



a world class African city

# **Joburg City Safety Strategy**

**Working towards a safer Joburg**

**Approved: 2003**

**First revision: 2006**

**Second revision: 2015**

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## ACRONYMS AND ABBREVIATIONS

<b>App</b>	Application
<b>Assault GBH</b>	Assault with the intent to inflict Grievous Bodily Harm
<b>CBOs</b>	Community Based Organisations
<b>CoJ</b>	City of Johannesburg
<b>CPF</b>	Community Policing Forum
<b>CPTED</b>	Crime Prevention through Environmental Design
<b>EMS</b>	Emergency Management Services
<b>FBO</b>	Faith Based Organisations
<b>GCR</b>	Gauteng City Region
<b>GCRO</b>	Gauteng City-Region Observatory's
<b>GDS</b>	Growth and Development Strategy
<b>GIS</b>	Geographic Information System
<b>GNSC</b>	Global Network on Safer Cities
<b>GPG</b>	Gauteng Provincial Government
<b>GSS</b>	Gauteng Safety Strategy
<b>HSRC</b>	Human Sciences Research Council
<b>IDP</b>	Integrated Development Plan
<b>I<sup>2</sup>OC</b>	Integrated Intelligence Operations Centre
<b>ISCPS</b>	Integrated Social Crime Prevention Strategy
<b>ISS</b>	Institute for Security Studies
<b>IUDF</b>	Integrated Urban Development Framework
<b>JCSS</b>	Joburg City Safety Strategy
<b>JMPD</b>	Johannesburg Metropolitan Police Department
<b>MOE</b>	Municipal Owned Entity
<b>NDP</b>	National Development Plan
<b>NGO</b>	Non-Governmental Organisations
<b>PIP</b>	Priority Implementation Plan
<b>QoL</b>	Quality of Life
<b>SAPS</b>	South African Police Service
<b>SHSUP</b>	Sustainable Human Settlements Urbanisation Plan
<b>Stats SA</b>	Statistics South Africa
<b>UN-Habitat</b>	United Nations Human Settlements Programme

# 1. INTRODUCTION

## 1.1. Contextualising the Joburg City Safety Strategy

### ***A vibrant, equitable African city that supports quality of life***

'Vibrant', 'diverse', 'fast-moving' and 'opportunity-filled' are a few of the words used by those who visit, work or live in Johannesburg, when describing the city. Johannesburg is a city that attracts people from across South Africa and beyond, as increasing numbers of people move to urban areas in search of better prospects. It is a unique city: a place of significant diversity; a thriving hub for arts and culture; an economic powerhouse for both the nation and the wider sub-Saharan region.

The city has much to offer its 4.4 million residents. With a population growth rate of 3.18% (Stats SA 2015)<sup>1</sup>, the city continues to attract people at a faster pace than any other South African metropolitan area. This highlights Johannesburg's potential, and the need to manage the city and its growth in a way that supports the City of Johannesburg's ('the CoJ' or 'the City') long-term vision, as defined in the Joburg 2040 Growth and Development Strategy (GDS):

*"Johannesburg – a World Class African City of the Future – a vibrant, equitable African city, strengthened through its diversity; a city that provides real quality of life; a city that provides sustainability for all its citizens; a resilient and adaptive society"*  
(CoJ 2011a, p. 3)

The CoJ, in collaboration with its citizens, key stakeholders and partners, needs to attend to a range of issues in support of the above. One of these is urban safety. Like many other rapidly changing cities across the world, Johannesburg faces a number of challenges to urban safety. These threaten the CoJ's vision for the Johannesburg of the future, while also undermining the quality of life all within the city experience on a daily basis.

The CoJ recognises the need for a tailored, multi-disciplinary and multi-agency approach to address urban safety considerations successfully. Delivery on the goal of building a truly safe city hinges on collaboration between and involvement of numerous role-players – collectively targeting the same set of objectives.

It is not the first time that the CoJ has emphasised safety. The City developed its first comprehensive and integrated multi-agency strategy, the Johannesburg City Safety Strategy (also known as the 'Joburg City Safety Strategy' or 'JCSS') in 2003. The strategy drew from the analysis contained in the CoJ's long-term Economic Development Strategy ('Joburg 2030') of the time, and the principles addressed in the 1996 National Crime Prevention Strategy (NCPS) and the 1998 White Paper on Safety and Security. It outlined the role envisaged for local government with respect to creating safer communities, and defined a set of focus areas that were identified through stakeholder consultations, data analysis and research on local and international benchmarks.

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<sup>1</sup> Based on growth between the 2001 and 2011 Census

Initial implementation of the JCSS within select geographical areas resulted in success across a number of the defined safety objectives. Much has however changed in the city since this first stage and the subsequent revisions made to the JCSS. While the content and methodology included in the JCSS is still of value, despite more than ten years passing since its adoption by the City, amendments are necessary to:

- Respond to Johannesburg’s changing landscape and safety dynamics, concerns and realities, including the challenge of a high population growth rate, substantial immigration, population densities and concentrations of people faced with multiple deprivations. These conditions correlate with high levels of unemployment, poverty and informality, alongside increased levels of crime and insecurity.
- Address alignment of the JCSS with the CoJ’s new institutional form and revised strategic direction and priorities – with the latter reflected in the City’s long-term strategy, the Joburg 2040 Growth and Development Strategy (GDS), and the related ‘Safer City’ Priority Implementation Plan (PIP). This calls for a systemic focus on safety by all City departments and Municipal Owned Entities (MOEs).
- Create linkages with and establish the necessary mechanisms to support the City’s revised Spatial Development Framework and its Sustainable Human Settlements Urbanisation Plan (SHSUP) – facilitating the inclusion of safety norms and standards.
- Ensure alignment with key policies and strategies, including the National Development Plan (NDP), the (draft) White Paper on Safety and Security and the revised 2015 Gauteng Safety Strategy (GSS).
- Adopt best practice and current thinking emerging at a local, national and international level, including South-South learning in respect of city safety.
- Support delivery on the international commitments made by the City with respect to Safer Cities, including those commitments made via the Global Network on Safer Cities (GNSC), Metropolis and Africities.
- Further embed the JCSS methodology elements that work – while changing and strengthening other aspects viewed as key in growing a safer city.

## **1.2. An overview of this document**

In seeking to address the above, this document includes the following sections:

- Section 1: Introduction (this section);
- Section 2: A summary of the process followed in refining the JCSS;
- Section 3: An overview of the key objectives underpinning the JCSS’ revision;
- Section 4: Clarity on the policy and strategy context within which the revision of the JCSS is founded – with content drawn from the national, provincial and local framework and priorities, in addition to global perspectives;
- Section 5: Input on the City’s role and the role of other partners and stakeholders in building a safer city;

- Section 6: Key issues and findings from stakeholder engagements in terms of what we mean by ‘a safe city’ – with these aspects drawn together into a vision for a safer Johannesburg;
- Section 7: Quantitative and qualitative analysis of the status quo – providing a view of some of the key trends, realities and perceptions of safety in a Joburg context, alongside insights relating to shifts in safety dynamics since the first launch of the JCSS;
- Section 8: Input on the implications of the above analysis for the City’s JCSS – with examples of interventions that hold the potential for meaningful impact in the short, medium and long term;
- Section 9: The core of the refined JCSS – including the primary outcomes and associated elements for delivery;
- Section 10: Input on key governance considerations and institutional requirements for implementation of the strategy – including a matrix of relevant role-players viewed as critical for delivery on the JCSS, alongside proposed areas of involvement in relation to the defined JCSS outcomes;
- Section 11: Concluding comments and next steps;
- Annexure 1: Details of stakeholders present at each of the roundtable discussions held in support of the revision of the JCSS;
- Annexure 2: Further analysis of crime statistics pertaining to Johannesburg; and
- Annexure 3: Interface between SAPS precincts and CoJ wards.

## **2. METHODOLOGY USED IN REFINING THE JCSS: A PROCESS OVERVIEW**

Strategies should be dynamic, changing over time in line with new challenges and needs. The JCSS is no different, with ongoing engagement acknowledged as critical, if the strategy is to remain relevant.

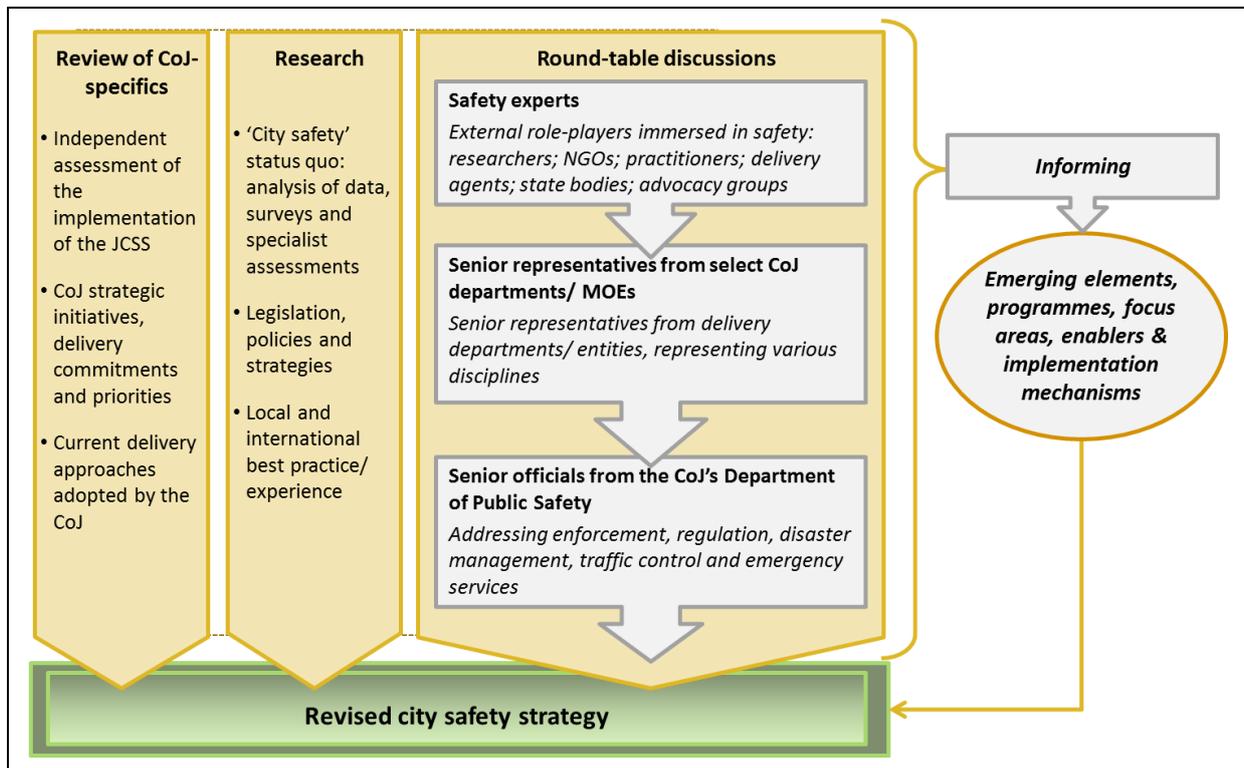
The update of the JCSS involved a comprehensive process, entailing the following steps:

- Inclusion of recommendations arising from the most recent independent assessment of the JCSS’ implementation, as conducted by the Human Sciences Research Council (HSRC);
- Reflection on the City’s strategic initiatives and priorities – as defined at a political and administrative level (e.g. as articulated in the content of the City’s Integrated Development Plan or ‘IDP’ and other delivery plans);
- Consideration of relevant legislation, policies and strategies;
- An analysis of current practices and delivery approaches within the city – including areas of success and possible gaps;

- Research into current safety statistics, trends and analysis associated with the Johannesburg context;
- Engagement with a range of stakeholder groups (internal and external to the City) via the format of focused round table discussions, to understand city safety challenges and opportunities, as a further input into the strategy;
- Identification of the most appropriate routes through which to promote improved ownership of and accountability with respect to the safety strategy; and
- A review of local and international benchmarks, best practice and experience associated with building 'safer cities' elsewhere.

The figure below reflects the process followed in updating the JCSS – with three parallel streams of activity leading to the strategy’s revision. The City drew on inputs from various sources to establish a refined view of a truly ‘safe city’, and the roles, responsibilities and elements necessary for its achievement.

**Figure 2.a: Revising the JCSS: A process overview**



### 3. OBJECTIVES UNDERPINNING THE REVISION OF THE JCSS

Through revising the JCSS, the CoJ aims to:

- Provide a framework to guide specific interventions and plans – ensuring continuity in the CoJ’s work in improving city safety;

- Recommit to and strengthen inter-agency initiatives that tackle the underlying causes of ‘unsafety’ – encouraging joint action by all city role-players;
- Improve the relationship between the Public Safety Department (Johannesburg Metropolitan Police Department (JMPD), Emergency Management Services (EMS), and Disaster Management) and the city’s citizens – through consistent demonstration of responsive, community-oriented, effective service delivery;
- Shift the image held of Johannesburg as a city that is not safe, recognising that this is shaped by the impression people hold of the city’s public spaces, infrastructure and streets, and by anecdotal stories and real experiences of crime – with emphasis placed on initiatives that:
  - Promote joint community-CoJ ward-based safety planning;
  - Change the experience of streets, parks and public spaces;
  - Foster safety through appropriate environmental design;
  - Change how people in the city experience each other – supporting the development of new city stories that reflect the growth of a safer city;
- Support realisation of a responsive, caring and resilient city; and
- Ensure decisions and interventions are founded on the analysis of real-time data.

## **4. POLICY AND STRATEGY CONTEXT**

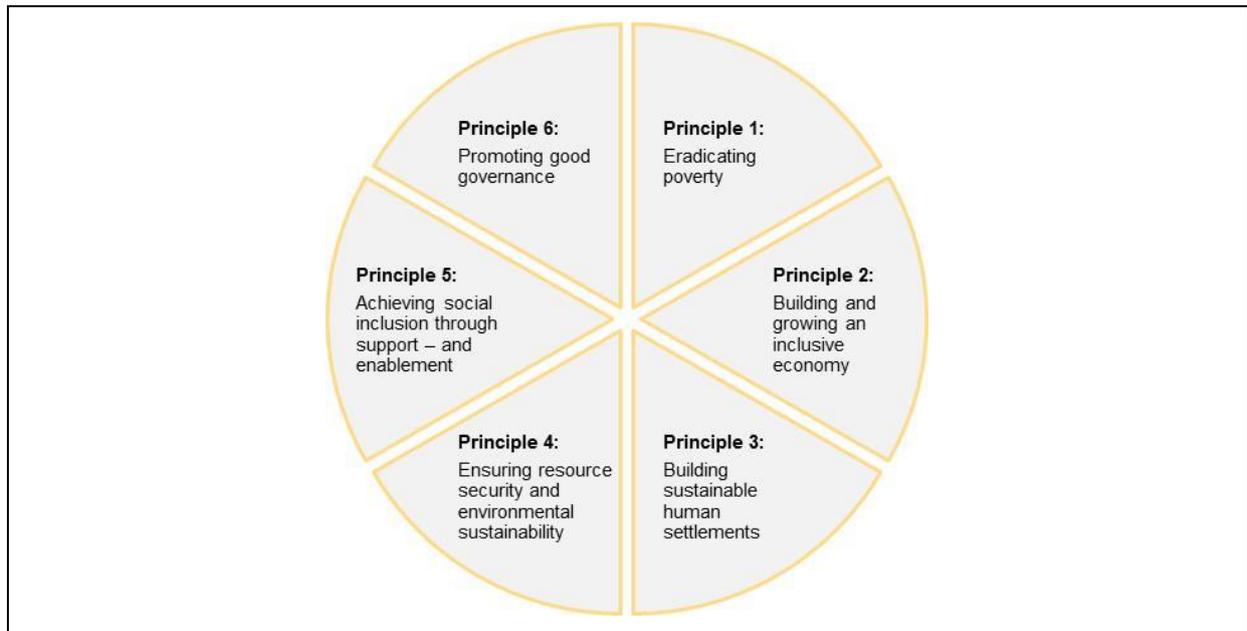
Locally focused safety measures included within the revised JCSS are informed by policies and strategies at a national, provincial and local level, in addition to global perspectives on city safety. The section that follows outlines those aspects with a direct influence on safety at a local government level.

### **4.1. City context**

#### ***The Joburg 2040 GDS***

The revised JCSS aims to support the paradigm reflected in the Joburg 2040 GDS, where this calls for the establishment of a resilient, sustainable and liveable city, supported through inclusive economic growth, good governance, human and social development, and a sustainable environment and services. The paradigm is founded on six key principles that underpin the City’s focus in terms of its long-term development objectives. These are detailed in the figure below.

**Figure 4.1.a: Principles underpinning the Joburg 2040 GDS**



The CoJ understands the important role it must play as local government in supporting both the national vision and the vision of a different future for Johannesburg’s citizens. With the city constantly evolving as a centre of socio-economic transformation, the CoJ has a duty to foster a safe, well-managed, welcoming city environment in which all can thrive. Without this, Johannesburg will never realise the long-term outcomes reflected in the Joburg 2040 GDS.

Efforts focused on the establishment of a safe city primarily support delivery on the first outcome (‘Improved quality of life and development-driven resilience for all’), while also contributing to the other three GDS 2040 outcomes as follows:

- Outcome 2, by supporting the establishment of liveable, sustainable urban environments through addressing safe eco-mobility, safe human settlements and climate change related risk management;
- Outcome 3, by promoting the necessary conditions for economic growth and employment; and
- Outcome 4, by fostering proactive and collaborative engagements and partnerships with citizens – and through targeting delivery of a professional, trustworthy safety service.

The Joburg 2040 GDS reflects on the importance of establishing “appropriate structures, systems, policies and processes – underpinned by a sound set of values and ethics” for effective delivery (CoJ 2011a, p. 83). The City has institutionalised its long-term strategy through a number of strategic planning structures and processes, including:

- A cluster approach to planning, budgeting and delivery; and
- Inclusion of the priorities derived from the strategy in the City’s five and one year IDPs, and in the associated PIPs.

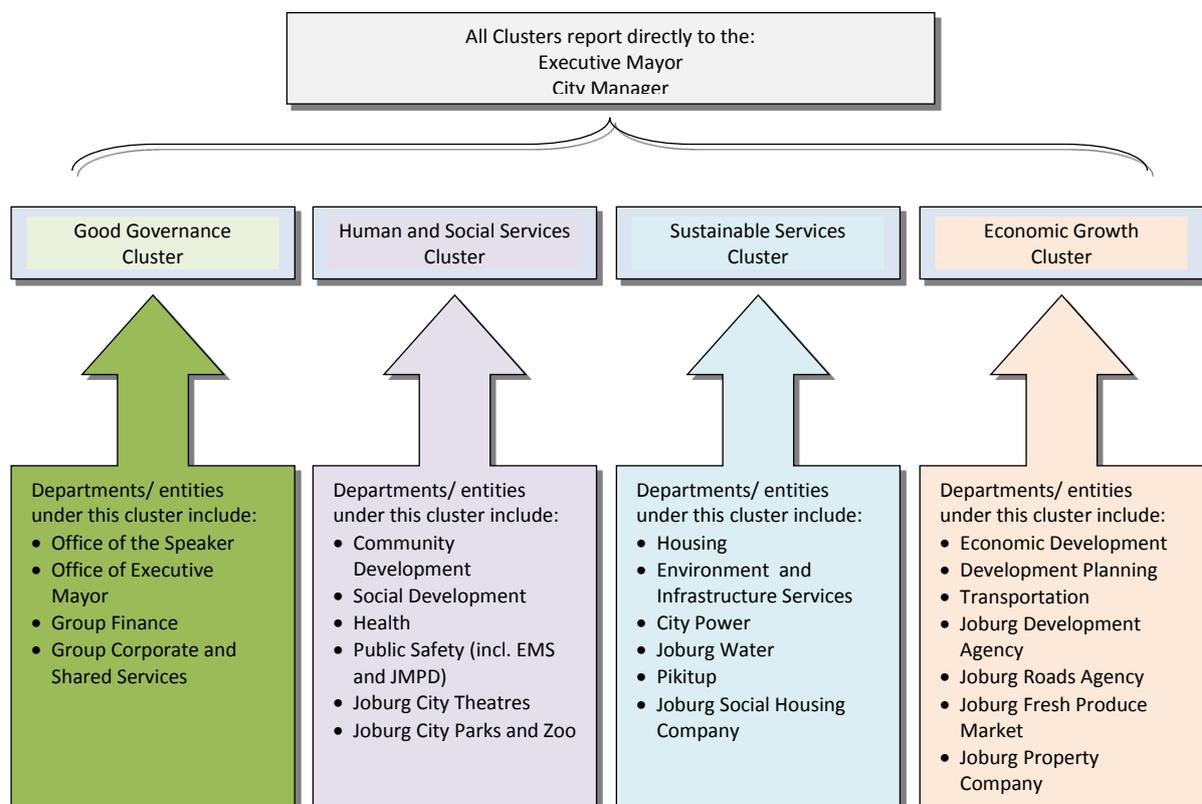
Each of these is addressed below.

### ***Delivering strategy through a cluster approach***

Following the adoption of the Joburg 2040 GDS as its long-term strategy, the City configured its departments within a cluster arrangement, with the intention of coordinating organisational programmes around the key set of outcomes outlined in the GDS. The clusters allow for safety and sustainability to be managed and institutionalised within the City.

Each of the clusters aligns with one of the four GDS drivers viewed as necessary to support the realisation of a resilient, sustainable and liveable city. These drivers include good governance, human and social development, economic growth and sustainable services. Public Safety, the champion for the revised JCSS, falls within the Human and Social Development Cluster. This cluster targets some of the deeper issues that underpin a safe city (e.g. social development; community resilience). The figure below depicts the various clusters, and the contributing departments and entities. The cluster system seeks to foster a culture of integrated planning, decision-making and implementation, with inter-cluster engagement as critical as coordination within each cluster. All parties within the City have a role to play in delivering on city safety.

**Figure 4.1.b: Cluster configuration within the CoJ**



The revision of the JCSS aims to support further institutionalisation of city safety, drawing on CoJ-specific safety-related insights emerging from practice, while also guiding future

direction and efforts with specific accountability measures to be implemented. The implementation of the JCSS cannot be achieved without input from all within the CoJ, in addition to external partners.

Beyond its structure and process arrangements, the City has institutionalised the focus on city safety via its IDP and the associated PIP – with detail provided below.

### ***Embedding safety within the City's IDP***

#### ***Box 4.1.a: Prioritising a 'safer city'***

Recognising the importance of a safer city, the CoJ has institutionalised its delivery through including it as one of its priorities or 'PIPs' for the first decade of the GDS implementation. The City's IDP details the priority further. It notes that the PIP is premised on the view of "a city within which all citizens, regardless of where they live or work:

- Are safe from crime;
- Feel safe while travelling, be it as drivers, passengers or pedestrians;
- Feel safe in public spaces;
- Are safe from fires and other emergencies, and the effects of natural and unnatural disasters;
- Behave in a manner that limits harm, to themselves and others; and
- Experience a greater degree of resilience when faced with risk." (CoJ 2015, p. 188)

The IDP notes that to achieve the priority of a 'safer city', the CoJ should focus on: "investing in public safety through community development, mobilisation and partnerships; improved urban design and management; the protection of vulnerable groups; infrastructure upgrades; improvements to by-law compliance and enforcement; the promotion of behavioural change; and enhanced responsiveness to emergency and disaster" (*ibid.*, p. 189)

The Joburg 2040 paradigm and its associated outcomes align with both the national vision and the proposed levers of change articulated therein.

## **4.2. National context**

### ***The National Development Plan***

The NDP targets a long-term vision of socio-economic transformation, inequality reduction and an end to poverty, with focus placed on eliminating poverty and reducing inequality by 2030. It argues that the country can realise these goals by "drawing on the energies of its people, growing an inclusive economy, building capabilities, enhancing the capacity of the state, and promoting leadership and partnerships throughout society" (NPC 2012, p. 24). With respect to safety more specifically, the NDP notes that high crime levels have reduced the speed of social and economic development in South Africa, while also affecting citizens' quality of life. The NDP speaks about a holistic and integrated approach to dealing with crime and violence in South Africa, with emphasis placed on strengthening the institutional

capacity of the police and justice system, and targeting the social and structural risk factors. For meaningful impact, a long-term approach is needed<sup>2</sup>.

### ***The Integrated Social Crime Prevention Strategy (ISCPS)***

The 2011 Integrated Social Crime Prevention Strategy (ISCPS), as released by the Department of Social Development (DSD), focuses on enabling “government departments to respond to crime-related issues in a coordinated and focused manner, specifically looking at issues causing crime”. It prioritises efforts that address “the underlying causes of delinquency, violence and crime, rather than reacting to symptoms and emergency needs” (p. 8). It aims to:

- Provide regulations to avoid duplication of services;
- Guide integrated and coordinated service delivery programmes, to ensure children’s early growth and development; and
- Maximise the participation of communities in solution development, and the creation of an integrated crime prevention capacity.

The ISCPS focuses on crime prevention and sustainable development, emphasising the importance of addressing the structural and physical violence perpetrated within society in an integrated manner and with a sound understanding of causality – with this seen as a fundamental requirement for sustainable development to be achieved. The strategy targets victim empowerment programmes – prioritising the direct involvement of the community in addressing issues relating to, and causes of, violence.

### ***The Draft White Paper on Safety and Security***

The recently released Draft White Paper on Safety and Security highlights the role of multiple stakeholders, including role-players from all three spheres of government, in supporting improved safety and security – with cooperation and alignment noted as key. It calls for an integrated approach across the different spheres of government, and identifies six themes for delivery on an integrated safety approach:

- An effective criminal justice system;
- Early intervention to prevent crime and violence;
- Victim support;
- Effective and integrated service delivery;
- Safety through environmental design; and
- Community participation and an active public (Civilian Secretariat for Police 2015, pp. 34-35).

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<sup>2</sup> One of the roles identified for local government is to “report on environmental designs aimed at addressing the safety of women, children and other vulnerable groups. Local government should have a safety budget and an annual plan to this end” (NPC 2012, p. 397)

Detail is included on the proposed role of each sphere of government in supporting safety and security, with Box 4.2.1 below outlining specifics in terms of the suggested role of local government.

**Box 4.2.a: The role of local government in driving safety and security** (*ibid.*, pp. 36-37)

- Establish Community Safety Forums;
- Develop and implement local strategies and plans in alignment with White Paper and National and Provincial Strategies on safety and security, crime and violence prevention;
- Allocate roles, programmes and budgets for safety, security and crime and violence prevention plans, at local and district municipality levels;
- Contribute to setting joint safety and security priorities and identifying possible areas for local government intervention;
- Align internal resources and objectives with safety and security, crime and violence prevention;
- Ensure that integrated development plans (IDPs) take safety and security, crime and violence prevention into account;
- Coordinate safety and security, crime and violence prevention initiatives operating within a municipal area;
- Ensure the effective enforcement of by-laws on safety and security, crime and violence prevention;
- Assist victims of crime through the provision of information around services that are available or where capacity exists, provide victim support services; and
- Initiate targeted crime prevention programmes aimed at specific problems and groups at risk.

