

**The Johannesburg City Safety Strategy: presentation  
for the Johannesburg CID Forum  
11 October 2016**

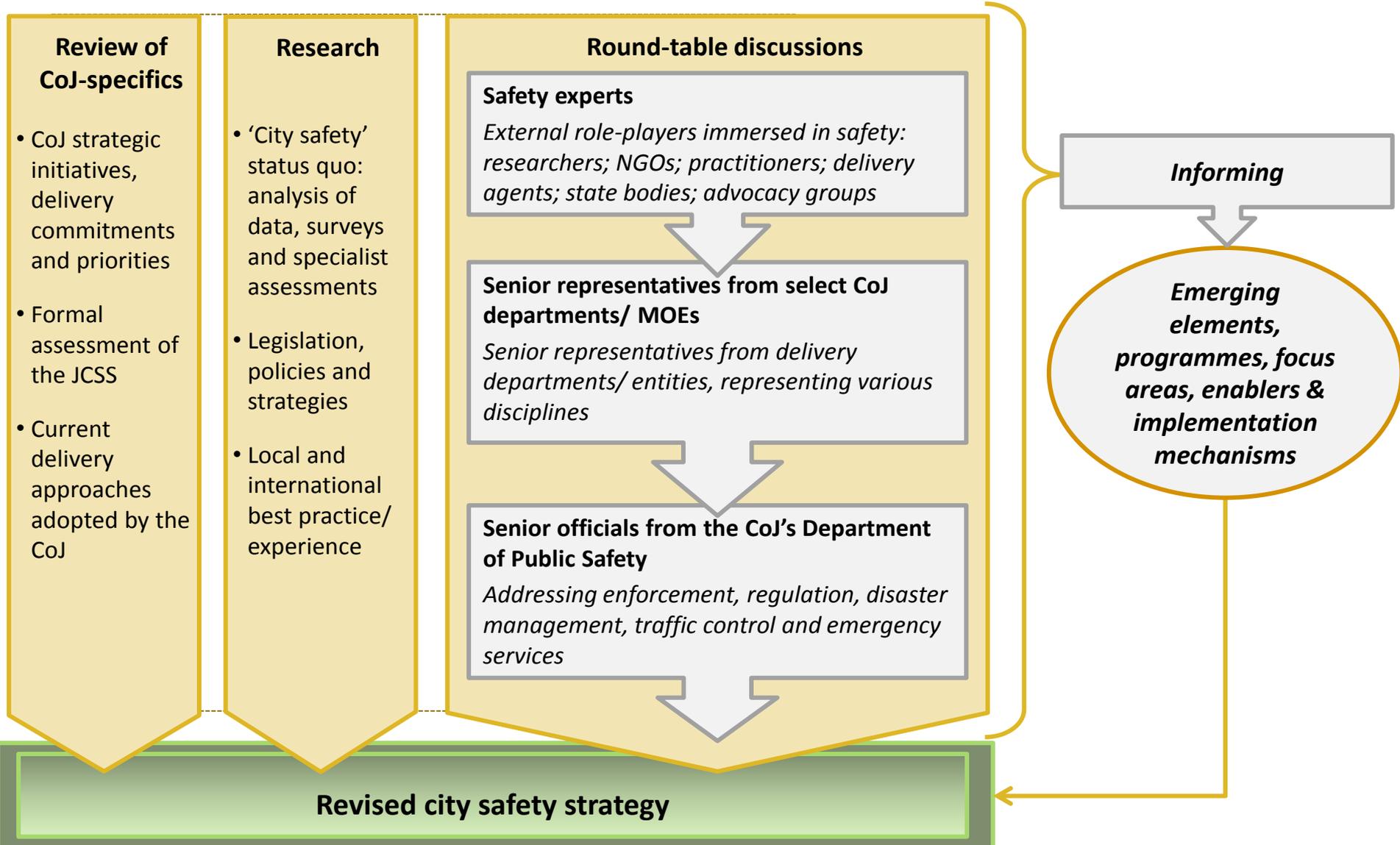
- **Urbanization** has been accompanied by **increased levels of crime, violence and lawlessness**. Global studies show that 60% of all urban residents in developing countries have been victims of crime at least once over a 5 year period. 70% of all these victims reside in Latin America and Africa.
- International best practice from UN Habitat Safer Cities Programme highlights the link between **increased urbanisation** and **increases in poor safety and security**.
- The challenges to urban safety are cross-cutting in nature and thus require a **tailored multi-disciplinary, multi-agency management approach**

