



Western Cape
Government



Department of Police Oversight and Community Safety

Policing Needs and Priorities Report 2024/25

**Department of
Police Oversight
and Community
Safety**



**Policing Needs
and
Priorities Report**

**for
2024/25**



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FOREWORD BY THE WESTERN CAPE MINISTER OF POLICE OVERSIGHT AND COMMUNITY SAFETY

It is an honour and a pleasure for me to introduce the Policing Needs and Priorities Report for 2024/25, as required by the South African Constitution. I wish to commend every official in the Western Cape Department of Police Oversight and Community Safety who, together with our partners in other provincial departments and role players in other spheres, put together this comprehensive document, which bears further testimony to the excellent skills housed in our Department.

The objectives of this report are to determine the policing needs and priorities for the Western Cape; to make policy recommendations to decision-makers, including the South African Police Service (SAPS), the National Minister of Police, the Provincial Cabinet, and municipalities in accordance with constitutional obligations; to publish a report on the policing needs and priorities specific to the province; to disseminate the report to various key stakeholders and decision-makers; to influence the allocation, distribution, and utilisation of policing and safety resources so that they align with the identified policing needs and priorities; and to guide and influence the development of policing priorities at local, provincial, and national levels based on the identified provincial policing needs and priorities.



The thematic areas examined as part of the policing needs and priorities for 2024/25 with regard to SAPS, Metro police, law enforcement and traffic law enforcement services include the budget allocation and its evolving nature from the 2018/19 to 2022/23 financial years; comparative human resources allocations over the same five-year period, physical resources; deployment; duties; training; and challenges.

One of the key indicators in measuring crime response is the police-to-population ratio, colloquially known as the “boots on the ground”. The SAPS establishment consists of personnel employed in terms of the SAPS Act – the police officers, and personnel employed in terms of the Public Service Administration Act (PSA), who provide mainly administrative support. Following the trend for the total establishment, the number of SAPS Act members reached its highest point of 157,518 in 2012 but decreased to its lowest point of 140,048 in 2022. Again, this has seen a slight increase to 148,854 in 2024.

The police-to-population ratio for the country is 1 member to every 417 people in the population (1:417). In the Western Cape, the situation is very similar. The approved establishment for SAPS in the Western Cape was 21,080 in 2023, but there were only 19,270 personnel employed (91.4% of the establishment). There was an increase of 403 members from the previous year. The number of SAPS Act personnel has also increased slightly to 16,224 in 2023, but the numbers are still less than ideal. The number of PSA personnel have decreased from 3,683 in 2018 to 3,046 in 2023, indicating that increasing the number of SAPS Act members has become a priority.

This report also highlights the good work done by the Metro Police, law enforcement, and traffic officials in supporting the work of SAPS, before making recommendations on the budget, human resources, physical resources, deployment, training, collaboration, the use of technology to fight crime, accountability and oversight, the value of force multipliers and specialised units, and, finally, building the community-police trust relationship. It is only when all safety partners work together that we are able to tackle the huge challenges that we are faced with.

This Policing Needs and Priorities Report is submitted at a time of fiscal austerity, which will present challenges to its full implementation, because a larger budget is required. The Western Cape Government does, however, pledge to do everything in its power, taking into account current budgetary constraints, to make the Western Cape safer for all its citizens.

A handwritten signature in black ink that reads "Anroux Marais". The signature is written in a cursive, slightly slanted style.

ANROUX MARAIS
WESTERN CAPE MINISTER OF POLICE OVERSIGHT AND COMMUNITY SAFETY

DEPARTMENT GENERAL INFORMATION

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LIST OF ABBREVIATIONS/ACRONYMS