**Draft Integrated Urban Development Framework (IUDF)**

South Africa's first draft Integrated Urban Development Framework (IUDF) reflects on a vision of urban areas and the ideal of "*(l)iveable, safe, resource-efficient cities and towns that are socially integrated, economically inclusive and globally competitive, where residents actively participate in urban life*" (2014, p. 9). Safety is reflected on as a "core human right" and an essential contributor to the realisation of this vision (*ibid.*, p. 21).

The IUDF hones in on "urban safety", distinguishing this area of focus from "disaster risk reduction and climate change" (2014, p. 20). It notes that the issue of violence extends beyond security – holding deep socio-economic roots and consequences. Some of the drivers of crime and violence are seen as including "inequality, economic exclusion, unemployment, poverty, weak governance, rapid urbanisation, poor urban design and the larger phenomenon of socio-spatial segregation and exclusion due to apartheid planning" (*ibid.*, p. 21). This necessitates a multi-layered response that mainstreams safety initiatives across all municipal programmes, includes adequate emphasis on prevention, and addresses the underlying causes of crime and violence (e.g. "inequality, unemployment,

poverty, lack of social cohesion, and the availability of opportunities and motives for crime and victimisation”) (*ibid.*, p. 21).

In addressing disaster risk reduction and climate change, the IUDF notes that the significant concentration of human settlements, people and infrastructure in cities "increases exposure to hazards, such as floods, earthquakes, infectious disease, crimes, fires, transport and industrial accidents". It reflects on the fact that cities are expected to take concrete measures "to adapt to ... floods, droughts and other natural disasters exacerbated by climate change and climate variability" (*ibid.*, p. 20).

### 4.3. Provincial context

#### ***Gauteng Safety Strategy***

The Gauteng Provincial Government’s (GPG’s) ‘Gauteng Safety Strategy’ (GSS) focuses on safety with the provincial mandate in mind, with this reflected in the following eight pillars for improved safety:

- Pillar 1: Improving the quality of policing;
- Pillar 2: Enhancing social crime prevention (targeting the following strategic outcomes: safety in public spaces; school safety; safety of women, children, the elderly and people with disabilities; youth safety; victim empowerment);
- Pillar 3: Deepening meaningful community participation (targeting improved community awareness and involvement in issues relating to crime prevention);
- Pillar 4: A safer road environment (focusing on the following strategic outcomes: management of hazardous locations, and hazardous locations associated with vulnerable road users; road engineering; improvement in road signage and characteristics);
- Pillar 5: Safety promotion – using education, communication and awareness efforts to promote road safety (e.g. amongst pedestrian and school learners) and prevent crime;
- Pillar 6: Law enforcement (targeting enhanced enforcement, improved vehicle safety, greater visibility of traffic police, enhanced capacity and improved outcomes via e-policing<sup>3</sup>);
- Pillar 7: Integrity management (including a targeted focus on addressing fraud and corruption); and
- Pillar 8: Institutional arrangements (focusing on improved cooperation amongst multiple role-players, including various law enforcement agencies and intergovernmental partners).

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<sup>3</sup> Supported by an electronic system, sound accident data, accident notifications and information sharing

In refining the JCSS, attention has been placed on ensuring alignment with the draft GSS priorities and objectives – with emphasis on those areas of relevance to a local government context.

#### **4.4. Global context**

Urbanization is often accompanied by increased levels of crime, violence and lawlessness. In many cases, the prevalence of youth unemployment, substance abuse and weapons intensifies safety challenges – with these conditions forming part of the South African context. Violence and a lack of safety impacts in a pervasive way on all aspects of daily life in the city, with women and children frequently being the most affected, particularly when fear hampers their freedom of movement and access to services. Safety concerns harm opportunities for socio-economic development, and jeopardise the positive outcomes that may otherwise result from pro-poor policies (UN-Habitat 2011).

In 2011, the United Nations Human Settlements Programme, UN-Habitat, noted findings from global studies that indicated that in the previous five-year period, 60% of all urban residents in developing countries were victims of crime – with 70% of these victims located in Latin America and Africa. UN-Habitat's efforts in this area have been significant, with much work carried out through the Safer Cities Programme, a programme launched in 1996 at the request of African mayors seeking to address crime and violence (2011, p. 2).

International approaches to safety within the urban environment have extended the focus beyond human security, to also include issues relating to security of tenure and natural and man-made disasters (UN-Habitat 2007). International bodies have dedicated efforts to build the capacity of all spheres of government, including local government, to establish suitable urban safety policies that support the poor, with the Habitat Agenda acknowledging the responsibility held by local authorities in terms of crime and violence prevention. To further these efforts, UN-Habitat's Governing Council mandated the UN-Habitat Safer Cities Programme to develop the UN Guidelines on Safer Cities<sup>4</sup>. These guidelines will offer cities a shared approach to assessing urban safety and 'unsafety' via the support of a common set of indicators, with this enabling cities to benchmark themselves against their peers. Both the City's and the national approach is in line with shifts in global approaches to urban safety.

Drawing in the local, national, provincial and global perspectives, what are the areas on which the CoJ and its partners in city safety need to focus, to support the achievement of a safer city? And what are the areas of delivery that need to be addressed more fully, within the context of other aligned and targeted strategies and policies? The section below reflects on the role of the CoJ in driving safety (as per its mandate) – together with the ways in which key stakeholders and partners can support delivery. The subsequent sections provide input on a more localised perspective of how a 'safe city' would look and feel, and the contextual realities that counter city safety. These details serve as a further input to defining focus areas for the revised JCSS.

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<sup>4</sup> The guidelines are still being developed under the auspices of the UN-Habitat Safer Cities Programme. A draft set of 'safety indicators' has been developed for South African cities under the auspices of the SA Urban Safety Reference Group, which is supported by the SACN and the GIZ ('Urban Safety Indicators report' – Draft for Comment, May 2015, Centre of Criminology, Faculty of Law, University of Cape Town).

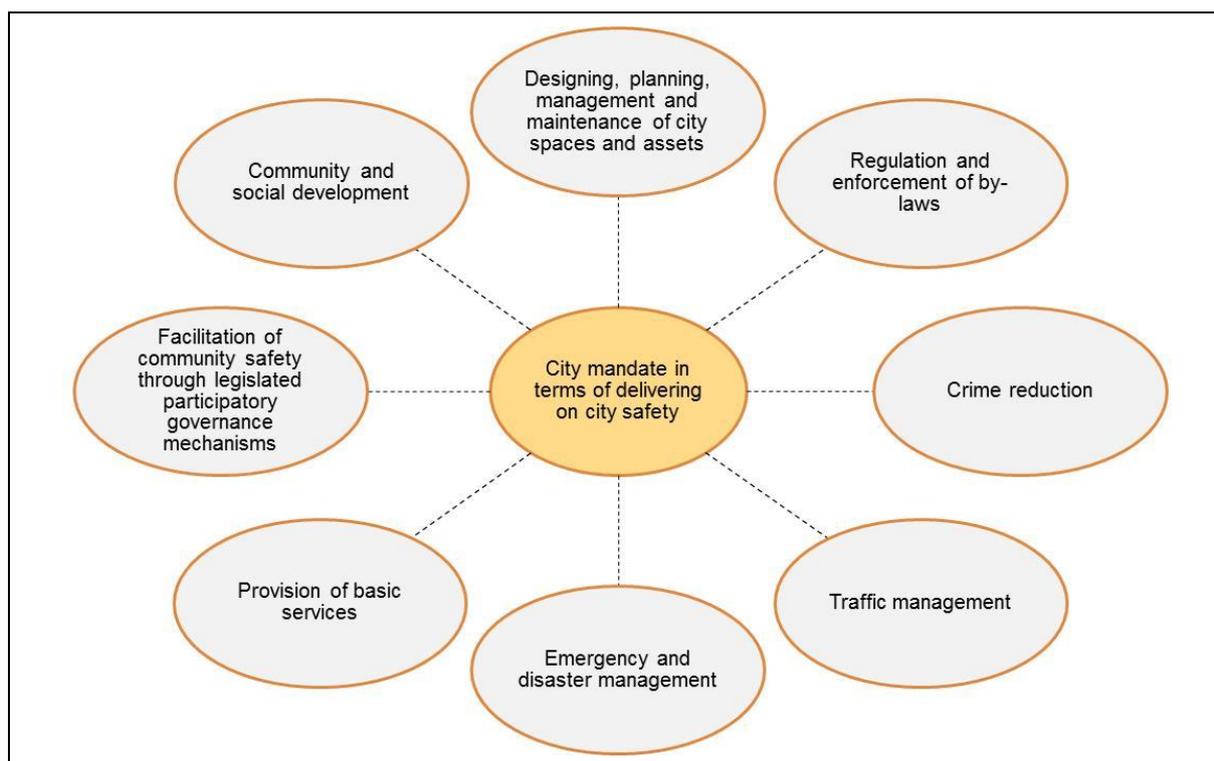
## 5. THE COJ'S ROLE, IN COLLABORATION WITH KEY STAKEHOLDERS AND PARTNERS, IN BUILDING A SAFER CITY

### 5.1. The role of local government in driving safety

By its very nature, efforts focused on building a safer city must be multi-dimensional and multi-sectoral in nature. Based on the understanding that safety efforts are strengthened through the establishment of a proactive and collaborative approach that targets a wide range of services and disciplines which need to be included within the city safety discussion. The responsibility for the creation of a safe city does not rest with the CoJ alone.

Within the CoJ itself, it is important to acknowledge that safety issues are not solely the domain of traditional 'safety' service providers such as the JMPD and EMS – with a variety of CoJ departments and entities needing to play key roles. The growth and maintenance of a safe city depends in part on the functions reflected in the figure below, which the CoJ is mandated to deliver on in its role as local government.

**Figure 5.1.a: The CoJ's safety related mandate – as local government**



The crux here relates to the question of how the CoJ should best use its day-to-day mandate to deliver on safety. Where the original JCSS includes a focus on many of the elements reflected above, the issue of impact is important: how can the CoJ deliver on its duties in a way that fundamentally shifts the experience of safety within the city? This question needs to be applied to each of the CoJ's current safety-related practices – e.g. roadblocks; speed-enforcement efforts; by-law provisions and enforcement; development applications; etc.

Local government has a particularly important role to play in implementing localised solutions to city safety. However, as noted above, effective delivery in this area depends on a multi-faceted and collaborative approach with others. In addition to the specific safety-related roles the CoJ plays, as per its mandate, it also provides the following safety-related support in collaboration with other stakeholders:

- **Advocacy:** Championing safety issues identified as key in improving the experience of those who visit, live and work in the city – shifting perceptions, driving prioritization of issues amongst various safety-related role-players and promoting change;
- **Information provision:** Gathering, analysing and sharing data, trends, project outcomes and city-specific challenges with other stakeholders involved in the city safety domain;
- **Facilitation and coordination:** Facilitating and coordinating collective safety-focused efforts and initiatives; and
- **Monitoring and evaluation:** Leading in monitoring and evaluating the implementation of the JCSS, with the support of data, research and insights of other stakeholders.

## 5.2. Collective delivery on a safe city: key stakeholders and associated roles

The JCSS recognises the important role and contribution of the following stakeholders, and others, in collectively working with the CoJ to build a safer city.

- **National and provincial government role-players and entities** have a critical part to play in fostering safety through setting policy, legislation and regulations, while also defining common practice and ensuring delivery on mandated functions – e.g. provision and oversight of policing services as provided by the South African Police Service (SAPS), and the provincial function of liquor licencing. The City will support and work closely with the SAPS in areas such as the enforcement of legislation pertaining to alcohol sales and abuse, and encouragement of community participation in crime prevention initiatives.
- **Non-Governmental Organisations (NGOs), Faith Based Organisations (FBOs), Community Based Organisations (CBOs), research bodies and tertiary institutions** play a valuable role in supporting safety through: research; data collection; trend analysis; monitoring and evaluation, oversight, lobbying and activism; building community capabilities; fostering community wellness; coordinating and mobilizing communities; providing specialist services and support to communities and to local government crime prevention initiatives.
- **The business community and organised labour** are well-positioned to support safety efforts through their roles as active members of South African society, as employers and employee representatives (and therefore ‘ears’ of employee safety realities), information providers regarding business-specific and location-specific safety issues, and recipients of safety and related services. The business community also has a critical role to play in supporting the establishment of safe environments across the city through improved design, building and management of private

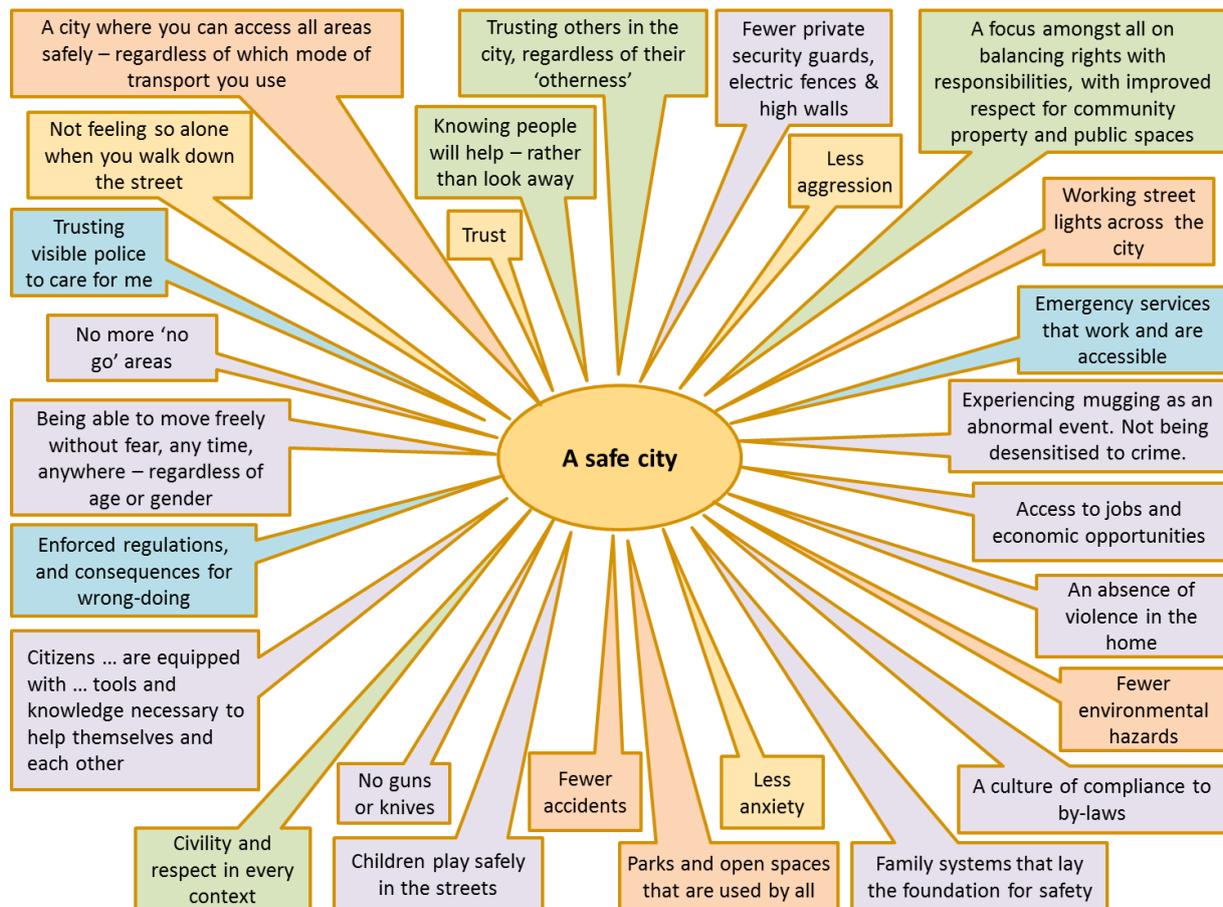
spaces, which will in turn enhance the experience of safety in public spaces. There is also a duty to engage constructively as key role-players in society in social crime prevention initiatives (e.g. via Corporate Social Investment efforts and the associated dedication of time or resources; via involvement in City Improvement Districts (CIDs); via the provision of location-specific information). Safety-related initiatives rolled out in the city can also be enhanced through the co-operation and partnerships in smart safety initiatives.

- **Communities, Community Policing Forums (CPFs) and other community interest groups** play a key role in supporting safety issues as: active drivers of safety in community-specific locations; members of CPFs and neighbourhood watch bodies; lobbyists in communicating and highlighting trends, issues and localised dynamics; building and promoting neighbourhoods in which citizens feel pride – and a sense of improved safety.
- **Organisations directly involved in security** (e.g. private security firms), as providers of security and safety related services, are able to contribute: resources; insights, information, data and an understanding of trends and new dynamics arising from their operations; insights in terms of new safety-related practices.
- **Households and individuals** are able to support city safety efforts through: proactively reporting and sharing safety concerns; discouraging anti-social behaviour/ behaviour that reduces safety; accessing networks to support their own resilience/ the resilience of others in their community and beyond; building and taking on an active role in maintaining healthier living environments and safer shared community spaces.

## **6. KEY ISSUES AND FINDINGS FROM STAKEHOLDER ENGAGEMENTS: WHAT DO WE MEAN BY 'A SAFE CITY'?**

As part of the consultation process undertaken to support the revision of the JCSS, various city role-players, including urban safety experts, citizens and senior CoJ officials actively involved in safety related initiatives, were provided with a platform to discuss the content of the JCSS – and to share ideas on existing challenges to and opportunities for a safer Joburg. **Annexure 1** attached hereto includes details of attendees at these sessions. The figure below provides an overview of some of the responses raised by stakeholders, when asked to comment on what they would experience, see and feel if Johannesburg was a truly safe city.

**Figure 6.a: ‘A truly safe city: what would you experience, see and feel?’**



The responses reflect on city safety as:

- **A way of engaging** (e.g. “Trusting others in the city, regardless of their ‘otherness’”; “Civility and respect in every context”; “A culture of compliance to by-laws”)
- **A feeling** (e.g. “Not feeling so alone when you walk down the street”; “Less anxiety”; “Less aggression”)
- **An experience arising from reliable service delivery by safety-related service providers** (e.g. “Emergency services that work and are accessible”; “Trusting visible police to care for me”; “Enforced regulations, and consequences for wrong-doing”)
- **The visible impact of delivery of other city services that contribute to a safe environment** (e.g. “Working street lights across the city”; “Fewer environmental hazards”; “Parks and open spaces that are used by all”)
- **The establishment of a different type of society** where fear no longer shapes behaviour and practice, where violence is absent, and where the foundations and opportunities are in place for greater societal health (e.g. “Fewer private security guards, electric fences and high walls”; “No guns or knives”; “Being able to move freely without fear, anytime, anywhere – regardless of age or gender”; “Access to economic opportunities and jobs” “Family systems that lay the foundation for safety”)

The above represents different levels and forms of safety and the factors that contribute to safety. While some may be attainable in the short to medium-term, others hinge on long-term interventions that target the foundational characteristics of all who make up the city, at the level of the individual, household, community and collective. These inputs align with some of the reflections on city safety included in the Joburg 2040 GDS, which views city safety as extending beyond crime and violence to include the notion of ‘well-being’. The GDS highlights safety as a priority that targets justice, fairness and engagement, in addition to regulation, law enforcement and urban management.

Box 6.1 below presents the CoJ’s vision for a safer Johannesburg – with this serving as a guide for all city safety efforts. Elements reflect the foundation established through the initial JCSS, while also building on good practice, principles and the insights arising from research and stakeholder engagement undertaken during the strategy review.

**Box 6.a: Vision for a safer Joburg**

**VISION FOR A SAFER JOBURG**

*A city where everyone feels and is safe*

*A city in which safety is supported by a culture of respect and care*

*A city that provides for equitable access through welcoming public spaces, trustworthy public transport and safe streets*

*A city designed and managed with safety in mind*

*A vibrant, thriving city that fosters individual, family and community well-being, resilience, prosperity and self-sustainability – where all are able to reach their full potential*

*A city in which emergency management, disaster management, law enforcement and regulatory role-players are relied on and respected, as an integral part of a well-functioning safety system*

*A city in which safety is ‘grown’ through the collective efforts of everyone*

## 7. CHALLENGES TO CITY SAFETY

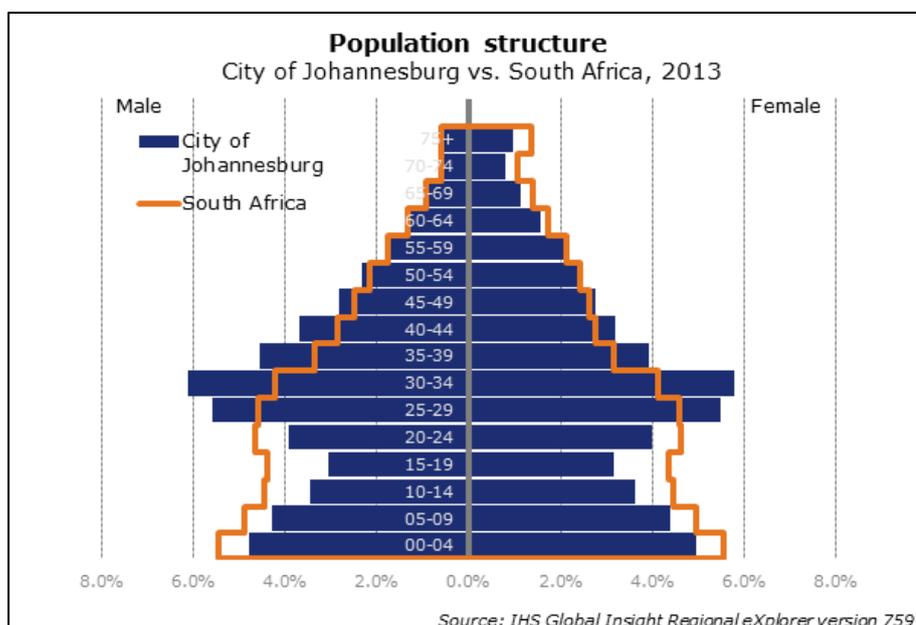
To deliver solutions that address Johannesburg's safety challenges in a meaningful way, an understanding is needed of both the city's current safety realities, and the social and structural risk factors that impact safety. The section that follows addresses these aspects, with this serving as a foundation for understanding the most critical safety concerns faced by the city.

### 7.1. Structural and social risk factors impacting city safety

Key structural and social risk factors that need to be taken into account in the revision of the JCSS include the following:

- **Rapid urbanisation and densification**, as per global trends, with large numbers of people from across South Africa, and to a lesser extent from beyond the county's borders, moving to the city in search of improved opportunities;
- **A significant population growth rate<sup>5</sup>**, placing increased pressure on already-scarce resources (including City resources focused on supporting safety efforts);
- **Specific population dynamics, including the emergence of a youth bulge** concentrated amongst those between the working ages of 25 and 39, and a second bulge evident in terms of the number of children falling into the category of 14 years and below (as evident in the figure below);

**Figure 7.1.a: Population structure: Johannesburg versus South Africa, 2013**



- **High levels of unemployment, poverty and inequality**, with:

<sup>5</sup> 3.2% per annum over the past 10 years – double the national rate of 1.3% per annum.

- Only 53% of the city’s population between the working ages of 15 and 64 years employed<sup>6</sup>, with 7.5%, 3.3% and 26.5% of the population falling into the categories of ‘unemployed’, ‘discouraged work seeker’ and ‘not economically active’ respectively (Stats SA 2015);
- An estimated 31.5% of economically active youth (aged between 15 to 35 years) confirmed as unemployed (*ibid.*), with this challenge exacerbated by a structural mismatch between skills and work opportunities;
- Persistent multi-generational poverty and multiple forms of deprivation (e.g. deprivation relating to income, education, health, employment, and living environment), resulting in reduced resilience at an individual, household and community level;
- **A growth in informal settlements, gated communities, security estates and privatisation of city space** – demanding different types of service provision by the City, and resulting in alternate urban realities that run contrary to the objective of establishing an integrated, liveable city;
- Large distances between where people live and work, necessitating **long daily commutes on multiple modes of transport**, in a context where public transport is often experienced as unsafe;
- **Climate change and environmental and man-made risks** such as acid mine drainage, pollution and fires, and the location of human settlements on dolomitic land, former mine dumps and flood zones;
- **Poor levels of interpersonal trust and social cohesion**<sup>7</sup>, with this requiring focus from a city safety perspective – particularly if trust contributes to safety, and if the CoJ maintains its emphasis on growing “a vibrant, equitable African city, strengthened through its diversity” (CoJ 2011a, p. 3);
- **Continuous advancements in technology** – with these presenting an opportunity for a different, ‘smart’ approach to city safety issues, while also resulting in new types of crime and safety concerns; and
- **Numerous poorly coordinated ‘safety’ role-players** operating across the urban space, with the potential opportunities associated with this hampered by limited collaboration and information sharing, and an absence of clarity in terms of roles and responsibilities.

What does the above mean for safety? The factors reflected on paint a picture of a rapidly growing and complex urban environment with denser areas, sprawled and fragmented across a wider geography. In a context where the city’s and the municipality’s already-constrained resources are under increasing pressure, the CoJ is faced with the need to adopt new and more tailored approaches to address safety concerns in a way that maximises impact.

