parking management. These discounted fees are applicable to parkers using Transport and Urban Development Authority (TDA) Public Transport Services (as confirmed by integrated electronic payment methods), or where no integrated electronic methods are available, discounted fees are applicable to parkers who are assumed to be using such services. Applies to areas within walking distance of public transport and other Managed Park-and-Ride Areas stations and stops, designated as Managed Park-and-Ride Areas by the Commissioner, following an appropriate investigation. When designating parking as a Managed Park-and-Ride area, the Commissioner shall determine which category of Park-and-ride will apply to the area. Parking in these designated areas will be prioritised in Zones 2, 3 and 4 and will be charged based on location within PM Centres. Parking will be charged at a hourly rate and facilities for a tap-in tap-out system will be applied for the associated discounts. Park-and-ride facilities applies to areas within walking distance of public transport and other Managed Park-and-Ride Areas stations and stops, designated as Managed Park-and-Ride Areas by the Commissioner, following an appropriate investigation.								
Part A3. ADDITIONAL PARKING FEES AND PENALTIES								
1. These fees apply to parking management areas managed in terms of A1 and A2 of the tariff table. 2. The applicable parking penalty fee will be payable and, in addition, a fine may be issued in terms of any applicable law. 3. The following Release Fee Periods are applicable to wheel clamping penalties: (a) Standard extended release fee period: Coincides with parking management operating hours (b) Extended release fee period: Outside parking management operating hours 4. Different penalty fees may be charged cumulatively.								
MR	A3.1 Administration fee for registration with the new parking management electronic payment/smart card system.	Once-off per user	New	48.25	55.00	Yes	48.25	55.00

TRANSPORT AND URBAN DEVELOPMENT AUTHORITY - NETWORK AND INFORMATION MANAGEMENT - PARKING								
Updated: January 2017 for 2017/18								
	Note 1:	The core tariff table for regime II is all new, any changes from the table in Regime I are not reflected.						
	Note 2:	New wording in part 4, Conditions applicable to Tariff Table (as compared to the wording of the tariff in Parking Regime I) are, however, shown in italics. The text within square brackets - i.e. [deleted text] - was already deleted in Regime I, but when compared to the version in Regime I a new deletion is shown by way of strikeout [e.g. strikeout].						
CAT.	SERVICES RENDERED	UNIT	REMARKS	2016/17 Recalculated excl. VAT	2016/17 R incl. VAT	VAT Yes/No	2017/18 Recalculated excl. VAT	2017/18 R incl. VAT
MR	A3.2 Penalty fee for Parking Payment Method B (tap-in / tap-out) may be charged if there is an insufficient balance available on the card or if the card is not physically available to be charged	Per vehicle per parking incident		122.81	140.00	Yes	135.96	155.00
MR	A3.3 Parking Fee Penalty that may be charged where there is prima facie evidence that a vehicle owner or driver has intentionally evaded or attempted to evade paying the relevant fee.	Per vehicle per parking fee evasion incident		271.93	310.00	Yes	298.25	340.00
	A3.4 Penalty fees for managed parking bays							
MR	A3.4.1 Penalty fee for exceeding the maximum allowable parking period	Per vehicle per parking incident		333.33	380.00	Yes	364.04	415.00
MR	A3.4.2 Initial (Fixed) Penalty fee for exceeding the period shown on the pay-and-display receipt	Per vehicle per parking incident		166.67	190.00	Yes	184.21	210.00
MR	A3.4.3 Time related (Hourly) Penalty fee for exceeding the period shown on the pay-and-display receipt	Per vehicle per hour or part thereof		30.70	35.00	Yes	30.70	35.00
	A3.5 Penalty fees for all parking bays or areas							
MR	A3.5.1 Penalty fee for parking illegally in an Exclusive Use Parking Bay.	Per vehicle per parking incident		333.33	380.00	Yes	364.04	415.00
MR	A3.5.2 Penalty fee for parking or stopping on a sidewalk or in a cycle lane	Per vehicle per parking incident		333.33	380.00	Yes	364.04	415.00
MR	A3.5.3 Penalty fee for parking illegally elsewhere	Per vehicle per parking incident		333.33	380.00	Yes	364.04	415.00
MR	A3.6 Penalty fee for tampering with or damaging wheel-clamp, in addition to a fine, if applicable.	Per vehicle per parking incident		552.63	630.00	Yes	605.26	690.00
	A3.7(a) Service fees for release of wheel clamped or towed/impounded vehicles, per vehicle per parking incident: The Traffic Services tariff will also apply to parking management, where the same fees will apply whether the clamping or impounding services are provided by a TDA-hired contractor or TDA itself, which fees will accrue to TDA. Where towing is conducted through the TDA parking management contract, the towing fee is payable to TDA by the Traffic Services impound service provider after the fee has been recovered from the vehicle owner/ driver.	Per vehicle per parking incident	(b) The Tariff for these specific items is equal to the City of Cape Town Traffic Services Department's tariff table update for the appropriate year period for towed/impounded and wheel clamped vehicles, entitled SAFETY AND SECURITY - TRAFFIC SERVICES. The Traffic Services tariff table can be found on the City of Cape Town's website under Traffic Services, the section for impoundments.					

