

Main appropriation	Adjusted appropriation	Actual amount spent	Under expenditure
R140 443 000	R141 330 000	R141 187 000	R143 000
Responsible Minister	Minister of Community Safety, Leonard Ramatlakane		
Administering Department	Community Safety		
Accounting Officer	Deputy Director General, Melvyn Joshua		

### Aim of Vote

To promote safety and security through a process of civilian oversight, the support of crime prevention strategies, effective traffic management and traffic safety education. The first two processes relate to the work that is done in partnership with the South African Police Service and the latter two refer to the Provincial Traffic Service.

The various Directorates achieve the aim of the vote in the following manner:

#### Civilian Oversight

- Determine Western Cape policing needs and priorities,
- Promote better community relations with the SA Police Service, and
- Propagate an equitable resource allocation for police stations.

#### Policy Advice

- Provide relevant information on crime and policing,
- Provide relevant management information on the safety environment, and
- Promote traffic safety in order to decrease the number of road accidents.

#### Safety Training & Development

- Provide training for Municipal Police Officers,
- Manage projects contributing to a safer environment, and
- Co-ordinate, administer and manage operational support structures.

#### Social Crime Prevention

- Co-ordinate and integrate provincial crime prevention initiatives.
- Evaluate and support crime prevention projects.
- Execute capacity-building projects.
- Execute safety-enhancing projects.
- Co-ordinate activities relating to the Urban Renewal Strategy.

#### Traffic Management

- Co-ordinate traffic law enforcement agencies and initiate training programmes to support this,
- Reduce the accident rate through visibility,
- Incremental rollout of a 24 hour service and the "buddy" system, and
- Protect the road network by operating weighbridges.

### Summary of Programmes

The activities of the Department are organised in the following three Programmes:

- Programme 1: Administration
- Programme 2: Provincial Secretariat for Safety and Security
- Programme 3: Safety Promotion

### Programme 1: Administration

#### Aim

To manage the Department.

#### Office of the Provincial Minister

Rendering of advisory, secretarial, administrative and office support services.

#### Management and support services

The programme renders management services by senior management (and their support staff) to ensure that all functions, objectives and obligations in terms of initiatives identified under Programmes 2 and 3 are met on time and within budget. It also provides support services to the Office of the Provincial Minister.



**Omar Valley**  
Chief Director: Corporate Affairs

### Programme 2: Provincial Secretariat for Safety and Security

The programme determines policing needs and priorities for the Province and institutes a greater civilian perspective on policing. The Provincial Secretariat for Safety and Security comprises the following two sub-programmes.

#### Sub-programme 1: Civilian Oversight

##### Policing Needs

The Department assisted community policing forums in organising public meetings in their respective areas. The purpose of this was to give effect to section 206 of the Constitution of the Republic of South Africa, 1996. All CPFs were required to provide input on the policing priorities and needs for their specific policing areas. One hundred and seventeen (117) community policing forums applied for and were granted funding. Seventy eight (78) community policing forums submitted their policing priorities and needs to the department, which were in turn submitted to the Provincial Police Commissioner. The SAPS is expected to take these into account when determining the SAPS Provincial Operational Plan.

Top policing priorities and needs for the Western Cape were determined as follows: -

##### Priority crimes:

- Assault Common
- Assault GBH

##### Causes of crime as identified by CPFs:

- Alcohol and drug abuse
- Alcohol - illegal selling



**Douw Steyn**  
Chief Director: Secretariate for Safety and Security





**Quality assurance**

The Department receives complaints against members of SAPS. These complaints are sourced from SAPS radio control centres, the service delivery poster campaign, departmental complaints lines and written complaints.

For 2003/2004, a total of 749 complaints were received. Of these 459 complaints were referred to SAPS for investigation. Two hundred and one (201) complaints were received via the Bambanani Against Crime Project. A comparison of the complaints investigated for the financial year and the previous financial year is depicted in the table below:

Category	2003/04	2002/03	% Increase/decrease
Unprofessional conduct	246	154	60
Assault by SAPS members	20	30	-33
SAPS members under the influence of alcohol	10	31	-68
Search without a warrant	4	3	33
Criminal / illegal activity	21	19	11
Non-service delivery	448	360	24
<b>Total</b>	<b>749</b>	<b>597</b>	<b>25</b>

**Administration of Community Policing Forums**

The Department is responsible for the registration of Community Policing Forums and boards and an annual grant is awarded to them. These forums are re-registered annually. One hundred and thirty two Community Policing Forums were re-registered and R396 000 allocated to them for their administration costs, as opposed to 113 and an amount of R342 000 in the previous financial year. The four area boards received R10 000 each and the Provincial Board received R25 000 for this purpose.