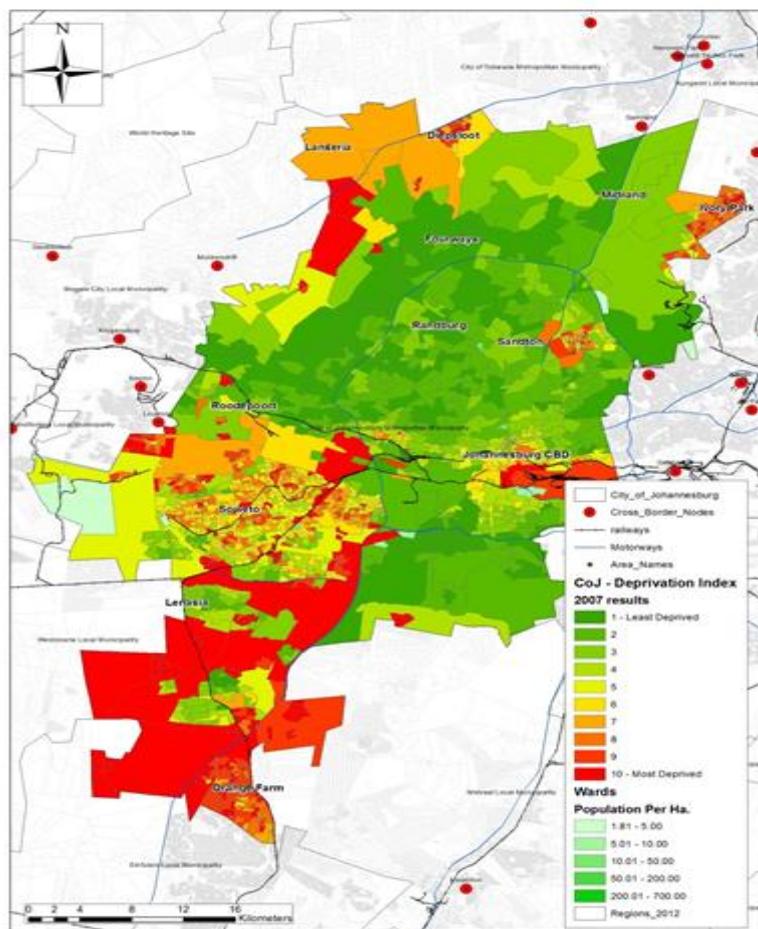
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<sup>6</sup> Based on the expanded definition of unemployment, which includes those who are discouraged work seekers and those who are not economically active

<sup>7</sup> As evidenced in respondents’ feedback to questions within the GCRO’s most recent QoL survey focused on attitudes relating to people with various forms of ‘otherness’

The elements highlighted above also reflect the vulnerabilities faced by many of Johannesburg's citizens. Crime and other safety challenges such as natural and human-made disasters affect the poor in fundamental ways, given the limited access they have to resources, and their already-diminished levels of resilience due to multiple forms of deprivation. The map below reflects citywide deprivations. In the most deprived areas, deprivation levels are high across all five measures of deprivation – i.e. income, employment, education, health, and living environment (CoJ 2014a). Across these locations, an average of 70% of the population is under 35 years old, while an average of 54% of the available workforce is not economically active. Poverty skews towards the youth, with evidence of a second youth bulge requiring focused socio-economic interventions.

**Map 7.1.a: A citywide deprivation map (CoJ 2014a)**



Despite the City's work in targeting a reduction in multiple deprivations, the challenges faced remain significant. The City is responsible for the provision of safety services and support to large numbers of vulnerable households, often located in settlements that are characterised by poor access. While social grants play a valuable role in providing a safety net to counter poverty, no strategy will be able to deliver sustainable city safety if it is not supported by efforts to counter some of the key socio-economic factors and structural constraints outlined above, at a more systemic level.

## **7.2. The status quo: reflecting on the city's safety realities**

The section that follows reflects on safety realities within the city – with emphasis placed on a range of factors, including:

- Crime and violence in the city;
- Mobility and transport-related considerations; and
- Environmental and man-made hazards, and challenges associated safety-related service delivery within the city.

Each of these is addressed below. The section that follows includes an overview of some of the more specific challenges faced in relation to crime and violence in the city. This does not reflect an exhaustive analysis of city circumstances, statistics and trends, but rather serves to highlight some of the issues that require focus through the revised JCSS. Further in-depth analysis of geographically-specific data and survey information will need to be conducted when implementing the strategy across the city's various regions, given that this would provide the necessary foundation for tailored delivery on a region by region basis.

### **7.2.1. An analysis of crime and violence in the city**

The City commissioned the Institute for Security Studies (ISS) to provide an analysis of crime in the city. The information outlined below, unless otherwise stated, is drawn from the ISS' analysis of the official crime statistics released by the SAPS for the period of 1 April 2013 to 31 March 2014. Additional detail in respect of the analysis of the 2014 crime statistics is included in **Annexure 2**, attached hereto.

#### ***a) Challenges associated with SAPS crime statistics***

Before reviewing the analysis, it is important to note key limitations pertaining to the SAPS crime statistics – with these highlighting the importance of sourcing data from multiple sources when planning geographically specific solutions:

- Crime statistics for recorded crimes are not released at a municipal level, with specific numbers associated with each municipality therefore needing to be inferred. Police station boundaries also do not align neatly with those of municipal wards or regions. To address this challenge, ISS chose to include statistics drawn from all police stations with more than 50% of their geographical area located within the city boundary. The data outlined for Johannesburg derives from 43 police stations that have more than 50% of their precinct falling within the city's boundary. These police stations cover most of the city's geographical area. In addition to addressing the challenge associated with the alignment of wards and police stations, this approach was viewed as prudent given that the SAPS does not provide details of the geographical distribution of various crimes within each specific precinct. It is therefore not possible to ascertain how crimes are clustered across precincts, or how crimes should be apportioned across municipal boundaries. Given the above,

the statistics provided do not reflect the complete number of crimes that occur in the city<sup>8</sup>.

- The statistics address 31 categories of crime, which relate to three broad groupings: violent crime, property crime and other serious crime. While the statistics provide an overview of trends for some crime categories, many categories are unfortunately so broad that they hide important crime types. For example, 'total sexual offences', as reported, includes 59 separate sub-categories of offences that range from sex work to rape. Emerging statistics therefore reveal little in terms of key concerns such as rape. Similarly, the number of cases relating to theft of non-ferrous metals such as copper cable are hidden in the ambiguous category called 'all theft not mentioned elsewhere', resulting in the loss of otherwise meaningful information.
- Statistics for certain categories such as assault are seen as unreliable, given that many cases go unreported, while the police do not always record all cases reported to them. A reduction in reported assaults also does not mean that fewer assaults are taking place. Instead, it may mean that the legitimacy of the police is decreasing in the eyes of the public. Similarly, an increase in reported cases of assault may indicate an increase in terms of confidence held in the police (ISS 2014a).

#### ***b) Key messages emerging from the analysis of SAPS data***

Despite the above challenges, the crime statistics hold some important messages. The table below provides an overview of national, provincial and city-level crime statistics for different crime categories. The types of crime incidents reflected highlight the fact that safety efforts will only be effective if managed collaboratively, with input from and active involvement of stakeholders from across society – including those from all three spheres of government. With numerous factors contributing to safety-related realities, coordinated effort holds the greatest potential for meaningful impact.

For the city of Johannesburg, information is included on the number of crimes per crime category for the past three financial years, with detail also provided in terms of percentage increase or decrease in incidents, across these years. The percentage increase or decrease in the number of cases recorded at a national and provincial level is also detailed.

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<sup>8</sup> For a more detailed breakdown of the intersection between CoJ wards and SAPS precincts, see **Annexure 3**. The complexity of the process is demonstrated through the number of cases where wards are split across four or more SAPS precincts.

**Table 7.2.1.a: Overview of city-level crime in relation to national/ provincial trends<sup>9</sup>**

Crime Incidents	South Africa 2013/2014	Gauteng 2013/2014	Joburg 2011/2012	Joburg 2012/2013	Joburg 2013/2014	Joburg % of RSA <sup>10</sup>
All Violent Crime	620366 0.5%↑	162938 4.3%↑	65 762	64268 -2.3%↓	66405 3.3%↑	10,7%
Murder	17068 5.0%↑	3333 11.2%↑	1100	1158 5.3%↑	1250 7.9%↑	7,3%
Total Sexual Offences	62649 -5.6%↓	11021 -10.3%↓	4205	4492 6.8%↑	4032 -10.2%↓	6,4%
Attempted Murder	17110 4.6%↑	3901 8.1%↑	1 390	1441 3.7%↑	1541 6.9%↑	9,0%
Assault GBH	183173 -1.5%↓	41581 1.9%↑	1676	16175 -3.5%↓	16410 1.5%↑	9,0%
Common Assault	167157 -3.3%↓	44748 -0.8%↓	20350	18392 -9.6%↓	18222 -0.9%↓	10,9%
Armed Robberies	119351 12.7%↑	42646 18.9%↑	15449	16057 3.9%↑	18384 14.5%↑	15,4%
Common Robbery	53858 0.6%↑	15708 1.0%↑	6504	6553 0.8%↑	6566 0.2%↑	12,2%
Carjacking	11221 12.3%↑	6064 22.5%↑	2127	2186 2.8%↑	2621 19.9%↑	23,4%
Business Robbery	18615 13.7%↑	6026 20.3%↑	2172	2137 -1.6%↓	2410 12.8%↑	12,9%
Residential Robbery	19284 7.4%↑	74380 12.6%↑	2925	2997 2.5%↑	3250 8.4%↑	16,9%
Residential Burglary	260460 -0.6%↓	68139 -0.6%↓	20933	22770 8.8%↑	22504 -1.2%↓	8,6%
Business Burglary	73600 0.0%↑	16480 5.8%↑	5546	5611 1.2%↑	5942 5.9%↑	8,1%
Theft of Motor Vehicle	56870 -2.6%↓	27470 -0.4%↓	10313	10124 -1.8%↓	10097 -0.3%↓	17,8%
Theft out of Motor Vehicle	143812 3.0%↑	42722 1.5%↑	14845	16445 10.8%↑	17701 7.6%↑	12,3%
Commercial Crime	79109 -13.6%↓	27749 -9.9%↓	13732	12237 -10.9%↓	11161 -8.8%↓	14,1%
Shoplifting	70516 -1.1%↓	22207 17.0%↑	8931	9380 5.0%↑	9242 -1.5%↓	13,1%
Illegal Firearm Possession	15420 3.7%↑	3679 -0.9%↓	1661	1407 -15.3%↓	1456 3.5%↑	9,4%
Drug Related Crime	260732 26.1%↑	74713 95.8%↑	8678	11800 36.0%↑	27316 131.5%↑	38,7%
Driving under the influence	69757 -1.8%↓	26100 19.8%↑	12342	11361 -7.9%↓	14827 30.5%↑	21,3%
Public Violence	1907 -5.2%↓	483 13.4%↑	72	63 -12.5%↓	113 79.4%↑	5,9%

In terms of Johannesburg, two of the categories reflecting the most significant percentage increase between 2012/13 and 2013/14 include **drug-related crime** and **public violence**

<sup>9</sup> Municipal-level crime statistics for recorded crimes must be inferred from the national SAPS data. The figures for Johannesburg represent statistics for police stations with more than 50% of their precinct boundaries falling within Johannesburg's boundaries.

<sup>10</sup> The population calculated for these precincts is based on Census 2011 data, and makes up about 8.8% of the country's population, using the 2013 mid-year estimates.

(although the latter reflects an increase off a low base). A further category with a sizeable increase in the volume of incidents was the category of **driving under the influence**. The number of incidents in Johannesburg for each of these categories account, respectively, for 38.7%, 5.9% and 21.3% of all national incidents.

Many serious crime categories have increased in the city of Johannesburg in recent years. These include **violent crime categories such as murder, attempted murder, serious assaults and armed robberies**. While there were decreases in common assaults and sexual offences, the violent crime rate for the 43 Johannesburg police stations is recorded as 1 424 crimes per 100 000 population – 22% higher than the national average. This increase is driven primarily by a 14.5% increase in the number of aggravated robberies in 2013/14.

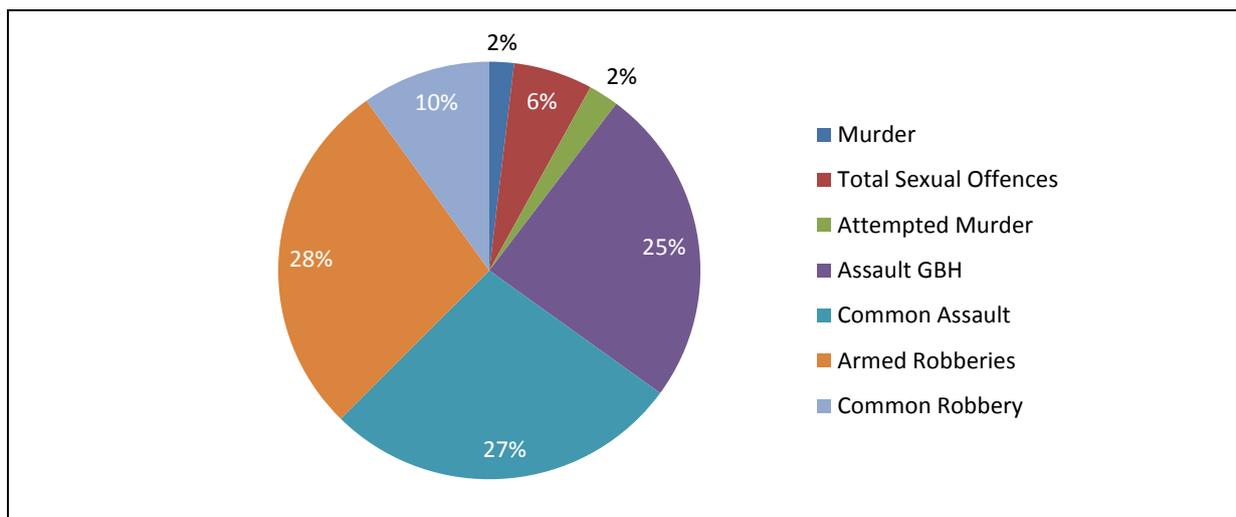
Details in respect of some of the key categories of crime are included below, with further input reflected in **Annexure 2**, attached hereto.

### ***Specifics associated with ‘violent crime’***

A more informative picture of categories such as that of ‘violent crime’ emerges when the data is analysed in relation to the size of the population for each geographical area (i.e. resulting in the identification of a ‘rate’ for each category), given that this allows for fair comparisons between areas of high and low population density. When reflecting on the number of violent crimes in relation to 100 000 of the population, the national rate of violent crime decreased by 0.8% to 1 171 crimes per 100 000 population. However, the types of violent crime that cause the most fear and trauma (e.g. murder, attempted murder, and all the sub-categories of aggravated robbery) have increased. The reduction is a result of decreases in some of the least reliable categories of data, namely sexual offences and assaults. In contrast, Gauteng’s violent crime rate increased by 2.1% to 1 280 crimes per 100 000 population. These increases are predominantly driven by a 16.4% increase in aggravated robberies, with a rate of 335 robberies per 100 000 population or 42 646 incidents in 2013/14.

The figure below reflects the percentage contribution of different categories of crime to the total set of ‘violent crime’ in Johannesburg, as recorded by the SAPS. What is evident is that, while the largest driver of the violent crime rate at a national and provincial level is assault and common or serious assault, Johannesburg’s **largest single violent crime category is aggravated (armed) robberies, making up 28% of all violent crime**. This is **followed closely by the categories of ‘common assault’ and ‘Assault with the intent to inflict Grievous Bodily Harm’ (‘Assault GBH’)**. These therefore emerge as key areas of focus for the JCSS.

**Figure 7.2.1.a: Crime category contribution (by %) to violent crime in Johannesburg**



In reviewing trends associated with violent crime incidents, evidence emerges of those **geographical areas requiring targeted intervention**. The table that follows details those precincts with the highest number of violent crime incidents (with details of the rate of violent crime also included in terms of the number of incidents per 100 000). Other police precinct areas that have high violent crime rates due to their location within transport and business nodes include Langlaagte, Yeoville, Brixton, Rosebank, Cleveland and Randburg.

**Table 7.2.1.b: Stations with highest number of violent crime incidents**

Station Name	2012/13	2013/14	Annual change	Rate
Johannesburg Central	4491	4665	4%	8654
Hillbrow	4144	4110	-1%	2786
Moroka	3518	3292	-6%	1311
Alexandra	2866	3102	8%	1656
Honeydew	2803	2861	2%	1230
Roodepoort	2514	2853	13%	998
Dobsonville	2204	2429	10%	1606
Jeppe	2265	2290	1%	3410
Eldorado Park	2362	2265	-4%	2907
Meadowlands	2087	2165	4%	1429

Critical points associated with certain individual categories contributing to ‘violent crime’ are included below, with further detail provided in **Annexure 2**.

**Specifics associated with ‘murder’, ‘attempted murder’, ‘Assault GBH’ and ‘rape’**

Data relating to the above categories highlights the **importance of targeting particular hot spots when dealing with individual categories of crime** – with this point evidenced in a few examples arising from the 2013/14 crime statistics, where:

- In terms of murder, three Johannesburg-based police stations recorded a murder rate more than double the provincial or city average (Johannesburg Central; Jeppe; Cleveland); and
- In terms of Assault GBH, three stations had a serious assault rate more than three times the provincial average (326.7 per 100 000 population): Johannesburg Central (1 508 per 100 000); Yeoville (1 189 per 100 000); Langlaagte (996 per 100 000)

Analysis relating to these areas also highlights the **importance of adopting a strategy that takes account of the very particular factors contributing to, or associated with category-specific statistics**. By way of example:

- When reflecting on cases of murder, attempted murder and rape, evidence indicates that better policing may do very little to prevent this kind of violence, as most cases (including 65% of all murder cases) involve a known perpetrator. Alcohol and drug abuse are some of the social conditions at the root of these crimes. By-law enforcement of taverns and other liquor outlets, in addition to improved liquor regulation, may therefore play an important role in curbing alcohol abuse and its contribution to interpersonal violence.
- Between 15% and 25% of murders and attempted murders result from aggravated robbery, while intergroup conflict (e.g. gang or taxi violence and vigilantism) make up the rest – with the latter also necessitating particular types of intervention.

In terms of sub-categories such as rape, analysis and expert insights highlight **the need to encourage greater reporting of incidents, and the importance of improved and more meaningful data collection**. As noted above, focus on this sub-category is 'lost' through its inclusion within a very broad 'total sexual offences' category – with the latter being the category that is generally reported. The Medical Research Council estimates that only one in nine rapes is reported, with the actual number of rapes nationally (and in Johannesburg) therefore estimated to be significantly higher than official numbers. This therefore highlights the importance of understanding the social and reporting dynamics associated with each individual category and sub-category of crime, to ensure that the JCSS' focus is not determined by a surface-level analysis of data alone.

### ***Specifics associated with 'robberies'***

The category of 'robberies' emerges as a form of violent crime requiring targeted effort, as outlined below.

### Box 7.2.1.a: Targeting robberies as a city priority

Violent crime, particularly robberies, remains a priority for the city. Efforts that target the reduction of robberies should be prioritised, as:

- Robberies are preventable through focused and proactive policing.
- Robberies drive fear of crime in communities, because these are violent property crimes that often occur during routine tasks such as commuting, shopping and working, often in places where people need to feel secure (e.g. at their homes, schools, shops and places of work).
- Robberies in some circumstances can lead to assault and death. They also result in financial loss and emotional trauma. Victims often need to incur additional costs to improve their security and to increase their sense of safety. These conditions impact on the way in which people move within and do business in the city. Experience shows that targeted strategies can lead to a significant reduction in aggravated robberies – with a case in point being the partnership between the SAPS, the JMPD and others in the run-up to the FIFA World Cup. Success hinges on a multi-disciplinary approach and a shift in focus and strategy.

In a context where the city continues to experience levels well above the national average, all forms of aggravated robbery need to be prioritised. These include street robberies (14.4% of the national figure), carjackings (23.4% of the national figure), business robberies (12.9% of the national figure) and residential robberies (16.9% of the national figure). The table below reflects Johannesburg precincts with the highest number of aggravated robbery incidents – together with the percentage annual change.

#### Stations with highest number of aggravated robbery incidents

Station Name	2012/13	2013/14	Annual change	Rate
Johannesburg Central	983	1122	14%	2081
Honeydew	863	1008	17%	433
Hillbrow	763	839	10%	569
Roodepoort	595	808	36%	283
Sandton	578	690	19%	615
Alexandra	584	643	10%	343
Jeppe	549	642	17%	956
Booyens	495	635	28%	408
Moroka	665	630	-5%	251
Dobsonville	425	591	39%	391

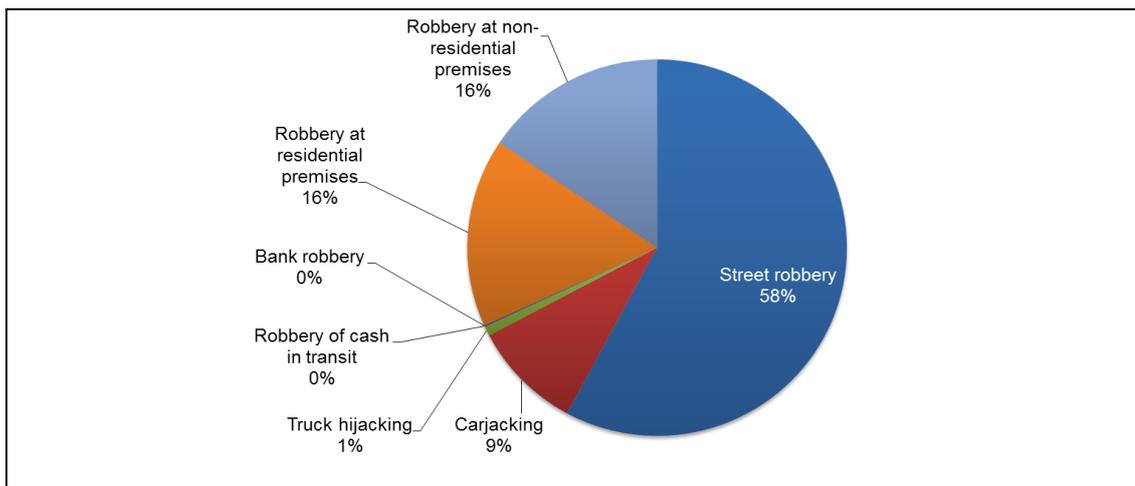
As noted above, the data highlights:

- The **need for particular categories and sub-categories of crime to be prioritised appropriately**. One clear example relates to the issue of street robbery. The figure below provides a breakdown of aggravated robbery<sup>11</sup> incidents at a

<sup>11</sup> The SAPS records such cases when perpetrators armed with a weapon threaten or use violence against their victims in order to steal their belongings as 'aggravated robbery'. Cases where the victim does not see a weapon

national level. As is clear from the figure, street robbery incidents dominate the category of ‘aggravated robbery’. Street robbery primarily affects the poor and working classes, given that it typically occurs while people travel to and from work, school or shops. This crime most often happens in quiet streets or overgrown areas as people make their way to or from transport nodes. While the SAPS traditionally focus on the so-called ‘trio crimes’ (house robbery, non-residential (primarily business) robbery and hijacking), it is argued that street robbery should also be prioritised – resulting in a ‘quattro’ set of ‘aggravated robbery’ priorities (Bruce 2014). All of these crimes drive public fear and have far-reaching economic implications.

**Figure 7.2.1.b: Breakdown of aggravated robbery incidents (national)**



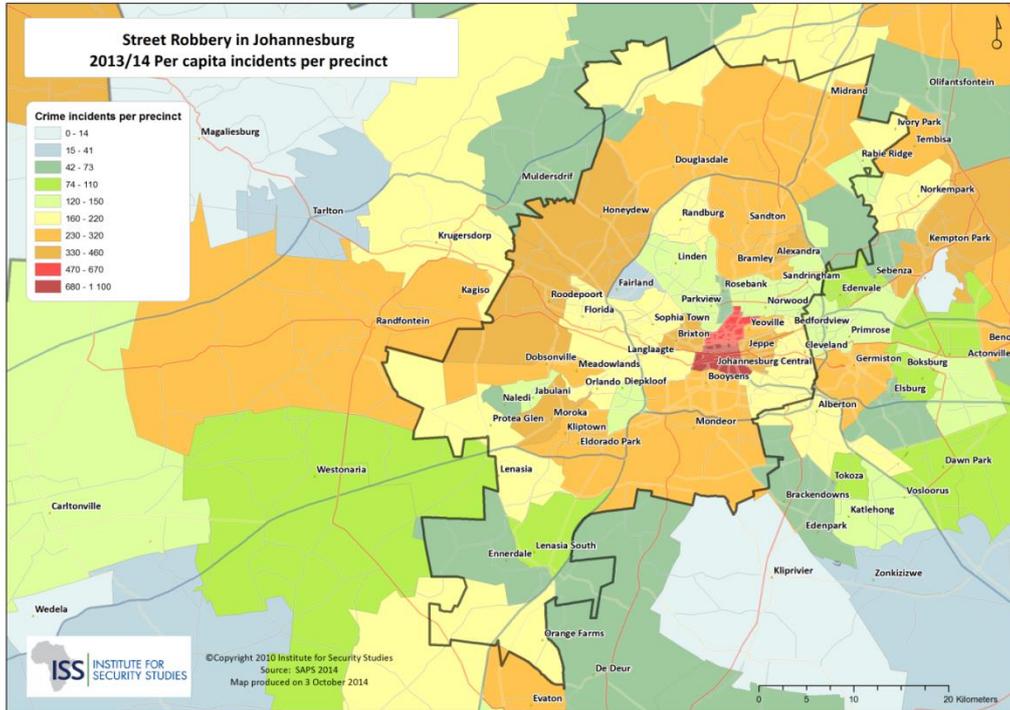
- The value in understanding the **interface between crime statistics, geographical areas and urban spaces in which crimes are most evident, and daily patterns of life within the city** – with examples relating to:
  - Aggravated robberies and specifically street robberies, business robberies and hijackings – all of which occur while victims are travelling, doing business shopping or working. These crimes occur mostly in those precincts that include major transport routes or large business nodes.
  - Street robberies<sup>12</sup> specifically – with the map below providing a graphical depiction of the concentration of per capita street robbery incidents around the periphery of the city, within the city’s Central Business District (CBD), and within areas of high population density. Volumes reflected also align closely with the location of informal settlements. This highlights the need for very specific safety solutions linked to high volume transport routes and hubs, business and shopping centres and areas of densification. Street-robbery primarily affects the poor and working classes, given that it typically occurs while people travel to and from work, school or shops. This crime most often

on the perpetrator are recorded as ‘common robbery’. The SAPS refers to such crimes as ‘violent property crimes’.

<sup>12</sup> The SAPS do not report on this crime category, but figures can be inferred on a national and provincial level, with rough estimation at a municipal level. Station level inferences are more problematic, as fewer robbery categories are published for stations.

happens in quiet streets or overgrown areas as people make their way to or from transport nodes.

**Map 7.2.1.a: Distribution of per capita street robbery incidents across precincts**



(Source: ISS 2014b)

**Specifics associated with ‘drug-related crimes’**

One of the clear trends evident in Table 7.2.1.a relates to the increase observed in the number of drug-related crimes – nationally, provincially and locally. Drug-related crimes have increased nationally by 210% over the last decade – shifting from 84 001 in 2004/05 to 260 732 in 2013/14. In Gauteng, these crimes increased by 597% between 2004/05 and 2013/14 – shifting from 10 722 to 74 713. In the past year, a 95% increase was recorded in the province – with a shift from 38 159 cases in 2012/13 to 74 713 cases in 2013/14 (in contrast with the national increase of 26%). Recorded incidents of drug-related crimes in Johannesburg increased by 131.5% in the last year (from 11 800 to 27 316 incidents).

These increases are however not necessarily signals of the prevalence of drug abuse, given that the statistics are primarily dependent on police action, and are mostly the result of police operations such as patrol search and seizures or roadblocks. In this regard, it is interesting to note that the substantial increase in focus on policing drugs in Johannesburg has not had any impact in reducing violent crime – with this raising a question as to the efficacy of current strategies.

