



FURTHER INFORMATION TO THE INVITATION TO COMMENT ON A PLAN IN TERMS OF THE CITY OF CAPE TOWN'S MUNICIPAL PLANNING BY-LAW, 2015 INDICATING THE AREAS THE CITY DEEMS TO BE SUBJECT TO PUBLIC TRANSPORT (PT1 & PT2) REDUCED OFF-STREET PARKING REQUIREMENTS AND A PROPOSED AMENDMENT TO THE BY-LAW TO RECORD THE PLAN

(Note: To be accompanied by the [PT areas plan](#), the plan is also available on the City of Cape Town [Map Viewer](#))

1. What are PT areas?

PT areas enable reduced off-street parking provision in all land uses within demarcated areas, thus supporting public transport through enabling increased development intensity, development viability, and lower private vehicle trip generation.

Unpacking the above:

PT areas: areas delineated on a plan of the municipal area as shown in the [City Map Viewer](#)

enable: can be taken up voluntarily, not compulsory

reduced: reduced parking requirements in identified areas in terms of the Development Management Scheme

off-street parking provision: only applies to erven that can be developed

in all land uses: different reductions are given for different land uses

within demarcated areas: these areas are demarcated along erf boundaries (where possible) approximately either within a 400 m radius of a transport hub, or an additional 400 m from that radius

thus supporting public transport: the intention is to encourage the use of public transport services

through enabling increased development intensity: reduced parking requirement enables more productive use of floor area

development viability: this offering can "tip" the viability of a marginal development to become viable through increased floor area

and lower private vehicle trip generation: less parking can generate fewer private vehicle trips, thus encouraging public transport use or walking / cycling. This can positively impact traffic congestion and carbon emissions.

In the [Development Management Scheme \(DMS\)](#), PT areas are therefore differentiated from "standard" areas as follows:

'Standard areas': areas with standard parking requirements, or where public transport is not specifically promoted or available.

'PT1 areas': areas where the use of public transport is promoted, but where Council considers the provision of public transport inadequate or where the use of motor vehicles is limited.

'PT2 areas': areas where the use of public transport is promoted and Council considers the provision of public transport good, or where the use of motor vehicles is very limited.

2. What City principles do PT areas support?

Integrated Development Plan (IDP): they particularly support the focus areas of an:

- “opportunity city”: this mechanism is the first of its kind in South Africa, and encourages economic development;
- “inclusive city”: it supports the priority of “dense and transit-oriented growth and development”;
- “well-run city”: it reduces the administrative burden for qualifying applications.

Municipal Spatial Development Framework (MSDF) (2018): Policy guideline 35.3: “Implement reductions in parking requirements in areas well served by public transport by means of demarcation as public transport (PT) zones in line with the development management scheme, applicable policies and the District SDPs.” It is especially seen as a useful tool in the urban inner core.

In its Technical Supplement C: Land use intensification, the intention is stated: “More areas will be considered for designation as PT zones in support of the development of an integrated public transport network. The concepts of density and diversity are fundamental in understanding the interaction between land use and transportation.”

Integrated Public Transport Network (IPTN) (2014): One of the criteria for choosing the preferred IPTN alternative was the percentage of employment opportunities which were located within 500 m of public transport stops or stations. PT areas enable this percentage to increase, making the integrated public transport system more viable.

Transit-oriented Development (TOD) Strategic Framework (2016): Requires land use intensification (densification and diversification) in areas accessible to public transport, to encourage public transport use, or increased non-motorised transport use due to shorter travel distances.

Parking Policy (2020): Principle 3: “Parking provision and managed parking must promote public transport use, reduce private car dependency and promote environmental sustainability.” This requires that “Parking provision and managed parking must support the City’s Travel Demand Management (TDM) Strategy to support public transport use and address private car dependency.”

Under the Off-street Parking Policy Directives, Policy Directive 7 states: “Periodically review and implement reduced parking requirements to facilitate new development and address private car dependency and emissions proactively, whilst preserving the transport and urban environment.” To achieve this, Action 7.1 states: “Update the areas deemed to be PT1 and PT2 areas and implement as per the Council system of delegations.”