**Promoting community participation in policing**

Engagement with communities throughout the province to give effect to and to ensure broad community participation intensified during the 2003-2004 financial year. This translated into the establishment of several community police sub-forums in areas such as Khayelitsha (7 sub-forums in accordance with the municipal ward system), Gansbaai – Masakhane, Hermanus – Zwelihle, Oudtshoorn – Bridgeton and Bongoletu amongst others.

An estimated 362 crisis intervention meetings and CPF annual general meetings were officiated by departmental representatives during the period. The interventions included issues raised during the public consultation - Bambanani Against Crime Programme.

Challenges that warranted interventions were:

Representation and/or inclusiveness of Community Police Forums, lack of accountability of CPFs, conflict amongst the CPFs members, conflict between South African Police Service and the CPF leadership and/or community and issues of service delivery.

**Capacity building for Community Policing Forums**

After the launch of the Community Policing Forum Toolkit manual in the previous financial year, the Department proceeded with a programme of training trainers in effective facilitation skills for 10 departmental officials and a SAPS member in August 2003.

The training of Community Policing Forums commenced after the training of departmental officials. Forty six (46) Community Police Forums were trained on the CPF toolkit since then. A further 25 Neighbourhood Watch structures were trained on the concept of community policing.

Twelve (12) relationship-building workshops between CPFs and SAPS and amongst the CPF area board and sub area boards were held.

**Development of the CPF Constitution**

The process of developing a uniform constitution for Community Policing Forums throughout the province started at the CPF provincial conference in March 2003.

The provincial conference was followed up with 4 area conferences in the Southern Cape, West Metropole, East Metropole and Boland to refine the framework for the completion of the uniform CPF constitution. A consolidated report of the 4 area conferences and the provincial conference was distributed to the CPFs throughout the province.

The process of adopting the uniform provincial constitution was delayed with the publication of a national draft constitution. The Department of Community Safety and the Provincial CPF Board then restarted consultations with the Community Police Forums to get buy in for the adoption of the draft national constitution. This was subsequently adopted at the Western Cape Provincial Board meeting in April 2004.

**Inspections**

In loco inspections were conducted at all police stations in the Western Cape. This project involved a programme of visits or inspections to all the police stations where a set questionnaire was completed. These inspections were generally unannounced. The questionnaire was designed to get a general idea of policing issues at an individual police station. A report on the findings is being compiled. Inspections were also conducted at satellite police stations to monitor service delivery after hours and over weekends.

Regular monitoring of the two Presidential police stations, namely Khayelitsha and Mitchell's Plain also continued.





**Khayelitsha Task Team**

This task team was formed between the Department of Community Safety and SAPS to investigate ways in which the service delivery bottlenecks could be addressed. This task team made several recommendations which have resulted in policy changes. During the period under review, the Department monitored the implementation of these recommendations.

**Provincial Policy on CPF**

The department developed and adopted a formal policy on CPFs, which sought to regulate the relationship between the Department and the Community Policing Forums in the province.

**Bambanani – Unite Against Crime**

The Bambanani Campaign, which was launched towards the end of the 2002/2003 financial year was intensified. The campaign comprised 50 visits and 20 revisits to various areas. As a result of this process 154 679 people were reached directly. The campaign provided a platform where communities could air their views regarding policing matters.

The most common problems identified were:

- Slow service delivery and lack of response by SAPS
- Misconduct by SAPS officials e.g. misuse of SAPS vehicles
- Lack of resources e.g. police cells
- Environmental design problems
- Lack of trust and case confidentiality

In response to the issues raised, SAPS established special task teams. The following are tangible results:

- Victim empowerment rooms were opened
- Satellite police stations in priority crime areas were transformed into fully fledged police stations
- Additional resources were shifted to areas with the highest serious violent crimes
- A massive mobilisation of Neighbourhood Watch members
- Resources were deployed along crime patterns



**Safer Festive Season Programme**

Based on the outcome of an external perception report of the Bambanani Campaign, the Department embarked upon a Safer Festive Season programme for the period 8 December 2003 to 18 January 2004. The programme focussed on increased police visibility and accessibility at places where both locals and tourists converge over the festive season. Imperative to the success of the programme was the strengthening and reinforcing of existing partnerships developed through supporting and funding Community Police Forums and deploying trained neighbourhood watches complimentary to the SAPS deployment. A total of 3 467 community volunteers and Neighbourhood Watch members participated in the programme.

The programme consisted of 7 projects, namely:

- Community based activities
- Safety of children
- Youth projects
- Safety on trains
- Safety on beaches
- Control of shebeens
- Arrive Alive

The success of the programme is evident from the fact that statistics for the period 8 December 2003 to 18 January 2004 indicate a general decrease of 18% in crime and more specifically a 34% decrease in the murder rate in comparison to previous years.