**Specifics associated with ‘driving under the influence’**

The category of ‘driving under the influence’ also requires special mention, given the significant increase in the volume of cases linked to driving under the influence – with a

national increase of 133% recorded over the ten-year period from 2004/05 to 2013/14, and a provincial increase of 294% over the same period. Records of the number of cases in Johannesburg in 2013/14 relating to 'driving under the influence' reflect a 30.5% increase in one year. This therefore emerges as an area in which there is a critical need to target different types of behaviour amongst motorists – with current approaches (e.g. roadblocks) not going far enough to create change.

### ***New forms of and trends in crime***

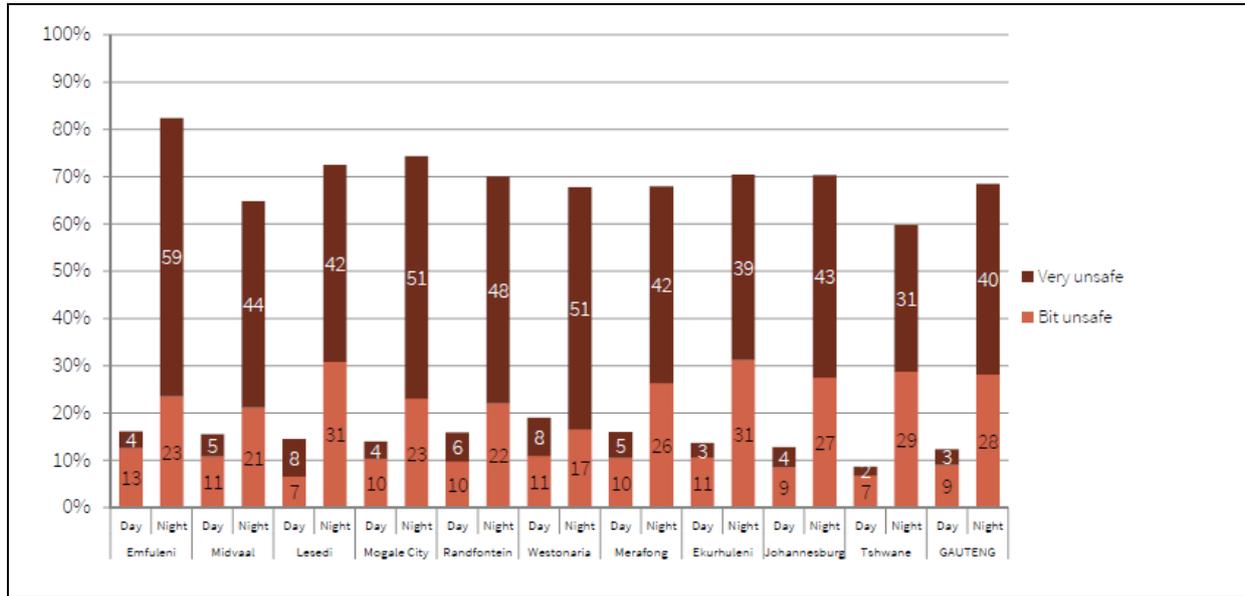
Crime statistics and research also highlights new forms and different levels of safety concerns, including:

- Increases observed in the extent to which criminals are targeting small and medium-sized enterprises;
- New forms of theft which impact the sustainability of service delivery and the experience of city life in fundamental ways – e.g. cable theft and stealing of city assets;
- Greater awareness of and concern in terms of corruption-related cases; and
- High levels of violence and substance-abuse related incidents such as traffic accidents and incidents of 'Assault GBH' – with better law enforcement, urban upgrade strategies such as the enforcement of by-laws, alcohol legislation enforcement and firearm control, amongst others, holding the potential to provide for improved conditions for crime reduction.

### ***c) Perceptions of safety***

In identifying focus areas for the revised JCSS, it is also important to consider perceptions of safety or the lack thereof, given that perceptions fundamentally shape behaviour – while also contributing further to an increase or decrease in safety (given changes, for example, in the manner in which people use public spaces). Figure 7.2.1.c below presents the perceptions held by respondents across Gauteng's municipalities to the Gauteng City-Region Observatory's (GCRO's) 2013 Quality of Life (QoL) survey, when reflecting on the question of whether they felt 'unsafe or very unsafe' at home or walking in their area, during the day or at night. In Johannesburg, 70% of all respondents felt 'a bit unsafe' or 'very unsafe' at night, while 13% felt this way during the day.

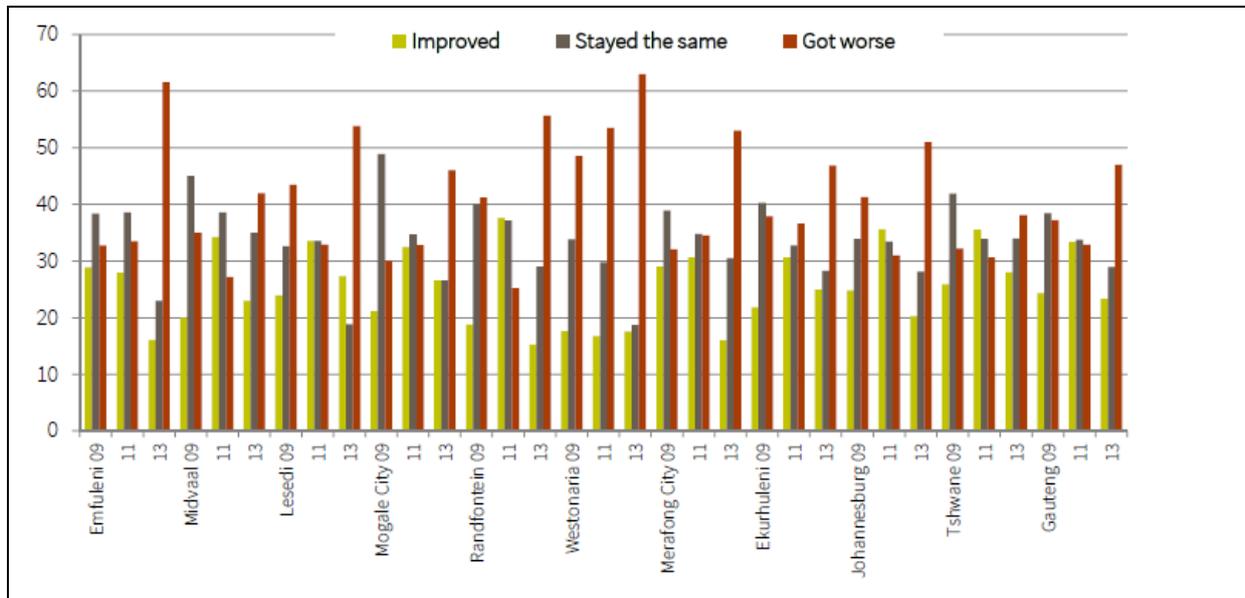
**Figure 7.2.1.c: Respondents who feel unsafe or very unsafe at home and walking in their area or neighbourhood during the day or night (%)**



(Source: GCRO 2014a, p. 78)

The figure that follows is also derived from respondents' feedback to the 2013 QoL survey, with the graphic reflecting responses to the question of whether crime had 'improved', 'stayed the same' or worsened over the past year. A total of 51% of all Johannesburg-based respondents indicated a perception that crime had escalated.

**Figure 7.2.1.d: Perceptions of crime over the last year - 2009, 2011, 2013 (%)**



(Source: GCRO 2014a, p. 92)

**d) What are the key messages for the JCSS in respect of crime and violence?**

What does the above mean for the CoJ and the revised JCSS? The following points are noted:

- **The most prominent challenges facing the city**, with city-wide priorities highlighted as critical on the basis of the data and the impact on perceptions of safety including:
  - **Violent crime** – with particular emphasis needing to be placed on the following, given the prevalence and the rate of increase in occurrence:
    - **Aggravated or armed robbery;**
    - **Common assault;**
    - **Assault GBH; and**
    - **Murder.**
  - The **‘quattro’ set of ‘aggravated robbery’ sub-categories** (i.e. adding **‘street robbery’** to the trio crimes of ‘house robbery’, ‘non-residential robbery’ and ‘hijacking’ that are traditionally prioritised). As noted above, this shift is seen as key, given the prevalence of street robberies, and the significant impact of these crimes on those who are less well off.
  - **New forms of crime such as cable theft and theft of city assets** – given the significant impact of these crimes on daily services, and the functioning of and life in the city.
- **The need for identification and targeting of particular hot spots when dealing with individual categories of crime** – with this point highlighted through examples such as the following, drawn from the 2013/14 crime statistics:
  - A murder rate more than double the provincial or city average recorded across three Johannesburg-based police stations: Johannesburg Central; Jeppe; Cleveland; and
  - A serious assault rate more than triple the provincial average recorded across three stations: Johannesburg Central; Yeoville; Langlaagte.
- **The importance of understanding geographically-specific safety concerns and needs**, to ensure appropriate, tailored responses with meaningful impact.
- **Trends and areas requiring attention**, alongside evidence of **the need for alternative approaches to safety concerns**, given insights emerging from impact assessments of safety-related actions – with examples of trends identified including:
  - The increase in the extent to which criminals are targeting small and medium-sized enterprises;
  - The significant rise in the number of cases of ‘violent crime’ in areas such as Roodepoort – with the analysis of crime also serving as an indicator of other factors, such as urban decay;

- Increases noted in terms of drug-related crimes – nationally, provincially and locally; and
- Significant increases noted in terms of cases of people ‘driving under the influence’ – with this calling for an alternative approach to shifting behaviour (in addition to law enforcement).
- The importance of **adopting a strategy that takes into account the very particular factors associated with category-specific statistics** – where, for example, the majority of cases of murder, attempted murder and rape involve a known perpetrator. Emphasis needs to be placed on the socio-economic conditions at the root of these crimes (e.g. via targeting urban upgrade strategies, by-law enforcement, alcohol legislation enforcement and firearm control).
- The **importance of targeting both realities and perceptions of safety**, or the lack thereof – given the direct impact on behaviour, and safety realities.
- The **need to adopt tailored safety strategies to address different times of day**, given the very different experiences of safety between day-time and night-time hours.
- The **value of accurate data that is reported, collected and analysed within meaningful categories**, with this highlighted in terms of challenges associated with understanding the status quo/ trends relating to particular sub-categories of crime, given the breadth of certain categories and the masking of key information – e.g.:
  - The category of ‘sexual offences’, which ‘hides’ data relating to key sub-categories such as rape – with the former being the category that is generally reported; and
  - The category of ‘all theft not mentioned elsewhere’, which obfuscates data associated with theft of non-ferrous metal such as copper cable.

While some of the matters detailed above do not fall strictly within the domain of the City’s mandate, the City can play a valuable role – e.g. through:

- Lobbying for action and encouraging/ leading collaborative multidisciplinary and multi-agency responses to localised safety-related challenges;
- Highlighting the importance of refined crime-reporting categories, given the direct impact on crime-related intelligence and associated planning at a city-specific level;
- Engaging with the SAPS for assistance in ensuring more regular (e.g. monthly) provision of crime statistics, to support real-time analysis and action;
- Information provision, with entities such as City Power and the Johannesburg Roads Agency being well-positioned to provide critical information and trends in respect of matters such as copper cable theft and damage to infrastructure to role-players such as the JMPD (internally) and the SAPS (externally); and
- Encouraging reporting of incidents in respect of key sub-categories such as street robbery and rape<sup>13</sup>.

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<sup>13</sup> With the Medical Research Council estimating that only one in nine rapes is reported, with the actual number of rapes nationally (and in Johannesburg) therefore estimated to be significantly higher than official numbers.

## **7.2.2. Mobility and transport-related considerations**

As with the data on crime and violence, information reflected on below serves as a brief overview of some of the safety-related considerations associated with mobility and transport. This is not intended to be a comprehensive review.

### ***a) The geography of mobility and transport-related safety concerns***

Safety challenges associated with mobility and transport across the city are fundamentally linked to where people live, and how this corresponds with their commuting patterns and where they work. A considerable distance separates high population density areas such as Soweto from business centres such as Johannesburg's CBD or Sandton, necessitating lengthy daily commutes. The lack of access to safe public transport and long daily commutes on multiple modes of transport means that commuters are exposed to safety concerns (e.g. street crime; pedestrian and vehicle accidents).

The City's Corridors of Freedom (CoF) programme serves as one mechanism through which the CoJ plans to remedy some of the challenges associated with Johannesburg's apartheid spatial legacy. The programme targets transit-oriented development, with 'corridors', strengthened by complete streets and quality public transport, serving as the backbone for integrated, multi-use developments. It promotes safety in numerous ways – e.g. through encouraging transit practices that reduce environmental harm, improving the urban environment and associated facilities, and decreasing the need for long commutes. Given that the CoF will result in new patterns of movement, densification and a concentration of activity, will also necessitate the introduction of new alternative approaches to safety.

### ***b) Prevalence of road accident related fatalities***

As noted in the GPG's draft Gauteng Safety Strategy (2015), the combination of an unreliable public transport system, an increase in the number of cars on roads and poor driving practices has seen a significant rise in accidents and fatalities, with pedestrians accounting for many of the deaths. Statistics on road accidents across the city of Johannesburg for the period of 2006 to 2013 reflect the magnitude of the problem, as per the table below, which draws on SAPS and CoJ data on road accident related fatalities.

**Table 7.2.2.a: Road accident related fatalities for the period 2006 to 2013**

Year	2006			2007			2008			2009		
	Total	% Fatalities	Region									
Region-specific fatalities	87	11.7	A	96	14.3	A	73	12.2	A	74	15.8	A
	103	13.9	B	69	10.3	B	73	12.2	B	40	8.6	B
	110	14.8	C	104	15.5	C	94	15.7	C	68	14.6	C
	78	10.5	D	76	11.4	D	73	12.2	D	52	11.1	D
	111	15.0	E	95	14.2	E	84	14.0	E	63	13.5	E
	177	23.9	F	150	22.4	F	118	19.7	F	124	26.6	F
	76	10.2	G	79	11.8	G	85	14.2	G	46	9.9	G
<b>Total</b>	<b>742</b>	100.0	ALL	<b>669</b>	100.0	ALL	<b>600</b>	100.0	ALL	<b>467</b>	100.0	ALL

Year	2010			2011			2012			2013		
	Total	% Fatalities	Region									
Region-specific fatalities	64	14.3	A	69	17.0	A	43	10.6	A	59	14.1	A
	41	9.2	B	46	11.3	B	37	9.2	B	47	11.2	B
	62	13.8	C	71	17.5	C	53	13.1	C	69	16.5	C
	50	11.2	D	22	5.4	D	43	10.6	D	49	11.7	D
	47	10.5	E	52	12.8	E	42	10.4	E	44	10.5	E
	130	29.0	F	103	25.4	F	114	28.2	F	98	23.4	F
	54	0.0	G	43	10.6	G	72	17.8	G	53	12.6	G
<b>Total</b>	<b>448</b>	100.0	ALL	<b>406</b>	100.0	ALL	<b>404</b>	100.0	ALL	<b>419</b>	100.0	ALL

**KEY**

- Highest number of fatalities
- Second highest number of fatalities
- Third highest number of fatalities

(Source: CoJ Public Safety Department analysis of statistics from the DIAS system, using JMPD and SAPS data)

The total number of fatalities per annum across the defined period reflects a decreasing trend. Also important to note are trends relating to accidents per region, with Region F consistently reflecting the highest percentage of fatalities (with the percentage of fatalities for this region in some instances almost double that associated with most of the other regions in the city). The region with the second highest number of fatal accidents is Region C, followed by Region A.

The high number of fatalities associated with Region F (the Inner City) may relate to the more compact spatial configuration of this region, and the associated traffic congestion, urban management issues and high concentration of pedestrians. Region C and A have experienced significant growth in terms of land use/ development applications, with Region C in particular reflecting the highest growth in office and residential applications since 2007 (CoJ 2011b). Developments have largely included cluster/ townhouse developments – with these developments taking place in the context of existing road infrastructure, resulting in high levels of road congestion. Many commercial, office and industrial developments are also taking place in Region A, resulting in increased congestion in these areas.

Some of the most common reasons highlighted in terms of accident causality include unsafe road crossings, loss of control due to fixed objects, collisions and jay-walking. The increase in the number of cases of ‘driving under the influence’ also serves as a contributing factor. The times during which accidents were noted as occurring most frequently were between 06h00 and 09h30 and 16h00 and 19h00, with these times corresponding with peak traffic times, during which the highest volume of vehicles are on roads.

While the number of road accident fatalities on Johannesburg roads has decreased (as reflected in Table 7.2.2.a), the volume still highlights the importance of prioritising road safety. Trends detailed provide the City with some guidance in terms of how to focus its resources for maximum impact.

### ***c) Implications from a safety perspective***

It is critical that the JCSS includes a focus on road-related issues as one of the key areas contributing to urban safety. A comprehensive and evidence-based approach is required to counter injuries, fatalities and other risks. Attention needs to be given to implementing a broad spectrum of road safety education and values-outreach programmes, together with traffic enforcement measures and interventions, to support both a shift in social behaviour, and improved road safety for all users. These programmes need to be supported by road infrastructure interventions targeting challenges such as infrastructure vandalism, vandalism of road traffic equipment, underground water and overloading of road infrastructure.

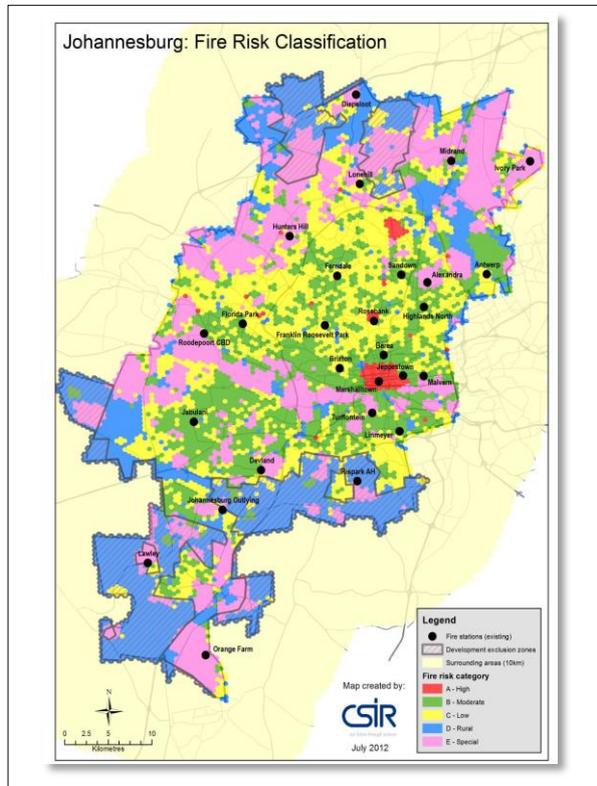
To address all of the above, there is a need to review resources and consider alternative delivery approaches – with this being particularly important in a context of significant population growth and the city’s geographical spread. The registration of ever-increasing volumes of cars for travel on the city’s roads further highlights this point (with the number of vehicles registered shifting from 550,441 in 2009/10 to 742,068 in 2013/14 (*ibid.*)). This year-on-year increase necessitates a regular review of the City’s resource allocations to related public safety services (where this includes emergency services, in addition to traffic enforcement and related support).

#### **7.2.3. Environmental and man-made hazards – and challenges in delivering safety-related services**

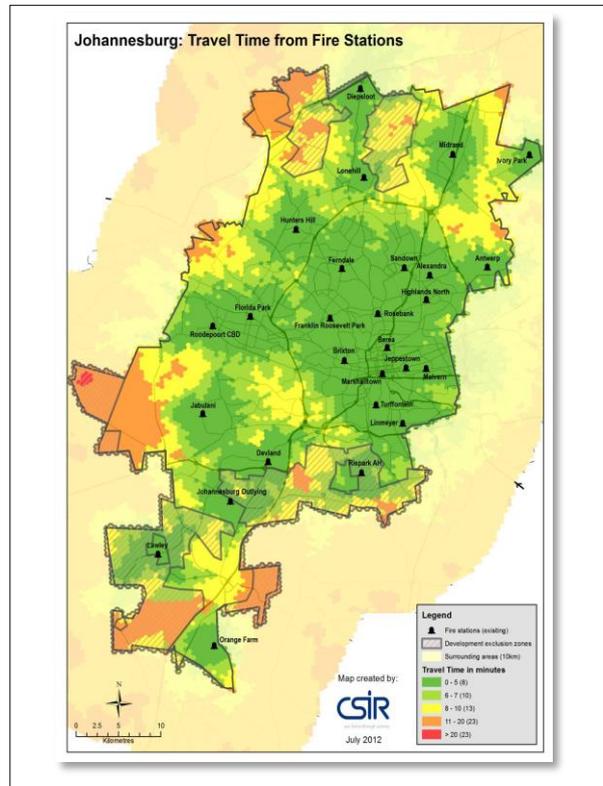
Environmental hazards are a frequent reality, with many informal settlements located in places with heightened risk of fires, flooding, pollution and other forms of environmental harm. Informal settlements also carry with further risk (e.g. difficulties associated with accessing people in need of safety-related support). Establishing specifics on a ward-by-ward basis is key to ensuring appropriate levels of preparation for all potential risks.

The CoJ’s emergency services footprint tend to be concentrated in the more prosperous and established areas of the city, with delivery efforts in deprived areas hinging on alternative service approaches. These realities must be taken into consideration in the revised JCSS. An example of this challenge is reflected in the location of existing fire stations, and the travel time in minutes from fire stations to various locations across the city. Map 7.2.3.a reflects the CSIR’s mapping of fire risk hotspot areas (as approved by the City). Areas are classified according to the risk category of their land use or development type, with the level of risk necessitating a faster response time. High risk areas include the CBD and developments characterised by extensive commercial and industry activity (to be reached within 8 minutes), while conventional residential areas are deemed low risk (with access to be made within 13 minutes). ‘Special areas’ include areas characterised by noxious industries, informal settlements and large shopping centres (to be treated as high risk). Map 7.2.3.b depicts the travel times expected per area, on the basis of the risk classifications.

**Map 7.2.3.a: Fire risk categories and location of existing fire stations**



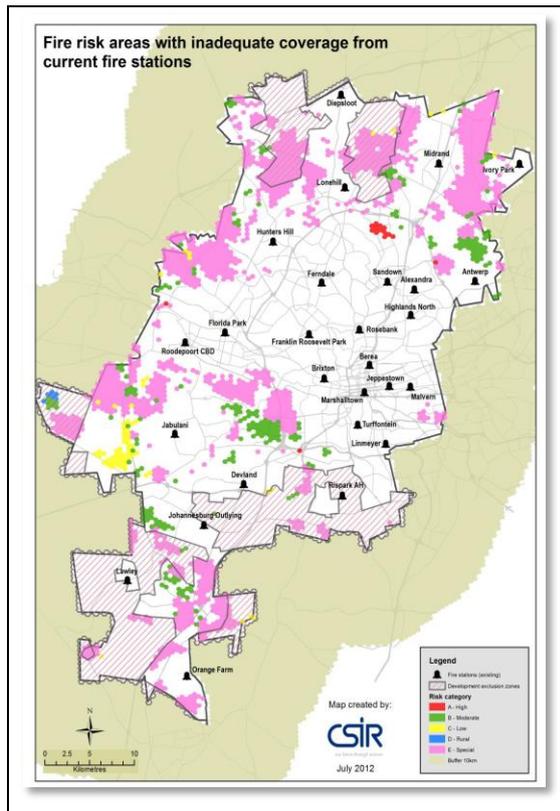
**Map 7.2.3.b: Response/ travel time in minutes from fire stations (CoJ 2014)**



(Source: CSIR, and the CoJ Development Planning Department's Transformation Directorate)

The map below is derived from a comparison of the travel time map and the fire risk category areas, and reflects areas that are not within the required response time from a station, given the identified risk category. Research findings note that fire stations across the city serve 82% of the current population, although accessibility in areas of special risk only stands at 61% (with this applying to 12% of the city's total population). Some 18% of the total population remain unserved by a fire station, while a number of stations face significant demand for services – e.g. Jabulani Station, which serves a population in excess of 800 000 (information derived from the Development Planning Department's City Transformation Directorate).

**Map 7.2.3.c: Fire risk areas with inadequate coverage from existing fire stations**



(Source: CSIR, and the CoJ Development Planning Department's Transformation Directorate)

The above maps serve as one reflection of the challenges faced by the CoJ in delivering services – and highlight the importance of constantly reviewing delivery approaches and resource requirements, linking these with geographically-specific needs. The City has no choice but to establish alternative models for service delivery in the context of urban sprawl and rapid changes to the nature of suburbs.

While the above also points to the importance of a strengthened disaster risk and management focus, this is not the core of this strategy, given the breadth and scope of issues requiring attention in a full disaster management strategy. Both strategies will however need to be aligned, to support the delivery of an integrated safety service.

## 8. WHAT DOES THIS MEAN FOR THE REVISION OF THE JCSS?

While some of the approaches and mechanisms included within the original JCSS remain valid, the above analysis highlights the need for:

- The City to focus its safety strategy, operational practices and resources in a way that accommodates and appropriately addresses emerging priorities and changing urban safety realities;
- Cross-City planning processes, decisions and resource allocations relating to safety issues to be based on accurate and current statistics, insights and analysis;
- Operational 'safer city' efforts to target geographically-specific priorities; and
- A common foundation from which all role-players within the City can address emerging challenges in a holistic and integrated manner for maximum impact, given the multifaceted nature of 'unsafety'.

Urban safety is increasingly becoming a priority for the City and its counterparts at a national and international level. While certain safety interventions will only lead to visible outcomes in the medium to long-term, others may result in meaningful results in the short term. Examples of interventions relating to these timeframes are addressed below.

### **a) Short-term interventions**

The analysis points to priorities that fundamentally impact the quality of life and sense of safety citizens experience on a daily basis (e.g. high levels of street crime; aggravated robberies). Concentrated effort on a range of short-term interventions by the City and its partners may provide the tipping point for a safer city – with examples of quick-win interventions detailed below:

- Persistent crime and grime in certain parts of the city fosters negative perceptions of safety. Communication and education campaigns relating to urban management and by-law issues need to be bolstered, to foster a better understanding of and compliance with defined by-laws. More effective by-law enforcement will increase the impact of these communication efforts, particularly if the City is able to ensure a systematic follow-through in terms of the associated sanctions. Those by-laws with the greatest impact on safety should be prioritised<sup>14</sup>.
- Given the significant volume of street robberies and contact crimes, and the impact of such crimes in terms of instilling fear, effort should be placed on targeting a reduction in these crimes in key geographical areas through:
  - Targeted stop and search procedures to reduce the prevalence of illegal weapons (with prioritisation of both guns and knives);

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<sup>14</sup> Particular focus could be placed on those issues that lead to increased interpersonal violence (e.g. alcohol abuse), with the CoJ able to play a critical role through activities such as by-law enforcement of taverns and other liquor outlets, and improved liquor regulation.

