

	URBAN MOBILITY - NETWORK MANAGEMENT - PARKING REGIME 1								
	Updated: November 2022 for 2023/24								
CAT.	SERVICES RENDERED	UNIT	REMARKS	VAT	2022/23	2022/23	2023/24	2023/24	% Increase/ Decrease
				Yes/No	Recalculated	R	Recalculated	R	
					excl. VAT	incl. VAT	excl. VAT	incl. VAT	
Notes:	1. All new wording (compared to the wording of the tariff approved in 2020/21) is shown in <i>italics</i> . Deleted text is shown in strikethrough i.e. ~~deleted~~								
	PARKING REGIME I								
	<u>Part A1: KERBSIDE AND OFF-STREET PARKING</u>								
	On-street Parking will be charged in increments of time increments as shown below. The parking tariff anywhere in this Tariff Table regarding parking may be adjusted based on the average demand and occupancy particular area/zone/street determined over a period and using a method as determined by the Executive Director: Urban Mobility. A High Demand is an established & mature node with, high average property values, large economic output, High % of mixed use development, High parking demand, Located on a Structuring route/ Established public transport network/ infrastructure. Other areas are established & mature node with, Moderate economic output, Medium to high property values, Moderate to low % of mixed use development, High to moderate parking needs, Located on a Structuring Route/Established public transport network/infrastructure.								
	A.1.1 KERBSIDE PARKING								
	A.1.1.1 HIGH DEMAND AREAS								
	Per 15 min:								
MR	Vehicle parking bay	per 15 minutes or part thereof		Yes	4.17	4.80	4.17	4.80	0.0%
MR	Motorcycle parking bay	per 15 minutes or part thereof		Yes	1.65	1.90	1.65	1.90	0.0%
	A.1.1.2 ALL OTHER AREAS								
	Per 15 min:								
MR	Vehicle parking bay	per 15 minutes or part thereof		Yes	2.96	3.40	2.96	3.40	0.0%
MR	Motorcycle parking bay	per 15 minutes or part thereof		Yes	1.04	1.20	1.04	1.20	0.0%

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	On-street Parking at recreational areas/zones/streets, where parking management is implemented, will be charged in increments of 3 hours, for the first 3 hours. Parkers will be charged the 3 hourly rate for every hour after the initial 3 hours have passed. The rate will change seasonally, as permitted in the Parking Policy								
	A.1.1.3 Recreational Zone i.e. Beaches, Parks								
	Per 3 hours:								
MR	(a) Summer Demand (1 November to 30 April)	per 3 hours or part thereof		Yes	8.26	9.50	8.26	9.50	0.0%
MR	(b) Winter Demand (1 May to 31 October)	per 3 hours or part thereof		Yes	5.48	6.30	5.48	6.30	0.0%
	On-street Parking for long stay parkers will be located at the outside edges of the City or any other location demarcated by the City. Where parking management is implemented, bays will be charged in increments of 4.5 hours or for a full day. A 15 minute grace period will be allowed for at the end of the 4.5 hours has lapsed. After the grace period, will be charged as a in A1.1.4.(b) and will be required to pay the difference or additional fees when arriving back at their vehicles.								
	A.1.1.4 Long stay on-street parking								
	(a) Long stay parking <day	per 4,5 hours or part thereof	New	Yes	26.09	30.00	26.09	30.00	0.0%
	(b) Long stay parking for a day.	9hrs	New	Yes	43.48	50.00	43.48	50.00	0.0%
	A.1.2 RESIDENTS PERMITS - ALL AREAS.								
	Only for use by residents who live in an area that is adjacent to another area in which kerbside parking is managed and charged a tariff contained in these tables. The permit is valid for one year and is to be renewed annually in advance. A pro rata tariff will be applied for permits issued for less than a full year.								
MR	Residents Parking Permit	Per vehicle per year	Annual	Yes	808.70	930.00	808.70	930.00	0.0%
MR	Replacement of Lost or Mutilated Permit	per permit	Annual	Yes	808.70	930.00	239.13	275.00	-70.4%
	A.1.3 SPECIAL EVENTS RESIDENTS PERMITS - ALL AREAS								

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MR	Special Events Residents Parking Permits	Per vehicle Per ~~year~~ month		Yes	96.52	111.00	96.52	111.00	0.0%
MR	Replacement of Lost or Mutilated Permit	per permit per month		Yes	96.52	111.00	96.52	111.00	0.0%
	A.1.4 OFF-STREET PARKING								
	A High Demand is an established & mature node with, high average property values, large economic output, High % of mixed use development, High parking demand, Located on a Structuring route/ Established public transport network/ infrastructure. Other areas are established & mature node with, Moderate economic output, Medium to high property values, Moderate to low % of mixed use development, High to moderate parking needs, Located on a Structuring Route/Established public transport network/infrastructure. The line department will be responsible for determining which areas are high and low demand areas, as well as, which areas are core or edge areas. After the line department has classified an area and an area needs to be reconsidered based on occupancy, then motivation will be submitted to the Executive Director, who will approve such variances from Core to Edge and High to Low demand.								
MR	High Demand areas:								
MR	Core i.e. Middle of the CBD	Hourly rate		Yes			13.04	15.00	
MR		4 hr rate		Yes			50.43	58.00	
MR		Daily rate		Yes			100.00	115.00	
MR	Edge i.e. on the edge or periphery of the CBD or where occupancy is less than 50%	Hourly rate		Yes			5.22	6.00	
MR		4 hr rate		Yes			20.00	23.00	
MR		Daily rate		Yes			40.00	46.00	
MR	Low Demand Areas			Yes					
MR	Core i.e. Middle of the CBD	Hourly rate		Yes			8.70	10.00	
MR		4 hr rate		Yes			33.91	39.00	
MR		Daily rate		Yes			66.96	77.00	
MR	Edge i.e. on the edge or periphery of the CBD or where occupancy is less than 25%	Hourly rate		Yes			3.48	4.00	
MR		4 hr rate		Yes			13.04	15.00	