**Transfer Payments**

Name of institution	Amount transferred
Bambanani	R1 080 710
CPF Registrations	R 561 323
Policing Priorities	R 122 000

Output and service delivery trends			Actual performance against targets	
Sub-programme	Outputs	Output performance measures / service delivery indicators	Target	Actual
Civilian oversight	Determine policing needs and priorities	Number of priorities identified	5	5 namely <ul style="list-style-type: none"> <li>• Assault common</li> <li>• Assault GBH</li> <li>• Alcohol abuse</li> <li>• Alcohol &amp; drug abuse</li> <li>• Illegal selling of alcohol</li> </ul>
	Monitor policy implementation by the SAPS	Number of inspections conducted	Inspect 138 police stations	142 police stations and satellites inspected





### Sub-programme 2: Policy Advice

The main focus was the collection and analysis of information regarding crime and policing, as well as the development and implementation of appropriate traffic safety education and communication programmes. Some of the major activities of this sub-programme included the following:

#### COMMUNITY SAFETY INFORMATION CENTRE (CSIC)

##### Police station crime-rating system

Information regarding the following has been placed on the rating-system database for each police station in the Western Cape:

- Crime statistics 1998 – 2003
- Absenteeism (sick leave and absent without leave) 1998 – 2003
- Resources (human and vehicles) 1998 – 2003
- Effectiveness of police (cases received, cases taken to court, cases otherwise closed) 1998 – 2002
- Service delivery rating per police station based on exit polls 2001 and 2002

This information is used for crime and resource profiling, crime pattern and resource analysis, police station rating, etc.

##### Research reports

The following reports were compiled:

- Anti-corruption strategy
- Crime and resource analysis
- Ideal station report
- Profile on Grassy Park police station
- Witness protection
- SAPS garage
- Organisational trust research

##### Safety Planning

The following research reports were compiled:

- Micro / macro economic analysis
- Criminal juveniles
- Perception evaluation of Bambanani
- Theft out of motor vehicles
- Paedophile register
- Paedophile threat
- HIV/Aids
- Khayelitsha action research
- Reaction time for SAPS Radio Control 10111

#### TRAFFIC SAFETY EDUCATION

##### Arrive Alive

Phase 7 of Arrive Alive was finalised in August 2003. Funds were utilised for law enforcement, pedestrian hazlocs, special projects, communication and education. Phase 8 commenced in November 2003 and ended in February 2004. Law enforcement activities were the only focus point during this phase.

Information brochures were distributed by volunteers during the Arrive Alive project over the festive season.

##### Road shows and outside broadcasts

During the Easter period, Traffic Safety embarked on a series of outside radio broadcasts with Radio Mhlobo Wene, which were aimed at raising the awareness of problems faced by the vulnerable road users such as pedestrians and cyclists. The following areas were covered:

- Knysna
- Grabouw
- Langa
- Harare
- Philippi

To supplement these activities, a soccer tournament was organised to cater for the community of Lower Crossroads. During this event, public announcements pertaining to road safety were made and relevant educational brochures were issued to the residents as well as reflective heel stickers.

During May 2003, a series of pedestrian road shows was launched in partnership with the National Department of Transport.

During July 2003, three outside radio broadcasts were arranged to cover the Fish Hoek, Miller's Camp in Nyanga and Delft areas.



**Driver of the Year competitions (DOTY)**

The heavy and extra-heavy vehicle driver is a vital roleplayer in the transport system.

The Western Cape Driver of the Year Competition 2003 was successful again. Approximately 6000 drivers representing 58 companies were involved in the competition. Seventeen new companies entered the event, indicating that the competition is still relevant to the needs of the heavy vehicle fraternity.

The Department also assisted with individual company in-house competitions.

**Reflective band campaign**

Reflective bands have been successfully utilized in the rural areas with special reference to the Winelands area where the pedestrian fatality rate decreased by 82% within a year. This exercise was a joint effort between education, law enforcement, engineering and the community.

This intervention only improves the visibility of learners walking to and from school. The ideal would be to redesign school uniforms and sportswear to include reflective material in these items of clothing to ensure visibility.

**STEP**

STEP is an acronym for Safety in Traffic Education Programme. A series of workshops were conducted for foundation, intermediate phase teachers as well as Educare Centres. The areas covered included the Southern Cape, Boland and Metropolitan areas. During all these workshops, the "Die Burger/Traffic Safety" supplements were distributed for use by teachers in their attempt to integrate traffic safety in the new system of education.