- A focused anti-robbery strategy, rolled out in collaboration with a range of other role-players. For impact, such a strategy would require the collection and effective use of crime intelligence, strategically targeted patrols, roadblocks and visible policing. While the SAPS would need to be the lead role-player in any robbery reduction strategy given that crime intelligence forensic capacity and investigators are indispensable for reducing aggravated robberies, the CoJ could also play a valuable role. The CoJ would have to engage with the Gauteng SAPS to assist where possible (e.g. via strategic patrols and location of the metro police), in line with a focused aggravated robbery strategy<sup>15</sup>. The JMPD and the CoJ's broader Department of Public Safety could play a key role in intelligence generation, by laying the foundation for communities to trust them enough to provide information about planned crimes and criminal syndicates. Trust can only be fostered through the ongoing provision of a professional policing service.
- With the increasing growth in the city's geography and shifts in its urban form (e.g. with the proliferation of informal settlements and backyard shacks), short-term effort must be placed on building community awareness of preventative measures against and appropriate responses to various forms of risk. This is particularly key in a context where emergency services are not able to access certain parts of the city as quickly as envisaged, given the physical form of these settlements, their location from service points, and limited City resources. For real impact, this must be a multi-pronged approach to building community resilience.
- The Inner City presents the ideal opportunity for implementation of the revised strategy in a targeted and geographically tailored manner – with concentrated delivery by all City role-players holding the promise of fundamentally shifting the perception and experience of safety within this area in the short term. By addressing all areas of city safety (e.g. crime; violence; by-law enforcement; emergency services support; urban planning and management; social support) within the Inner City in a coordinated manner, the City has a better chance of creating visible results in the first year of delivery, in this way building excitement for what is possible with delivery across the city.
- Within the short term, the City can put in place the necessary foundation for ongoing information collection and analysis. Accurate information and analysis is required at a geographical level, to inform actions and long-term solutions.

### ***b) Medium to long-term interventions***

Examples of interventions and strategies that are likely to result in real impact only in the medium to long-term include:

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<sup>15</sup> The ISS notes that while the 2009/10 Gauteng Aggravated Robbery Strategy showed the potential of the police to address this type of crime, substantial increases in these crimes strongly suggest that the SAPS have not been implementing a clear anti-robbery since 2011/12.

- The introduction and consistent application of a set of standardised ‘safe city’ norms and standards, to be included in the approval processes relating to designs for all urban spaces (whether a ‘privatised’ or public urban space) and buildings.
- Building on the work of the original JCSS in driving ‘Crime Prevention through Environmental Design’ (CPTED) principles by ensuring a sound understanding of and consistent application of CPTED principles by all role-players within the CoJ.
- Implementing a holistic, integrated social crime and violence prevention strategy that takes into account the understanding that violence prevention is not a function of policing alone. Such a strategy would need to include a focus on reducing the risk factors for violence. Interventions would need to be “designed to modify the risk factors among individuals or groups of individuals (as opposed to situations or places) by using psychological, sociological or community-oriented measures” – “strengthening social cohesion and social fabric, by encouraging and empowering individuals, families and communities to participate in their development and decision-making” (DSD 2011, p. 11). Many interventions will necessitate more social service skills (e.g. healthcare workers, social workers and teachers), rather than more policing resources. Such an approach requires the coordination and cooperation of multiple stakeholders, alongside sufficient resources and capacity, and the political will of all concerned. The CoJ could play a significant role in providing an enabling environment for such a strategy.
- Ensuring capacitation of community-oriented safety-related service providers within the CoJ through targeted training, recruitment, ongoing community engagement and the establishment of a more personalised service. The latter could include steps such as providing communities with the names and contact details of those service providers who support their communities on a daily basis, and rolling out first aid training and disaster management training across communities at risk. Emphasis would need to be placed on enforcing a culture of professional and community-oriented service provision, with ongoing tracking carried out via surveys and other monitoring and evaluation mechanisms.
- Putting in place more geographically dispersed response points across the city’s geography, to support improved response times by emergency management services – and supporting this with alternative models of delivery, developed in conjunction with communities.
- Implementing a smart-phone ‘Safe City’ application or ‘app’ for citizens to use for reporting environmental hazards, safety risks, criminal activities or unsafe practices<sup>16</sup> – in this way enabling citizen activism, while also growing city safety.

The inputs included above are drawn together within a set of revised JCSS outcomes, together with associated delivery elements and requirements for successful implementation.

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<sup>16</sup> Similar to the Johannesburg Roads Agency’s App.

## 9. THE REVISED JCSS: OUTCOMES

In determining what should be included or excluded from the JCSS, two key questions emerge:

- What are the areas to which the CoJ, as local government, can contribute directly to improve city safety?
- In which ways can the CoJ play a support, facilitation, coordination and advocacy role with others, to build a safer city?

The revised JCSS calls for the progressive realisation of city safety, acknowledging that while some issues can be addressed in the short-term, others interventions will only result in the desired shift in the medium to long-term. In responding to its changing context, the revised strategy therefore includes a focus on short, medium and long-term ‘acupuncture points’ – taking into account the role of the CoJ and other stakeholders, as outlined in Section Five.

Building on the insights arising from the stakeholder engagement process, the analysis carried out in terms of the city’s status quo, inputs in terms of the role of the CoJ vis-à-vis other stakeholders in building city safety, and the emerging areas of focus as outlined above, the revised JCSS targets three key outcomes:

**JCSS Outcome 1:** A well-regulated, responsive city;

**JCSS Outcome 2:** Safe and secure urban environment and public spaces; and

**JCSS Outcome 3:** Informed, capacitated and active communities.

The section below provides detail in terms of each outcome. Attention is placed on the context associated with the specific outcome, and outcome-related strategies for the path ahead. While some of the intended objectives associated with Outcome 1 and Outcome 2 are possible in the short to medium-term, Outcome 3 relates to more systemic changes, with significant shifts only envisaged over the medium to long-term.

The final table reflects on cross-cutting ‘enabler’ interventions that, if implemented appropriately, could fundamentally shift safety in the city. These include interventions focused on the promotion of active citizenry in relation to city safety, and the implementation of a ‘smart safety’ approach across all delivery aspects with emphasis on a comprehensive and evidence-based approach to safety.

### 9.1. JCSS Outcome 1: A well-regulated, responsive city

#### 9.1.1. Context to Outcome 1

One of the core responsibilities of local government is the establishment of a well-managed and regulated city environment, and the provision of dependable disaster management and

emergency management services. From a CoJ perspective, focus areas for delivery in this regard include:

- By-law compliance (in respect of local government issues such as public roads, parking grounds, public open spaces, street trading, public health, cemeteries and crematoria, emergency services, culture and recreation services, and encroachment on property);
- Traffic management, enforcement and education;
- Crime prevention and reduction;
- Emergency management; and
- Risk and disaster mitigation and management.

Through focused delivery and collaboration with stakeholders across the city, the CoJ envisages the following future state in relation to Outcome 1:

- Community-oriented service provision;
- Trusted, professional, consistent and engaged safety role-players;
- Accessible, visible and helpful police, trusted by communities as keepers of safety;
- Reliable and responsive emergency and disaster management services;
- A by-law compliant city, supported by effectively enforced by-laws;
- Safe driver and pedestrian behaviour, with fewer accidents and road fatalities;
- Improved confidence in and greater use of public transport;
- A reduction in crime, and the fear of crime;
- A peaceful city that is aggression and violence-free;
- A 'complete', effective justice system;
- A culture of respect and civility; and
- Weapon-free public spaces.

In terms of the identified end state of a 'complete', effective justice system, this is specifically about the establishment of a supportive justice system which is able to operate effectively, laying the necessary platform for offences to be followed through to completion (e.g. via an efficient municipal court system that supports compliance at a city level).

The revised JCSS also calls for 'weapon free public spaces'. While this is acknowledged as ambitious, it is viewed as appropriate in the context of the damage caused by guns, knives and other weapons. The CoJ has chosen to target a future state in which the presence of weapons is the exception rather than the rule – with this objective hinging on collaborative action with other role-players.

The table below reflects on the key focus areas, delivery elements and desired future state in respect of Outcome 1, with the elements included identified on the basis of their contribution to current realities and the desired future state outlined above.

### 9.1.2. Delivery elements for Outcome 1 ('A well-regulated, responsive city')

Focus areas for delivery	Key elements of delivery	Desired future state
<p>Strengthening by-law compliance for a well regulated and functional city</p>	<ul style="list-style-type: none"> <li>• Review critical by-laws, in line with city challenges (e.g. cable theft; loss of city assets)</li> <li>• Roll out of simpler processes, forms and information to aid and make compliance 'easier'</li> <li>• Ensure ongoing intelligence gathering in terms of by-law contraventions, to aid inter-agency initiatives</li> <li>• Roll out reliable and consistent enforcement efforts (proactive and reactive)</li> <li>• Deliver awareness-building and education programmes (e.g. regarding illegal activities that influence street crime and violence, in particular: liquor outlets; informal trade; illegal dumping and pollution; theft of city assets)</li> <li>• Strengthen municipal by-law court (including via engagement with prosecutors on the CoJ's by-laws), for consistent application of consequences</li> </ul>	<ul style="list-style-type: none"> <li>• Consistent enforcement of by-laws</li> <li>• A progressive reduction in by-law contraventions, leading towards a by-law compliant city</li> <li>• Behaviour change – reflecting a culture of respect and civility</li> <li>• Citizen participation in creating a safe city</li> <li>• A 'complete', effective justice system</li> </ul>
<p>Ensuring safe transport and mobility through traffic management, enforcement and education</p>	<ul style="list-style-type: none"> <li>• Build public confidence and awareness through road safety initiatives and media campaigns (education; engineering; environment; emergency care)</li> <li>• Target enforcement approaches known to diminish traffic-related fatalities and create changes in driver behaviour</li> <li>• Employ technology for real-time tracking of traffic-related issues</li> </ul>	<ul style="list-style-type: none"> <li>• Safe driver and pedestrian behaviour, with fewer accidents and road fatalities</li> <li>• Safe mobility</li> <li>• Improved confidence in and greater use of public transport – supporting a more sustainable, environmentally sound city</li> </ul>

Focus areas for delivery	Key elements of delivery	Desired future state
Crime reduction	<ul style="list-style-type: none"> <li>• Develop regional crime reduction plans based on reliable and relevant data – with focus on:               <ul style="list-style-type: none"> <li>○ Inputs from community safety audits targeting vulnerable neighbourhoods</li> <li>○ Identified hotspot locations on streets</li> <li>○ Gun and knife recovery via stop and search</li> <li>○ City safety: Day and Night (differentiated interventions)</li> <li>○ Compliance to alcohol regulations</li> <li>○ Aggravated robbery - targeting street robbery, house robbery, business robbery and car-jacking, in collaboration with other role-players</li> </ul> </li> <li>• Improve police presence through Joburg 10+: with targeted focus areas that are responsive to the top crimes per region</li> <li>• Strengthen ward based policing through:               <ul style="list-style-type: none"> <li>○ Ongoing quality training and capacity building</li> <li>○ Improving citizen communication and participation, to support effective safety planning and delivery of interventions</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• A peaceful city that is aggression and violence-free</li> <li>• Weapon-free public spaces</li> <li>• A reduction in crime, and the fear of crime</li> <li>• Trusted, consistent, professional and engaged safety role-players</li> <li>• Community members know and can access their public safety support role-players</li> </ul>
Strengthening emergency services and management	<ul style="list-style-type: none"> <li>• Ensure delivery in line with Customer Service Charter standards</li> <li>• Emphasise improved delivery by ‘first responders’ – making optimal use of the golden hour</li> <li>• Strengthen Emergency Services capacity to meet the needs of the current and future growth of the city</li> </ul>	<ul style="list-style-type: none"> <li>• Reliable and responsive emergency management services</li> <li>• Trusted, consistent, professional and engaged safety role-players</li> <li>• Resilient communities</li> </ul>

Focus areas for delivery	Key elements of delivery	Desired future state
	<ul style="list-style-type: none"> <li>• Deliver awareness and training programmes to capacitate and inform citizens in terms of preparedness for/ management of emergencies (with focus on children and the elderly)</li> </ul>	
Improving risk and disaster mitigation and management	<ul style="list-style-type: none"> <li>• Develop integrated Disaster Risk Mitigation Plans in geographically-specific high risk areas</li> <li>• Undertake risk mapping and management with parastatals and other role-players (e.g. mapping location of gas pipes and other 'unknowns')</li> <li>• Build informed and capacitated citizens through education outreach programmes and disaster readiness training</li> </ul>	<ul style="list-style-type: none"> <li>• Reliable and responsive disaster management services</li> <li>• Resilient communities</li> <li>• Disaster-ready local government</li> </ul>

## **9.2. JCSS Outcome 2: Safe and secure urban environment and public spaces**

### **9.2.1. Context to Outcome 2**

Outcome 2 addresses a further side of safety: the establishment of safe urban environments and public spaces. City safety efforts have consistently demonstrated how improved urban design and city infrastructures and a healthier built environment fosters safety. Practice has demonstrated that through improving the experience of the city and its amenities, it is possible to shift the perception held of city safety, with greater confidence amongst citizens resulting in improved use of public spaces and facilities, further enhancing safety outcomes. The CoJ's first JCSS emphasised the application of CPTED principles, with these still remaining relevant.

Some of the priority areas of focus for the achievement of a safe and secure urban environment and public spaces include:

- Situational crime prevention through improved holistic planning and design, with emphasis on all aspects of the city, including public spaces and infrastructure (social and bulk);
- Well-maintained and managed public spaces and infrastructure (social and bulk);
- Safe design principles and guidelines across all areas of city planning; and
- Safety considerations related to transformation projects such as the CoJ's flagship programme, the CoF, with the latter targeting transit-oriented development as a way of 're-stitching' the city into a more integrated, liveable urban space.

Through environmental prevention, the CoJ aims to build a future city with:

- Consistent application of 'safe city' norms and standards to all areas of urban planning, design and management;
- Improved design, planning and development of safe communities;
- Well-used, safe, accessible parks, open spaces and facilities;
- Safe, well-maintained infrastructure and civic assets (e.g. roads, pavements, storm-water, lighting, transport, infrastructure, buildings);
- Safe, dependable public transport;
- A clean, hazard-free environment;
- Ongoing management and mitigation of risks; and
- Targeted safety support for nodes, new developments and areas of increased movement of goods, people and services – taking into account long-term population shifts and movement of the city's people.

The table below reflects on the key focus areas, delivery elements and desired future state in respect of Outcome 2, with the elements included identified on the basis of their contribution to current realities and the desired future state outlined above.

### 9.2.2. Delivery elements for Outcome 2 ('Safe and secure urban environment and public spaces')

Focus areas for delivery	Key elements of delivery	Desired future state
<p>Growing safe urban environments through situational crime prevention and social interventions</p>	<ul style="list-style-type: none"> <li>• Undertake major community safety audits and analysis in strategic locations (supporting situational crime prevention through improved holistic design i.e. 'CPTED') with focus on:               <ul style="list-style-type: none"> <li>○ Vulnerable neighbourhoods</li> <li>○ Joint solution development, involving partnerships and communities</li> </ul> </li> <li>• Implement technology-based crime mapping and safety analysis to holistically improve safety of urban environments</li> <li>• Implement safe design guidelines (CPTED) in all of the City's design, planning and development processes</li> <li>• Develop a 'parks and open spaces safety framework' and supporting guidelines, to achieve regular management and maintenance of city parks and open spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Well-used, safe and accessible parks, open spaces, streets and facilities</li> <li>• A clean, hazard-free environment</li> <li>• Ongoing management and mitigation of risks</li> <li>• Consistent application of 'safe city' norms and standards in all areas of urban planning, design and management</li> <li>• Improved design, planning and development of safe communities</li> </ul>
<p>Supporting functional, well-maintained and managed public environment, infrastructure and facilities</p>	<ul style="list-style-type: none"> <li>• Inform urban management plans through implementing a 'Safe City' app to enable citizens to report on safety related environmental issues (e.g. dysfunctional street lights; 'bad buildings'; long grass – hampering visibility)</li> <li>• Recover parks/ open spaces through joint City-community park safety plans/ interventions</li> <li>• Facilitate place-making programmes focussed on surveillance, safety and improved use</li> </ul>	<ul style="list-style-type: none"> <li>• Safe, well-maintained public infrastructure and assets (e.g. roads, pavements, storm-water, lighting, transport, infrastructure, buildings)</li> <li>• Well-used, safe, accessible parks, open spaces and facilities</li> <li>• Behaviour change in line with safer city practices</li> <li>• Ongoing management and mitigation of risks</li> </ul>
<p>Tailoring safety initiatives to</p>	<ul style="list-style-type: none"> <li>• Institutionalise safety guidelines at various levels of</li> </ul>	<ul style="list-style-type: none"> <li>• Consistent application of 'safe city' norms and</li> </ul>

Focus areas for delivery	Key elements of delivery	Desired future state
support transformation projects	<p>planning – i.e. Spatial Development Frameworks, Strategic Area Frameworks, Precinct Plans, Settlement and Erf scales</p> <ul style="list-style-type: none"> <li>• Review road traffic by-laws and redesign visible policing practices that are responsive to densification and increased use of pedestrian and non-motorised modes of transport and increased crime patterns and hotspots along these nodes. (e.g. introduction of bicycle and foot patrols)</li> </ul>	<p>standards to urban planning, design and management</p> <ul style="list-style-type: none"> <li>• Targeted safety support for nodes, new developments and areas of increased movement of goods, people and services – taking into account long-term population shifts and movement of the city’s people</li> <li>• Ongoing management and mitigation of risks</li> </ul>

### 9.3. JCSS Outcome 3: Informed, capacitated and active communities

#### 9.3.1. Context to Outcome 3

Outcome 3 builds on the understanding that for city safety to be sustainable in the long-term, focus needs to be placed on the underlying societal conditions and challenges. Efforts need to promote the establishment of informed communities that are capacitated and therefore able to improve their life circumstances in a way that fosters a healthier, safer city. The CoJ plans to support this objective through targeted social crime prevention programmes, undertaken in collaboration with other city stakeholders.

While evidence of clear impact arising from activities associated with this outcome may only be visible in the long run, this remains one of the most critical areas of focus for sustainable city safety. A fully comprehensive social crime prevention programme will need to tackle multiple aspects, with a consistent set of interventions supplemented by interventions aimed at addressing geographically specific needs. Outcome 3 will also need to focus on shifting societal 'norms' relating to the use of violence through a public health approach – making use of incentives to promote desired behaviour and to deter unwanted behaviour, in this way 'de-normalising' harmful behaviour (Butts et al. 2014). Mechanisms may include, amongst others:

- Public information campaigns; and
- In collaboration with other role-players, establishing credible role-players within specific communities to serve as 'violence interrupters', responsible for engaging with high-risk individuals to mediate and prevent the escalation of violence.

Other examples of interventions may include:

- Provision of support to parents to grow healthy parenting skills and reduce the prevalence of violence in the home (e.g. corporal punishment);
- Rolling out improved Early Childhood Development (ECD) offerings, given the significant benefits of quality input at this stage of development;
- Providing support to pregnant women and vulnerable children;
- Ensuring effective social grant programmes;
- Targeting up-skilling, and the establishment of conditions for improved employment opportunities;
- Encouraging sports, arts and recreation initiatives; and
- Implementing programmes focused on social cohesion and community mobilisation.

The future state envisaged in relation to Outcome 3 is one characterised by:

- Expanded opportunities for all – including improved opportunities through which to access quality education, critical resources, employment and necessary health care;

- A society in which violence is ‘de-normalized’ – where societal norms relating to violence and the behaviours, practices and beliefs that perpetuate it, are fundamentally shifted to the point that violence is no longer acceptable, normal or expected (Butts et al. 2014);
- Proactive support for the vulnerable (e.g. children, People with Disabilities, homeless people, people facing multiple deprivations);
- Resilient and healthy individuals, families, households and communities – strengthened via integrated community and socio-economic programmes; and
- Improved social cohesion and a sense of ‘community’.

The table below reflects on the key focus areas, delivery elements and desired future state in respect of Outcome 3, with the elements included identified on the basis of their contribution to current realities and the desired future state outlined above.

### 9.3.2. Delivery elements for Outcome 3 ('Informed, capacitated and active communities')

Focus areas for delivery	Key elements of delivery	Desired future state
<p>Building informed and healthy communities through targeting prevention of risk, and rehabilitation of youth and children at risk</p>	<p>Implement targeted social crime prevention programmes for youth and children:</p> <ul style="list-style-type: none"> <li>• Roll out targeted children and youth-focused vulnerability and risk reduction support programmes (ECD centres; kindergartens; SERTs)</li> <li>• Provide support to parents to establish healthy parenting skills and reduce violence in the home</li> <li>• Provide targeted children and youth development programmes in community facilities</li> <li>• Deliver integrated support services and opportunities (Jozi@Work and work opportunities; grants; public health; sports, arts and recreation; environmental and cultural activities)</li> <li>• Provide communities with opportunities to shape their local spaces with respect to parks and public open spaces (e.g. via Jozi@Work)</li> </ul>	<ul style="list-style-type: none"> <li>• Expanded opportunities for all: education, resources, employment, health, social skills</li> <li>• De-normalisation of violence and entrenchment of a culture which values life</li> <li>• Proactive support for the vulnerable</li> <li>• Resilient, healthy individuals, families and communities – strengthened via integrated community and socio-economic programmes</li> <li>• Improved social cohesion and a sense of 'community'</li> </ul>
<p>Building community-based health and capacity for violence prevention</p>	<ul style="list-style-type: none"> <li>• Provide counselling for victims of crime and violence</li> <li>• Introduce and support 'violence interrupters' (in collaboration with other role-players) in communities with a high prevalence of crime and violence</li> </ul>	<ul style="list-style-type: none"> <li>• De-normalisation of violence and entrenchment of a culture which values life</li> <li>• Resilient, healthy individuals, families and communities</li> </ul>

## 9.4. Enablers, to support delivery

### 9.4.1. Context to the identified cross-cutting ‘enablers’

In support of the three defined outcomes, two additional cross-cutting focus areas will need to be addressed – with these serving as enablers for each outcome. If implemented appropriately, these have significant potential to support delivery on the desired end state in. These areas include:

- Technology for smart safety: Implementation of a ‘smart safety’ approach across all delivery aspects, in support of improved planning, action, monitoring and evaluation; and
- Strengthening safety through active citizenry.

#### ***Box 9.4.1.a: Implementing a ‘Safe City’ app – an opportunity for wide-spread benefit***

##### ***A platform for building ‘safer city’ partnerships***

One of the ways in which safety within the city may be grown exponentially is through the roll out of a ‘Safe City’ app, that citizens are able to download on and use via their smartphones. Information received via the app could be channelled directly to the Integrated Intelligence Operations Centre (I<sup>2</sup>OC), for immediate action, analysis, identification of trends and improved safety-related planning and delivery. Evidence of the potential of such an approach is reflected in the CoJ’s experience of the Johannesburg Road Agency’s ‘Find & Fix’ app. This has had wide-spread impact – primarily through providing a channel for direct engagement between citizens and the CoJ in respect of geographically-specific issues or challenges (e.g. potholes, faulty traffic signals and other infrastructure matters).

Similarly, a ‘Safe City’ app could provide a platform for citizens and City employees to send in vital information about a range of factors, including:

- Traffic incidents, poor driving practices and environmental risks;
- Safety related environmental issues (e.g. dysfunctional street lights; ‘bad buildings’; long grass that hampers visibility and obscures dangers);
- Crime or cases of violence;
- Circumstances where the potential for violence is observed (e.g. in large gatherings); and
- Emergencies, where help is needed

Since the app would be location based, it would enable the CoJ to pinpoint the exact location of issues reported on, in this way supporting a rapid response where needed. The CoJ would be better positioned to map various types of safety-related issues, further honing the planning and delivery of its safer city initiatives. Finally, such an app would also provide a mechanism for those reporting issues to send in photos, with this further improving the potential for a successful outcome.

The future state envisaged in relation to the identified enablers is one characterised by:

- Improved city safety outcomes – enhanced by collective use of technology;
- Greater levels of civic engagement and co-ownership of city safety, supported via the use of smart technology;
- Collectively created and owned city safety; and
- Enhanced confidence in public safety services and potential of delivering a ‘safe city’.

The table below reflects on the key focus areas, delivery elements and desired future state in respect of the identified enablers, with the elements included identified on the basis of their contribution to current realities and the desired future state outlined above.

#### 9.4.2. Delivery elements for cross-cutting ‘enablers’

Focus areas for delivery	Key elements of delivery	Desired future state
<p>Technology for smart safety – improving planning, action, monitoring and evaluation</p>	<ul style="list-style-type: none"> <li>• Implement a ‘Safe City’ App to support citizens in reporting in risks, unsafe behaviour, crimes, environmental hazards, proposed safety-related improvements, etc.</li> <li>• Strengthen institutional capacity for greater responsiveness to citizens’ needs, via a fully operational multi-disciplinary Integrated Intelligence Operations Centre (I<sup>2</sup>OC), supported by accurate, real-time, integrated data</li> <li>• Roll out smart safety tools to support victimisation surveys</li> <li>• Develop a City specific prototype for a Safety Observatory</li> </ul>	<ul style="list-style-type: none"> <li>• Improved city safety outcomes – enhanced by collective use of technology</li> <li>• Greater levels of civic engagement and co-ownership of city safety, supported via the use of smart technology</li> </ul>
<p>Strengthening safety through active citizenry</p>	<ul style="list-style-type: none"> <li>• Encourage citizen engagement in safety planning via public participation initiatives</li> <li>• Expand and embed the Joburg 10 + model, engaging citizens and opening opportunities for active involvement in all aspects of city safety, as part of the ‘+’<sup>17</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Collectively created and owned city safety</li> <li>• Greater levels of civic engagement and co-ownership of city safety, supported via the use of smart technology</li> <li>• Enhanced confidence in public safety services and potential of delivering a ‘safe city’</li> </ul>

<sup>17</sup> Where ‘Joburg 10’ refers to the active involvement of and delivery of safety services by ten JMPD officers per ward, while the ‘+’ relates to the contribution of multiple other role-players across the City, and beyond – with this also including the contribution to be made by citizens.

## **10. REQUIREMENTS FOR IMPLEMENTATION AND INSTITUTIONALISATION OF THE JCSS**

The success of any strategy lies in its implementation. Institutionalising a strategy such as the JCSS is particularly complex, given the fact that delivery hinges on a multi-agency, multi-disciplinary approach. The following key enablers are critical for implementation:

- Strategic leadership;
- Evidence-based planning, monitoring and evaluation;
- Geographically specific solutions;
- Institutional mechanisms and resources; and
- Communication and stakeholder engagement.

Each of these is addressed further below.