# Driving alignment and delivery in a changing city

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- The **Joburg City Safety Strategy (JCSS)** was first developed and approved in 2003 – focussing on:
  - **Geographically specific and multi-disciplinary** solutions
  - **Data-rich problem solving** and strong **multi-agency partnerships**
- A revision of the JCSS to align to policy and legislation, including the **Joburg 2040 GDS**, which was adopted in 2011 – placed an emphasis on safety as:
  - Extending beyond crime and violence, to include the notion of **‘well-being’**
  - A priority that **targets “justice”, “fairness” and “engagement”, in addition to regulation, law enforcement and urban management**
- A **revised JCSS** was viewed as important, given the above – and the need for **different safety solutions in the context of shifting city realities**:
  - Changing population dynamics; resource scarcities; development pressures; commuting challenges; climate change; technological innovations; persistent inequality, poverty and unemployment; new risks and new types of crime; privatisation of public space

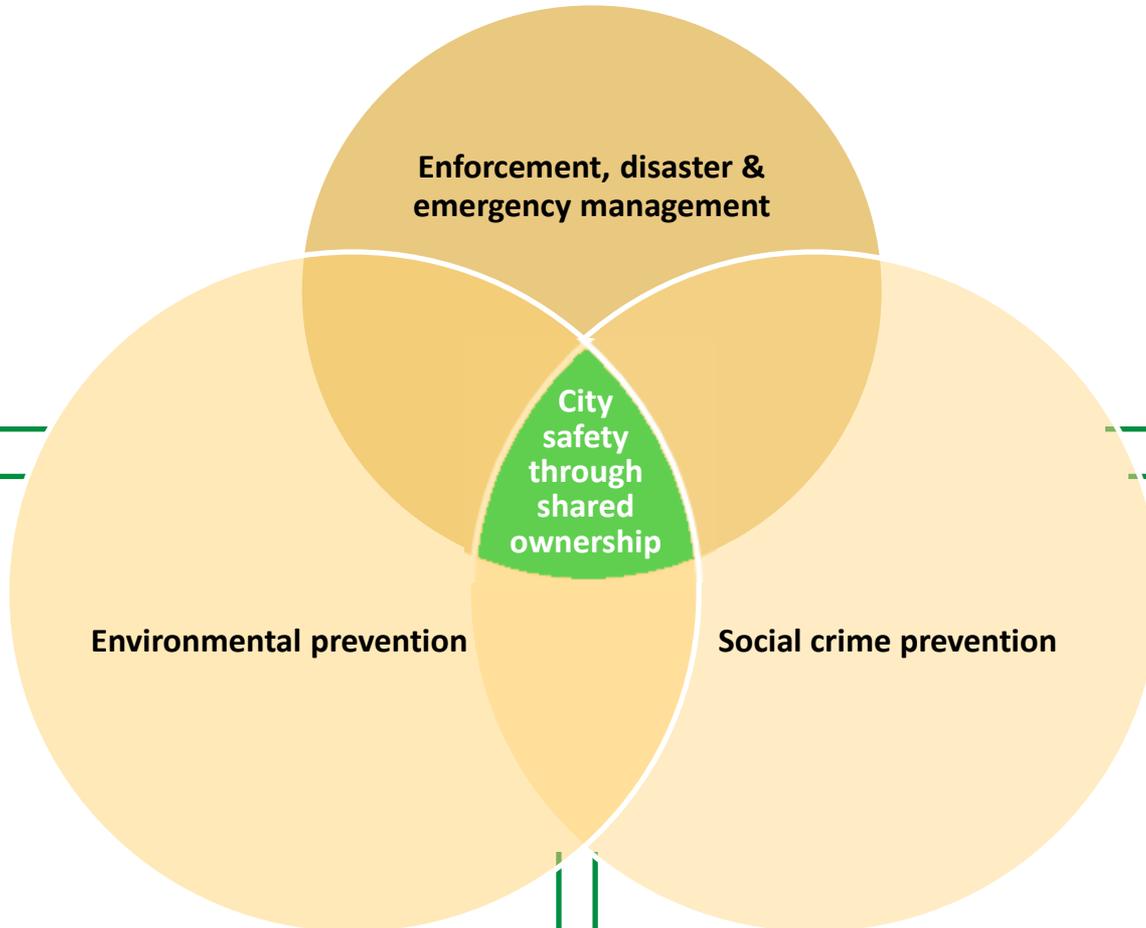
# Methodology: Overview of the revision process



