

Department of Transport
City of Joburg
April 2015

Parking in the City of Johannesburg

1. Background

- Before December 2000, a number of municipalities made up the current Johannesburg Metropolitan Municipality
 - 4 Metropolitan Local Councils
 - Northern, Eastern, Western and Southern MLCs
 - 2 MLCs – Midrand & Lethabong MLCs
- In 2010 the council prepared the “Draft Consolidated Town Planning Scheme”
 - Aim to deal with congestion
 - Aim to support public transport use by limiting parking provision

13 different
Town
Planning
Schemes



2. Planning for Parking in the CoJMM

- Transport Department prepared 'Motivation for Inputs into the proposed "Draft Consolidated Town Planning Scheme"'
- **Motivation based on the premise of 'low parking provision leads to higher demand for alternative modes of transport'**
- **Parking Management Strategies**
 1. Introduce **Maximum Parking** Requirements versus **Minimum Parking** Requirements
 2. Lower Maximum parking requirements around **upgraded public transport corridors**
 3. Lower Maximum parking requirements **within marginalised areas**
 4. Lower off-street parking requirements in the **CBD and Regional Nodes**
 5. Co-ordinate on and off-street parking requirements (balance these, harmonise these two)
 6. Introduce the shared parking concept for mixed land use developments
 7. Incorporate public transport and metered taxis and pedestrians (including kiss and ride) priority in malls, large retail facilities (> 5000m²) and office parks, keep walking distances to drop-off areas to entrances to a minimum

2. Planning for Parking in the CoJMM

- Adjustment Factors For Areas of Intervention

#	Areas of intervention	Adjustment Factors		Time frame (Years)
		Reduction Factors	Increase factors	
1	Public Transport Priority Areas	15% reduction of the maximum parking requirement	-	1-10
2	Marginalised Areas	10% reduction of the maximum parking requirement	-	1-20
3	Public Priority Areas and Marginalised Area	25% (15%+10%) reduction of the maximum parking requirement	-	1-20
4	CBD (Zone A)	<i>As per present requirements*</i>	-	1-10
5	Regional nodes	10% reduction of the maximum parking requirement	-	1-15
6	Public Priority Areas and Regional Nodes	25% (15%+10%) reduction of the maximum parking requirement	-	1-15
7	Mixed land use developments	Based on the shared parking concept to be motivated by the applicant		1-15
8	Communes	10% reduction of the maximum parking requirement	-	1-10
9	High income residential units and religious institutions	-	Should be determined based on parking audits	1-10

3. Pricing

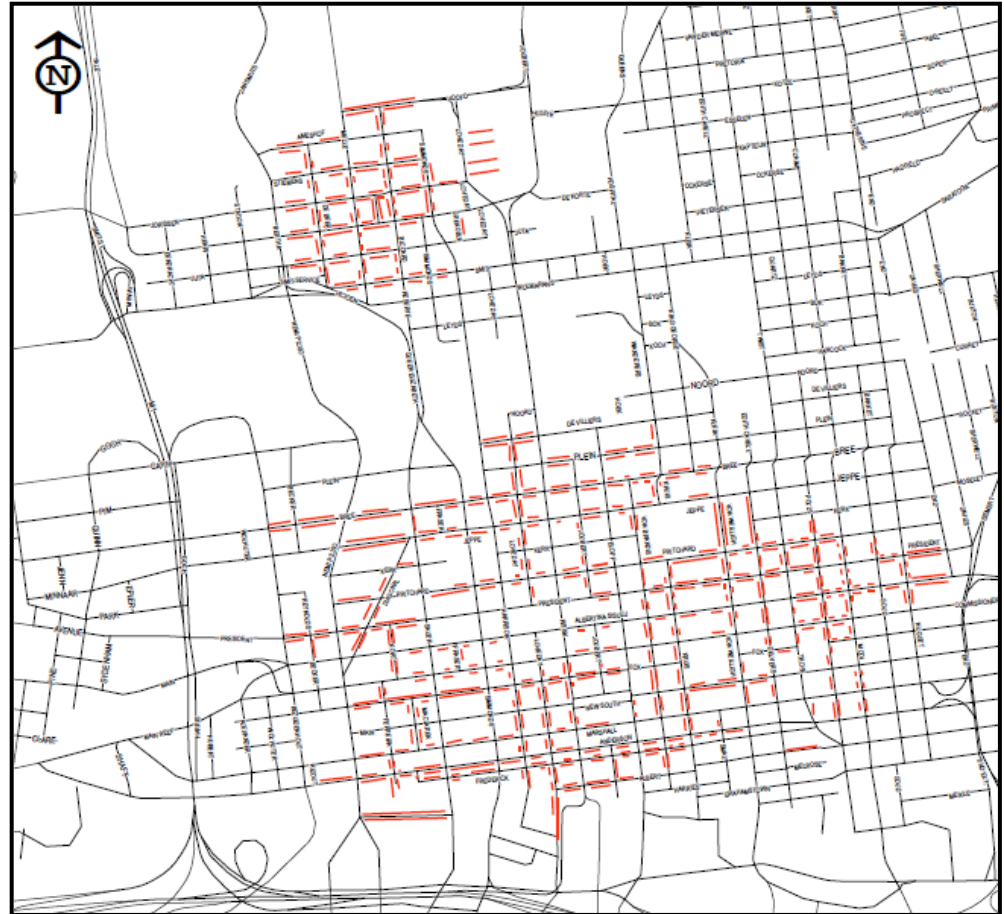
■ Off-Street Parking Tariffs

- Privately owned private parking (provided to building tenants etc)
- Privately owned public parking (private owner sets tariffs, either on a daily or monthly basis)
- Council owned public parking areas (council sets tariffs and reviews on a yearly basis, through the consideration of revenues received and the average daily/monthly parking occupancy rate)

■ On-street Parking Tariffs

- Set by council and reviewed on a yearly basis (more convenient parking heavily charged to encourage turn-over in parking).





5. Parking Awareness

■ Off-Street Parking

- The City has a database of off-street public parking garages in the Inner City;
- The City needs to work with private developers in order to provide directional signage (ITS) which improves motorist navigation to reduce congestion, similar like what you have in airports;
- The City is currently looking at contract for the management of ALL transport data and the database for other areas will be developed as part of this project.