### **10.1. Strategic leadership**

The first and most critical enabler is that of strategic leadership. Successful multi-agency initiatives are notoriously difficult to establish. To ensure success, and to demonstrate to residents that the CoJ is taking their concerns and well-being seriously, the following is needed from a leadership perspective:

- Consistent and direct messaging from political and administrative leaders within the CoJ in terms of the city's safety issues, and the strategies and processes underway to address these;
- Demonstration of the CoJ's accountability in terms of safety issues, through transparent communication and regular feedback, highlighting areas of success alongside honest sharing of challenges that still require further action;
- Regular engagement with all stakeholders, to promote the necessary levels of collaboration required to support meaningful multi-agent, multi-disciplinary action;
- Lobbying key role-players to ensure the necessary support for safety efforts at a localised level;
- Active demonstration of information sharing, cooperation and collaboration on city safety issues with various role-players across the city; and
- Timeous provision of trouble-shooting support, in cases where JCSS implementation is hampered by issues relating to cooperation and collaboration between various role-players (e.g. between different CoJ departments or entities, or between different spheres of government).

The CoJ's Public Safety Department will serve as custodian of the JCSS. Delivery will however depend on all CoJ role-players (and others beyond the City). The City's leadership

therefore has a critical role to play in encouraging involvement, incentivising action, building commitment and holding people to account for delivery.

## **10.2. Evidence-based planning, monitoring and evaluation**

A consistent learning from other strategy implementation processes (including that associated within the initial JCSS) is the importance of evidence-based planning, monitoring and evaluation. To ensure success in this regard, the following is needed:

- Access to multiple data sources – e.g.
  - SAPS' crime statistics;
  - Data arising from the CoJ's Customer Satisfaction Surveys and safety audits, in addition to other CoJ information;
  - Data developed within research bodies and various tertiary institutions;
  - NIMSS Data;
  - Stats SA's data – e.g. the 'Victims of Crime Survey';
- Ongoing data-tracking, analysis and feedback, to support real-time action and improvements in delivery, in relation to current data;
- Defined standards for planning and ensuring ongoing updates of plans, based on data;
- Evidence-based monitoring and evaluation plans, and delivery thereon – with the CoJ measuring its impact on citizen safety through mechanisms such as:
  - Victimisation surveys;
  - Customer Satisfaction Surveys;
  - Safety audits;
  - Case study documentation;
  - Cost benefit analyses;
  - Stakeholder impact assessments; and
  - Safety indicators (e.g. accident statistics).

Evidence-based planning, monitoring and evaluation processes can be used to support improved delivery through the following:

- Regular integration of information and insights derived from monitoring and evaluation activities into a revised JCSS implementation plan – with planning arrangements therefore needing to be sufficiently responsive to allow for identified shortcomings to be addressed timeously;
- Using statistics and analysis arising from monitoring and evaluation activities to inform policy and campaigns; and

- Use by the CoJ's Department of Public Safety of both historical and real-time disaggregated crime data, together with mortuary and road accident data, to do resource allocation planning and trauma response planning. For real value, data should be geographically-referenced and mapped on a regular basis –analysed in respect of time of the day, week and month, to support identification of possible patterns and behaviour trends. This process will facilitate not only better resource allocation and response planning, but can also be used to track the impact of safety initiatives as part of a monitoring and evaluation process.

Ideally, the CoJ should receive the SAPS' crime statistics on a monthly basis, with information including a comparison of statistics for the same month of the previous year. This would allow for the identification of emerging trends and regular assessment of the success or otherwise of city-level crime prevention initiatives. Engagement with the SAPS will also be necessary to encourage the disaggregation of certain categories of crime, to allow for improved monitoring and targeted action in respect of priority violent crimes such as rape, and priority property crimes such as cable theft. Current and accurate local level crime statistics should be made available to support:

- Targeted visible community-oriented policing;
- Intelligence-led operations and patrols (with variations based on factors such as the time of day); and
- Residents, commuters, businesses owners and other stakeholders in managing their own security.

### **10.3. Geographically-specific solutions**

Closely tied to the issue of evidence-based planning is the principle of 'geographically-specific solutions'. This was one of the core features of the original JCSS, and remains as relevant to the promotion of city safety. Such an approach requires:

- The collection and analysis of geographically-linked data and information;
- Development of geographically-specific plans, with plans including targeted interventions and action areas that address the nuanced nature of safety realities (while also building on a set of commonalities that must be addressed across the city as a whole); and
- Input by and collaboration with geographically-located role-players associated with various disciplines and institutions (e.g. CoJ role-players, relevant SAPS role-players at a precinct level, members from relevant GPG departments; CBOs, CPFs, NGOs, etc.).

In terms of the roll out of geographically-based plans and associated partnerships, it is recommended that emphasis is placed on a phased approach. Initial efforts would target information sharing, prior to moving on to initiatives requiring cooperation (led by the CoJ, with the cooperation of other role-players) and then collaboration (with shared ownership of the defined outcome). This is critical, as plans for immediate collaboration are likely to fail, given the processes associated with building real partnerships.

#### 10.4. Institutional mechanisms and resources

Effective implementation of the JCSS hinges on the establishment of appropriate structures, systems and processes. The Joburg 2040 GDS highlights the importance of the following when building “a network of governance arrangements” to support local government delivery:

- “... meaningful stakeholder collaboration, participation and engagement...”
- Co-operative governance – across the spheres of government, and within the GCR itself...
- Supporting and improving oversight within the City – driving delivery and a service orientation” (CoJ 2011a, pp. 85-86)

Provisions relating to the above have been included within institutional mechanisms reflected in the table that follows. The City as a whole is responsible for multiple safety-related aspects of city life through its role in relation to city spaces, infrastructure, services, facilities, social support and citizen engagement and delivery. Safety is not about ‘crime’ alone – with views of urban safety shifting from a policing perspective, locally and globally. The City’s approach to institutionalisation and delivery of safety must therefore build on a ‘beyond policing’ perspective. Key elements required for successful implementation of the JCSS are detailed in the table below.

**Table 10.4.a: Institutional mechanisms and resources to support delivery**

Requirements	Specifics
<b>Custodianship of the strategy</b>	<ul style="list-style-type: none"> <li>• City’s Public Safety Department to serve as centralised custodian of city safety – i.e. taking responsibility for coordinating delivery efforts</li> <li>• All City role-players to play a role in delivering on the strategy, with city safety effectively ‘owned’ by all within the City, given the interlinked nature of safety issues</li> </ul>
<b>Planning and budgeting for delivery</b>	<ul style="list-style-type: none"> <li>• Over-arching implementation plan to be developed, with this to be inclusive of:               <ul style="list-style-type: none"> <li>○ Clear ‘Key Performance Indicators’ (KPIs) and targets</li> <li>○ Details of accountable role-players associated with the delivery of each part of the JCSS</li> <li>○ Delivery aspects the CoJ will be able to implement without external role-players (in this way ensuring the implementation plan is not designed in such a way that external role-players can delay implementation)</li> </ul> </li> <li>• Aligned geographically-specific plans to be established, with content based on sound and current data and analysis thereof</li> <li>• Departmental commitments to be reflected in associated business plans, resource allocations and budgets</li> <li>• Planning commitments to be reflected in performance agreements,</li> </ul>

Requirements	Specifics
	Service Level Agreements and Memoranda of Understanding with implementing agents
<b>Structural arrangements</b>	<ul style="list-style-type: none"> <li>• A joint ‘City Safety Forum’ to be established, with all role-players taking part in this arrangement</li> <li>• All defined role-players to be held accountable for safety-related delivery in the context of geographically-defined plans</li> </ul>
<b>Oversight arrangements</b>	<ul style="list-style-type: none"> <li>• Formal ‘Technical Reference Group’ to be established: <ul style="list-style-type: none"> <li>○ For the primary purpose of enforcing accountability, monitoring implementation and overseeing delivery</li> <li>○ Chaired by the City Manager<sup>18</sup>, and constituted of appropriate role-players from all relevant CoJ departments and entities – and external role-players</li> <li>○ Meeting as per annually scheduled monthly or bi-monthly meetings</li> </ul> </li> </ul>
<b>Incentivising delivery</b>	<ul style="list-style-type: none"> <li>• Incentives mechanisms to be implemented, to drive success (e.g. ‘The Executive Mayor’s Safe City Excellence Award’)</li> </ul>
<b>Strengthening information and knowledge management mechanisms and data</b>	<ul style="list-style-type: none"> <li>• The following to be included within the I<sup>2</sup>OC, to support implementation of the JCSS: <ul style="list-style-type: none"> <li>○ Appropriate technical capabilities (e.g. in-house analytical skills and Geographic Information System (GIS) capabilities, to support ongoing tracking of delivery and timeous revision of plans)</li> <li>○ A Safety Observatory to be established, supported by<sup>19</sup>: <ul style="list-style-type: none"> <li>▪ An integrated ‘Information Integration and Analysis Committee’ that is responsible for ensuring data input, validation as required, analysis, trends identification and communication</li> <li>▪ The involvement of suitable partners – e.g. research bodies and tertiary institutions</li> <li>▪ Establishment of a shared data site to support collaboration, and collection of appropriate information (e.g. survey-related, technical, geographical data and daily statistics) between all role-players (within and beyond the City)</li> <li>▪ Establishment of an automated indicator system, to enable rapid analysis and response</li> <li>▪ Ongoing mapping and tracking of data, to identify shifts, trends and hot spots</li> </ul> </li> </ul> </li> <li>• An integrated ‘Safe City’ app to be developed and rolled out – with: <ul style="list-style-type: none"> <li>○ Citizens, City workers and Joburg 10+ role-players feeding</li> </ul> </li> </ul>

<sup>18</sup> High-level coordination is important as it lends weight to the strategy, ensures decision-makers attend meetings and will assist in solving challenges with implementation (e.g. where lobbying is needed)

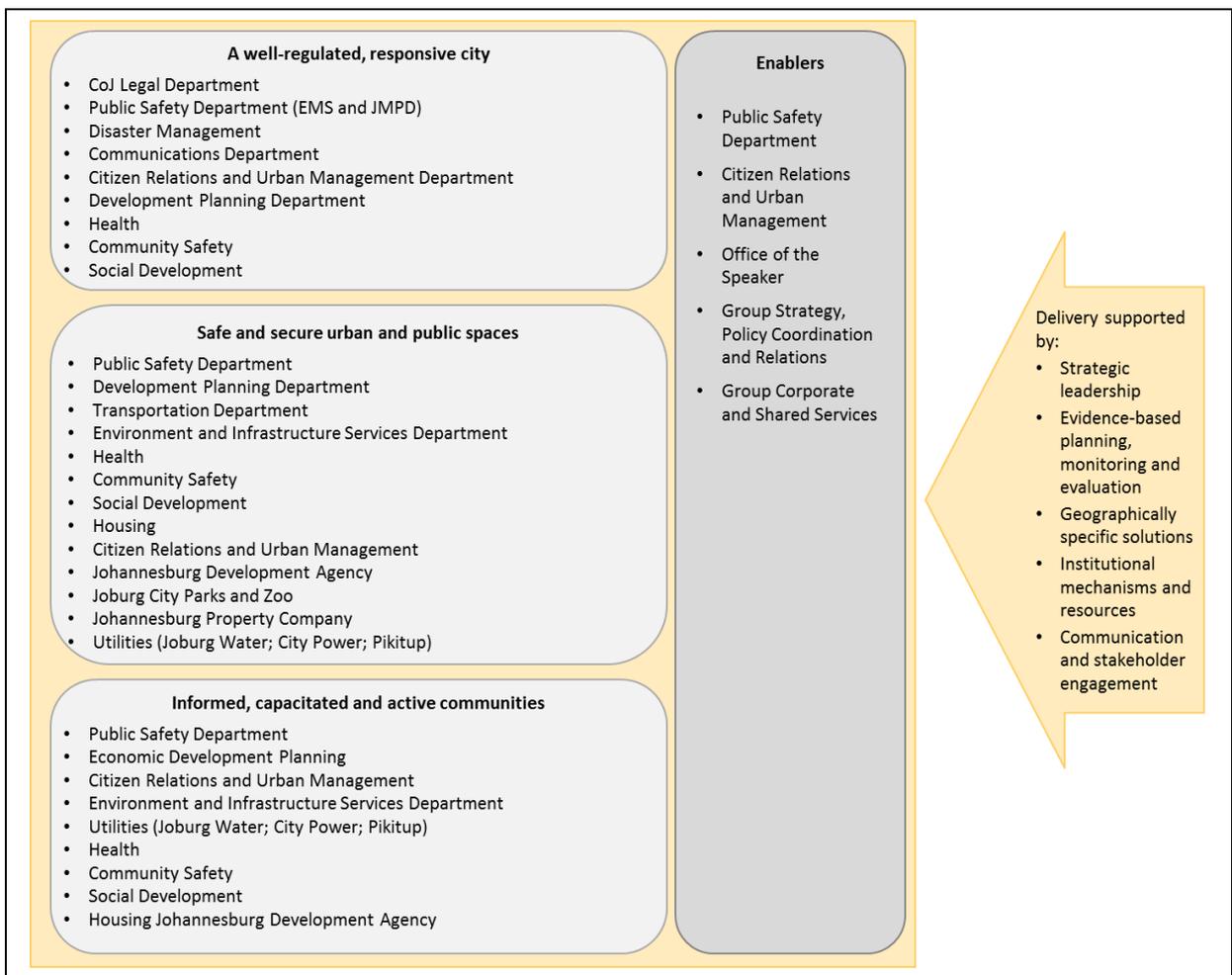
<sup>19</sup> Drawing on insights from the Juarez Citizen Safety and Conviviality Observatory (Cerqueira, 2013)

Requirements	Specifics
	<p>information via this mechanism and other channels into the Safety Observatory (as part of the I<sup>2</sup>OC)</p> <ul style="list-style-type: none"> <li>○ Ongoing monitoring of issues and actioning of items</li> <li>○ Appropriate escalation as required, and periodic evaluation against issues reported</li> </ul>

A strategy of progressive movement from ‘information sharing’ to ‘cooperation’ to ‘collaboration’ is needed for programmes that involve role-players beyond the City (with this view based on the realisation that ‘doing everything at once’, without testing and applying learnings from systems, processes and forums, will result in failure of all).

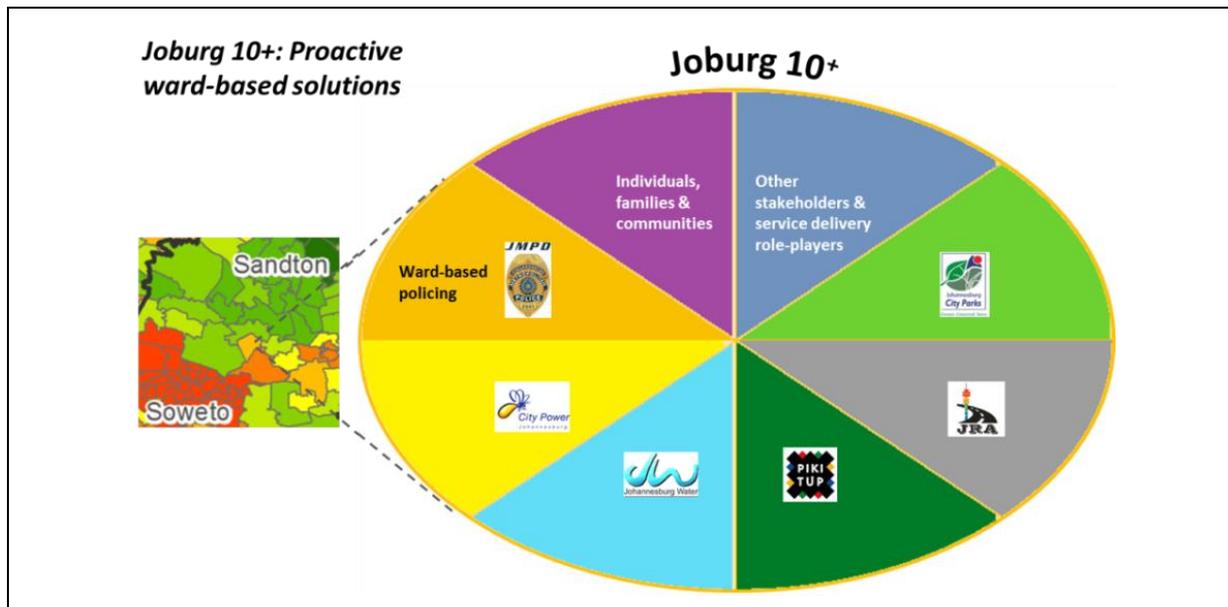
The figure that follows reflects the variety of role-players envisaged as key for delivery across the defined JCSS outcomes and the supporting enablers. The content is not intended to be fully comprehensive, but to rather reflect the reality that delivery on city safety depends on all role-players. External role-players, including citizens, also have a critical role to play in building a safer Johannesburg.

**Figure 10.4.a: Reflecting on CoJ role-players in the context of JCSS outcomes**



One of the key mechanisms through which institutionalisation will take place on the ground – within wards and communities across the city – is via the full and visible roll out of Joburg 10+. This approach is reflected in the diagram below, with each ward supported by ten JMPD officers (referred to by the term ‘Joburg 10’) and an array of CoJ role-players (referred to by the ‘+’ symbol), engaging fully with individuals, households, families, institutions and other service delivery role-players.

**Figure 10.4.b: Joburg 10+ as a mechanism for delivery of ward-based solutions**

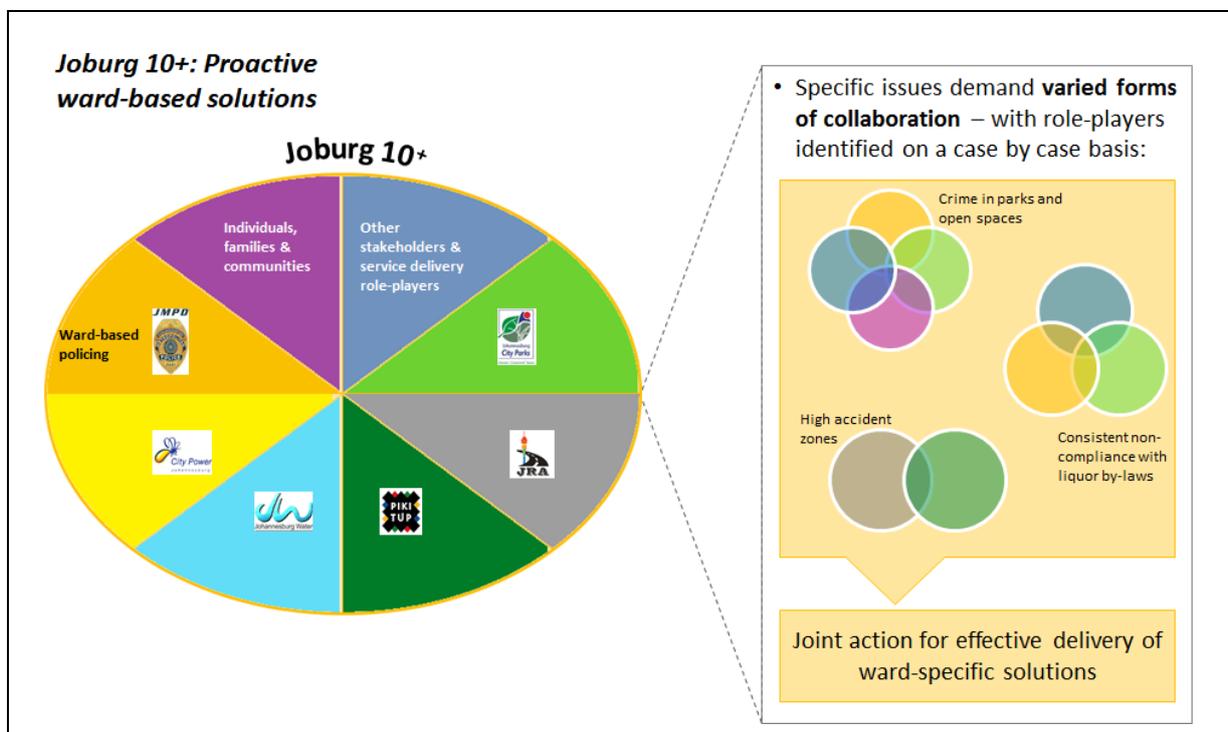


Joburg 10+ brings safety closer to the city’s people through ensuring:

- Planning and improved relationships with communities:
  - Communities are informed of and know their ward-based CoJ role-players, and how to contact them;
  - Communities form part of the Joburg 10+ mechanism – providing support in ward-based solution development and implementation, as appropriate;
  - CoJ role-players within each ward build trust through visible action and responsiveness;
- Improved delivery through joint action - through:
  - Providing a mechanism for consistent interface between CoJ role-players – with all role-players serving as the City’s ‘eyes and ears’ on the ground, identifying risks, incidents and areas for action on a daily basis;
  - Supporting the above through training and the provision of cross-functional ‘checklists’ of ‘safer city’ issues that need to be fed back to ward partners;
- Improved information sharing:
  - Providing the platform for City role-players to channel key information to the relevant delivery role-players within other departments, entities and organisations;

- Enabling all stakeholders within the ward to contribute to ward safety through providing feedback and driving delivery via systems, smart technology, daily communication to the CoJ's I<sup>2</sup>OC, partnerships and ward-specific engagements – with emphasis placed on targeting by-law compliance, identification of environmental risks and hazards, meaningful community engagement, safety audits, crime mapping, joint solution development and the promotion of safe behaviour; and
- Tailored solutions:
  - With collaboration between appropriate role-players identified on a case-by-case basis, on the basis of ward-specific needs (as reflected in the figure below).

**Figure 10.4.c: Joburg 10+ in action**



## 10.5. Communication and stakeholder engagement

Communication (with role-players within the CoJ, and beyond) and stakeholder engagement is critical for sustainable roll out and impactful delivery of the JCSS. To support this, the following will need to be addressed within the implementation process:

- Development and roll out of a communication, public awareness and engagement strategy;
- Ongoing focus on integrated information sharing and two-way engagement with all stakeholders, making use of smart technology, face-to-face mechanisms and the more traditional platforms for engagement;

- Consistent communication linked to stakeholder needs – with information gathering and feedback aligned to identified issues; and
- Ongoing profiling of delivery, via public awareness campaigns and programmes.

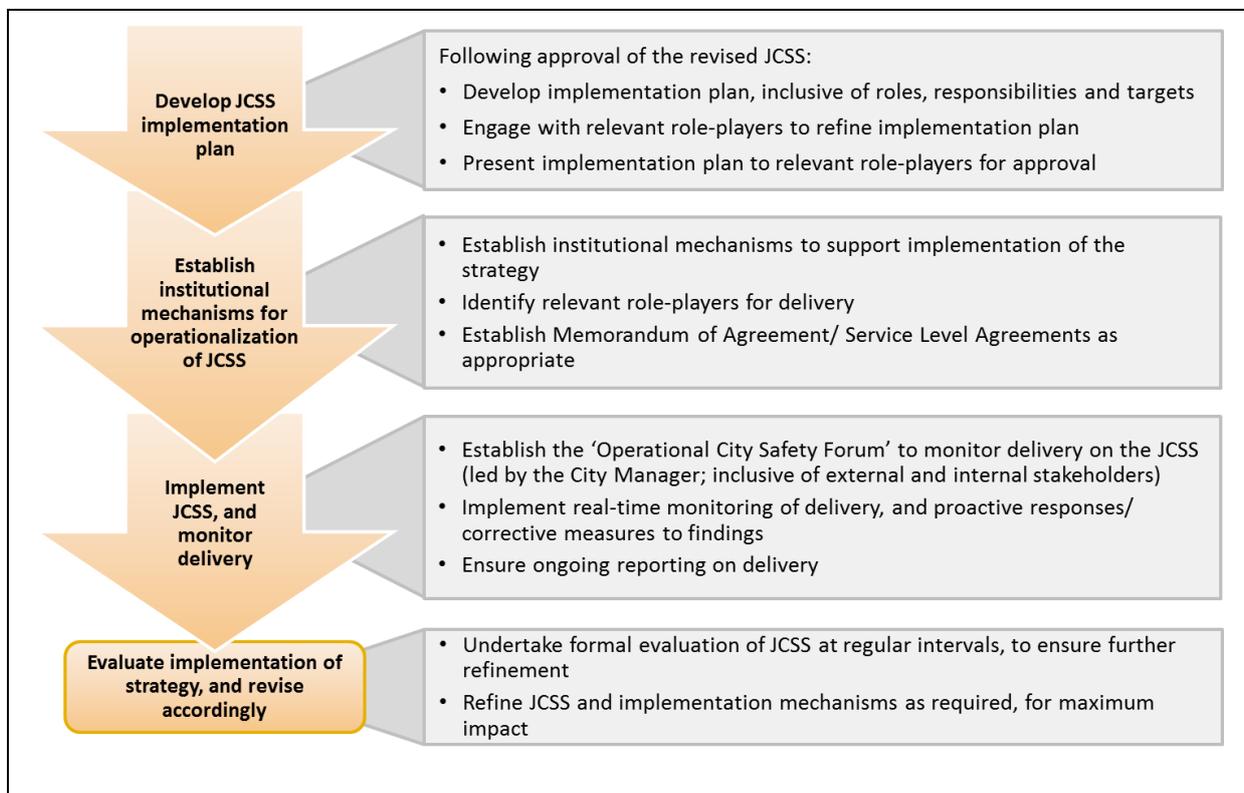
In terms of the first point raised above, public awareness is critical. A comprehensive public awareness and buy-in strategy will need to be implemented to encourage public ownership of the plan and city safety. The full implementation plan and aligned high profile short-term and medium term outcomes will need to be supported by a public awareness campaign, to promote sustainability of the strategy, and ongoing excitement in terms of its potential to deliver.

## 11. WAY FORWARD: STEPS FOR IMPLEMENTATION

The figure below provides an overview of the key steps viewed as necessary to ensure sustainable implementation of the revised JCSS. Beyond the processes associated with ensuring approval of the JCSS, key steps highlighted include:

- Development of a JCSS implementation plan;
- Establishment of institutional mechanisms for operationalisation of the JCSS;
- Implementation of the JCSS, with ongoing monitoring of delivery; and
- Evaluation of implementation, and revision as appropriate.

**Figure 11.a: Key steps for implementation of the revised JCSS**



The City will spearhead implementation of the revised strategy in the Inner City and other key locations in a targeted and geographically tailored manner, with successful implementation and visible results in these areas in the first year of delivery creating 'the tipping point' for full roll out across other city regions. Through concentrated Joburg 10+ delivery by all CoJ role-players – with emphasis on short-term wins – the City aims to bolster the potential for success in respect of medium and long-term solutions.

The box below provides an overview of some of the elements envisaged for delivery within the Inner City, as part of the roll out of the JCSS in the short term.