The JCSS was developed with the following key objectives and outcomes in mind:

- 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), Disaster Management services) and the city’s citizens;
- Shift the image held of Johannesburg as a city that is not safe with emphasis placed on :
  - Promote joint community-CoJ ward-based safety planning;
  - Change the experience of the City, in particular, public spaces
  - Prevent unsafety and opportunistic crime through appropriate environmental design;
  - Support the realisation of a responsive, caring and resilient city,

***A well-regulated, responsive city***



***Safe and secure urban environment and public spaces***

***Informed, capacitated and active communities***

***A well-regulated,  
responsive city***

- By-law compliance
- Traffic management, enforcement & education
- Crime reduction
- Community-oriented policing, disaster readiness and emergency response services
- Emergency management
- Risk and disaster mitigation & management

***Safe and secure urban  
and Public spaces***

- Situational crime prevention through improved holistic design (i.e. CPTED)
- Well-maintained and managed public spaces and facilities
- Transformation projects

***Informed, capacitated  
and active communities***

- Targeted social crime prevention programmes for youth and children
- Provision of support services
- Active citizens – with shared ownership of city safety

***Cross-cutting***

- Smart safety

The JCSS' focus primarily contributes to:

- **GDS Outcome 1** ('Improved quality of life and development-driven resilience for all') – although it has an **impact on all other outcomes**, e.g.:
- **Outcome 2**, via **targeting liveable urban environments** through addressing safe eco-mobility, safe human settlements and climate change related risk management



# Policy Framework: Alignment to city strategy and priorities

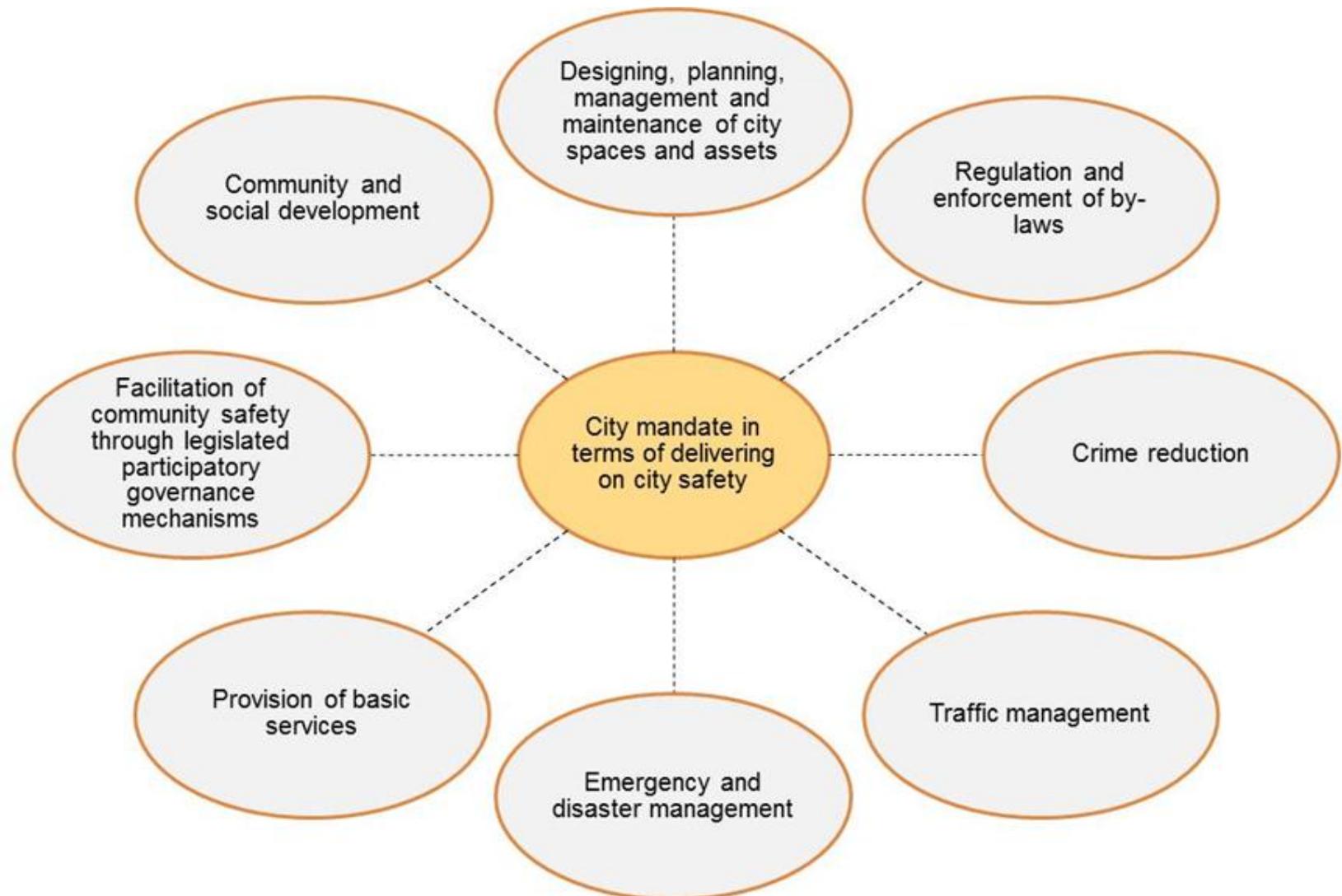
The JCSS' focus primarily contributes to:

- Outcome 3, via establishing the necessary **conditions for economic growth & employment**
- Outcome 4, via **proactive and collaborative engagement and partnership with citizens**, and through targeting delivery of a **professional, trustworthy safety service**
- The **'Safer City'** priority



No	Challenge	Description
1	Significant population growth	<ul style="list-style-type: none"> <li>• <b>Scarce urban resources</b> resulting in conflicts such as service delivery protests and violent acts</li> </ul>
2	Changing population dynamics	<ul style="list-style-type: none"> <li>• Significant <b>youth bulge</b> exacerbated by high unemployment and mismatch between skills and work opportunities</li> </ul>
3	Inequality	<ul style="list-style-type: none"> <li>• High levels of <b>poverty, unemployment, deprivation</b>, overcrowding and decay and ultimately 'unsafe' areas within the city, including disparities between where people live, work and play</li> </ul>
4	Use of private versus public space	<ul style="list-style-type: none"> <li>• The range of use of space from <b>increasing privatisation of public space</b> resulting in gated communities to high levels of informality and illegality in informal settlements</li> </ul>
5	Impact of climate change on poorest of poor	<ul style="list-style-type: none"> <li>• <b>Climate change and environmental risks</b> require significant shifts in responses and readiness to natural and man-made disasters</li> </ul>
6	New forms of safety concerns impacting on the City's service delivery	<ul style="list-style-type: none"> <li>• Predominantly to e.g. cable theft; <b>stealing of city assets</b>; high levels of <b>violence</b>; <b>substance-abuse</b> related and <b>traffic incidents</b> amongst others</li> </ul>
7	Lack of cooperation and collaboration by various 'safety' role players	<ul style="list-style-type: none"> <li>• <b>Limited collaboration</b> and data/ information sharing</li> </ul>
8	Continuous advancements in technology	<ul style="list-style-type: none"> <li>• 'smart' approach to city safety issues, looking at <b>new types of safety concerns</b></li> </ul>