**Child in Traffic**

The aim of the Child in Traffic programme is to target the parents and teachers of children between the ages of 3 – 8 years old and concentrate on the limitations of these children. Sixty eight workshops were held during the 2003/2004 financial year.

**Pedestrian hazlocs**

Pedestrian fatalities constitute 45% of all deaths on Western Cape roads. A study was undertaken by the CSIR to identify the 52 most hazardous pedestrian locations in the Western Cape, of which approximately 80% are in the metropolitan area.

The strategic objective is to address six of these hazardous locations per year between 2001 – 2005. Listed below are eight of the sites where engineering improvements have been finalised:

- A pedestrian bridge linking Green Park informal settlement with Delft South;
- A pedestrian bridge that links Crossroads to Mandalay on the R300;
- Pedestrian walkway on the Potsdam Road near Du Noon;
- A signalised pedestrian crossing in Belhar with guard railings;
- Roundabouts on Walter Sisulu Drive and Steven Biko Road;
- A pedestrian bridge on the N2 that links Nekkie's Damsebos near Knysna;
- A pedestrian bridge on the N2 near George that links the town of George to Thembalethu with reduced speed limit and fencing;
- Hindle Road Delft – continuation of the construction of sidewalks on the Main Road Delft South.

**Danny Cat**

Two characters, Danny Cat and Stuppy Dog, are used to practically demonstrate and raise awareness in basic road safety education at primary schools. A junior traffic-training mat with miniature road signs and vehicles was used to demonstrate practical lessons on road safety. This helps to reinforce lessons that have been learnt in the classroom situation.

**Junior Traffic Training Centre**

A junior traffic training centre was established in Hillstar to assist traffic officials in training children in traffic safety.

**Communication**

The aim of mass marketing was to provide road users with traffic safety information, which would empower them to make safe choices on the road.

The information was disseminated in the following manner:

- **Electronic media**  
This medium reaches the widest audience. As there were a number of long weekends during which many people would travel, new radio adverts were produced in all three official languages and flighted on the 5 major commercial stations as well as on 13 community radio stations.  
During January and February a radio campaign concentrating on seatbelts with special emphasis on back seat passengers was run in conjunction with targeted radio stations. A babyseat promotion was run during Child Safety Week while sponsored hands-free kits were given away as prizes on air during the cell phone campaign.
- **Print media**  
Advertisements were placed in a number of publications throughout the year.
- **Billboard**  
Due to budget constraints only one billboard on Customs House was rented. Although the message was changed 4 times during the year, only 2 of the banners were new.
- **Promotional items**  
Large durable shopping bags with a very visible traffic safety message were made. They proved so popular that a rerun was ordered.

**Educational trip: Sweden**

Mr. Ben Nohiya, Principal Road Safety Officer, was part of a delegation of traffic safety officers who attended an educational programme in Sweden in September 2003. He produced a report on his experiences.

Output and service delivery trends			Actual performance against Targets	
Sub-programme	Outputs	Output performance measures / Service Delivery Indicators	Target	Actual
Policy Advice	Reliable information on crime and policing	Electronic database with all crime statistics and effectiveness indicators for police stations	138	Crime statistics up to October 2003 are on the database and effectiveness indicators up to December 2002 for 138 stations
	Reliable management information on the safety environment	Reports on safety information	10 reports	14 reports were finalised
	Decrease in road accidents	Traffic safety education and communication projects	6	Various traffic safety projects were presented to children and different communities: • Road shows and broadcasts • Driver of the Year competition • Traffic Safety youth development • Reflective bands • STEP • Child in Traffic • Pedestrian hazlocs • Kannedood marathon • Danny Cat • Junior Traffic Training Centres Various mass communication projects were launched in newspapers and on radio stations regarding traffic safety issues. The Arrive Alive programme was run over the holiday periods.





**Simion George**  
Chief Director: Safety Promotion

**Programme 3:  
Safety Promotion**

This programme initiates and executes crime prevention projects, provides training to force multipliers and contributes to road safety through preventative and reactive traffic law enforcement. The programme consists of the following three sub-programmes:

**Sub-programme 1: Safety Training and Development**

Community training and law enforcement training received priority during the year. This enhanced the implementation of municipal police services in the Province and supported initiatives aimed at improving the operational capacity of the law enforcement agencies.

**COMMUNITY TRAINING**

**Neighbourhood Watch Training**

The project seeks to empower communities and more specifically neighbourhood watches, in efforts to combat crime in their areas and ensuring visibility of safety officers.

The project was previously run by the Directorate: Social Crime Prevention and relocated to the Directorate: Safety Training and Development in April 2003. During this time the Department trained 1247 new Neighbourhood Watch members, focusing mainly on the rural areas.