**Box 11.a: Elements of the JCSS' implementation programme**

Some of the elements that will form part of the City's delivery programme for the Inner City include the following – with these holding the promise of quick wins for city safety:

- In terms of **supporting by-law compliance**:
  - Roll out of simpler processes, forms and information to aid and make compliance 'easier' – with emphasis placed on by-laws deemed to hold the greatest potential to impact the real and perceived experience of city safety
  - Delivery of by-law awareness-building and education programmes, with emphasis on those with greatest impact
  - Direct engagement and information sharing with prosecutors located at the municipal by-law court, to support consistent application of consequences;
- In terms of **safe transport and mobility**:
  - Ensure all road-blocks reflect delivery on JMPD's role as 'Safety Officers', advising drivers of safety practices (e.g. noting risks in terms of vehicle roadworthiness)
  - Target the most unsafe forms of poor driver behaviour and traffic by-law violations, to maximise impact in terms of a reduction in accidents and fatalities
  - Roll out innovative road safety education initiatives that are geographically focused within the Inner City – targeting all road users (including pedestrians)
- In terms of **crime reduction**:
  - Establish and implement an Inner City regional crime reduction plan, drawing on readily available data such as the City's Closed Circuit Television (CCTV) footage
  - Prioritise street robbery reduction strategies within the Inner City, to deliver impact
  - Provide citizens within the Inner City with names and contact details of service providers/ relevant role-players within the region – ensuring visibility of contact details at key locations
- In terms of **emergency services**:
  - Ensure appropriate Inner City related capacity to improve delivery by 'first responders' – making optimal use of the golden hour (taking advantage of partnerships where necessary, to ensure this is realised)

### **Box 11.a: Elements of the JCSS' implementation programme (contd.):**

- In terms of **risk and disaster mitigation and management:**
  - Establish a preliminary Disaster Risk Mitigation Plan focused on the Inner City
  - Support initial implementation through delivering education outreach programmes and disaster readiness training with community members and leaders operating within the Inner City, and within vulnerable operations such as Inner City crèches, schools and care facilities
- In terms of **situational crime prevention:**
  - Implement technology-based crime mapping and safety analysis – taking advantage of the rich data available via the Inner City's CCTV platform
  - Implement quick-win mechanisms and checks and balances to ensure non-deviation from safe design guidelines (CPTED) in all of the design, planning and development processes relating to the Inner City
- In terms of the **maintenance and management of the public environment, infrastructure and facilities:**
  - Target the roll out of priority place-making programmes focussed on surveillance, safety and improved use, to foster excitement through visible impact
- In terms of **tailored safety initiatives to support transformation projects:**
  - Ensure visible policing within targeted Inner City areas prioritised on the basis of crime pattern analysis, and increased use of pedestrian and non-motorised modes of transport (e.g. via the introduction of foot patrols)
- In terms of **risk prevention, and rehabilitation of youth and children at risk:**
  - Provide targeted children and youth development programmes in community facilities within the Inner City
  - Provide communities and the youth with opportunities to shape their local spaces (e.g. via Jozi@Work)
- In terms of **community-based health and capacity for violence prevention:**
  - Provide counselling for those affected by violence

Implementation of the revised JCSS will hinge on all within the city playing a role in ensuring delivery. This necessitates the establishment of institutionalisation mechanisms that foster excitement, build confidence in the ability of all role-players to deliver, and convey the message that city safety is a non-negotiable priority for all. It also requires an unwavering commitment from all within the CoJ, and beyond, to the vision of safe Johannesburg.

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## ANNEXURE 1: ROUNDTABLE DISCUSSION PARTICIPANTS

The tables that follow detail the organisations represented in each of the three roundtable discussions held, in support of the revision of the JCSS.

**Table 1: Roundtable with safety experts**

<b>Organisation represented</b>
Centre for Justice and Crime Prevention
CoJ – City Parks and Zoo
CoJ – Disaster Management
CoJ – Emergency Management Services
CoJ – Group Strategy, Policy Coordination and Relations
CoJ – Public Safety Department
David Bruce – Independent Researcher
Gauteng Department of Community Safety
Gauteng Department of Economic Development – Liquor Board
Gauteng Forensic Pathology Service
Gun Free South Africa
Human Sciences Research Council
Institute for Security Studies
Local Government Action
Soul City
South African Police Service - Randburg

**Table 2: Roundtable discussion with senior representatives from the City Group**

<b>Organisation represented</b>
City Power
Community Development
Corporate Geo-Informatics (CGIS)
Development Planning
Group Strategy, Policy Coordination and Relations
Johannesburg Development Agency
Johannesburg Roads Agency
Public Safety Department

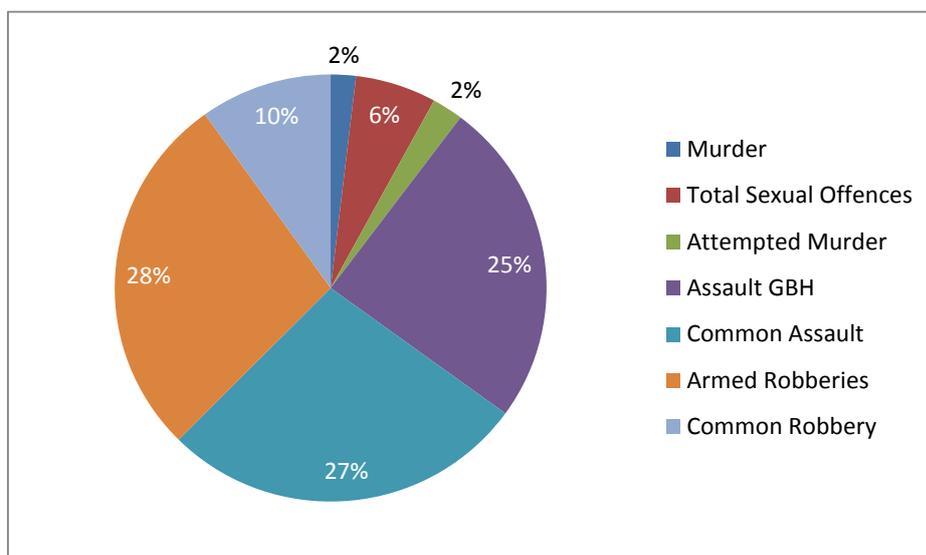
**Table 3: Roundtable discussion with senior Department of Public Safety representatives**

<b>Organisation represented</b>
Disaster Management
Emergency Management Services
Johannesburg Metropolitan Police Department
Public Safety Department – Head

## ANNEXURE 2: ANALYSIS OF CITY STATISTICS ACROSS SPECIFIC CRIME CATEGORIES

The figure below reflects the percentage contribution of different categories of crime to the total set of ‘violent crime’ in Johannesburg, as recorded by the SAPS. What is evident is that, while the largest driver of the violent crime rate at a national and provincial level is assault and common or serious assault, Johannesburg’s largest single violent crime category is aggravated (armed) robberies, making up 28% of all violent crime. This is followed closely by the categories of ‘common assault’ and Assault GBH.

**Figure 1: Crime category contribution (by %) to violent crime in Johannesburg**



Some of the specifics in terms of the above categories, and the categories of drug-related crime and driving under the influence of alcohol, are detailed below.

### Murder:

After a 20-year decline, South Africa’s murder rate and the number of murders recorded has now increased for a second consecutive year. The 2013/14 national murder rate is 32.2 per 100 000<sup>20</sup> (an increase of 3.5% from 2012/13), while the latest Gauteng murder rate shows a large increase of 9.2% (shifting from 24 to 26.2 murders per 100 000, between 2012/13 and 2013/14).

In contrast, the murder rate for Johannesburg<sup>21</sup> 2013/14 is 26.8 murders per 100 000. Seventeen (40%) of Johannesburg’s 43 police

#### Total number of people murdered in 2013/2014:

Country:	17068
Province:	3333 (19.5% of country total)
City:	1250 (37.5% of provincial total)

#### Top 5 Johannesburg murder stations (number of murders; % of city total):

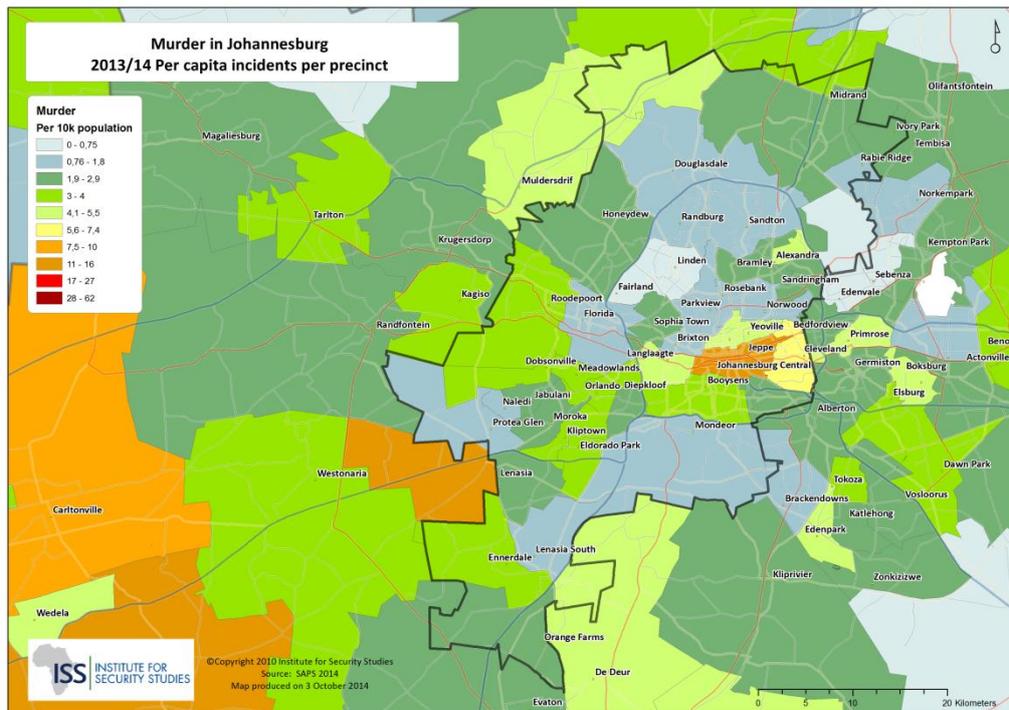
Roodepoort precinct:	94 (7.5%)
Ivory Park precinct:	80 (6.4%)
Jeppe precinct:	79 (6.3%)
Alexandra precinct:	78 (6.2%)
Hillbrow precinct:	67 (5.4%)

<sup>20</sup> Calculated using Stats SA’s 2013 mid-year estimates

<sup>21</sup> Based on crime statistics drawn from the 43 identified stations

station stations have a murder rate<sup>22</sup> higher than the provincial average. Three stations had a murder rate more than double the provincial or city average: Johannesburg Central (122 per 100 000); Jeppe (118 per 100 000); Cleveland (67 per 100 000). The map below reflects the distribution of per capita cases recorded across the various precincts located within the city.

**Map 1: Distribution of per capita incidents per precinct – in respect of murder**



Better policing may do very little to prevent this kind of violence, as most murder (around 65%), attempted murder and rape cases involve a known perpetrator. Alcohol and drug abuse are some of the social conditions at the root of these crimes. By-law enforcement of taverns and other liquor outlets, in addition to improved liquor regulation, could play an important role in curbing alcohol abuse that can contribute to interpersonal violence. Between 15% and 25% of murders and attempted murders result from aggravated robbery, while intergroup conflict (e.g. gang or taxi violence and vigilantism) make up the rest.

<sup>22</sup> The ISS based the police precinct population figures on the small area population data released by Stats SA after completion of the 2011 Census. Station-level murder rates cannot be calculated at this stage for all the years in the past decade, as information used to calculate annual station level population size is not available. The 2013 population figures used for the 2013/14 crime rate calculations are derived from the district level growth rate between 2011 and 2013, as found in Stats SA's 2013 mid-year population estimates.

## Assault with the intent to inflict grievous bodily harm (Assault GBH):

Almost a quarter of all serious assaults in 2013/14 (22.7%) took place in Gauteng. Gauteng incidents dropped by 23.2% in the past ten years, from 54 134 in 2004/05 (when the Gauteng rate of 589.9 was significantly higher than the national rate of 535.3), to 41 581 in 2013/14 – or 326.7 serious assaults per 100 000 population. As noted above, this is not necessarily a true reflection of assaults, given the factors that impact reporting. Of the 43 Johannesburg stations, 15 have an Assault GBH rate higher than the provincial average of 326.7 per 100 000 population.

### Total number of people seriously assaulted in 2013/2014:

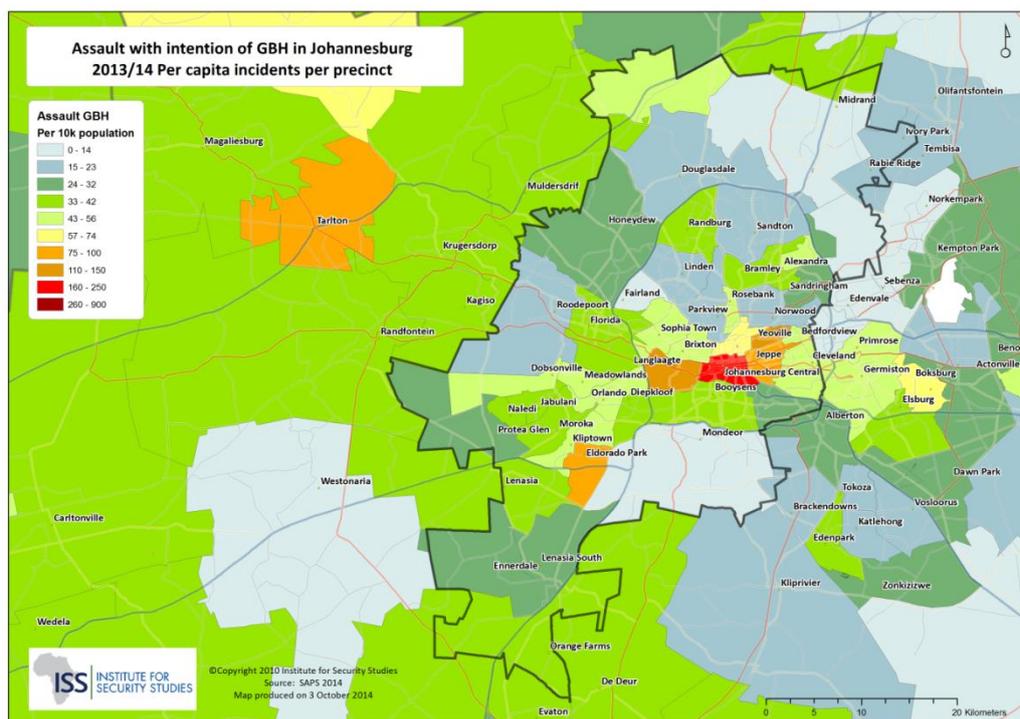
Country:	183 173
Province:	41 581 (22.7% of country)
City:	16 410 (39.5% of province)

### Top 5 Assault GBH stations (number of incidents; % of city total):

Hillbrow precinct:	1 030 (2.5%)
Moroka precinct:	946 (2.3%)
Alexandra precinct:	928 (2.2%)
Jhb Central precinct:	813 (2.0%)
Dobsonville precinct:	737 (1.8%)

While the above reflects the top five Assault GBH stations, a varied view arises in terms of the Assault GBH rate. Three stations had a serious assault rate more than three times the provincial average. These are: Johannesburg Central (1 508 per 100 000); Yeoville (1 189 per 100 000); Langlaagte (996 per 100 000). The map below reflects the distribution of per capita Assault GBH incidents across the city.

**Map 2: Distribution of per capita Assault GBH incidents across precincts**



## Total sexual offences:

As noted above, the category of ‘total sexual offences’ is considered to be largely meaningless, given that it includes a diverse array of offences ranging from sex work to rape. Given this, even though there was a 10.3% decline in the number of sexual offences recorded in Gauteng in the last financial year, it is not clear what percentage of this is linked to very serious crime sub-categories such as rape – or what shifts have taken place in terms of patterns of rape, or reporting thereof. Similarly, little meaningful information can be drawn

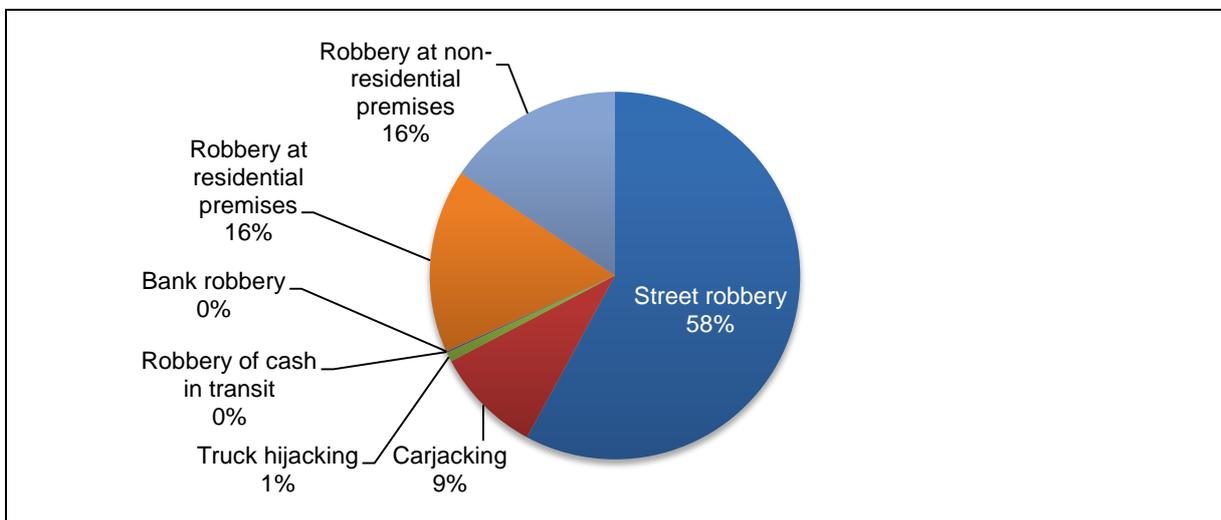
from Johannesburg-specific data. Nationally, the SAPS views reported cases of rape as ‘stabilised’, with a 3% decrease in cases since 2008/9 (a shift from 47 588 cases, to 46 253 cases in 2013/14). The Medical Research Council estimates that only one in nine rapes is reported to the police, with the actual number of rapes in South Africa – and in Johannesburg – therefore estimated to be significantly higher than official numbers.

**Aggravated robbery:**

The SAPS records such cases when perpetrators armed with a weapon threaten or use violence against their victims in order to steal their belongings as “aggravated robbery”. Cases where the victim does not see a weapon on the perpetrator are recorded as ‘common robbery’. The SAPS refers to such crimes as ‘violent property crimes’. Robberies represent a particularly feared form of violent crime as relatively organised armed gangs or individuals target commuters, homes or business premises and directly threaten or use violence in order to steal valuables. This almost always results in severe trauma. Where victims resist or fail to cooperate, the likelihood of injury or death is often high. Other crimes such as rape and indecent assault can also occur during these attacks.

The aggravated robbery category is comprised of seven sub-categories, including: street robbery; robbery at residential premises (residential or house robbery); robbery at non-residential premises (business robbery); carjacking; truck-hijacking; cash-in-transit (CIT) robbery; and bank robbery. Details in respect of some of these sub-categories are included below. About six in ten recorded robberies are street robberies. Three in ten are either house or business robberies (16% of aggravated robberies each). Most of the last 10% are hijackings.

**Figure 2: Breakdown of aggravated robbery incidents in South Africa**



Aggravated robberies increased significantly between 2012/13 and 2013/14, with 13 463 additional cases reported nationally (i.e. an average increase of 37 additional cases every day). The Gauteng trend in aggravated robbery was worse than the national trend, with the 2013/14 figures representing an 18.9% increase in one year. The total of all aggravated robberies across the 43 Johannesburg-specific police stations amounted to 18 384 – 43.1% of the provincial total.

Aggravated robberies and specifically street robberies, business robberies and hijackings, occur while victims are travelling, commuting, doing business shopping or working. These crimes occur mostly in those precincts that include major transport routes or large business nodes. Such precincts have a high daytime population, with many members of this population residing elsewhere. As such, there is little value in calculating the aggravated robbery rates, as they are based on night-time populations i.e. the census counts residents sleeping in the area at night and not populations present in the area during the day. Specifics in terms of the most prevalent aggravated robbery trends are included below – with these crimes viewed as important for policy makers, given that they drive public fear and have far-reaching economic implications.

**Total number of people victims of aggravated robbery in 2013/2014:**

Country:	119 351
Province:	42 646 (35.7% of country)
City:	18 384 (43.1% of province)

**Top five aggravated robbery stations (number of incidents; % of city total):**

Jhb Central precinct:	1 122 (6.1%)
Honeydew precinct:	1 008 (5.5%)
Hillbrow precinct:	839 (4.6%)
Roodepoort precinct:	808 (4.4%)
Sandton precinct:	690 (3.8%)

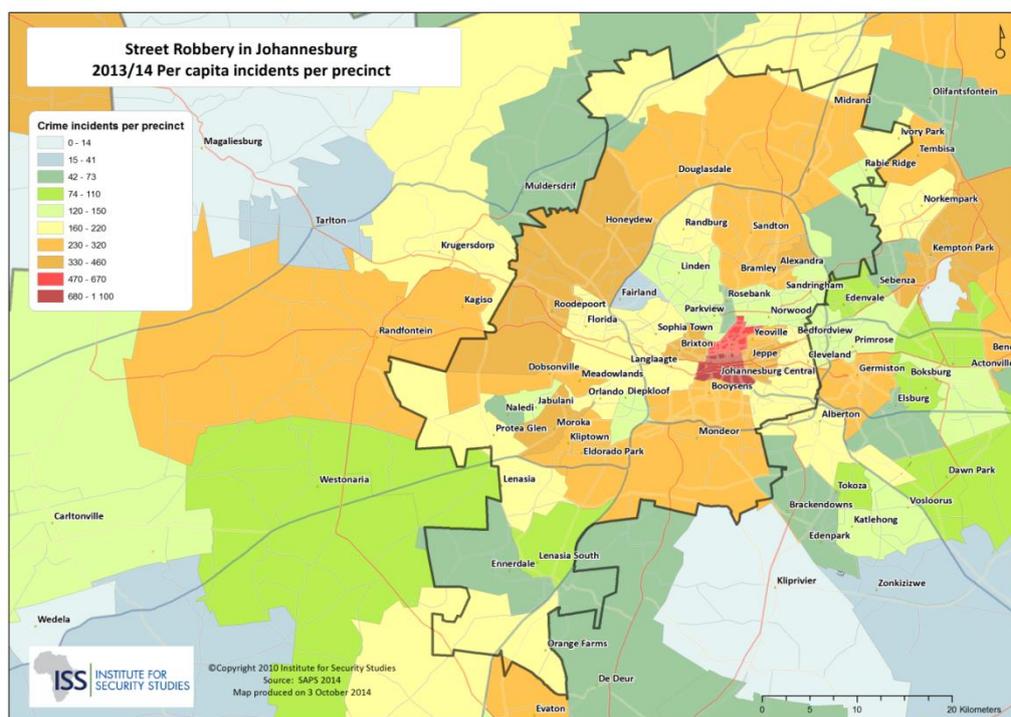
Street robbery

Street-robbery primarily affects the poor and working classes, given that it typically occurs while people travel to and from work, school or shops. This crime most often happens in quiet streets or overgrown areas as people make their way to or from transport nodes (e.g. taxi ranks bus and train stations). After decreasing by 42.3 % between 2004/05 and 2011/12, the national records of street robberies reflected a 4.4% increase in 2012/13, and a substantial 14.2% increase in 2013/14. One third of street robberies were recorded in Gauteng in 2013/14, with 44% of this (9 950 street robberies) estimated as taking place within Johannesburg. The SAPS do not report on this crime category, but figures can be inferred on a national and provincial level, with rough estimation at a municipal level. Station level inferences are more problematic, as fewer robbery categories are published for stations<sup>23</sup>.

The map below depicts the distribution of per capita incidents of street robbery per precinct.

<sup>23</sup> Street robberies, bank robberies and cash-in-transit robberies are not included in the station precinct statistics

**Map 3: Distribution of per capita street robbery incidents across precincts**



**House robbery**

House robberies are one of the so-called ‘trio crimes’, together with hijackings and non-residential (primarily business) robberies. These crimes fundamentally drive fear amongst the public as an increasing number of people start to feel less safe on the streets, in their homes, and at their places of work. At a national level, recorded house robberies had increased by 105% in the past decade. Gauteng residents are more at risk than persons in other provinces, with 38.7% of all incidents taking place in Gauteng in 2013/14. Johannesburg residents are particularly at risk, as 43.7% of the province’s house robberies were recorded by the 43 police stations that cover the largest part of Johannesburg. The annual change reflected an increase of 8.4% (253 additional incidents, compared to the 2 997 incidents reported in 2012/13).

Honeydew (391) and Sandton (223) precincts recorded the highest number of incidents. A different picture emerges when the house robbery rate is calculated per precinct based on the size of the night-time population residing in each precincts, as per the table below. With this revised calculation, Parkview has the highest house robbery rate (284.1), followed by Rosebank (274.2) and Cleveland (233.0). Sandton is fifth highest, with a rate of 198.0 per 100 000 population.

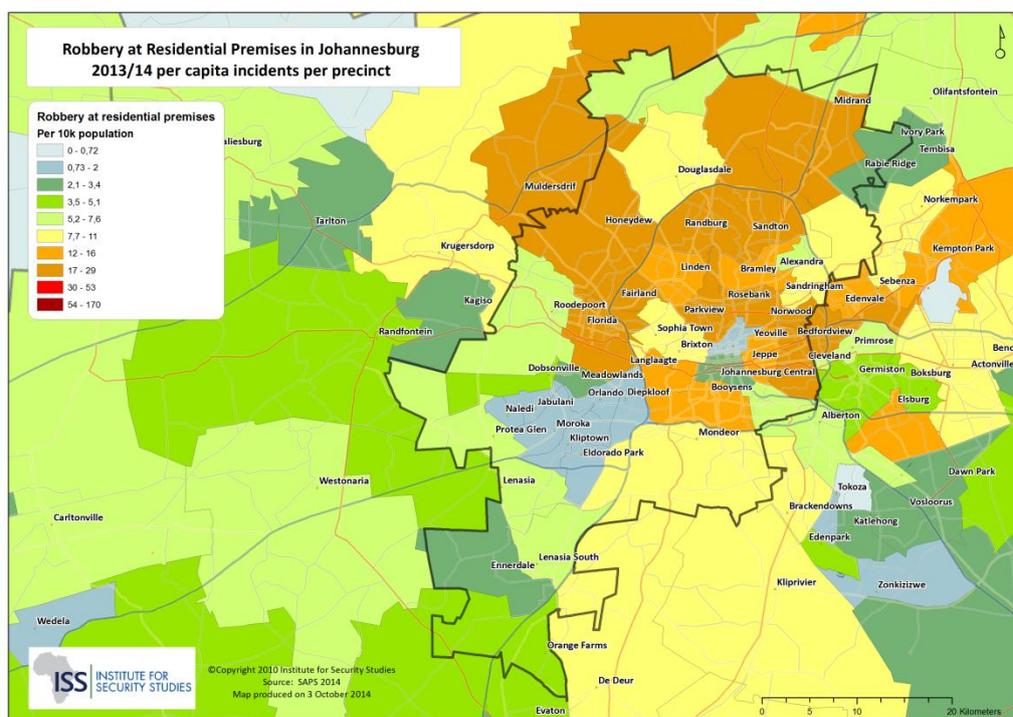
**Table 1: Top 20 precincts according to highest house robbery rates per 100 000<sup>24</sup>**

Station	RRP Rate 1314
Parkview	2841
Rosebank	2742
Cleveland	2330
Fairland	2295
Sandton	1988
Randburg	1834
Midrand	1819
Norwood	1789
Florida	1738
Honeydew	1680

Station	RRP Rate 1314
Linden	1384
Jeppie	1161
Langlaagte	1141
Yeoville	1129
Bramley	1105
Douglasdale	1027
Brixton	990
Sandringham	950
Mondeor	923
Sophia Town	921

The above is reflected further in the map of per capita rates across the various precincts.

