

# FISH HOEK VALLEY RATEPAYERS & RESIDENTS ASSOCIATION

*(Incorporating Fish Hoek, Clovelly and Sun Valley)*

~~Central Circle, Fish Hoek 7975~~

**Web:** <https://www.fishhoekratepayers.com/> **Facebook:** [www.facebook.com/FHVRRA/](https://www.facebook.com/FHVRRA/)

Heritage Western Cape: Conservation Body

**TO:** [transport.info@capetown.gov.za](mailto:transport.info@capetown.gov.za)  
[https://www.capetown.gov.za/\\_layouts/15/WebFeedback.SharePoint/webfeedback.aspx?id=%203557bf65-c699-4576-a640-68e9f938bb7a](https://www.capetown.gov.za/_layouts/15/WebFeedback.SharePoint/webfeedback.aspx?id=%203557bf65-c699-4576-a640-68e9f938bb7a)

**SUBJECT: COMMENTS ON CITY'S REVISED PARKING POLICY <sup>1</sup>**

**DUE DATE: 18 SEPTEMBER 2020**

---

## 1. DISCUSSION

Thank you for this opportunity to comment on this important policy. Our sincerest wish is that the City actually considers the changes requested.

This policy is typical of other City policies. It makes many unsubstantiated claims based on its writer's desired outcomes. For instance:

- The increase in private car usage for access to the City has very little to do with a policy of making parking available; it is caused by lack of alternative means of access. Parking in Cape Town, other than in parking garages of which many are reserved for business employees or clients, is a nightmare;
- Statements like "when the rail service improves" are arrant nonsense. The rail service is deteriorating and will continue to do so as long as the ANC is in power. Certain services (Fish Hoek included) will never be restored due to the looting of rail assets that has recently increased;
- Management and policing of the parking areas could be improved, but only with the strictest enforcement. Currently, legitimate parking attendants are hijacked or colluding with crooks and illegitimate substitutes even in the City centre.
- We dispute the claim in Section 1.2.2 that vehicles are parked for over 23 hours a day. Anyone that lives in the far Southern suburbs and travels into the City will attest to travel time taking over an hour one-way during peak hours. Also, the parking is in two different places: at work and at home.

If the cost of parking is considered to be too expensive for customers, they will travel further to other retail stores. Thus, there will be more traffic on the road for a longer period. Also, retailers will close shop and move. If the parking cost is not adequately subsidised by employers and public transport is unreliable or not cost effective, employees will seek other employment. Business owners will move premises.

The City's Municipal Planning By-law (2015) has been amended. Section 1.2.5 should state the current revision's year or state the Municipal Planning By-law (2015) "and as amended".

There is a "d" missing in the last sentence in Section 1.3.3 'are being achieve"d".

People do not want to live in denser areas as stated in Section 1.4.1. Thus, the City's *de facto* Planning Policy of densification is not what voters want. If the City wants to create unit pockets with no private vehicles, then mass transit, in case of disaster, needs to be provided beforehand. Then the entire Cape Town CBD can become the new low cost high risers that only those living there using public transport would ever think of visiting, with the exception of the Civic Building office

---

<sup>1</sup> <https://www.capetown.gov.za/City-Connect/Have-your-say/Issues-open-for-public-comment/draft-revised-parking-policy>

dwellers. Good luck with the soaring crime figures with no visitors and especially, no tourists.

Perhaps, just more creative parking ideas need to be explored. We recently passed a land use departure requiring minimum parking spaces on a property as it undertook to use an automatic vehicle stacking mechanism that also minimised the vertical space requirement.

The second paragraph in Section 1.4.2 is nonsensical. We argue that land dedicated to parking does not require more road, water and sewage pipes. There only needs to be one road near the entrance and exit of parking facilities and vehicles by themselves require no water or sewage services. One could argue that a stormwater connection would be required for the discharge from land that is no longer able to soak up rainwater. We would argue for an aquifer recharge soaking area.

The current government has considered a carbon tax, which is related to emissions. Large diesel MyCiti buses will have to pay a heavy tax in this regard. Other so-called "real cost of parking" are not quantified and the whole top floor of parking could be greened to absorb carbon and heat or used to mount solar panels as later mentioned in Section 1.4.11. The City's whole planning on stormwater system needs to be rethought including never dumping sewage spills into the stormwater system. This water could recharge the aquifer. Unless one is living, working and playing in the same spot, the transport related costs will just be transferred into another expense bucket.

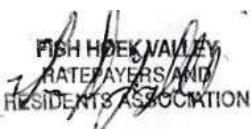
Provide for motorcycle parking, but make it free to encourage more riders instead of the typical SUV daily commuter. Also, many motorcycles in town are used for deliveries and often, escape anyway before parking fees can be collected.

Where disabled parking bays are being used by vehicles without disabled discs, the vehicles should be immediately clamped or towed away.

A credit card tariff system, like used in Stellenbosch, will improve acceptance. The City of Cape Town needs to catch-up here. City smart cards will not gain wide acceptance and will totally frustrate tourists.

## 2. SUMMARY OF RECOMMENDATIONS

In conclusion the draft policy is based on desired or hoped for conditions not on current reality. As drafted it does not propose practical strategies and actions to move from the current reality to the desired conditions. The danger is that the policy just drives citizens and eventually the enterprises they wish to access away from the City leading to less density and the City loses!

<b>NAME &amp; SURNAME</b>	Brian Youngblood, Chair: Fish Hoek Valley Residents and Ratepayers Association (FHVRRA)
<b>CONTACT NUMBER</b>	Cell: 084 3 99 99 33
<b>E-MAIL ADDRESS</b>	<a href="mailto:bdyoungblood@gmail.com">bdyoungblood@gmail.com</a> or <a href="mailto:FishHoekRRA@gmail.com">FishHoekRRA@gmail.com</a>
<b>SIGNATURE</b>	
<b>DATE</b>	25 August 2020