# City safety a collective responsibility



# Inner City Safety Challenges: Street and Public interface

1. **OUTDOOR SIGNAGE.** Under the responsibility of Building Control : Outdoor Advertising. Constitutes approved and illegal signage which is often applied to City infrastructure such as light posts, exchange boxes, road traffic signs.
2. **STREET LIGHTING.** Under the responsibility of City Power. Lights are often on one side of the road where its services are located underneath the sidewalk.
3. **ENCROACHMENTS.** Under the responsibility of Building Control. Various encroachments onto the road reserve occur with no authorization.
4. **PARKING MANAGEMENT.** Under the responsibility of Johannesburg Roads Agency. Un-metered parking spaces are allocated along the street. Car guards provide a service of looking after or washing cars. No markings make regulation difficult.
5. **BUS / PUBLIC TRANSPORT INFRASTRUCTURE.** Under the responsibility of Johannesburg Roads Agency and Department of Transport. In a poor state of disrepair and no publically accessible information for commuters.
6. **ALLEYWAYS.** Under the responsibility of Johannesburg Roads Agency and Building Managers. Some spaces have controlled access with building managers allowing access.
7. **SIDEWALKS AND STREET FURNITURE.** Under the responsibility of JRA. This is a public road reserve dedicated to walking. Elements are damaged, poorly designed and interfere with safe walking.
8. **TRAFFIC MANAGEMENT.** Under the responsibility of JMPD. The management of parking and traffic is absent as vehicles park illegally and violate road traffic rules. No markings make regulation difficult.
9. **WASTE MANAGEMENT.** Waste left in bins for collection by truck. Waste pickers assist with recycling searching through waste prior to pickup.



# Inner City Safety Challenges: On-street Parking

## KEY FINDINGS:

1. In addition to the dedicated parking bays for each building, street public parking is provided. This is not well managed.
2. The taxi congestion aggravates the parking management of the area. As such cars are parked illegally and irregularly on sidewalks.
3. Parking bays are often used for selling of goods, washing of cars or repairs to taxis.
4. Some building parking areas are only accessible via a portion of the alleyways.
5. A under utilised parkade exists in the study area (Cnr. Twist & Van Der Merwe) and should be considered for reuse.
6. The urban form of Hillbrow supports low motor usage.

## PARKING BAYS

10% OF LOADING SITES  
30% OF ILLEGAL TAXI PARKING  
45% OF ILLEGAL BAYS  
55% OF LEGAL BAYS  
(423 BAYS IN STUDY AREA)



## KEY FINDINGS:

1. The area comprises two management entities responsible for cleaning and waste management - Pikitup and Jozi@Work.
2. There are no visible recycling initiatives in the neighbourhood despite high volumes of waste generated.
3. Jozi@Work is contracted by Pikitup for the northern portion of Hillbrow and the HTP.
4. Hillbrow Recreation Centre is the office for the Jozi@Work team.
5. The two service providers administer different levels of service. With clear beats and schedules Pikitup is well managed in comparison to Jozi@Work.
6. Some sanitary lanes have recently been upgraded yet are prone to dumping. Building managers arrange independently to secure these spaces with fencing.
7. Builders rubble remains uncollected as this falls outside the scope of either entity.
8. Street workshops (Van der Merwe & Catherine Streets) generate oil waste onto the road surface and poses a major risk to the environment.
9. Regular municipal strikes and poor waste management creates a sever rodent concern.



-  JOZI@WORK AREA
-  JOZI@WORK CLEANER (20/40)
-  PIKITUP AREA
-  PIKITUP CLEANER (60)
-  DUMPING SITES
-  STUDY AREA

## KEY FINDINGS:

1. Bad Boyz Security is appointed directly by eKhaya Neighbourhood to provide security services (guards, patrols) to the eKhaya area and is most responsive to everyday security and safety issues.
2. The recent upgrade of Goldreich Street in 2015 introduced a series of CCTV cameras to the street.
3. The CCTV footage is managed by JMPD and centralised at the control room at Penrose Tower with eKhaya having no direct or easy access to this resource or footage.
4. Collectively the area has interface with SAPS, JMPD and Bad Boyz - although this is very poorly coordinated.
5. Two hot-spots are identified where petty, but regular crime occurs.



# Limitations and Assumptions of the JCSS

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The key limitations and assumptions of the JCSS are discussed briefly below:

- The JCSS cannot address **all** the issues regarding and safety and security within the city.
- Public Safety is the **custodian** of the JCSS and must **lead** in terms of safety and security but have **limited responsibility for implementation**, in particular, urban management and built environment issues
- Intensity of implementation will depend on the **level of commitment and capacity** or resources from **key role players and stakeholders**

## **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*

How do we partner with you?

Thank you