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MR		Daily rate		Yes			26.96	31.00	
	<u>Part A2. MANAGED PARK-AND-RIDE SERVICES</u>								
	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 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 Executive Director: Urban Mobility, following an appropriate investigation. When designating parking as a Managed Park-and-Ride area, the Executive Director: Urban Mobility shall determine which category of Park-and-ride will apply to the area.								
	A2.1 Category 1: Applies to PT 1 areas								
	A2.1.1 Short term on- and off-street municipally-owned or leased parking (under 4 continuous hours)								
	HIGH DEMAND AREAS - Per 15 minutes:								
MR	Vehicle parking bay	Per 15 minutes or part thereof		Yes	2.96	3.40	2.96	3.40	0.0%
MR	Motorcycle parking bay	per 15 minutes or part thereof		Yes	1.04	1.20	1.04	1.20	0.0%
	All Other areas - Per 15 minutes:								
MR	Vehicle parking bay	Per 15 minutes or part thereof		Yes	2.00	2.30	2.00	2.30	0.0%
MR	Motorcycle parking bay	per 15 minutes or part thereof		Yes	0.70	0.80	0.70	0.80	0.0%
	A2.1.2 On and off-street municipally-owned or leased parking for 4 continuous hours or more - variable tariff as determined by usage percentage (payment by card may be required).								

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MR	Vehicle parking bay			Yes	53.04	61.00	53.04	61.00	0.0%
MR	Motorcycle parking bay	per 15 minutes or part thereof		Yes	18.26	21.00	18.26	21.00	0.0%
	A2.2 Category 2: Applies to PT 2 areas								
	A2.2.1 Short term on- and off-street municipally-owned or leased parking (under 4 continuous hours) - variable tariff as determined by usage percentage [(payment by card may be required).]								
	HIGH DEMAND AREAS - Per 15 min								
MR	Vehicle parking bay	Per 15 minutes or part thereof		Yes	3.48	4.00	3.48	4.00	0.0%
MR	Motorcycle parking bay	per 15 minutes or part thereof		Yes	1.22	1.40	1.22	1.40	0.0%
	All Other areas - Per 15 minutes:								
MR	Vehicle parking bay	Per 15 minutes or part thereof		Yes	2.35	2.70	2.35	2.70	0.0%
MR	Motorcycle parking bay	per 15 minutes or part thereof		Yes	0.78	0.90	0.78	0.90	0.0%
	A2.2.2 On- and off-street municipally-owned or leased parking for 4 continuous hours or more - variable tariff as determined by usage percentage which the Executive Director: Urban Mobility can make applicable to public transport service-related Park-and Ride-Managed Areas where appropriate								
MR	Vehicle parking bay	Per 24 hours or part thereof		Yes	62.61	72.00	62.61	72.00	0.0%
MR	Motorcycle parking bay	per 15 minutes or part thereof		Yes	20.87	24.00	20.87	24.00	0.0%
	A2.3 Monthly Permit applicable to Managed Park-and-Ride Areas Without Electronic Charging Integrated with Public Transport								

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MR	All areas identified in the conditions applicable to Managed Park-and-Ride Areas Without Electronic Charging Integrated with Public Transport ONLY	Per Monthly Permit		Yes	526.09	605.00	526.09	605.00	0.0%
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		Yes	58.26	67.00	58.26	67.00	0.0%
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		Yes	157.39	181.00	157.39	181.00	0.0%
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		Yes	344.35	396.00	344.35	396.00	0.0%
	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		Yes	421.74	485.00	421.74	485.00	0.0%
MR	A3.4.2 Initial (Fixed) Penalty fee for exceeding the period shown on the pay-and-display receipt	Per vehicle per parking incident		Yes	211.30	243.00	211.30	243.00	0.0%

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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		Yes	33.91	39.00	33.91	39.00	0.0%
	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		Yes	421.74	485.00	421.74	485.00	0.0%
MR	A3.5.2 Penalty fee for parking or stopping on a sidewalk or in a cycle lane	Per vehicle per parking incident		Yes	421.74	485.00	421.74	485.00	0.0%
MR	A3.5.3 Penalty fee for parking illegally elsewhere	Per vehicle per parking incident		Yes	421.74	485.00	421.74	485.00	0.0%
MR	A3.6 Penalty fee for tampering with or damaging wheel-clamp, in addition to a fine, if applicable.	Per vehicle per parking incident		Yes	699.13	804.00	699.13	804.00	0.0%
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 Transport -hired contractor or Transport itself, which fees will accrue to Transport . Where towing is conducted through the Transport parking management contract, the towing fee is payable to Transport by the Traffic Services impound service provider after the fee has been recovered from the vehicle owner/ driver.									
(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.									
Part A4. CONDITIONS APPLICABLE TO TARIFF TABLE									
1 Application 1.1 These Conditions apply to parking paid for by means of any payment method that can be practically applied, from a date determined by the Executive Director: Urban Mobility in terms of condition 3.1.1, or 3.1.2 1.2 The Executive Director: Urban Mobility may determine which conditions apply and the extent to which they apply to different parts of parking management services and to different payment methods based on what is practically required. 1.3 Any provision within this tariff that requires an amendment to a bylaw or other law, shall not be applied until the required amendment has been made, but only to the extent to which such an amendment is required. "1.4 Operating hours: As parking management areas are extended and the new parking management system is implemented new operating hours must be determined as core business hours, after hours, weekends and public holidays. 1.5 Regime I Tariffs will be applicable as of the 1st July 2023. Regime II will be implemented from a date determined by the Executive Director: Urban Mobility									
2 Definitions 2.1 The definitions below may include substantive provisions. 2.2 Terms used in this tariff that are defined in the Tariff for Contracted Road-Based Public Transport Services have the meanings assigned to them as set out in that Tariff, unless the context indicates differently.									