TRANSPORT AND URBAN DEVELOPMENT AUTHORITY - NETWORK AND INFORMATION MANAGEMENT - PARKING								
Updated: January 2017 for 2017/18								
	Note 1:	The core tariff table for regime II is all new, any changes from the table in Regime I are not reflected.						
	Note 2:	New wording in part 4, Conditions applicable to Tariff Table (as compared to the wording of the tariff in Parking Regime I) are, however, shown in italics. The text within square brackets - i.e. [deleted text] - was already deleted in Regime I, but when compared to the version in Regime I a new deletion is shown by way of strikeout [e.g. strikeout].						
CAT.	SERVICES RENDERED	UNIT	REMARKS	2016/17 Recalculated excl. VAT	2016/17 R incl. VAT	VAT Yes/No	2017/18 Recalculated excl. VAT	2017/18 R incl. VAT
	2.3.13 "TDA [TCT]" means the Transport and Urban Development Authority of the City [Transport for Cape Town], forming part of the City's administration; 2.3.14 "TDA [TCT] Parking Rules" and the rules related to parking and to payment for parking using a smartcard as may be displayed on the TDA [TCT] website; 2.3.15 "TDA [TCT] public transport services" means public transport services provided directly or through contract by the City and to which the Tariff regarding Contracted Public Transport Services apply. 2.3.16 "Occupancy" means the average percentage of time a bay or group of bays is occupied in a defined time period (day, month, year etc.) within the hours in which the bay(s) are actively managed or when the applicable parking tariff is charged/enforced by the management contractor. 2.3.17 "Without Electronic Charging Integrated with Public Transport" means where the electronic payment method used to pay parking fees is not integrated with the payment method used to pay for public transport fares; 2.3.18 "With Electronic Charging Integrated with Public Transport" means where the electronic payment method used to pay parking fees is integrated with the payment method used to pay for public transport fares; 2.3.19 "PT1" means areas where the use of public transport is promoted or available, but where Council considers the provision of public transport inadequate or where the use of motor vehicles is limited (as defined in the City of Cape Town Zoning Scheme Regulations, 2012); 2.3.20 "PT2" means areas where the use of public transport is promoted or available, but where Council considers the provision of public transport good or where the use of motor vehicles is very limited (as defined in the City of Cape Town Zoning Scheme Regulations, 2012).							
	2.4 Definitions relating to the new tariff structure and tariff rate methodology as described in Part 4 Condition 10 of the tariff sheet, updated for of 2017/18 tariff, as determined by the Commissioner: 2.4.1 PM A Centre, "Established centre": Metropolitan destination node situated in an ECAMP growth zone with high economic outputs where a high percentage of mixed use activities (predominantly commercial and business) are dominant. Average property values in Jul 2016 Rands exceed R5mil. Major trip attractor areas within development or activity corridors with existing high parking demand where Public Transport Service routes are already in operation and multiple modes of public transport are available. 2.4.2 PM B Centre, "Opportunity centre": Local destination node situated in an ECAMP opportunity zone with moderate economic output where a medium percentage of mixed use activities (predominantly commercial and business) are present. Average property values in Jul 2016 Rands range from R650 000 to R5mil. Trip attractor areas within or in close proximity to activity corridors with high to moderate parking need while 2 or more public transport or NMT modes are readily available. 2.4.3 Zone 1, "Core zone": Business areas around key public transport interchanges with high percentage of mixed use and commercial activities at moderate to high densities. High trip attractor areas situated within PT1 or PT2 zones with high parking demand but supported with well established public transport network and infrastructure. 2.4.4 Zone 2, "Edge zone": Areas situated on the edge of core business areas or Public Transport Interchanges with moderate percentage of mixed use commercial and residential activities at moderate to low densities. High to medium trip attractors with high to moderate parking demand supported by or in close proximity / walking distance to established public transport network and infrastructure. 2.4.5 Zone 3, "Residential zone": Transitional areas between core business areas and its surrounding residential areas where predominantly residential land uses are present at low to medium densities. Low trip attractors but average 10 minutes walk to core/periphery areas and therefore potential high demand areas for parking spill-over. 2.4.6. Zone 4, "Recreational zone": Adjacent to recreational attractions and amenities with high to moderate trip attractors especially during off peak hours and weekends. Established public destinations with limited commercial activities and low to moderate access to public transport networks or infrastructure.							