Acronym	Description
AARTO	Administrative Adjudication of Road Traffic Offences
AGU	Anti-Gang Unit
ANPR	Automatic Number Plate Recognition
CRU	Camera Response Unit
CTMPD	Cape Town Metropolitan Police Department
CoCT	City of Cape Town
CIVOC	Civilian Oversight Committee
CCTV	Closed-Circuit Television
CPF	Community Police Forum
CSF	Community Safety Forum
CPA	Criminal Procedure Act
DoLG	Department of Local Government
EPIC	Emergency and Policing Incident Command
EPWP	Expanded Public Works Programme
FPS	Forensic Pathology Services
ICVPS	Integrated Crime and Violence Prevention Strategy
LE	Law Enforcement
LEAP	Law Enforcement Advancement Plan
LLEO	Learner Law Enforcement Officer
MTEF	Medium-Term Expenditure Framework
MoU	Memorandum of Understanding
NDP	National Development Plan
NLTA	National Land Traffic Act
NRTA	National Road Traffic Act
NHW	Neighbourhood Watch
ODM	Overberg District Municipality
POCS	Department of Police Oversight and Community Safety
PPE	Personal Protective Equipment
PNP	Policing Needs and Priorities
POP	Public Order Policing
PSA	Public Service Administration Act
PTI	Public Transport Interchanges
RSEP	Regional Socio-Economic Programme
SETA	Sector Education and Training Authority
SALGA	South African Local Government Association
SAPS	South African Police Service
SIU	Special Investigative Unit
SOP	Standard Operating Procedure
WCG	Western Cape Government
WCMD	Western Cape Mobility Department
WCPO	Western Cape Police Ombudsman
WCSP	Western Cape Safety Plan
WOGA	Whole of Government Approach

1. INTRODUCTION

With the surge in violent crimes in the Western Cape, collaboration among different stakeholders is the key to combating crime effectively. This calls for local communities, law enforcement agencies, and government institutions, among others, to work together to develop coordinated strategies that address the unique challenges faced by the province. Given the current government-wide budget cuts, it is now even more crucial to ensure that resources are used efficiently and effectively. The South African Police Service (SAPS), together with all other law enforcement agencies, play a pivotal role in ensuring the well-being and safety of citizens. As such, the allocation of resources towards crime prevention and law enforcement initiatives to combat the escalating crime in the province must be strategically managed and prioritised. By maximising the impact of available resources and fostering collaboration, the province may potentially reduce crime rates and create a safer environment for its residents.

The Policing Needs and Priorities (PNP) programme is aligned with the constitutional and legislative mandate of providing effective policing services. The province has a constitutional mandate to determine the policing needs and priorities for the province which the national police minister should take into account when determining national policy, and that policy may make provision for different provinces after taking into account the policing needs and priorities of the province (S 206(1) &(2) of the Constitution). The province also plays an important role in monitoring police conduct, overseeing the effectiveness of the police and assessing the effectiveness of visible policing (S 206 of the Constitution). Previous PNP reports have highlighted the resource constraints faced by SAPS, the national policing service in the country and provinces, which may limit their ability to provide comprehensive services. The province's constitutional mandate extends to oversight over municipal police. Most municipalities in the Western Cape have law enforcement and traffic services, and the City of Cape Town has a municipal police service, which aims to complement the SAPS and expand the reach of policing and law enforcement. However, many of these are facing resource constraints of their own. The PNP programme for this year seeks to determine the capacity of the South African Police Service to deliver policing in the province, as well as that of municipal policing and law enforcement and policing, and to provide key recommendations to bridge the gap between the demand for policing services and the available resources, ultimately improving public safety in the Western Cape. The importance of the force multipliers in the Western Cape cannot be underestimated as SAPS continue to face ongoing resource constraints.

For the 2024/25 financial year, the focus of the PNP programme is to assess the availability of policing and law enforcement resources in the Western Cape. The aim is to identify strategies for collaborative and integrated use of these resources utilised by provincial stakeholders, including SAPS, Metro Police, Law Enforcement, and Traffic Services in order to maximise their impact. Overall, this information collectively serves as a foundation for identifying the provincial PNPs. Based on this assessment, the Department of Police Oversight and Community Safety (POCS) aims to provide recommendations in respect of the necessary actions to address these issues effectively and efficiently.

The scope of work to determine the PNPs for 2024/25 involved employing a mixed-method research approach. This approach included collecting primary data through questionnaires and semi-structured interviews with key stakeholders and gathering secondary data through desktop research. This allowed for the collection and analysis of information regarding resource allocation for SAPS, Law Enforcement, Traffic Services, as well as the Metro Police. The culmination of this research is a provincial PNP report, which provides strategic, policy, and operational recommendations. This report is subsequently submitted to several key policy decision-makers. The ultimate outcome of the programme is to influence the allocation of policing resources to the province in line with the identified policing needs and priorities.