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	2.3 In these conditions the following terms have the meanings assigned to them, unless otherwise indicated by the context: 2.3.1 “Administration fee” means the Parking B smartcard administration fee payable in terms of condition 4.2.3.4; 2.3.2 “Card” as used in this tariff and these conditions means a smartcard or any other electronic payment method; 2.3.3 “City” is the municipality of the City of Cape Town; 2.3.4 "Executive Director: Urban Mobility" means the Executive Director: Urban Mobility:. The Executive Director: Urban Mobility may delegate any function assigned by these tariffs to the Executive Director: Urban Mobility to another official.								
	2.3.5 "Electronic parking payment system" means an electronic payment system used to pay for managed parking, using smartcards or another electronic payment system as payment method, the base of which will be the Automated Fare Collection System as defined in the Tariff for Contracted Road-Based Public Transport Services; 2.3.6 “Park” means parking a vehicle or the stopping of a vehicle for longer than is necessary to get out of the vehicle in a managed parking area or in a location where parking is not permitted; 2.3.7 “Parker” is a person parking a vehicle and, in the absence of information as to who this person is, the owner of the vehicle that has been so parked or stopped; 2.3.8 “Parking marshal” is a person facilitating payment for parking by a parker in a managed parking area, and fulfilling all other relevant managed parking functions, whether the person is a City official or an employee of a contractor contracted to manage parking on behalf of the City;								
	2.3.9 “Managed parking area” means a parking bay, a precinct, an area, zone or street where parking is managed and charged for or to be managed and charged for in terms of this Tariff; 2.3.10 "Transport Public Transport Services" refer to MyCiTi integrated rapid transit services as well as any other public transport service designated by the Executive Director: Urban Mobility as acceptable for application of the fees in Part A2; 2.3.10 A "penalty fee" means any parking penalty fee payable in terms of the Parking Tariff, including: the penalty fees to be charged in terms of condition 5; penalty fees due because a parker has stayed longer than period shown on the pay-and-display receipt or longer than the maximum parking period; illegal parking; wheel-clamp release fees; penalty fees for tampering with or damaging wheel-clamp.; 2.3.11 "Redundancy conditions" refer to conditions that apply in the instance when a necessary part of the electronic parking payment system is not operating as planned or is expected not to be operating as planned, such as when the system for loading money or points on the smartcard is down, or when the electricity supply is interrupted, or for any other reason; Provided that an appropriate Transport Parking Rule may be issue in terms of which any redundancy parking vouchers or alternative system may be used where required for other material operational reasons; 2.3.12 “Smartcard” means a “Smartcard” as defined in the Tariff for Contracted Road-Based Public Transport Services or any other electronic charging card using mifare-type technology, subject to condition 3.1.2; provided that, where any condition refers to a smartcard, the Executive Director: Urban Mobility may apply the relevant condition to other methods of payment;								
	2.3.13 “Transport ” means the Transport Authority of the City , forming part of the City’s administration; 2.3.14 “Transport Parking Rules” and the rules related to parking and to payment for parking using a smartcard as may be displayed on the Transport website; 2.3.15 “Transport 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).								

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	2.3.21 "The Recreational Zone" is located adjacent to recreational attractions and amenities with high to moderate trip attractors especially during off peak hours and weekends. These areas are identified as established public destinations with limited commercial activities and low to moderate access to public transport networks or infrastructure. The management of recreational areas focuses on maintaining a balance between local residents and visitors during off-peak hours. Management may need to take place during peak as well as off-peak hours to accommodate influx of visitors during recreational peak periods.								
	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 Executive Director: Urban Mobility 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 Executive Director: Urban Mobility; 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 Executive Director: Urban Mobility 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 Executive Director: Urban Mobility may waive the registration fee.								
	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 Transport Parking Rules and published on the Transport 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.								

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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. 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 Transport 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": 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". 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" (as the case may be) will then apply to such area or bay. 5.4 The City 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.									
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 from time to time by the Executive Director: Urban Mobility based on demonstrated occupancy and demand levels in the relevant areas. The areas currently deemed as HIGH DEMAND AREAS include the following: - CAPE TOWN CBD - SEA POINT - CLAREMONT 5.5.2 Determination of Managed Park-and-Ride Areas Without Automated Services Integrated with Public Transport: Any new additions to the list of Managed Park-and-Ride Areas Without Automated Services Integrated with Public Transport, as determined by the Executive Director: Urban Mobility 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. 5.6 When implementing recreational areas, a business case is required on an area to area basis to determine financial viability for both CoCT and its contractors.									

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	Updated: November 2022 for 2023/ 24								
CAT.	SERVICES RENDERED	UNIT	REMARKS	VAT	2022/23	2022/23	2023/24	2023/24	% Increase/ Decrease
				Yes/No	Recalculated	R	Recalculated	R	
					excl. VAT	incl. VAT	excl. VAT	incl. VAT	
	5.7 When classifying areas by demand and occupancy, a survey should be carried out with and if any 2 hours, on 3 out of 5 days, is within the maximum level of service occupancy for the area, then it should be considered to set the tariff at the occupancy rate.								
	6 Park-and-ride 6.1 This condition 6 provides for discounted parking fees where the parker has also used Transport Public Transport Services when an integrated fare collections system is established. 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 A2.1 (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 A2.2 in PT2 areas the generally applicable fees in Item A1.1 have been discounted. 6.2.3 Parking areas on the periphery of central business districts may be designated by the Executive Director: Urban Mobility 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 Transport 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.								
	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 Transport 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 Transport 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 Transport 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.								