	3 Payment using Smartcard or other electronic payments 3.1 Charging parking fees using cards 3.1.1 Subject to condition 3.1.2, from a date to be determined by the City on at least one month's notice to the public by way of a notice in the press, all payment for parking shall be paid for using a MyConnect smartcard or another electronic payment method approved by the City; 3.1.2 The Commissioner may publish a notice in the press permitting the use of another EMV compliant card with structure as defined by the National Department of Transport; and / or any other bank card; and / or any other smartcard using mifare-type technology; and / or any other electronic payment method; 3.2 Preferred Payment Mechanisms 3.2.1 Both Parts A1 and A2 of this tariff table apply to card payments and any other electronic payment mechanisms supported by the system. The same tariff applies whether cash or card. This may be changed in line with additional policy changes and in order to incentivise necessary user behaviour. Cash will be replaced by card payments from a date as may be determined by the Commissioner; 3.2.2 The City may discount the tariff by up to 33.33% compared to the fees listed above when a parker uses such a payment method. The Commissioner may further determine that a surcharge of up to 50% shall apply regarding the fees listed above when a parker uses a payment method that the City wishes to discourage or where it increases the City costs if management in order to discourage use of that mechanism. These factors can be found in the tariff factor table in condition 8 of this tariff table below. 3.3 Registration for New Electronic Payment System: The registration fee set out in item A3.1, for the service is payable when registering with the service, unless the user also signs up with their credit or cheque card details and links these to their Smart Card/Mobile Application account, in which case no registration fee is payable. The Commissioner may waive the registration fee.							

TRANSPORT AND URBAN DEVELOPMENT AUTHORITY - NETWORK AND INFORMATION MANAGEMENT - PARKING								
Updated: January 2017 for 2017/18								
	Note 1:	The core tariff table for regime II is all new, any changes from the table in Regime I are not reflected.						
	Note 2:	New wording in part 4, Conditions applicable to Tariff Table (as compared to the wording of the tariff in Parking Regime I) are, however, shown in italics. The text within square brackets - i.e. [deleted text] - was already deleted in Regime I, but when compared to the version in Regime I a new deletion is shown by way of strikeout [e.g. strikeout].						
CAT.	SERVICES RENDERED	UNIT	REMARKS	2016/17 Recalculated excl. VAT	2016/17 R incl. VAT	VAT Yes/No	2017/18 Recalculated excl. VAT	2017/18 R incl. VAT
	3.4 Where necessary for practicality, or where it is not technically possible to implement an element of the conditions or tariff table exactly as worded in this tariff table, the relevant element may be amended in programming of the fares, provided the relevant change is embodied in the TDA [TCT] Parking Rules and published on the TDA [TCT] website.							
	4 Parking Payment Methods 4.1 Parking Payment Method A – pay-and-display 4.1.1 The pay-and-display payment mechanism, referred to as “Parking Payment Method A”, applies by default and is thus the standard payment method unless the parker has taken all the required steps to be able to pay using Parking Payment Method B, as set out in 5 below. 4.2.1 When parking in a parking bay in a managed parking area, 4.2.1.1 the parker must draw the attention of the relevant parking marshal; indicate how long the parker intends to park; pay the relevant parking fee as per this Tariff using a smartcard; obtain a pay-and-display receipt for such payment; and display the receipt on the front dashboard of the parked vehicle or against the front windscreen in a manner such that it is clearly visible and will remain visible from the outside of the vehicle; and 4.2.1.2 if the parker intends to park or actually parks for a period longer than the pay-and-display receipt indicates, the parker must, prior to the expiry of the pay-and-display period, take the same steps as set out in 4.2.1.1 for any extended period of parking, provided that such extended period of parking is permitted.							
	4.2 Parking Payment Method B – tap-in / tap-out 4.2.1 The tap-in / tap-out payment mechanism, referred to as “Parking Payment Method B”, applies where the parker has taken all the steps as set out in condition 4.2.3 [5.3]. 4.2.2 A parker may elect to use this Method B to pay for parking by using a smartcard where a parking Payment Method B has been selected. Such a card is referred to as a “Parking B smartcard”. 4.2.3 A smartcard will be configured as a Parking B smartcard once each of the following steps have been taken: 4.2.3.1 The smartcard has been personalised with the parker’s authenticated personal and contact details; 4.2.3.2 The parker has elected to pay for parking using Parking Method B; 4.2.3.3 The parker has undertaken to pay all fees payable regarding parking where the relevant Parking B smartcard is used within 30 days or the period as set out in the TDA [TCT] Parking Rules; 4.2.3.4 The parker must pay the Parking B smartcard administration fee, against which any penalty fees may be charged if there is an insufficient balance on the relevant smartcard to charge such fee. 4.2.4 Where a penalty fee is due regarding parking which has been paid for (in full or in part) with a Parking B smartcard, and if there is an insufficient balance available on the card or if the card is not physically available to be charged, the penalty fee can be charged against the administration fee that has been paid regarding that card, and the card may not be used to pay for parking until the parker has replenished the administration fee to the fee level as apply at the time.							