By advocating for the collaborative and integrated use of resources to enhance the effectiveness and efficiency of SAPS, Metro Police, Law Enforcement, and Traffic Services, the PNP programme therefore strives to make a meaningful contribution to the improvement of public safety in the Western Cape.

At the time of publication, the Western Cape has six policing districts, namely the City of Cape Town, the Overberg, the West Coast, the Garden Route, and the Central Karoo. The largest district, the City of Cape Town, is further subdivided into three sub-districts namely Northern, Central and Southern.¹

Figures 1–4 below are the maps of the SAPS City of Cape Town Sub-districts during 2023 and 2024:

¹ In the second quarter of 2024/25, the CoCT subdistricts were further reorganized into 6 areas, namely, Cape Town, Khayelitsha, Mitchell's Plain, Nyanga, Tygerberg and Wynberg.

Figure 1: SAPS City of Cape Town Sub-Districts

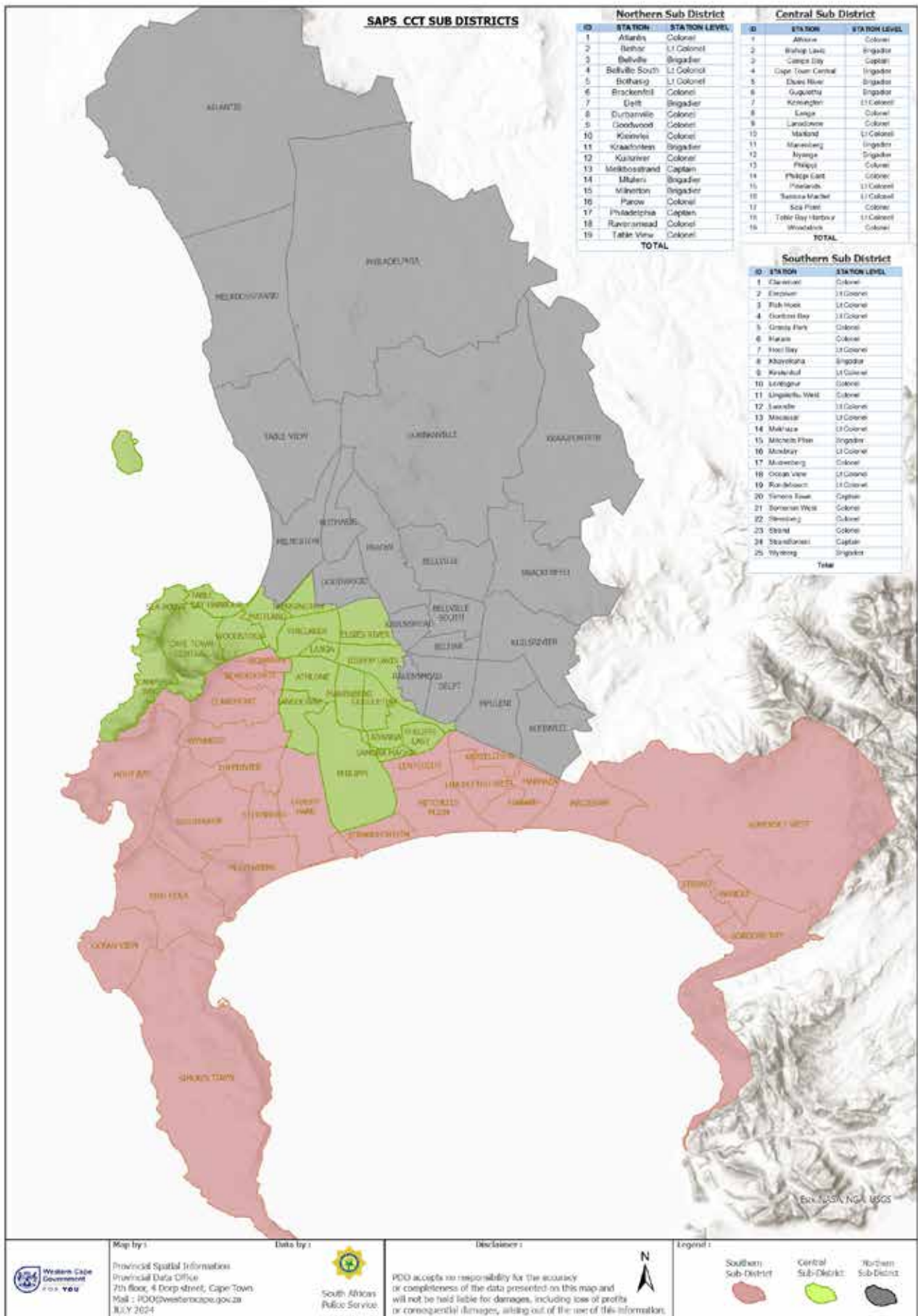


Figure 2: SAPS City of Cape Town Northern Sub-District.