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	7 General 7.1 Use of the smartcard for payment of parking fees and related charges will be subject to the Transport Authority 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 Executive Director: Urban Mobility 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 Transport business planning or his delegate; alternatively by the Executive Director: Urban Mobility. 7.5 Motorcycle parking will be provided at high demand areas. A motorcycle is liable to pay for the tariff applicable to the bay in which it is parked i.e. if a motorcycle parks in a motorcycle parking bay then the motorcycle tariff is applicable. If a motorcycle parks in a normal (vehicle) parking bay, then the full payment for the bay is applicable. 7.6 15-Minute free parking – the Executive Director: Urban Mobility may allow up to 10% of parking bays, in an area, to be allocated up to 15-minute free parking. A business case will need to be done by the Line Department in conjunction with Business Planning before the implementation of such a decision.								
	7.7 The Executive Director: Urban Mobility may waive all or part of a parking tariff under the following conditions: 7.7.1 Internal City events where funds are transferred internally to the City 7.7.2 Up to 50% reductions for registered Non Profit Organizations 7.7.3 For the hire of a limited number of bays in a suburb/area for stemming economic viability e.g. for the temporary construction of Parklets. 7.7.4 Where the waiving of fees benefits the community during the response to a disaster or emergency e.g. temporary health facility on a parking area. 7.7.5 The waiving of fees is a process that takes up to 10 working days, therefore the request for waiving of parking fees needs to be applied for before the event. If the waiving of external event parking fees is not granted beforehand, then the parking fees cannot be waived after the event and the full fees are applicable for the hiring of bays. The limit of such events will be determined by the Executive Director Transport under the recommendation of the Line Department responsible for Parking. If the maximum allowance has been reached at any 1 time, then further applicants are required to follow application process for an event or construction permit. Both processes will require a permit issued by the line department and will be for a limited amount of time. 7.8 Parkers are allowed up to up to 5 minutes to change their mind when parking before being charged. The time may be reduced from 5 minutes by the Line Department based on operational requirements. The allowable time of up to 5 minutes may not be increased without a Business Case assessment by the Business Planning Department in consultation with Line department. The final authority to increase the allowable time remains with the Executive Director-Transport. 7.9 No refunds will be issued for any permits issued.								
	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.								

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				Yes/No	Recalculated	R	Recalculated	R	
					excl. VAT	incl. VAT	excl. VAT	incl. VAT	
	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 Executive Director: Urban Mobility) 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.								
	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 Transport Parking Rules issued by the City. 8.5 Contractors of the City may be permitted, with written instruction from the City, to do wheel clamping for parking transgressions and violations, on behalf of the City. 8.6 Drop and go zone or Drop and go bay penalties will be applied if a vehicle remains parked for longer than 10mins. The allowable time may be varied by the Line Department for operational reasons.								
	9. Tariff Factors in relation to discounts for the use of Transport Public Transport Services; and CPIX increase related variables 9.1 CPIX and the actual increase are shown in the table below, and linked to the calculations in this Tariff Table. 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 2018/19 tariff, to be updated annually.								
	9.2 A number of tariff factors have been added to the spreadsheet with the aim of simplifying the tariff calculations. 9.2.1 X1: Tariff factor 1 - This is the additional 15% discount used to calculate the tariffs for all areas falling under Category 1.								
	9.3 TARIFF FACTOR TABLE								
	Description	Factor result	Tariff Factor Code						
	CPIX 2018/19	5.5% inflation increase	-						
	2018/19 increase CPIX + 3%	8.5% increase	-						
	Discount applied to the Managed Park-and-Ride Areas Category 2 tariff to calculate the Category 1 tariff.	15% decrease on Input variable	X1						
	Rounding category (2017/18)	Tariff rounding options	Tariff items are rounded up to the closest						
	Tariff fees <= R30	Nearest: 20 cents	R 0.20						

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				Yes/No	Recalculated	R	Recalculated	R	
					excl. VAT	incl. VAT	excl. VAT	incl. VAT	
	Tariff fees >= R30	Nearest: 5 Rands	R 5.00						
	<u>Part B. DEMARCATED BAY OR NON DEMARCATED KERBSIDE SPACE AND PARKING AREA BAY OR SPACE RENTALS (e.g. Film shoots, events and construction activities)</u>								
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 24 hour day		Yes	267.83	308.00	267.83	308.00	0.0%
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. If a permit is applied for and runs for 30 consecutive days then the monthly tariff can be applied for every 30 days that the permit is requested for. If the permit exceeds the 30 days then the additional days will be billed at the daily rate. No extension of a permit may be requested. All applications will be treated as new permits.		Yes	5 153.04	5 926.00	5 153.04	5 926.00	0.0%
	<u>Part C. DEMARCATED BAY OR NON DEMARCATED KERBSIDE SPACE AND PARKING AREA BAY OR SPACE RENTALS (e.g. Temporary parking permit . A day will be from 6am to 12am. A permit will only be applicable between these hours and from 12am to 6am, the normal parking regulations apply within the Parking Bylaw)</u>								
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		Yes	200.87	231.00	200.87	231.00	0.0%
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. If a permit is applied for and runs for 30 consecutive days then the monthly tariff can be applied for every 30 days that the permit is requested for. If the permit exceeds the 30 days then the additional days will be billed at the daily rate. No extension of a permit may be requested. All applications will be treated as new permits.		Yes	3 865.22	4 445.00	3 865.22	4 445.00	0.0%