	5 Adjustments of hours, parking management areas, demand levels and park-and-ride 5.1 Adjustment to parking hours: The City may investigate whether the hours within which parking tariffs are applicable should be amended and, when necessary, provisions in this regard will be added to the tariff table in future years. 5.2 Expansion or extension of managed parking areas: In order to provide parking management services in a manner that supports the City’s Travel Demand Management (TDM) and Transit Orientated Development (TOD)-related objectives, the City may conduct an appropriate investigation (including establishing the occupancy and demand levels in the relevant areas, and a feasibility study showing that the cost of parking management of the additional bays or areas is likely to be covered by or will be less than the income from parking management) and may engage in appropriate consultation in this regard. If areas are proposed to be amended, provisions in this regard will be added to the tariff table in future years.							
	5.3 Designation of areas / bays as falling within [“High Demand Areas” or “Other Areas”] PM A or B Centres and the applicable zones : The City may investigate whether existing parking areas or parking bays, or whether new parking areas or parking bays designated for parking management as per 5.2 above, should fall within [“High Demand Areas” or “Other Areas”] PM A or B Centres and the applicable zones based on the appropriate investigation, survey or feasibility study as stipulated in 5.2 and the requirements for the designation of a centre or zone as per definitions and criteria stipulated in 2.4, 5.5, 10.1 and 10.2. When necessary, provisions in this regard will be added to the tariff table in future years. The provisions of this tariff table applicable to [“High Demand Areas” or “Other Areas”] the identified area (as the case may be) will then apply to such area or bay. 5.4 The Commissioner may designate additional parking bays as falling within the list of Managed Park-and-Ride Areas in 5.5.2 or 5.5.3, following an appropriate investigation and consultation process.							

TRANSPORT AND URBAN DEVELOPMENT AUTHORITY - NETWORK AND INFORMATION MANAGEMENT - PARKING								
Updated: January 2017 for 2017/18								
	Note 1:	The core tariff table for regime II is all new, any changes from the table in Regime I are not reflected.						
	Note 2:	New wording in part 4, Conditions applicable to Tariff Table (as compared to the wording of the tariff in Parking Regime I) are, however, shown in italics. The text within square brackets - i.e. [deleted text] - was already deleted in Regime I, but when compared to the version in Regime I a new deletion is shown by way of strikeout [e.g. strikeout].						
CAT.	SERVICES RENDERED	UNIT	REMARKS	2016/17 Recalculated excl. VAT	2016/17 R incl. VAT	VAT Yes/No	2017/18 Recalculated excl. VAT	2017/18 R incl. VAT
	5.5 Area based determinations 5.5.1 Identification of High Demand Areas The tariff for each section is categorised into HIGH DEMAND AREAS and ALL OTHER AREAS. Whether an area is HIGH DEMAND or not will be determined by the Commissioner based on demonstrated occupancy and demand levels in the relevant areas. The areas currently deemed as HIGH DEMAND AREAS [are: CAPE TOWN CBD.] include the following: - CAPE TOWN CBD - SEA POINT - CLAREMONT - TYGERVALLEY 5.5.2 [Identification] Determination of Managed Park-and-Ride Areas Without [Electronic Charging] Automated Services Integrated with Public Transport: [None] Any new additions to the list of Managed Park-and-Ride Areas Without Automated Services Integrated with Public Transport, as determined by the Commissioner through an appropriate investigation, will be added to the list below. The areas currently identified as Managed Park-and-Ride Areas Without Automated Services Integrated with Public Transport include the following: - WOOD STATION Park-and-Ride 5.5.3 Identification of Managed Park-and-Ride Areas With Electronic Charging Integrated with Public Transport: None.							