These members played an active role in the Department's Safer Festive Season campaign and were very successful in reducing incidents of alcohol abuse and violence on beaches.

**Farm Watch Training**

The safety of rural communities was also addressed and the Department extended its training to the farm areas.

The focus of the training is based on the safety of farm communities. The Department's strategy is three pronged:

- Addressing the lack of knowledge and access to information by the farm community;
- Social relations and citizen rights between employer and employee, and
- Alcohol abuse and domestic violence on farms.

The Department trained 303 members from these areas and 200 members were deployed to the Safer Farms project.

**Transport Safety Volunteers**

During June 2003 the Department formed a partnership with Denel to train transport operators to prevent crime and to ensure the safety of commuters and drivers. Together they developed a curriculum and the training of Transport Safety volunteers commenced in July 2003.

The target is to train 120 volunteers as a pilot project and so far through this partnership 48 Transport Safety volunteers received training. An impact study will be completed and a new direction to involve the Department of Transport is being explored. The volunteers are the taxi fare collectors.



**Chrysalis**

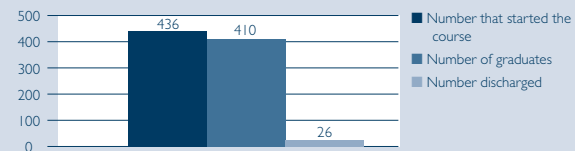
Chrysalis was established in 2001 as a crime prevention project solely aimed at young men between the ages of 17 and 22 selected from high-risk areas within the Western Cape. Over time the project has evolved into being more inclusive by accepting females, and the programme continues to expand. Its objective is to train youths, retain both leader group and graduates to the benefit of society and to establish youth clubs in the most needed areas.

The training is a five-year programme. Participation in all phases is voluntary and training takes place at the Chrysalis Academy, Tokai. Preference is given to candidates from the identified priority areas.

The first of seven Youth Clubs was launched in May 2003 in the Manenberg and Strandfontein areas respectively. Other areas targeted were Atlantis, Tafelsig, Khayelitsha, Hanover Park and Elsies River.

Highlights for 2003 includes receiving the President's Gold Award for Youth Service, Training Partner of the Year award by the Western Cape Administration and becoming a finalist in the 2003 Jack Cheetham Memorial Awards for their contribution to the development of sport.

**CHRYSLIS GRADUATE STATISTICS 2003**





**Peace and Development Project**

The aim of this programme is to select communities of low-income areas and, in partnership with key stakeholders (SAPS, CPFs, Social Workers and NGOs), engage in peaceful conflict management and crime prevention strategies, with the emphasis on youth development.

In its five years of existence, the project has had a significant and positive impact on crime reduction and conflict resolution in the respective neighbourhoods, particularly in situations of family disputes and situations with a high potential for violence.

The project has evolved and is now extending to Khayelitsha. During this review period the Department transferred a total amount of R500 000 to the project of which R350 000 was allocated for extension to Khayelitsha.

Forty eight Peace Workers were trained in Nyanga.

**Committees for Peoples' Peace and Safety (COPPS)**

The aim of this project is to establish a project in Khayelitsha, Nyanga and Gugulethu based on the principles of dignity and fair justice. The project seeks to revive local structures at a street level and build a foundation for peace and development processes.

This initiative originates from the people of these areas who are concerned with the safety and underdevelopment of their areas. This is a pilot project which could at a later stage be replicated to other areas.

The project was launched in August 2003. To date 180 volunteers have graduated.

**Law Enforcement Training**

Following the amalgamation of the Gene Louw and Philippi Colleges, the first joint courses for both provincial traffic officers and municipal police officers started at the beginning of 2003.

Herewith is a breakdown of the training provided at the Philippi College during 2003:

Course targets		Achievements
Traffic officer basic training	200	224
Municipal police officer basic training		88
Municipal police officer refresher training	873	873
Examiner of driver's licences training	120	135
Examiner of vehicles training	90	124
Extra training provided		
Traffic officer basic training		355
Traffic wardens course		24
Mentorship programme		Members evaluated 79
Public transport training		660
Total members trained		2 562



Transfer payments

Name of Institution	Amount transferred
Peace and Development Project	R500 000
Chrysalis Academy	R7 750 000
Committee for People's Peace and Safety	R1 251 800