3. Where have they been demarcated prior to 2020?

Prior to 2020 (and since 2014), PT areas were only delineated around rail stations and MyCiTi bus stations and routes (current, and committed), which form the trunk service of the city’s public transport system. Their designation was determined by a scoring for each station based on level of service, capacity, connectivity to high and lower order services, and context.

4. What informed the latest round of demarcations?

The March 2020 round of demarcations was made possible by new, comprehensive data sets and evidence:

- Data gathered in the course of operating the MyCiTi feeder and express services;

- Data gathered on the conventional bus service, and the minibus taxi service, quantifying a representative sample of daily boardings and alightings;
- Feedback from the City's district planners on updates needed to the current demarcations, based on the development needs in each area.

A thorough method was developed to interpret each body of evidence:

MyCiTi feeder services: level of service, level of connectivity, and demand resilience (likelihood of enduring as a public transport route) were quantified, and all stops were scored and ranked.

Conventional bus and minibus taxis: mapping all boardings and alightings clearly highlighted the major stops. These were designated as PT1 or PT2, based on their level of intensity.

Updating the previous demarcation: PT1 "haloes" of an additional radius of 400 m were included around every PT2 area to create a "stepped down" parking requirement.

5. The new demarcations

The method was applied to the entire municipal area in the March 2020 demarcations:

1. Expansion of existing PT area boundaries based on evidence of intense road-based public transport;
2. Conversion of existing PT1 areas to PT2 areas based on evidence of intense road-based public transport;
3. Addition of new PT areas based on evidence of intense road-based public transport;
4. Addition of a PT1 "halo" around all PT2 areas (where it did not exist).

6. Impact of the new demarcations

The most significant changes to the PT areas plan are:

- The expansion of PT2 areas in Sea Point, the CBD: resulting from the extensive MyCiTi service;
- The expansion of PT2 areas in Woodstock to Observatory: resulting from the high level of MyCiTi feeder services, minibus taxi and Golden Arrow bus services;
- The expansion of PT2 areas along Voortrekker Rd from Goodwood to Bellville, and in Gugulethu, Nyanga and Cross Roads: resulting from the high level of minibus taxi and Golden Arrow bus services, concentrating around areas of economic opportunity;
- PT1 areas added in all the areas above;
- PT1 areas added in Camps Bay and Hout Bay: resulting from the MyCiTi service;
- PT1 areas added around existing PT2 areas across the city: recognising that there should be a "stepped approach" to parking provision and not a sudden change from PT2 to a standard requirement for adjacent erven.

The intention is not to enable developers to indiscriminately take advantage of the reduced parking requirements, through providing developments which do not make provision for the end users' needs. It is inviting developers to cater differently for their access needs, and to encourage car users to support public transport (even if only to commute).

There are various ways in which parking can be provided differently (e.g. not be dedicated to a particular dwelling or office unit):

- Shared parking: arrangements can be made between adjacent land uses for shared off-street parking, e.g. after hours residents' parking in a shopping centre garage; restaurant parking in parking of a community facility – or vice versa).
- Public parking: already, there are many public parking garages in the Cape Town CBD.

It is hoped that this will bring a much-needed stimulus to the Cape Town economy through enabling developments to provide parking according to market principles, and supporting public transport.

7. Amendment to Annexure C of the Development Management Scheme (DMS)

In order to fully effect the PT1 and PT2 plan, a further step will be to amend Annexure C to record this plan, as required by Item 137(c) of the DMS. This will be done by a formal amendment to the City of Cape Town Municipal Planning By-law (MPBL), which is part of the current process.

A transitional provision is also included in the draft amendment by-law, stating that notwithstanding section 142(9) of the MPBL, regardless of the date that an application is accepted by the City in terms of section 74(a), an application decided after the amendment by-law takes effect must be decided in terms of the amended MPBL.

8. Comments now invited

In terms of its power to approve and maintain the plan contemplated in item 137(c), the Council of the City is reassessing which areas have PT1 and PT2 parking requirements. The City now invites comments on:

- 1) the PT1 and PT2 indications in the plan (all demarcations including the March 2020 demarcation) and whether the Council should approve the plan; and
- 2) whether the Council should amend the MPBL to record the plan in Annexure C.

The commenting period is from 29 October 2021 to 31 January 2022.

Comments may be submitted as follows:

By email: lums@capetown.gov.za

On the City's website: www.capetown.gov.za/haveyoursay