	5.5.4 <i>The Parking Management Business Plan shall provide a checklist for the identification and classification of PM Centres. These criteria must be used as a guideline and the classification of centres must be revised on a 4 yearly basis. The City reserves the right to enforce or implement managed parking in areas not identified as PM Centres based on demand and/or public support appropriately justifying the need for managed parking.</i>							
	6 Park-and-ride 6.1 This condition 6 provides for discounted parking fees where the parker has also used TDA [TCT] Public Transport Services. 6.2 A reduction in the parking fee (which, for purposes of this condition 6 excludes parking penalty fees) applies where the park-and-ride requirements in these conditions are satisfied, as follows: 6.2.1 Regarding Item A2 [A2.1] (for PT1 areas) a 15% discount is applied [against Category 2 fees (Item A2.2), using Factor X1 in Condition 9.2.] [6.2.2 Regarding Item A2 A2.2] in PT2 areas the generally applicable fees in Item A1.1 have been discounted.] 6.2.2 [6.2.3] Parking areas on the periphery of central business districts may be designated by the Commissioner as a Peripheral Parking Area, regarding which parking fees will be discounted by up to 15% compared to the standard parking fees in Item A1.1, whether or not they use public transport. 6.3 The park-and-ride discount applies differently where Parking Payment Method A and Parking Payment Method B are applicable. 6.4 The Managed Park-and-Ride Areas refers to areas identified as Park-and-Ride managed parking areas that are managed by the City of Cape Town.							
	6.5 Where Parking Payment Method A applies (default) 6.5.1 The Pay-and-display method of payment, set out in Condition 4 applies. 6.5.2 The Managed Park-and-Ride Areas discount applies only if the parker paid for the parking using a Mover package (as defined in the Tariff for Contracted Road-Based Public Transport Services). 6.5.3 If the parker taps into TDA [TCT] Public Transport Services using the same card within 45 minutes of tapping to pay the pay-and-display parking fee, using Mover points, the system registers a potential Managed Park-and-Ride Areas discount. 6.5.4 If the parker taps out with the parking marshal when retrieving the parker's vehicle, and if no parking penalties are due, the system will reimburse the parker the value of the Managed Park-and-Ride Areas discount.							

TRANSPORT AND URBAN DEVELOPMENT AUTHORITY - NETWORK AND INFORMATION MANAGEMENT - PARKING								
Updated: January 2017 for 2017/18								
	Note 1:	The core tariff table for regime II is all new, any changes from the table in Regime I are not reflected.						
	Note 2:	New wording in part 4, Conditions applicable to Tariff Table (as compared to the wording of the tariff in Parking Regime I) are, however, shown in italics. The text within square brackets - i.e. [deleted text] - was already deleted in Regime I, but when compared to the version in Regime I a new deletion is shown by way of strikeout [e.g. strikeout].						
CAT.	SERVICES RENDERED	UNIT	REMARKS	2016/17 Recalculated excl. VAT	2016/17 R incl. VAT	VAT Yes/No	2017/18 Recalculated excl. VAT	2017/18 R incl. VAT
	6.6 Where Parking Payment Method B is selected by the parker 6.6.1. The Managed Park-and-Ride Areas discount applies only if the parker paid for the parking using a Mover package (as defined in the Tariff for Contracted Road-Based Public Transport Services). 6.6.2. When a parker using a Parking B smartcard taps in to pay for parking, the parker will be charged the applicable parking fee for the first 15 minutes 6.6.3. If the parker taps into TDA [TCT] Public Transport Services using the same card within 45 minutes of tapping to pay the pay-and-display parking fee, using Mover points, the system registers a potential Managed Park-and-Ride Areas discount. 6.6.4. When tapping out of parking, and provided no parking penalty fees are payable, the system will charge , the amount linked to parking utilised by the parker, being the value of the outstanding Managed Park-and-Ride Areas charge or alternatively the usual parking tap-in charge. 6.6.5. If the parker returns after end of the period during which parking is managed and the parker therefore does not tap out on that day, the following shall apply: When a parker next taps in regarding managed parking with the relevant smartcard the system will check whether there is an open parking transaction from an earlier date and, if so, charge any Managed Park-and-Ride Areas charge that may be due; and if not, then charge usual parking tap-in charge. 6.7 Managed Park-and-Ride Areas Limitation of Discount In order to ensure that the discount is only applied to TDA [TCT] Public Transport Service users parking and using Public Transport Services, all parkers with the intention of receiving the Public Transport Service Managed Park-and-Ride Areas discount will need to pay for parking with a MyConnect Smart card. This follows the procedure set out in section A4 sub-section 3 and 6 below. If the use of TDA [TCT] Public Transport Services is not registered on the system with the same Smartcard, no discount will be applied and the full fee as per section A1.1 will be charged. 6.8 The discount provided for Managed Park-and-Ride Areas will operate differently for areas Without Electronic Charging Integrated with Public Transport. Public Transport users using Managed Park-and-Ride Areas facilities in areas Without Electronic Charging Integrated with Public Transport will receive the appropriate discount/s automatically, which will be built into the fee charged in that location.							