Output and service delivery trends			Actual performance against targets	
Sub-programme	Outputs	Output performance measures / Service delivery indicators	Target	Actual
Safety Training and Development	Suitably trained and qualified municipal police members with high levels of integrity	Number of municipal police members trained in basic training in terms of national standards	Determined by local government	88
		Number of municipal police members supplied with refresher training in terms of national standards	873	873
	Availability of additional well-trained volunteers to assist with law enforcement and crime prevention duties	Number of students trained at the Chrysalis Academy	380	410
		Number of volunteers successfully participating in the Peace and Development Project	100	48
		Number of volunteers successfully participating in the Neighbourhood Watch project	800	1 241
		Number of volunteers successfully participating in the Farm Watch project	200	303
		Number of volunteers successfully participating in the Transport Safety Volunteers project	120	48
		Number of volunteers successfully participating in the Committees for People's Peace and Safety Project.	180	180

Sub-programme 2: Social Crime Prevention

The Directorate of Social Crime Prevention focused on involving and supporting communities towards the eradication of factors contributing to crime. Community involvement plays a major role in this process and through involvement, skills and knowledge are transferred.

HOOC

"Hands off Our Children" is a campaign to eradicate crimes against children, to mobilise community support and to strengthen the support structures dealing with child abuse. HOOC is engaged in a very successful schools programme with the aim of educating youth about their rights and responsibilities, to create an environment for reporting and disclosing and to reach 1 500 schools. This programme is presented in Xhosa, English and Afrikaans and is rolled out in three phases: firstly to the 12 police station areas with the highest incidence of reported child abuse, then to the Operation Crackdown stations where 80% of the crime occurs and lastly to the remainder of the schools. As an outcome of this programme, 1 300 schools have been visited to date and 200 disclosures by learners have been made. Parallel to the schools programme is the Parental Guidance programme, which was developed in association with the Huguenot College of UNISA and Procure. Partnerships were entered into with the following role-players:

- The partnership with Childline, forged during the previous financial year, was extended in as far as Childline agreed to keep track of the calls generated and HOOC funded the Childline lines for 24 hours a day.
- McCarthy Toyota is sponsoring four tanks of petrol per month to transport the HOOC teams and materials to the schools.
- STI group of a utobody repairs sponsors the remainder of the petrol.
- Shoprite/Checkers sponsorship of R2 million to assist with marketing and communications to spread the HOOC message.

Learner support officers

The project aims to prevent children from playing truant and is based at Philippi, Tafelsig, The Downs, Site B, Leonsdale, Bonteheuwel and Hanover Park. Four schools were identified in each focus area and a Learner Support Officer was appointed at each school with the responsibility to work with the children at risk, to prevent truancy. There are currently 28 learner support officers, 7 area co-ordinators and 1 provincial co-ordinator.

Adding to the successes achieved in the 2002/2003 financial year, the project won the Provincial Community Builder of the Year Award in September 2003 and competed nationally where it received R10 000 from the Nelson Mandela Children's Fund.

Urban renewal strategy

Urban Renewal has succeeded in establishing Multi Sectoral Task Teams (MSAT) in all the seven areas. This structure has managed to bring together communities not only against crime but to address socio-economic issues in an integrated way.

Gangsterism continues to be the top priority. The safety and security clusters of the different MSATs have developed programmes to prevent gangsterism whilst dealing with the problems at the same time. The following programmes have been implemented in the different areas:

- "No to Drugs" for the youth inside and outside of schools
- Sports programmes
- Joint programmes with courts to assist in handling gang related cases
- Skills development programmes for the youth
- Job creation programmes targeting gangsters and other youth at risk
- Safer schools – deployment of Neighbourhood Watch members in certain schools and areas
- Removal of negative graffiti and replacing it with positive graffiti
- Chrysalis youth programmes

As a result, gang related cases in Mitchell's Plain, Manenberg and Bonteheuwel have dropped and community participation continues to increase.







**Victim support rooms**

156 police stations (137 independent and 19 satellite) have established victim support rooms. Approximately 2000 community volunteers are rendering services at these rooms. 300 volunteers throughout the Province have been trained in basic counselling, and further follow-up training in terms of court preparation and the handling of victims of sexual abuse have been identified. One hundred and eighteen management committees have been established to oversee the management and functioning of victim support rooms. The partnership agreement between SAPS, BAC, the Provincial Police Board and SPAR has been strengthened with the latter agreeing to make a financial contribution towards this programme.

**Neighbourhood Watch training**

The Directorate Social Crime Prevention continued with the support of neighbourhood watches during the 2003/4 financial year. An amount of R2,3 million was spent on equipment for Neighbourhood Watches. This included a thousand bicycles. Furthermore, two-way radios were purchased to enhance communication between Neighbourhood Watches.

**SAFER TRAINS PROJECT**

This project was launched in April 2003 with the deployment of 150 trained Neighbourhood Watch members from the Khayelitsha, Philippi and Mandalay areas on the trains and relevant stations. The purpose of the project was to bring about a reduction in crime in and around the railway stations areas. A highlight of the project was the visit by the National Portfolio Committee of Transport to the project. Reports from Metrorail indicate that the project is successful.