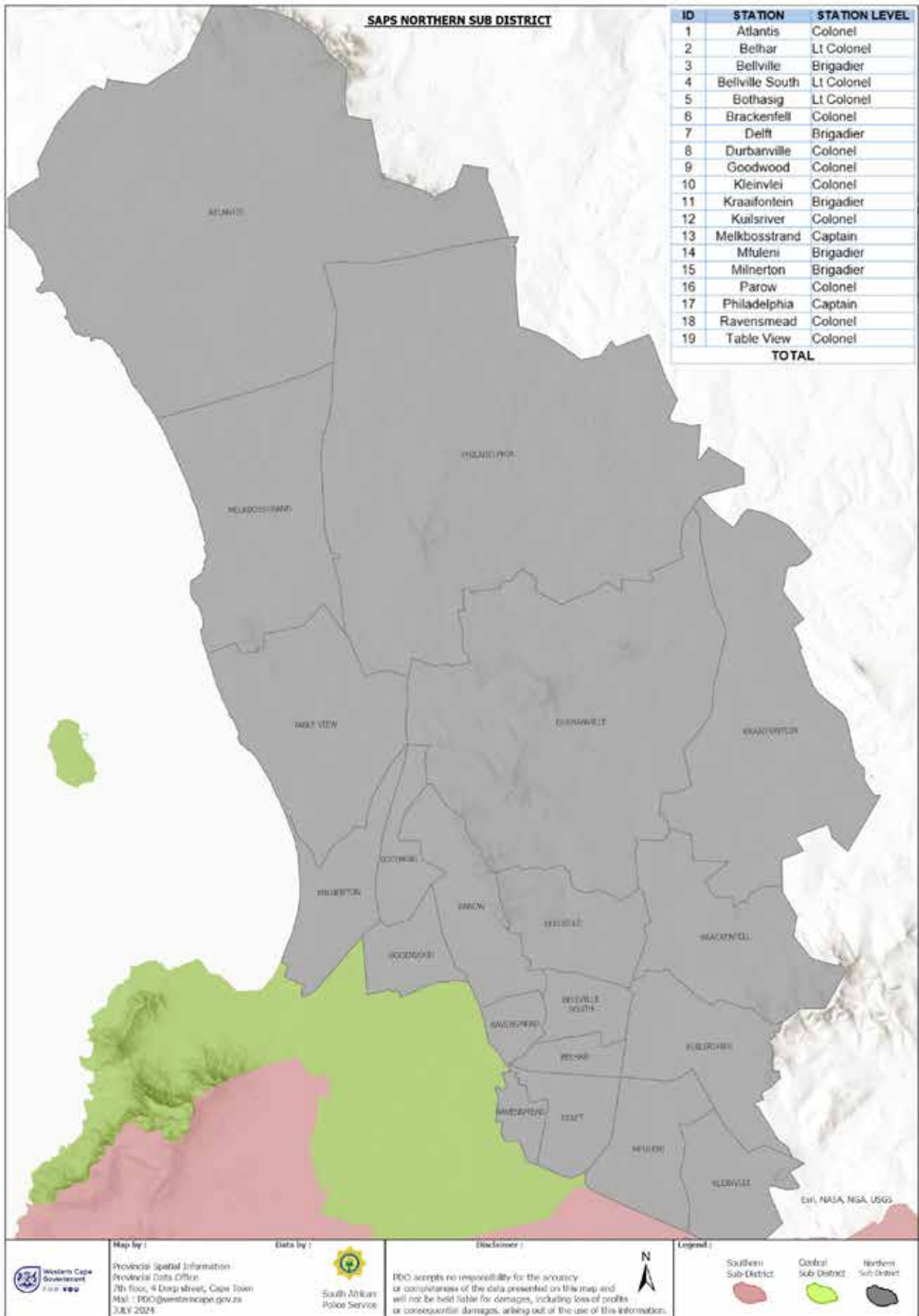


Figure 3: SAPS City of Cape Town Central Sub-District.