	7 General 7.1 Use of the smartcard for payment of parking fees and related charges will be subject to the TDA [TCT] Parking Rules (if any). 7.2 Where the vehicle of a parker is found to be parked in a managed parking area at the start of the parking management period, the parker shall pay for parking from the start of such managed parking period and for the full period parked. Where a smartcard with sufficient value is not presented for such payment, the amount due shall remain payable and due by the owner of the vehicle and the holder of a smartcard used previously regarding such vehicle, jointly and severally, over and above any fines that may be due. 7.3 An inspector may be used to inspect charging by parking marshal, and such an inspector may charge a parker the applicable fee payable in terms of this Tariff, or the difference between the fee incorrectly charged and the applicable fee, where appropriate.							
	7.4 All decisions required or implied in these Conditions (e.g. decisions which, in terms of this tariff table, must be taken by "the City"), other than those assigned to the Commissioner and those that must logically be taken by the parking marshal or an inspector, shall be taken by the manager responsible for parking management or his delegate in consultation with the manager responsible for [TCT Business Development] TDA business planning or his delegate; alternatively by the Commissioner.							
	8 Penalties 8.1 Parking penalty fees: If a vehicle remains parked longer than the displayed period that the parker has paid for, or where no pay-and-display receipt is displayed in the vehicle, or if a vehicle has been parked in a location where parking is not permitted, the applicable parking penalty fee will be payable and, in addition, a fine may be issued in terms of any applicable law. 8.2 Parking Leeway window: If a vehicle remains parked longer than the displayed period that the parker has paid for, or where no pay-and-display receipt is displayed in the vehicle, the City may determine that the parker has a leeway, whereby the parker will not be penalised in terms of the penalties stipulated in this tariff table, but after which they are liable for penalties, including wheel clamping. The City may change the duration of this leeway if required. The effective fee regarding half the leeway period may be added to the parking fee.							
	8.3 Parking Offence Leeway for Transition Period 8.3.1 During the transition period onto a card system, and provided that the parker uses a MyConnect or a similar card (or such other method determined by the Commissioner) to pay for parking, if a vehicle or if a specific card recorded on the system as penalised as per the offences listed in Part 3, items A3.2 and A3.4, the parker may be granted a maximum of 3 penalty fee reductions in order to adjust to the new payment and penalty system. An 85% penalty reduction will be applied to these penalties charged. From the 4th penalty onwards the full penalty will be payable as per this tariff table. 8.3.2 An unregistered user who has been penalised in terms of section A3.4, A3.5 and A3.7 (wheel-clamping only) may register on the system. If so registered, the first such penalty fee may be waived by the City. A user may also request to have the penalty removed if the user registers and link the user's credit or debit card to the system for automatic payment of parking fees, and penalties, as per the condition set out in section A3.3.2 above. 8.3.3 Circumstance to which this leeway of up to 85% is applicable can be defined by the City by means of a public notice in the media. 8.3.4 Limitation of Leeway: For penalty fees under Section A3.5 specifically, no leeway will be provided, unless the parker registers on the system and converts their penalty fee (as per 8.3.2 above) into the administration fee charged as per section A3.1. If the parker is already registered, the full penalty will apply.							

TRANSPORT AND URBAN DEVELOPMENT AUTHORITY - NETWORK AND INFORMATION MANAGEMENT - PARKING								
Updated: January 2017 for 2017/18								
Note 1:		The core tariff table for regime II is all new, any changes from the table in Regime I are not reflected.						
Note 2:		New wording in part 4, Conditions applicable to Tariff Table (as compared to the wording of the tariff in Parking Regime I) are, however, shown in italics. The text within square brackets - i.e. [deleted text] - was already deleted in Regime I, but when compared to the version in Regime I a new deletion is shown by way of strikeout [e.g. strikeout].						
CAT.	SERVICES RENDERED	UNIT	REMARKS	2016/17 Recalculated excl. VAT	2016/17 R incl. VAT	VAT Yes/No	2017/18 Recalculated excl. VAT	2017/18 R incl. VAT
8.3.5 The parking management system may allow a parker leeway of up to 15 minutes to pay, without charging for such time.								
8.4 Parking Penalty Disputes: Parkers are entitled to appeal fines and penalty charges, and where sufficient grounds can be found of unfair application, penalties may be reduced or reversed by the City or in terms of TDA [TCT] Parking Rules issued by the City.								
9. Tariff Factors in relation to discounts for the use of TDA [TCT] Public Transport Services; and CPIX increase related variables 9.1 CPIX and the actual [recommended] increase [variables have been added as cells] are shown in the table below, and linked to the calculations in this Tariff Table. [These figures can be updated each year in the table as CPIX and additional demand based increases change. Different demand level changes for different tariff sections can also be factored in when required.] 9.1.1 The Annual CPIX increase value is included in the table below, and must to be updated annually. 9.1.2 The sum of the current years CPIX and the recommended additional increase based on demand, occupancy and TOD principles, is included in the table 9.3 below. 9.1.3 The recommended additional increase as per 9.1.2 is set at 3% for the 2017/18 tariff, to be updated annually.								