**Project applications**

Two hundred and ninety two (292) applications were received and assessed. One hundred and forty nine (149) were approved for financial assistance by the department. One hundred and forty three (143) were not approved, as they did not comply with the general project funding criteria.

**MADAM**

In addressing one of the most frequent obstacles to the successful reduction of crime, namely the lack of co-operation and co-ordination between responsible agencies, the Multi-Agency Delivery Action Mechanism mobilises government departments and structures in civil society in a proactive way. The MADAM management committee meets on a quarterly basis to ensure that all crime related issues and projects are co-ordinated and managed in an integrated manner.

Crime affects everyone and it is therefore every department's responsibility to identify the role it has to play towards closing the gap between the current reality and desired future. To facilitate this process six functional themes have been identified:

- Infrastructure and environment
- Social upliftment, health and welfare
- Safety and security
- Economic development
- Education and training
- Sports, art and culture, and youth development

A champion has been identified for each theme and a task team has been established to implement projects to close identified gaps in a specific area.

MADAM has the following objectives:

- Ensuring an integrated and holistic approach to crime prevention.
- Setting performance standards and holding departments responsible for their attainment.
- Improving personal safety, the quality of life and the physical environment.
- Implementing specific short, medium and long-term projects that will reduce and prevent criminal activity.



**Transfer payments**

Name of institution	Amount transferred
General Projects	R5 011 433
Learner Support Officers	R1 514 000
HOOC	R1 566 137
Youth Leaders Against Crime	R 423 546
Safer Festive Season Campaign	R8 209 940
Urban Renewal	R 694 686
<b>Total</b>	<b>17 419 742</b>



Output and service delivery trends			Actual performance against targets	
Sub-programme	Outputs	Output performance measures / Service delivery indicators	Target	Actual
Social Crime Prevention	Supporting social crime prevention initiatives	Ensure the effective co-ordination of social crime prevention initiatives focused on implementing the People Orientated, Problem-solving and Community Safety Strategy	To support at least 184 social crime prevention projects	292 projects were received and assessed 149 applications were approved
			Establish a Multi-Agency Delivery Action Mechanism (MADAM) and 6 task teams	MADAM was re-engineered 4 quarterly Management Committee meetings took place 5 of the task teams are functioning
		To develop comprehensive community safety plans at local level	Community Safety Forums	8 pilot sites were implemented in the Metropole: Tygerberg Wynberg Khayelitsha Mitchells Plain Nyanga-Gugulethu Atlantis Athlone Mowbray-Claremont
	Ensure the effective implementation of capacity building projects designed to address needs of women and children and children at risk	Implementation of HOOC business plan LSO evaluated according to procedure All trauma rooms to remain functional	50 children-related projects, 28 schools involved	8 new Youth Clubs were established bringing the total to 53 clubs 16 YLAC leadership and life skills workshops were held at 28 schools 1023 schools were trained in child abuse prevention
			Maintenance of all trauma rooms at police stations and satellite stations	118 Management Committees were established and 300 volunteers were trained.
	Ensure the effective management of the People Orientated, Problem-solving and Community Safety Strategy focussed on narcotics	Implement projects relating to narcotics, murder and alcohol	According to agreed upon business plan	Actual reduction in gang activity achieved. 700 primary and high school learners reached through gang prevention workshops and camps. Job creation project in Paarl East established. Implementation of 5 projects at schools dealing with gangsterism, alcohol abuse and violence.
	Ensure the effective co-ordination of activities relating to the Cape Renewal Strategy (CRS)	To develop safer communities in the 7 priority areas of the CRSI	Establishment of MSAT structures and Community Safety Forums (CSF) in the 7 areas.	6 MSAT structures are established
			Establishment of safety clusters with SAPS, NH-W, CPF and CCT as active role players	Safety Clusters were established in 2 areas.
			Facilitate the development and implementation of projects to prevent gangsterism	13 projects from 5 areas of Urban Renewal have been implemented targeting gangs, and youth inside and outside of schools.
			Trained and equipped neighbourhood watches on 5 stations viz Khayelitsha, Mandalay, Nolonjile, Nonqubela and Philippi Stations	150 trained Neighbourhood Watch members deployed at 5 railway stations as part of the Safer Trains Project.
			Support the safety cluster of the MSAT in the development of Domestic Violence Programme	2 Support Groups have been established
			Each area to install cameras to reduce crime	10 CCTV cameras installed in two areas
			Building leadership capacity	144 people in areas have been trained in leadership, conflict resolution, organisational building, models for Urban Renewal.
			Appointment of 28 Learner Support Officers and 7 Learner Support Co-ordinators, Life skills and leadership training camps for learners	28 Learner Support Officers and 7 area co-ordinators and 1 project co-ordinator were appointed.