**Map 4: Distribution of house robbery incidents across precincts**



**Business robbery**

The category of ‘business robbery’ relates to cases where organised or semi-organised armed gangs target business premises and directly threaten or use violence against owners, managers, employees and customers in order to steal valuables. This can result in severe trauma or injury to victims, and sometimes even death. This differs from burglaries in which thieves break into premises while they are closed and there is no direct confrontation between perpetrators and victims.

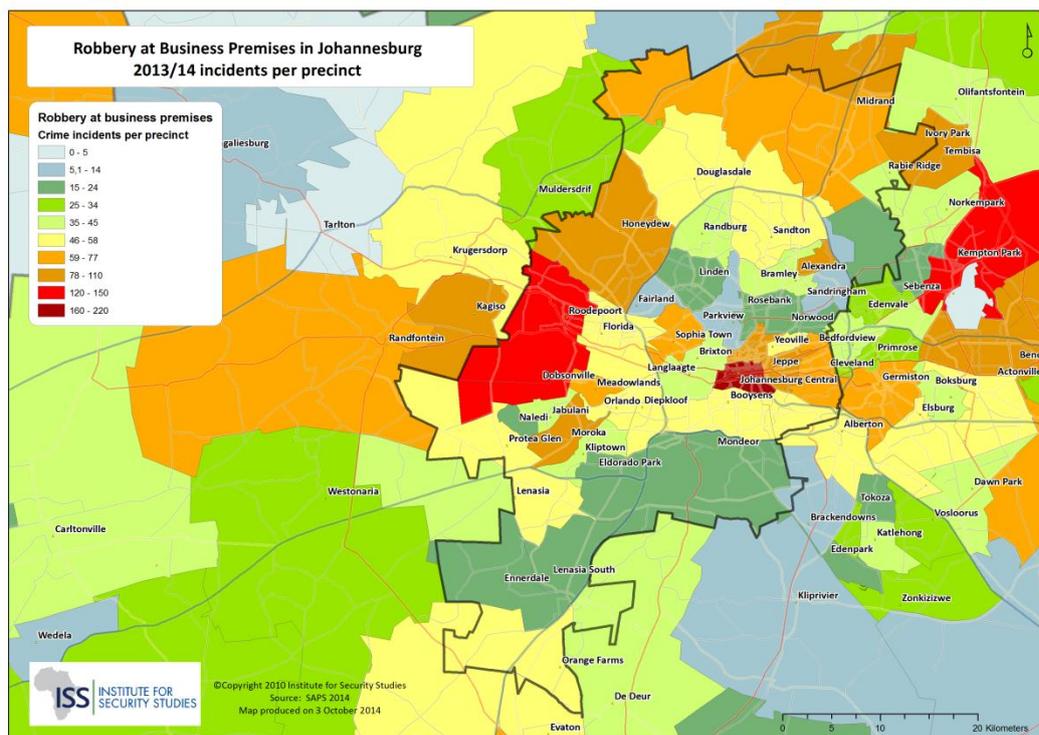
<sup>24</sup> Calculated based on high-time population residing in each precinct

The national crime statistics for the 2013/14 financial year reflect the heavy burden crime places on business. The statistics show a 13.7% increase in robberies at business premises, when compared with the previous year – and an overall increase of 461% since 2004/05. A third of the country’s recorded robberies in 2013/14 (32.4% or 6 026 incidents) took place in Gauteng, with this representing a 20.6% increase since 2012/13. According to the SAPS, criminals are increasingly targeting small and medium-sized enterprises.

In terms of the 43 Johannesburg precincts, 2 410 incidents were recorded in 2013/14 – meaning that on average, seven businesses across the city are attacked on a daily basis. This represents a 12.8% increase on the previous year’s figures. The central business district serviced by the Johannesburg central police station recorded the most incidents in 2013/14 (215 incidents), followed by Roodepoort (149 business robberies) and Dobsonville (130 business robberies).

The map that follows provides an overview of the distribution of business robbery incidents reported across the city’s various precincts.

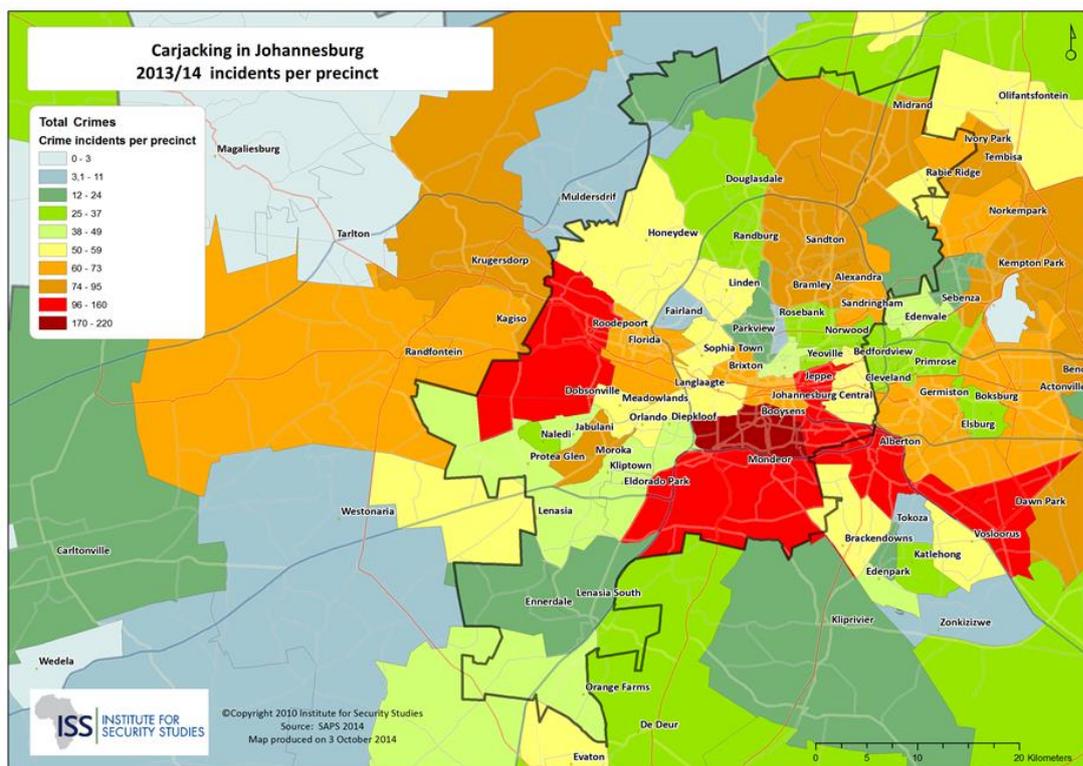
**Map 5: Distribution of business robbery incidents across precincts**



### Hijackings

In 2013/14, the number of vehicle hijackings recorded on a national level increased by 12.3% to 11 221 incidents. More than half of the country’s hijackings (54%) take place in Gauteng. Hijackings in the 43 Johannesburg precincts increased by 19.9% between 2012/13 and 2013/14 – with 23.3% of the country’s hijackings, and 53% of the province’s hijackings, therefore recorded across these precincts. The top three precincts included Booyensens (224), Moffatview (157) and Roodepoort (138).

**Map 6: Distribution of per capita carjacking incidents across precincts**



**Drug-related crime and driving under the influence of alcohol:**

Drug-related crimes have increased nationally by 210% over the last decade – shifting from 84 001 in 2004/05 to 260 732 in 2013/14. In Gauteng, these crimes increased by 597% between 2004/05 and 2013/14 – shifting from 10 722 to 74 713. In the past year, a 95% increase was recorded in the province – with a shift from 38 159 cases in 2012/13 to 74 713 cases in 2013/14 (in contrast with the national increase of 26%). Recorded incidents of drug-related crimes in Johannesburg increased by 131.5% in the last year (from 11 800 to 27 316 incidents). It should be noted that the above statistics are not a reflection of the prevalence of drug abuse in the city, as the statistics are primarily dependent on police action – and are mostly the result of police operations such as patrol search and seizures or roadblocks. What is interesting to note is that the substantial increased focus on policing drugs in Johannesburg has not had any impact in reducing violent crime.

In terms of the volume of cases linked to driving under the influence, a national increase of 133% was recorded over the ten year period from 2004/05 to 2013/14 (a shift from 29 927 cases to 69 757 cases). In Gauteng, a 294% increase was noted for the same period (from 6 619 to 26 100), while the last year saw a 20% in a single year (in contrast with a national decrease of 2%). Records of the number of cases relating to ‘driving under the influence’ in Johannesburg reflect a 30.5% increase in one year (from 11 361 incidents in 2012/13 to 14 827 incidents in 2013/14).

### ANNEXURE 3: INTERFACE BETWEEN SAPS PRECINCTS AND COJ WARDS

SAPS precinct ID	SAPS precinct name	Precinct area in hectares	Ward number	Ward area in hectares	Intersect area in hectares	% of ward in SAPS precinct
114	Alexandra	755.520	32	5581.097	32.225	4.27
114	Alexandra	755.520	75	63.959	63.959	8.47
114	Alexandra	755.520	76	53.883	53.883	7.13
114	Alexandra	755.520	91	1029.614	77.782	10.30
114	Alexandra	755.520	105	330.641	316.357	41.87
114	Alexandra	755.520	107	41.644	41.644	5.51
114	Alexandra	755.520	108	79.251	52.733	6.98
114	Alexandra	755.520	109	1120.429	57.557	7.62
114	Alexandra	755.520	116	54.826	54.822	7.26
122	Brackendowns	4317.771	23	5308.524	437.641	10.14
124	Bramley	2333.572	74	1347.029	448.392	19.21
124	Bramley	2333.572	81	1297.048	168.717	7.23
124	Bramley	2333.572	90	1361.317	577.466	24.75
124	Bramley	2333.572	91	1029.614	827.125	35.44
124	Bramley	2333.572	103	2034.052	45.557	1.95
124	Bramley	2333.572	108	79.251	26.518	1.14
124	Bramley	2333.572	109	1120.429	239.793	10.28
127	Brixton	1139.716	58	789.179	352.867	30.96
127	Brixton	1139.716	60	572.460	38.779	3.40
127	Brixton	1139.716	68	1761.296	55.977	4.91
127	Brixton	1139.716	69	755.356	512.713	44.99
127	Brixton	1139.716	87	926.657	96.031	8.43
127	Brixton	1139.716	88	1762.361	83.348	7.31
128	Cleveland	2423.435	57	3157.149	1150.021	47.45
128	Cleveland	2423.435	65	462.861	290.766	12.00
128	Cleveland	2423.435	66	854.687	129.730	5.35
128	Cleveland	2423.435	118	971.937	837.478	34.56
133	De Deur	26538.743	6	3500.215	2289.788	8.63
135	Diepkloof	1437.065	24	1175.344	485.312	33.77
135	Diepkloof	1437.065	26	229.315	229.307	15.96
135	Diepkloof	1437.065	27	135.573	135.573	9.43
135	Diepkloof	1437.065	28	202.711	175.622	12.22
135	Diepkloof	1437.065	29	580.516	93.031	6.47
135	Diepkloof	1437.065	125	3596.118	307.954	21.43
136	Dobsonville	2705.053	44	619.189	169.708	6.27
136	Dobsonville	2705.053	47	231.816	154.965	5.73
136	Dobsonville	2705.053	48	313.526	300.171	11.10
136	Dobsonville	2705.053	50	340.382	340.330	12.58
136	Dobsonville	2705.053	53	7063.830	1261.558	46.64
136	Dobsonville	2705.053	129	458.198	458.168	16.94
137	Douglasdale	7525.449	94	3229.717	758.438	10.08
137	Douglasdale	7525.449	96	10000.351	4096.181	54.43
137	Douglasdale	7525.449	100	1906.056	313.292	4.16
137	Douglasdale	7525.449	101	1352.578	384.957	5.12
137	Douglasdale	7525.449	106	2625.334	466.732	6.20
137	Douglasdale	7525.449	115	1550.751	1462.672	19.44
145	Eldorado Park	1947.722	9	1292.389	49.422	2.54
145	Eldorado Park	1947.722	17	407.532	318.306	16.34
145	Eldorado Park	1947.722	18	577.936	574.034	29.47
145	Eldorado Park	1947.722	119	1813.798	776.518	39.87
145	Eldorado Park	1947.722	122	6351.638	204.425	10.50
147	Ennerdale	7478.542	6	3500.215	807.283	10.79

SAPS precinct ID	SAPS precinct name	Precinct area in hectares	Ward number	Ward area in hectares	Intersect area in hectares	% of ward in SAPS precinct
147	Ennerdale	7478.542	7	889.369	765.985	10.24
147	Ennerdale	7478.542	8	2053.290	613.448	8.20
147	Ennerdale	7478.542	121	5136.302	5024.844	67.19
151	Fairland	1239.953	88	1762.361	397.910	32.09
151	Fairland	1239.953	89	1012.327	407.680	32.88
151	Fairland	1239.953	98	1167.837	433.558	34.97
152	Florida	4768.868	70	3438.808	3012.580	63.17
152	Florida	4768.868	82	630.853	68.352	1.43
152	Florida	4768.868	84	1161.999	352.886	7.40
152	Florida	4768.868	85	1530.172	612.916	12.85
152	Florida	4768.868	86	1065.140	550.764	11.55
152	Florida	4768.868	88	1762.361	53.167	1.11
152	Florida	4768.868	89	1012.327	106.359	2.23
160	Hillbrow	991.004	59	22.721	11.449	1.16
160	Hillbrow	991.004	60	572.460	286.268	28.89
160	Hillbrow	991.004	62	20.751	20.751	2.09
160	Hillbrow	991.004	63	29.300	29.300	2.96
160	Hillbrow	991.004	64	139.812	81.189	8.19
160	Hillbrow	991.004	67	467.101	379.676	38.31
160	Hillbrow	991.004	73	1006.314	106.257	10.72
160	Hillbrow	991.004	87	926.657	28.498	2.88
160	Hillbrow	991.004	123	219.071	46.542	4.70
161	Honeydew	10750.376	89	1012.327	498.289	4.64
161	Honeydew	10750.376	97	4711.527	4549.488	42.32
161	Honeydew	10750.376	98	1167.837	143.419	1.33
161	Honeydew	10750.376	100	1906.056	1591.089	14.80
161	Honeydew	10750.376	101	1352.578	955.621	8.89
161	Honeydew	10750.376	114	1705.483	1705.360	15.86
161	Honeydew	10750.376	126	1176.854	1176.854	10.95
162	Ivory Park	1729.825	77	273.678	265.038	15.32
162	Ivory Park	1729.825	78	216.887	216.887	12.54
162	Ivory Park	1729.825	79	228.335	228.333	13.20
162	Ivory Park	1729.825	92	3871.017	364.946	21.10
162	Ivory Park	1729.825	110	3271.956	43.673	2.52
162	Ivory Park	1729.825	111	408.831	408.357	23.61
163	Jabulani	1057.087	21	250.906	119.199	11.28
163	Jabulani	1057.087	34	319.884	220.052	20.82
163	Jabulani	1057.087	46	343.653	338.741	32.04
163	Jabulani	1057.087	47	231.816	70.515	6.67
163	Jabulani	1057.087	48	313.526	13.354	1.26
163	Jabulani	1057.087	51	200.606	200.605	18.98
163	Jabulani	1057.087	52	217.031	74.187	7.02
164	Jeppe	1265.393	57	3157.149	226.600	17.91
164	Jeppe	1265.393	61	255.871	255.871	20.22
164	Jeppe	1265.393	65	462.861	172.058	13.60
164	Jeppe	1265.393	66	854.687	421.391	33.30
164	Jeppe	1265.393	118	971.937	16.458	1.30
164	Jeppe	1265.393	123	219.071	159.874	12.63
165	Jhb Central	1315.494	57	3157.149	152.710	11.61
165	Jhb Central	1315.494	58	789.179	150.210	11.42
165	Jhb Central	1315.494	60	572.460	247.256	18.80
165	Jhb Central	1315.494	124	1770.596	740.605	56.30
171	Kliptown	1899.040	9	1292.389	93.385	4.92
171	Kliptown	1899.040	10	1005.021	76.392	4.02
171	Kliptown	1899.040	11	644.519	460.206	24.23
171	Kliptown	1899.040	17	407.532	89.227	4.70

SAPS precinct ID	SAPS precinct name	Precinct area in hectares	Ward number	Ward area in hectares	Intersect area in hectares	% of ward in SAPS precinct
171	Kliptown	1899.040	19	366.244	141.051	7.43
171	Kliptown	1899.040	22	399.730	399.114	21.02
171	Kliptown	1899.040	24	1175.344	344.017	18.12
171	Kliptown	1899.040	25	431.908	285.882	15.05
174	Langlaagte	1785.547	29	580.516	53.532	3.00
174	Langlaagte	1785.547	54	1830.208	28.820	1.61
174	Langlaagte	1785.547	58	789.179	286.102	16.02
174	Langlaagte	1785.547	68	1761.296	1414.415	79.21
176	Lenasia	3625.196	8	2053.290	1324.840	36.55
176	Lenasia	3625.196	9	1292.389	1149.457	31.71
176	Lenasia	3625.196	10	1005.021	683.852	18.86
176	Lenasia	3625.196	122	6351.638	446.946	12.33
177	Lenasia South	4366.894	7	889.369	123.384	2.83
177	Lenasia South	4366.894	8	2053.290	114.745	2.63
177	Lenasia South	4366.894	120	2159.198	2145.396	49.13
177	Lenasia South	4366.894	121	5136.302	108.942	2.49
177	Lenasia South	4366.894	122	6351.638	1847.524	42.31
178	Linden	2691.095	88	1762.361	133.319	4.95
178	Linden	2691.095	98	1167.837	590.860	21.96
178	Linden	2691.095	99	875.436	875.436	32.53
178	Linden	2691.095	102	1636.985	492.828	18.31
178	Linden	2691.095	104	1778.072	281.790	10.47
178	Linden	2691.095	117	1189.958	312.023	11.59
185	Meadowlands	1048.506	38	347.494	56.206	5.36
185	Meadowlands	1048.506	39	384.252	87.550	8.35
185	Meadowlands	1048.506	40	175.847	175.847	16.77
185	Meadowlands	1048.506	41	175.806	175.806	16.77
185	Meadowlands	1048.506	42	174.198	174.198	16.61
185	Meadowlands	1048.506	43	186.436	186.404	17.78
185	Meadowlands	1048.506	45	186.572	180.104	17.18
187	Midrand	13553.772	92	3871.017	2272.630	16.77
187	Midrand	13553.772	93	3070.656	1368.805	10.10
187	Midrand	13553.772	94	3229.717	2467.699	18.21
187	Midrand	13553.772	110	3271.956	2340.745	17.27
187	Midrand	13553.772	112	5421.066	4993.732	36.84
188	Mondeor	13741.149	23	5308.524	4870.423	35.44
188	Mondeor	13741.149	24	1175.344	333.437	2.43
188	Mondeor	13741.149	54	1830.208	857.920	6.24
188	Mondeor	13741.149	119	1813.798	1037.276	7.55
188	Mondeor	13741.149	122	6351.638	3843.053	27.97
188	Mondeor	13741.149	125	3596.118	2612.460	19.01
189	Moroka	2325.825	10	1005.021	72.045	3.10
189	Moroka	2325.825	11	644.519	169.173	7.27
189	Moroka	2325.825	12	235.949	235.811	10.14
189	Moroka	2325.825	15	180.806	180.806	7.77
189	Moroka	2325.825	16	266.006	258.936	11.13
189	Moroka	2325.825	19	366.244	225.192	9.68
189	Moroka	2325.825	33	307.939	306.747	13.19
189	Moroka	2325.825	34	319.884	99.831	4.29
189	Moroka	2325.825	35	191.198	188.090	8.09
189	Moroka	2325.825	36	276.768	269.703	11.60
189	Moroka	2325.825	37	293.056	285.094	12.26
190	Muldersdrift	15481.535	96	10000.351	993.327	6.42
191	Naledi	730.329	14	501.378	32.254	4.42
191	Naledi	730.329	20	240.403	239.431	32.78
191	Naledi	730.329	21	250.906	131.707	18.03

SAPS precinct ID	SAPS precinct name	Precinct area in hectares	Ward number	Ward area in hectares	Intersect area in hectares	% of ward in SAPS precinct
191	Naledi	730.329	52	217.031	142.700	19.54
191	Naledi	730.329	53	7063.830	17.698	2.42
191	Naledi	730.329	130	169.542	163.816	22.43
194	Norwood	2375.164	72	1107.490	622.147	26.19
194	Norwood	2375.164	73	1006.314	865.100	36.42
194	Norwood	2375.164	74	1347.029	851.395	35.85
194	Norwood	2375.164	118	971.937	29.036	1.22
196	Orange Farms	26496.976	1	742.789	622.684	2.35
196	Orange Farms	26496.976	2	593.043	577.785	2.18
196	Orange Farms	26496.976	3	428.033	428.033	1.62
196	Orange Farms	26496.976	4	649.263	649.197	2.45
196	Orange Farms	26496.976	5	4519.032	4447.749	16.79
196	Orange Farms	26496.976	6	3500.215	377.682	1.43
197	Orlando	1866.258	25	431.908	145.994	7.82
197	Orlando	1866.258	28	202.711	27.089	1.45
197	Orlando	1866.258	29	580.516	429.757	23.03
197	Orlando	1866.258	30	226.375	214.741	11.51
197	Orlando	1866.258	31	204.037	204.037	10.93
197	Orlando	1866.258	38	347.494	266.974	14.31
197	Orlando	1866.258	39	384.252	296.702	15.90
197	Orlando	1866.258	68	1761.296	216.600	11.61
197	Orlando	1866.258	70	3438.808	62.746	3.36
199	Parkview	2138.230	87	926.657	737.458	34.49
199	Parkview	2138.230	88	1762.361	436.348	20.41
199	Parkview	2138.230	90	1361.317	515.693	24.12
199	Parkview	2138.230	117	1189.958	443.687	20.75
204	Protea Glen	6546.654	10	1005.021	172.524	2.64
204	Protea Glen	6546.654	13	680.246	675.329	10.32
204	Protea Glen	6546.654	14	501.378	457.434	6.99
204	Protea Glen	6546.654	53	7063.830	5168.730	78.95
207	Rabie Ridge	1814.943	32	5581.097	126.822	6.99
207	Rabie Ridge	1814.943	80	177.471	175.230	9.65
207	Rabie Ridge	1814.943	110	3271.956	887.468	48.90
208	Randburg	2918.384	102	1636.985	1127.880	38.65
208	Randburg	2918.384	104	1778.072	1449.539	49.67
208	Randburg	2918.384	106	2625.334	241.166	8.26
208	Randburg	2918.384	115	1550.751	87.102	2.98
213	Roodepoort	9234.913	44	619.189	449.470	4.87
213	Roodepoort	9234.913	49	1517.402	1511.213	16.36
213	Roodepoort	9234.913	53	7063.830	526.013	5.70
213	Roodepoort	9234.913	70	3438.808	350.792	3.80
213	Roodepoort	9234.913	71	1182.189	1173.212	12.70
213	Roodepoort	9234.913	83	1202.121	1184.799	12.83
213	Roodepoort	9234.913	84	1161.999	809.113	8.76
213	Roodepoort	9234.913	85	1530.172	865.323	9.37
213	Roodepoort	9234.913	97	4711.527	97.127	1.05
213	Roodepoort	9234.913	127	1474.331	1471.065	15.93
213	Roodepoort	9234.913	128	783.190	782.572	8.47
214	Rosebank	592.001	87	926.657	64.671	10.92
214	Rosebank	592.001	90	1361.317	93.015	15.71
214	Rosebank	592.001	117	1189.958	432.358	73.03
215	Sandringham	2252.165	32	5581.097	654.679	29.07
215	Sandringham	2252.165	72	1107.490	441.949	19.62
215	Sandringham	2252.165	74	1347.029	45.286	2.01
215	Sandringham	2252.165	81	1297.048	1094.543	48.60
216	Sandton	7513.675	32	5581.097	782.466	10.41

SAPS precinct ID	SAPS precinct name	Precinct area in hectares	Ward number	Ward area in hectares	Intersect area in hectares	% of ward in SAPS precinct
216	Sandton	7513.675	90	1361.317	163.255	2.17
216	Sandton	7513.675	91	1029.614	124.708	1.66
216	Sandton	7513.675	93	3070.656	1701.851	22.65
216	Sandton	7513.675	103	2034.052	1988.495	26.47
216	Sandton	7513.675	106	2625.334	1915.784	25.50
216	Sandton	7513.675	109	1120.429	823.080	10.95
217	Sebenza	5433.434	32	5581.097	3879.673	71.40
222	Sophia Town	2034.539	68	1761.296	59.537	2.93
222	Sophia Town	2034.539	69	755.356	242.515	11.92
222	Sophia Town	2034.539	82	630.853	559.842	27.52
222	Sophia Town	2034.539	86	1065.140	514.376	25.28
222	Sophia Town	2034.539	88	1762.361	658.268	32.35
239	Yeoville	550.477	64	139.812	49.442	8.98
239	Yeoville	550.477	66	854.687	303.248	55.09
239	Yeoville	550.477	67	467.101	87.410	15.88
239	Yeoville	550.477	73	1006.314	34.958	6.35
239	Yeoville	550.477	118	971.937	75.412	13.70
3000	Diepsloot	6749.197	95	170.780	153.371	2.27
3000	Diepsloot	6749.197	96	10000.351	4837.115	71.67
3000	Diepsloot	6749.197	113	1752.430	1729.253	25.62
12002	Olievenhoutbosch	9692.104	92	3871.017	1192.866	12.31
12002	Olievenhoutbosch	9692.104	112	5421.066	422.635	4.36
13002	Moffatsview	1731.510	56	831.773	245.488	14.18
13002	Moffatsview	1731.510	57	3157.149	1482.416	85.61
120	Booyens	3962.692	54	1830.208	943.468	23.81
120	Booyens	3962.692	55	711.373	703.329	17.75
120	Booyens	3962.692	56	831.773	576.081	14.54
120	Booyens	3962.692	124	1770.596	1025.537	25.88
120	Booyens	3962.692	125	3596.118	675.688	17.05