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	Updated: November 2022 for 2023/24								
CAT.	SERVICES RENDERED	UNIT	REMARKS	VAT	2022/23	2022/23	2023/24	2023/24	% Increase/ Decrease
				Yes/No	Recalculated	R	Recalculated	R	
					excl. VAT	incl. VAT	excl. VAT	incl. VAT	
Notes:	1. All new wording (compared to the wording of the tariff approved in 2020/21) is shown in italics. Deleted text is shown in strikethrough i.e. ~~deleted~~								
	PARKING REGIME II								
	<u>Part A1: KERBSIDE PARKING</u>								
	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 indicated 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		Yes	2.78	3.20	2.78	3.20	0.0%
MR	(b) Zone 3 (Residential)	per 15 minutes or part thereof		Yes	2.78	3.20	2.78	3.20	0.0%
MR	(b) Zone 2 (Edge)	per 15 minutes or part thereof		Yes	3.13	3.60	3.13	3.60	0.0%
MR	(c) Zone 1 (Core)	per 15 minutes or part thereof		Yes	4.17	4.80	4.17	4.80	0.0%
MR	(d) Zone 1 to 4 Motorcycle bay	per 15 minutes or part thereof		Yes	1.48	1.70	1.48	1.70	0.0%
	(e) Long stay parking on the edge of a CBD <day	per 4,5 hours or part thereof		Yes	26.09	30.00	26.09	30.00	0.0%
	(f) Long Stay Parking, on the edge of a CBD, for a day.	9hrs		Yes	43.48	50.00	43.48	50.00	0.0%
	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		Yes	2.00	2.30	2.00	2.30	0.0%
MR	(b) Zone 3 (Residential)	per 15 minutes or part thereof		Yes	2.00	2.30	2.00	2.30	0.0%
MR	(b) Zone 2 (Edge)	per 15 minutes or part thereof		Yes	2.35	2.70	2.35	2.70	0.0%
MR	(c) Zone 1 (Core)	per 15 minutes or part thereof		Yes	2.96	3.40	2.96	3.40	0.0%
MR	(d) Zone 1 -4 Motorcycle bay	per 15 minutes or part thereof		Yes	1.04	1.20	1.04	1.20	0.0%
	(e) Long stay parking on the edge of a CBD <day	per 4,5 hours or part thereof		Yes	23.91	27.50	23.91	27.50	0.0%

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				Yes/No	Recalculated	R	Recalculated	R	
					excl. VAT	incl. VAT	excl. VAT	incl. VAT	
	(f) Long Stay Parking, on the edge of a CBD, for a day.	9hrs		Yes	39.13	45.00	39.13	45.00	0.0%
	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 year from date of issuing of the permit. See Parking 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. 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. The permit is valid for a financial year (effective 1 July to 30 June), and is to be renewed annually in advance. A monthly pro rata tariff is applied for permits less than a financial year.								
MR	Residents Parking Permit	Per vehicle per permit per year	Annual	Yes	808.70	930.00	808.70	930.00	0.0%
MR	Second Parking Permit for the same residential unit, where permitted in the policy / approved Parking Management Business Plan	per permit	Annual	Yes	1 617.39	1 860.00	1 617.39	1 860.00	0.0%
MR	Replacement of Lost or Unrecognisably Mutilated Permit, where "Mutilated" means mutilation or damage resulting in inability to read key details	per permit	Annual	Yes	808.70	930.00	808.70	930.00	0.0%
MR	Replacement of recognisably Mutilated Permit or Amendment of existing permit, provided that the original old permit is returned and voided	per permit	Admin Fee	Yes	239.13	275.00	239.13	275.00	0.0%
	A.1.3 SPECIAL EVENTS RESIDENTS PERMITS - ALL AREAS								
MR	Special Events Residents Parking Permits	Per vehicle Per year		Yes	95.65	110.00	95.65	110.00	0.0%
MR	Replacement of Lost or Mutilated Permit	per permit		Yes	95.65	110.00	95.65	110.00	0.0%
	A.1.4 OFF-STREET PARKING								
MR	Off-street parking areas falling within "A" Centres								
MR	Zone 1	Hourly rate		Yes			13.04	15.00	
MR		4 hr rate		Yes			50.43	58.00	
MR		Daily rate		Yes			100.00	115.00	
MR	Zone 2,3 and 4	Hourly rate		Yes			5.22	6.00	
MR		4 hr rate		Yes			20.00	23.00	

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				Yes/No	Recalculated	R	Recalculated	R	
					excl. VAT	incl. VAT	excl. VAT	incl. VAT	
MR		Daily rate		Yes			40.00	46.00	
MR	Off-street parking areas falling within " " B Centres								
MR	Zone 1	Hourly rate		Yes			8.70	10.00	
MR		4 hr rate		Yes			33.91	39.00	
MR		Daily rate		Yes			66.96	77.00	
MR	Zone 2,3 and 4	Hourly rate		Yes			3.48	4.00	
MR		4 hr rate		Yes			13.04	15.00	
MR		Daily rate		Yes			26.96	31.00	
<u>Part A2. MANAGED PARK-AND-RIDE SERVICES</u>									
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 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 Executive Director: Urban Mobility, following an appropriate investigation. When designating parking as a Managed Park-and-Ride area, the Executive Director: Urban Mobility 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 Executive Director: Urban Mobility, following an appropriate investigation.									
<u>Part A3. ADDITIONAL PARKING FEES AND PENALTIES</u>									
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	Yes	57.39	66.00	57.39	66.00	0.0%
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		Yes	157.39	181.00	157.39	181.00	0.0%

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				Yes/No	Recalculated	R	Recalculated	R	
					excl. VAT	incl. VAT	excl. VAT	incl. VAT	
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		Yes	344.35	396.00	344.35	396.00	0.0%
	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		Yes	420.87	484.00	420.87	484.00	0.0%
MR	A3.4.2 Initial (Fixed) Penalty fee for exceeding the period shown on the pay-and-display receipt	Per vehicle per parking incident		Yes	210.43	242.00	210.43	242.00	0.0%
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		Yes	33.04	38.00	33.04	38.00	0.0%
	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		Yes	420.87	484.00	420.87	484.00	0.0%
MR	A3.5.2 Penalty fee for parking or stopping on a sidewalk or in a cycle lane	Per vehicle per parking incident		Yes	420.87	484.00	420.87	484.00	0.0%
MR	A3.5.3 Penalty fee for parking illegally elsewhere	Per vehicle per parking incident		Yes	420.87	484.00	420.87	484.00	0.0%
MR	A3.6 Penalty fee for tampering with or damaging wheel-clamp, in addition to a fine, if applicable.	Per vehicle per parking incident		Yes	698.26	803.00	698.26	803.00	0.0%