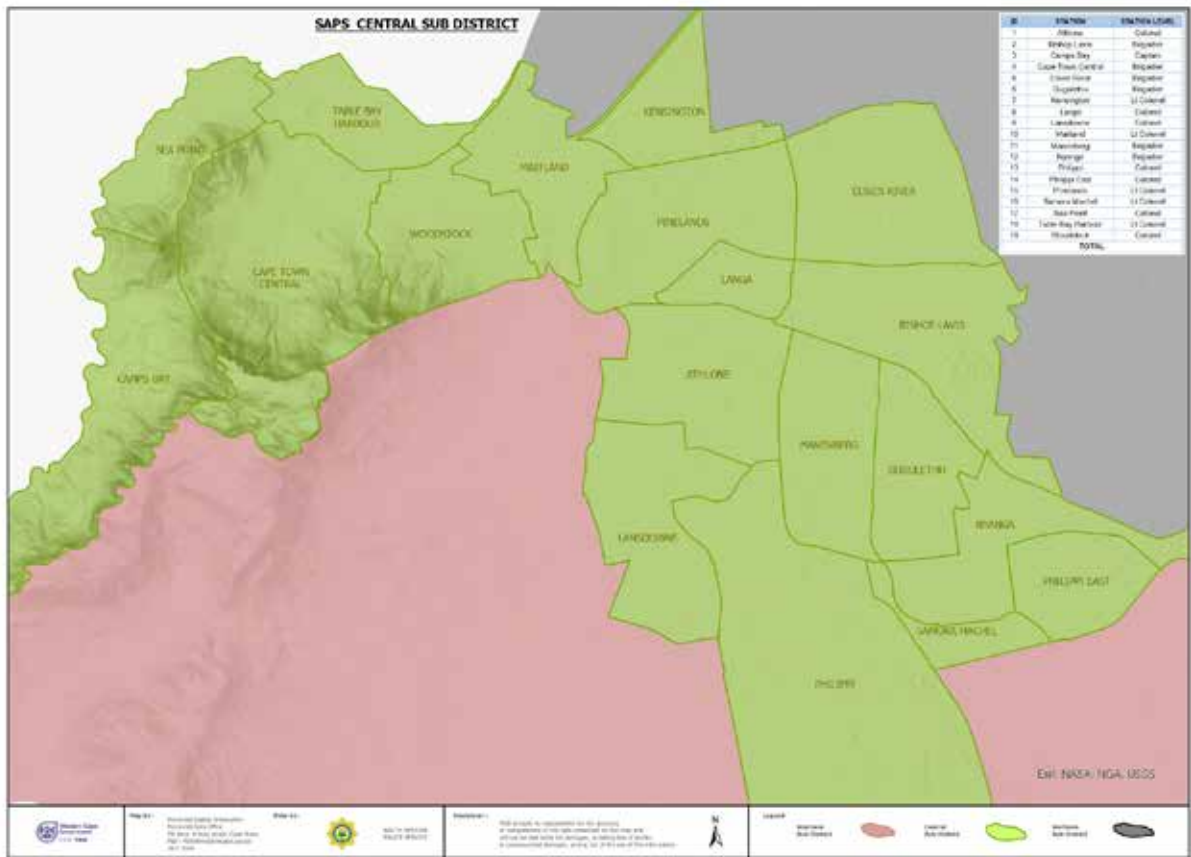
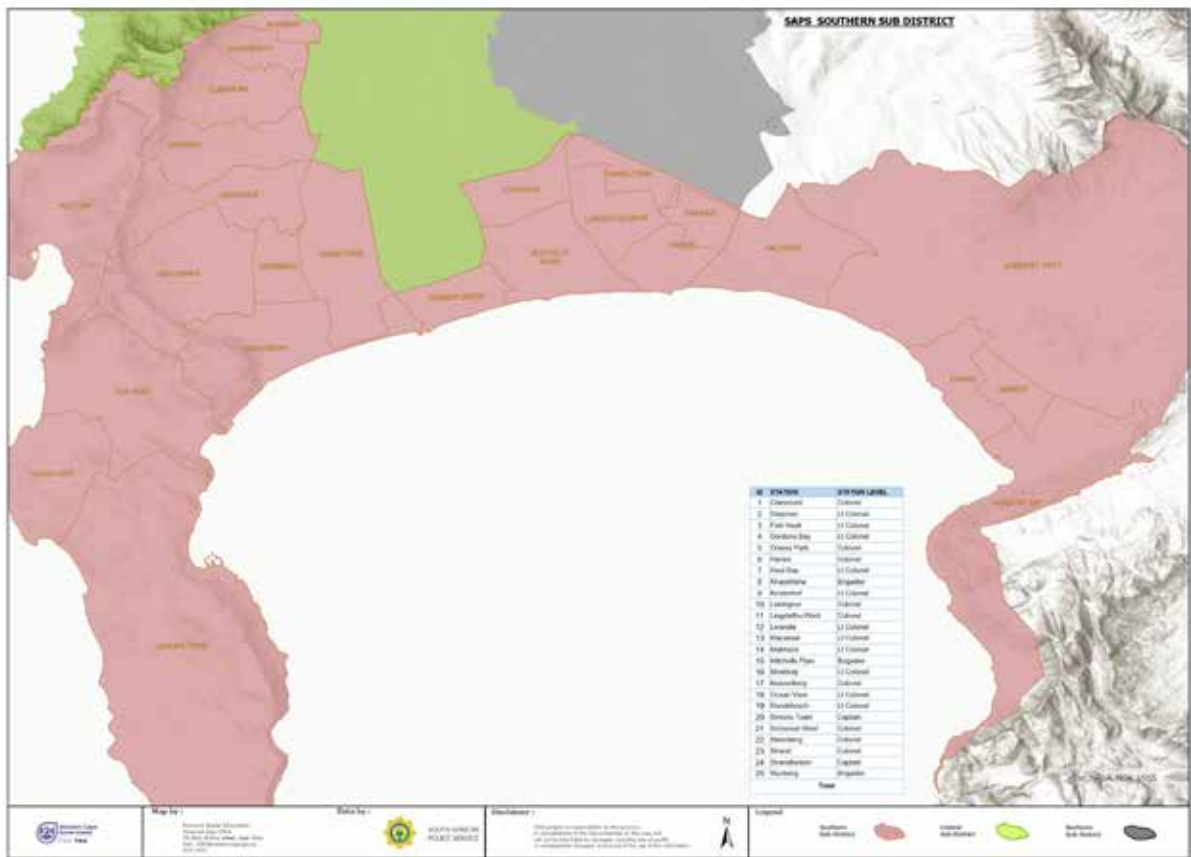