### Sub-Programme 3: Traffic Management

The Sub-Directorate: Provincial Traffic hosted the following conferences during the year under review.

#### National Traffic Policing Conference

The Province of the Western Cape hosted the National Traffic Policing Conference, held from 7 – 11 September 2003 at the Cape Town International Convention Centre. Approximately 800 delegates, representative of the National Department of Transport and all nine Provinces, attended this prestigious event. The Minister of Transport, the late Dr Dullah Omar, officially opened the conference. A full conference report was produced.

#### Provincial Traffic Indaba

A Provincial Traffic Indaba was held from 24 – 26 June 2003 at Philippi Training College. One hundred and sixty six delegates, first line supervisors, as well as operational staff at the most junior level – Provincial and Local Authorities, attended the historical Indaba.

The Indaba was structured to focus on the four main topics:

- Human Resources
- Training
- 24-Hour Service
- Fleet Management

The purpose of the Indaba was to collect and collate as much information as possible with regard to the requirements, frustrations and expectations of the men and women in the workforce.

#### Satellite Traffic Information Centres / Compulsory stops

Satellite traffic information centres were installed at the Huguenot Tunnel, Touwsriver, Leeu Gamka, Aberdeen Road and Three Sisters NI. Volunteers from the local communities were recruited to assist traffic officials at these satellite traffic information centres and the centres were operational on a 24-hour basis from December 2003 to January 2004.

Public transport vehicles and drivers suffering from fatigue were attended to at the compulsory stops. A total of 721 vehicles were parked off at the compulsory stops due to driver fatigue and unroadworthy vehicles.





#### Staff establishment

A total number of 96 new traffic recruits were appointed during 2003 and attended a basic traffic-training course presented at the Philippi Training College. Seventy three traffic officers attended the Examiners of Motor Vehicles and Examiners for Driver's License course.

Other courses attended by traffic officials are:

- Project management
- HIV / AIDS
- Sexual harassment
- Client care
- Human resource management
- Labour relations etc.

#### Operational activities

A total number of 5 650 866 km was travelled throughout the province – ensuring visible traffic policing. A 16-hour shift was undertaken and on specific days a 24-hour shift had to be undertaken. Hundred and eighteen traffic patrol vehicles were used to render this service.

A total number of 503 arrests were executed against drivers for the following offences:

- Driving under the influence of alcohol - 311
- Overload control management - 60
- Drugs - 14
- Speed - 4
- Bribery and corruption - 4
- Warrant of arrests - 32
- Stolen vehicles - 31

Provincial Traffic Officials registered 1 588 237 summonses against motorists for traffic violations and defects on motor vehicles.

One hundred and twenty three abnormal vehicles/loads were safely escorted by provincial traffic inspectors on the major routes.

Traffic officials spent 5 216 hours regulating traffic at film shoots and during sport activities on public roads.

Three hundred and fifty one roadblocks were held at various points.

Twenty additional vehicles were taken into service.

#### Public transport (NLTTA 22/2000)

A dedicated team was established at eight of the twelve centres to address public transport contraventions in the Province. A number of buses and mini buses were impounded for violations under the NLTTA 22/2000.

#### Operation Juggernaut / Arrive Alive

The thrust of Operation Juggernaut over November and December 2003, in support of Arrive Alive, was mainly targeted at unlicensed and unroadworthy freight vehicles, buses and minibus taxis. Other traffic offences were also targeted over this period as part of the Arrive Alive Road Safety Campaign.

The National Department of Transport, who initiated this project, encouraged all provinces to increase the number of roadblocks on the road network and to use weighing stations and vehicle testing stations for this purpose.

#### Accident statistics and reporting

A reduction of 32% in road fatalities was achieved during the festive season and a 63% reduction over the Easter season. Pedestrians however, still contribute to the highest number of fatalities. Two specially designed accident response vehicles were issued to the Beaufort West and Mossel Bay traffic centres for accident response on the N1 and the N2.

## Capital Maintenance and Asset Management Plan

#### Capital Maintenance

The Department of Public Works and Transport is responsible for all Scheduled Maintenance while the day-to-day maintenance is the responsibility of the Department of Community Safety. The latter includes repairs/maintenance to official housing occupied by employees. An amount of R1,4 million was allocated for day-to-day maintenance of which R1 457 million was spent.

#### Asset Management Plan

All the departmental assets at Head Office are listed on the LOGIS system. The regional offices will be phased onto the system during the next financial year.