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					excl. VAT	incl. VAT	excl. VAT	incl. VAT	
	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 Transport-hired contractor or Transport itself, which fees will accrue to Transport. Where towing is conducted through the Transport parking management contract, the towing fee is payable to Transport 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.						
Part A4. CONDITIONS APPLICABLE TO TARIFF TABLE									
1 Application 1.1 These Conditions apply to parking paid for by means of any payment method that can be practically applied, from a date determined by the Executive Director: Urban Mobility in terms of condition 3.1.1, or 3.1.2 1.2 The Executive Director: Urban Mobility may determine which conditions apply and the extent to which they apply to different parts of parking management services and to different payment methods based on what is practically required. 1.3 Any provision within this tariff that requires an amendment to a bylaw or other law, shall not be applied until the required amendment has been made, but only to the extent to which such an amendment is required.									
1.4 Operating hours: As parking management areas are extended and the new parking management system is implemented new operating hours must be determined as core business hours, after hours, weekends and public holidays. 1.5. Discounts: A discount applies to parkers paying with the integrated electronic payment system parking for less than 15mins. The discount applies to all bays within all zones. A parker must register with a marshal that he/she will only park for less than 15 min. If parker overstays 15min an additional 15min will be charged. 1.6 Regime II shows the tariff based on the new parking management area based tariff methodology, as described in the conditions set out in the Regime II Table. The Executive Director: Urban Mobility may determine a date from which this tariff will apply, after the new parking management tender is awarded. 1.7 Regime I Tariffs will be applicable as of the 1st July 2022. Regime II will be implemented from a date determined by the Executive Director: Urban Mobility									
2 Definitions 2.1 The definitions below may include substantive provisions. 2.2 Terms used in this tariff that are defined in the Tariff for Contracted Road-Based Public Transport Services have the meanings assigned to them as set out in that Tariff, unless the context indicates differently.									
2.3 In these conditions the following terms have the meanings assigned to them, unless otherwise indicated by the context: 2.3.1 “Administration fee” means the Parking B smartcard administration fee payable in terms of condition 4.2.3.4; 2.3.2 “Card” as used in this tariff and these conditions means a smartcard or any other electronic payment method; 2.3.3 “City” is the municipality of the City of Cape Town; 2.3.4 ""Executive Director: Urban Mobility"" means the Executive Director: Urban Mobility. The Executive Director: Urban Mobility may delegate any function assigned by these tariffs to another official.									

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	2.3 In these conditions the following terms have the meanings assigned to them, unless otherwise indicated by the context: 2.3.1 “Administration fee” means the Parking B smartcard administration fee payable in terms of condition 4.2.3.4; 2.3.2 “Card” as used in this tariff and these conditions means a smartcard or any other electronic payment method; 2.3.3 “City” is the municipality of the City of Cape Town; 2.3.4 "Executive Director: Urban Mobility" means the Executive Director: Urban Mobility. The Executive Director: Urban Mobility may delegate any function assigned by these tariffs to another official.								
	2.3.5 "Electronic parking payment system" means an electronic payment system used to pay for managed parking, using smartcards or another electronic payment system as payment method, the base of which will be the Automated Fare Collection System as defined in the Tariff for Contracted Road-Based Public Transport Services; 2.3.6 “Park” means parking a vehicle or the stopping of a vehicle for longer than is necessary to get out of the vehicle in a managed parking area or in a location where parking is not permitted; 2.3.7 “Parker” is a person parking a vehicle and, in the absence of information as to who this person is, the owner of the vehicle that has been so parked or stopped; 2.3.8 “Parking marshal” is a person facilitating payment for parking by a parker in a managed parking area, and fulfilling all other relevant managed parking functions, whether the person is a City official or an employee of a contractor contracted to manage parking on behalf of the City;								
	2.3.9 “Managed parking area” means a parking bay, a precinct, an area, zone or street where parking is managed and charged for or to be managed and charged for in terms of this Tariff; 2.3.10 "Transport Public Transport Services" refer to MyCiTi integrated rapid transit services as well as any other public transport service designated by the Executive Director: Urban Mobility as acceptable for application of the fees in Part A2; 2.3.10 A "penalty fee" means any parking penalty fee payable in terms of the Parking Tariff, including: the penalty fees to be charged in terms of condition 5; penalty fees due because a parker has stayed longer than period shown on the pay-and-display receipt or longer than the maximum parking period; illegal parking; wheel-clamp release fees; penalty fees for tampering with or damaging wheel-clamp.; 2.3.11 "Redundancy conditions" refer to conditions that apply in the instance when a necessary part of the electronic parking payment system is not operating as planned or is expected not to be operating as planned, such as when the system for loading money or points on the smartcard is down, or when the electricity supply is interrupted, or for any other reason; Provided that an appropriate Transport Parking Rule may be issue in terms of which any redundancy parking vouchers or alternative system may be used where required for other material operational reasons; 2.3.12 “Smartcard” means a “Smartcard” as defined in the Tariff for Contracted Road-Based Public Transport Services or any other electronic charging card using mifare-type technology, subject to condition 3.1.2; provided that, where any condition refers to a smartcard, the Executive Director: Urban Mobility may apply the relevant condition to other methods of payment; 2.3.13 “Transport ” means the Transport Authority of the City , forming part of the City’s administration; 2.3.14 “Transport Parking Rules” and the rules related to parking and to payment for parking using a smartcard as may be displayed on the Transport website; 2.3.15 “Transport 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).								