9.3 TARIFF FACTOR TABLE								
	Description	Factor result	Tariff Factor Code	2017/18 factor				
	<i>CPIX 2017/18</i>	<i>6.5 % inflation increase</i>	-	6.5%				
	<i>TDM target increase</i>	<i>3 % TDM increase</i>		3.0%				
	<i>Recommended 2017/18 increase CPIX + 3%</i>	<i>9.5 % increase</i>	-	9.5%				
	Rounding category	Tariff rounding options	Tariff items are rounded up to the closest					
	Tariff fees <= R30	Nearest: 20 cents	R 0.20					
	Tariff fees >= R30	Nearest: 5 Rands	R 5.00					
10. Description of the spatial strategy for managed parking centre identification and zone based tariff setting methodology 10.1 Methodology for identification of centres for managed parking 10.1.1 At a Metro scale, the City is divided into different centres, including PM A & B Centres as defined in condition 2.4 above. 10.1.2 Parking rates differ in each of the 3 centres, and is calculated with reference to a base rate, where the base rate is the maximum fee based on the methodology set out in this Tariff Table. The calculation of the base rate is described below in section 10.3.								
10.2 Methodology for division of identified PM Centre zonal boundaries 10.2.1 At a Local scale, each of the PM centres identified above is further divided into 4 Zones as defined in condition 2.4 above. 10.2.2 Zonal boundaries within a centre can be updated based on new information and data regarding utilisation/occupancy/demand levels or in accordance to new developments and the associated change in land uses or activities.								
10.3 Calculation of the base rate 10.3.1 The base rate is defined as the upper limit for any fee across all managed parking locations. 10.3.2 The base rate applies to Zone 1 within PM A Centre, while all other rates for lower ranked centres and demand levels are then calculated from this base rate as an effective "discount" against such rate. 10.3.3 The base rate and discount factors for all zones within identified parking management centres are shown in the Tariff Factor Table 10.4 below.								
10.4 TARIFF FACTOR TABLE - Parking management location and zone division tariff factors								

TRANSPORT AND URBAN DEVELOPMENT AUTHORITY - NETWORK AND INFORMATION MANAGEMENT - PARKING									
Updated: January 2017 for 2017/18									
		Note 1:	The core tariff table for regime II is all new, any changes from the table in Regime I are not reflected.						
		Note 2:	New wording in part 4, Conditions applicable to Tariff Table (as compared to the wording of the tariff in Parking Regime I) are, however, shown in italics. The text within square brackets - i.e. [deleted text] - was already deleted in Regime I, but when compared to the version in Regime I a new deletion is shown by way of strikeout [e.g. strikeout].						
CAT.	SERVICES RENDERED	UNIT	REMARKS	2016/17 Recalculated excl. VAT	2016/17 R incl. VAT	VAT Yes/No	2017/18 Recalculated excl. VAT	2017/18 R incl. VAT	
	<i>Parking Management Centre Rates</i>	<i>Bay Occupancy/ Demand</i>	<i>Core Business Hour Base Rate ex VAT (rate per 15 mins)</i>	<i>Incl. VAT (un- rounded)</i>	<i>Description</i>	<i>Factor result</i>	<i>2017/18 factor</i>	<i>Updated 01-12- 2016</i>	
	<i>Emerging Centre</i>	-	0.00	0.00	0	Base less 100%	0.0%	3.70	
	<i>B Opportunity Centre</i>	<i>Zone 4: Recreational</i>	1.68	1.92	Y - 35%	Base less 54.5%	45.5%		
		<i>Zone 3: Residential</i>	1.68	1.92	Y - 35%	Base less 54.5%	45.5%		
		<i>Zone 2: Edge</i>	1.94	2.22	Y - 25%	Base less 47.5%	52.5%		
		<i>Zone 1: Core</i>	2.59	2.95	Y = X - 30%	Base less 30%	70.0%		
	<i>A Established Centre</i>	<i>Zone 4: Recreational</i>	2.41	2.74	X - 35%	Base less 35%	65.0%		
		<i>Zone 3: Residential</i>	2.41	2.74	X - 35%	Base less 35%	65.0%		
		<i>Zone 2: Edge</i>	2.78	3.16	X - 25%	Base less 25%	75.0%		
		<i>Zone 1: Core</i>	3.70	4.22	X	Base	100.0%		
11. Description of compounding increase of Base rate as it applies when parking for additional hours, per centre and per zone									
11.1 Methodology for base rate hourly increases - Zones 1 and 2									
11.1.1 The increase in the rate applicable to each additional hour of parking for Zones 1 and 2 parking fees is calculated by means of the following formula - $A = (P + Pf) * (1 + r/n)^{nt}$ where:									
Pf = fee for the first hour (before compounding)									
P = fee for previous hour									
r = rate of increase (decreasing per additional hour). (The hourly rate of increase differs per Centre and per Zone and is set out in Table I in the Attachment 1 to this Tariff Table)									
n = number of times the rate fee is compounded									
t = total length of stay									
A = amount due									
11.1.2 The first two hours is calculated at the normal per 15 minute rate as described in Part A 1.1 of the Tariff Table above, for that centre/zone, after which the above formula will apply for a total parking period ending in the number of hours as indicated in the heading to the column in Table I in Attachment 1 (referred to as "Table I" below). The resultant total rate for that number of hours parked, up to 8 hours, is shown in Table I. In other words, the actual figures shown in Table I are not the new hourly fee charged for each individual hour, but rather the total cumulative fee per centre/zone, which is the total payable after parking for that total number of full hours.									