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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 Executive Director: Urban Mobility: 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. <i>These areas are identified as established public destinations with limited commercial activities and low to moderate access to public transport networks or infrastructure. The management of recreational areas focuses on maintaining a balance between local residents and visitors during off-peak hours. Management will may need to take place during peak as well as off-peak hours to accommodate influx of visitors during recreational peak periods.</i>									
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 Executive Director: Urban Mobility 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 Executive Director: Urban Mobility; 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 Executive Director: Urban Mobility 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 Executive Director: Urban Mobility may waive the registration fee.									
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 Transport Parking Rules and published on the Transport website.									

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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. 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 Transport 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 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 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 the identified area (as the case may be) will then apply to such area or bay. 5.4 The Executive Director: Urban Mobility 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.									

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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 Executive Director: Urban Mobility based on demonstrated occupancy and demand levels in the relevant areas. The areas currently deemed as HIGH DEMAND AREAS include the following: - CAPE TOWN CBD - SEA POINT - CLAREMONT - TYGERVALLEY 5.5.2 Determination of Managed Park-and-Ride Areas Without Automated Services Integrated with Public Transport: Any new additions to the list of Managed Park-and-Ride Areas Without Automated Services Integrated with Public Transport, as determined by the Executive Director: Urban Mobility 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. 5.6 When implementing recreational areas, a business case is required on an area to area basis to determine financial viability for both CoCT and its contractors. 5.7 When classifying areas by demand and occupancy, a survey should be carried out with and if any 2 hours, on 3 out of 5 days, is within the maximum level of service occupancy for the area, then it should be considered to set the tariff at the occupancy rate.									
5.8 5.4The 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.									
6 Park-and-ride 6.1 This condition 6 provides for discounted parking fees where the parker has also used Transport Public Transport Services when an integrated fare collections system is established. 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 (for PT1 areas) a 15% discount is applied 6.2.2 Parking areas on the periphery of central business districts may be designated by the Executive Director: Urban Mobility 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 Transport 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.									

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	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 Transport 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 Transport 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 Transport 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 Transport 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 Executive Director: Urban Mobility 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 Transport business planning or his delegate; alternatively by the Executive Director: Urban Mobility.								

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	7.5 Motorcycle parking will be provided at high demand areas. A motorcycle is liable to pay for the tariff applicable to the bay in which it is parked i.e. if a motorcycle parks in a motorcycle parking bay then the motorcycle tariff is applicable. If a motorcycle parks in a normal (vehicle) parking bay, then the full payment for the bay is applicable. 7.6 15-Minute free parking – the Executive Director: Urban Mobility may allow up to 10% of parking bays, in an area, to be allocated for 15-minute free parking. A business case will need to be done by the Line Department in conjunction with Business Planning before the implementation of such a decision. 7.7 The Executive Director: Urban Mobility may waive all or part of a parking tariff under the following conditions: 7.7.1 Internal City events where funds are transferred internally to the City 7.7.2 Up to 50% reductions for registered Non Profit Organizations 7.7.3 For the hire of a limited number of bays in a suburb/area for stemming economic viability e.g. for the temporary construction of Parklets. 7.7.4 Where the waiving of fees benefits the community during the response to a disaster or emergency e.g. temporary health facility on a parking area. 7.7.5 The waiving of fees is a process that takes up to 10 working days, therefore the request for waiving of parking fees needs to be applied for before the event. If the waiving of external event parking fees is not granted beforehand, then the parking fees cannot be waived after the event and the full fees are applicable for the hiring of bays. The limit of such events will be determined by the Executive Director Transport under the recommendation of the Line Department responsible for Parking. If the maximum allowance has been reached at any 1 time, then further applicants are required to follow application process for an event or construction permit. Both processes will require a permit issued by the line department and will be for a limited amount of time. 7.8 Parkers are allowed up to up to 5 minutes to change their mind when parking before being charged. The time may be reduced from 5 minutes by the Line Department based on operational requirements. The allowable time of up to 5 minutes may not be increased without a Business Case assessment by the Business Planning Department in consultation with Line department. The final authority to increase the allowable time remains with the Executive Director- Transport. 7.9 No refunds will be issued for any permits issued. 7.10 No long stay parking will be permitted within the Core area of the Parking Management Centres.								
	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 Executive Director: Urban Mobility) 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.								
	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 Transport Parking Rules issued by the City. 8.5 Contractors of the City may be permitted, with written instruction from the City, to do wheel clamping for parking transgressions and violations, on behalf of the City. 8.6 Drop and go zone or Drop and go bay penalties will be applied if a vehicle remains parked for longer than 10mins. The allowable time may be varied by the Line Department for operational reasons.								

	URBAN MOBILITY - NETWORK AND INFORMATION MANAGEMENT - PARKING REGIME II								
	Updated: November 2022 for 2023/24								
CAT.	SERVICES RENDERED	UNIT	REMARKS	VAT	2022/23	2022/23	2023/24	2023/24	% Increase/ Decrease
				Yes/No	Recalculated	R	Recalculated	R	
					excl. VAT	incl. VAT	excl. VAT	incl. VAT	
	9. Tariff Factors in relation to discounts for the use of Transport Public Transport Services; and CPIX increase related variables 9.1 CPIX and the actual increase are shown in the table below, and linked to the calculations in this Tariff Table. 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 2018/19 tariff, to be updated annually.								
	9.3 TARIFF FACTOR TABLE								
	Description	Factor result	Tariff Factor Code						
	CPIX 2018/19	5.5% inflation increase	-						
	TDM target increase	3 % TDM increase							
	Recommended 2018/19 increase CPIX + 3%	8.5% increase	-						
	Rounding category (2017/18)	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								
	Parking Management Centre Rates	Bay Occupancy/ Demand	Core Business Hour Base Rate ex VAT (rate per 15 mins)	Factor result					
	Emerging Centre	-	0.00	Base less 100%					
	B Opportunity Centre	Zone 4: Recreational	1.68	Base less 54.5%					
		Zone 3: Residential	1.68	Base less 54.5%					
		Zone 2: Edge	1.94	Base less 47.5%					

URBAN MOBILITY - NETWORK AND INFORMATION MANAGEMENT - PARKING REGIME II									
	Updated: November 2022 for 2023/24								
CAT.	SERVICES RENDERED	UNIT	REMARKS	VAT	2022/23	2022/23	2023/24	2023/24	% Increase/ Decrease
				Yes/No	Recalculated	R	Recalculated	R	
					excl. VAT	incl. VAT	excl. VAT	incl. VAT	
		Zone 1: Core	2.59	Base less 30%					
	A Established Centre	Zone 4: Recreational	2.41	Base less 35%					
		Zone 3: Residential	2.41	Base less 35%					
		Zone 2: Edge	2.78	Base less 25%					
		Zone 1: Core	3.70	Base					
	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								
	11.2 Methodology for base fee increases - Residential and Recreational Zones								
	<u>Part B. DEMARCATED BAY OR NON DEMARCATED KERBSIDE SPACE AND PARKING AREA BAY OR SPACE RENTALS (e.g. Film shoots, events, misc. (as permitted by the Parking Bylaw) and construction activities)</u>								
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	Yes	Yes	267.83	308.00	267.83	308.00	0.0%
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. If a permit is applied for and runs for 30 consecutive days then the monthly tariff can be applied for every 30 days that the permit is requested for. If the permit exceeds the 30 days then the additional days will be billed at the daily rate. No extension of a permit may be requested. All applications will be treated as new permits.	Yes	Yes	5 153.04	5 926.00	5 153.04	5 926.00	0.0%
	<u>Part C. DEMARCATED BAY OR NON DEMARCATED KERBSIDE SPACE AND PARKING AREA BAY OR SPACE RENTALS (e.g. Temporary parking permit . A day will be from 6am to 12am. A permit will only be applicable between these hours and from 12am to 6am, the normal parking regulations apply within the Parking Bylaw.</u>								
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		Yes	200.87	231.00	200.87	231.00	0.0%
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. If a permit is applied for and runs for 30 consecutive days then the monthly tariff can be applied for every 30 days that the permit is requested for. If the permit exceeds the 30 days then the additional days will be billed at the daily rate. No extension of a permit may be requested. All applications will be treated as new permits.		Yes	3 864.78	4 444.50	3 864.78	4 444.50	0.0%

Attachment 1 - Cumulative hourly rates tables

Table I Parking fees due for the relevant number of hours parked, cumulatively (ROUNDED)

See condition 11 in Parking Regime II

Centre	Zone	Hours parked							
		1	2	3	4	5	6	7	8
B	Recreational: Zone 4	7.80	0.00	0.00	0.00	15.40	23.20	30.80	38.40
	Residential: Zone 3	7.80	15.40	23.20	30.80	38.40	46.20	53.80	61.60
	Edge: Zone 2	9.00	17.80	46.00	64.80	88.00	114.80	144.00	172.20
	Core: Zone 1	12.00	23.80	61.40	87.20	120.40	162.60	214.40	275.60
A	Recreational: Zone 4	11.00	0.00	0.00	0.00	22.00	33.00	44.00	55.00
	Residential: Zone 3	11.00	22.00	33.00	44.00	55.00	66.00	76.80	87.80
	Edge: Zone 2	12.80	25.40	65.80	92.60	125.60	164.00	205.80	246.00
	Core: Zone 1	17.00	33.80	87.60	124.60	172.00	232.20	306.40	393.80

Table II Parking fees due for the relevant number of hours parked, cumulatively (PRIOR TO ROUNDING)

Centre	Zone	Hours							
		1	2	3	4	5	6	7	8
B	Recreational: Zone 4	7.68	0.00	0.00	0.00	15.36	23.04	30.72	38.40
	Residential: Zone 3	7.68	15.36	23.04	30.72	38.40	46.07	53.75	61.43
	Edge: Zone 2	8.86	17.72	45.93	64.72	87.81	114.76	143.96	172.15
	Core: Zone 1	11.81	23.63	61.24	87.12	120.37	162.49	214.37	275.58
A	Recreational: Zone 4	10.97	0.00	0.00	0.00	21.94	32.91	43.88	54.85
	Residential: Zone 3	10.97	21.94	32.91	43.88	54.85	65.82	76.79	87.76
	Edge: Zone 2	12.66	25.32	65.62	92.46	125.45	163.94	205.66	245.93
	Core: Zone 1	16.88	33.75	87.49	124.46	171.96	232.13	306.24	393.69

$$A = (P + Pf) * (1 + r/n)^{nt}$$

Pf = fee for one hour/first hour

P = fee for previous hour

r = rate of increase (decreasing per hour)

n = number of times the rate is compounded/hour

t = total length of stay

A = amount due

Rate of increase per additional hour parked (per centre and zone)							
Hours	Zone	3	4	5	6	7	8
A & B	Zone 1	20.0%	4.5%	4.0%	3.5%	3.0%	2.5%
	Zone 2	20.0%	4.3%	3.6%	2.9%	2.2%	1.5%

Residential Permit calculation - 2017/18			
yearly cost of parking in Res Zone 3 without permit (250 working days)	Factor and Result	Permit Discount	
A Centre	26		
R 21 950	R 844.23	96.15%	
B Centre			
R 15 400	R 592.31	96.15%	