11.1.3 A parker who parks for more than 2 hours shall be charged for parking at this increasing rate per hour for each additional full hour parked, as per these compounded hourly fees in Table 1. However, any additional time parked that does not amount to a full hour, will be charged in 15 minute increments. This means that the parker will be charged the full cumulative hourly rate for the total number of full hours parked, plus for the additional time parked (less than 45 minutes) at the new compounded per 15 minute fee for that time. The per 15 minute fee for the additional time parked less than 45 minutes is calculated as follows: the total fee shown in Table I for the total number of hours parked, minus the fee shown in Table I up to the previous hour, divided by 4. For example, if the parker parks for 5 hours and 30 minutes, they will be charged for 5 full hours at the fee shown in Table I, plus the cumulative total for 6 hours minus the cumulative total for 5 hours, divided by 4 (to get the per 15 minute equivalent) multiplied by 2 (i.e. two times the cumulative 15 minute rate for up to 30 minutes into the 6th hour). In this condition, parking for more than 45 minutes is considered parking for a full hour.									
11.1.4 A parker who parks for more than 8 hours during periods falling within a parking management period shall be charged for each 15 minutes (or part thereof) parked beyond 8 hours at the 15 min rate applicable to the 8th hour of parking as set out in 11.1.3.									
11.2 Methodology for base fee increases - Residential and Recreational Zones									
11.2.1 The hourly fee for the Residential Zone tariff is calculated at the normal 15 minute fee for the full period parked.									
11.2.2 The first four hours of parking in a Recreational Zone will be charged at a flat rate equivalent to the fee for 1 hour, after which the fee will increase and be charged at the normal per 15 minute parking fee.									
11.3 Table I, with parking fees calculated using the above methodology, sets out the parking fee applicable regarding parking for the number of hours shown in the column heading for the centres and zones as indicated, subject to 11.1.2 and 11.1.3.									
11.4 11.4 A parker may be deemed to park continuously for purposes of determining the appropriate parking fee as set out in this condition 11, despite moving their vehicle between different bays, or removing the vehicle from a bay and subsequently reparking it in that bay, where parking in managed parking bays is interrupted by less than 30 minutes.									
Part B. DEMARCATED BAY OR NON DEMARCATED KERBSIDE SPACE AND PARKING AREA BAY OR SPACE RENTALS (e.g.. Film									

TRANSPORT AND URBAN DEVELOPMENT AUTHORITY - NETWORK AND INFORMATION MANAGEMENT - PARKING								
Updated: January 2017 for 2017/18								
	Note 1:	The core tariff table for regime II is all new, any changes from the table in Regime I are not reflected.						
	Note 2:	New wording in part 4, Conditions applicable to Tariff Table (as compared to the wording of the tariff in Parking Regime I) are, however, shown in italics. The text within square brackets - i.e. [deleted text] - was already deleted in Regime I, but when compared to the version in Regime I a new deletion is shown by way of strikeout [e.g. strikeout].						
CAT.	SERVICES RENDERED	UNIT	REMARKS	2016/17 Recalculated excl. VAT	2016/17 R incl. VAT	VAT Yes/No	2017/18 Recalculated excl. VAT	2017/18 R incl. VAT
MR	Demarcated Bay or Non Demarcated Kerbside Space and Parking Area Bay or Space Rental (5m x 2m)	per demarcated bay\ non demarcated kerbside space and parking area bay\ space per day		210.53	240.00	Yes	232.46	265.00
MR	Demarcated Bay or Non Demarcated Kerbside Space and Parking Area Bay or Space Rental (5m x 2m)	per demarcated bay\ non demarcated kerbside space and parking area bay\ space per month		4,087.72	4,660.00	Yes	4,478.07	5,105.00