Figure 4: SAPS City of Cape Town Southern Sub-District.



2. OBJECTIVES

The overall objective of the PNP is to improve oversight of the police, and to influence the allocation of policing resources to the province. Previous reports have focused on SAPS policing resources, constraints, and the challenges for policing.² The focus of the 2024/25 report is to understand the capacity of municipal policing and law enforcement to complement the services of the South African Police Services by adding additional capacity to fight crime.

The PNP report aims to indicate the policing and law enforcement resources that are available in the Western Cape, to understand how these are deployed, and to identify the challenges facing police and law enforcement. It also aims to indicate how policing and law enforcement services can be better integrated for more effective and impactful service delivery.

The PNP programme aims to improve police accountability, transparency, and, more importantly, influence resource allocation. The main objectives of the PNPs are:

- To determine the policing needs and priorities for the Western Cape.
- To influence the determination of national policing policy, and policing policy affecting the Western Cape.
- To make policy recommendations to decision-makers, including the South African Police Service (SAPS), the National Minister of Police, the Provincial Cabinet, and municipalities in terms of constitutional obligations.
- To publish a report on the policing needs and priorities specific to the province.
- To disseminate the report to various key stakeholders and decision-makers, such as the SAPS District and Station Commanders, Provincial Police Commissioner, National Minister of Police, Provincial Standing Committee, Provincial Cabinet, National Secretariat for Safety and Security, Metro Police, Provincial, Cluster and Local Community Policing Forum (CPF) Chairpersons, Provincial Government Departments, as well as District and Local Municipalities, among others.
- To influence the allocation, distribution, and utilisation of policing and safety resources in alignment with the identified policing needs and priorities.
- To guide and influence the development of policing priorities at the local, provincial, and national levels in relation to the identified provincial PNPs.



2 2023/24 and 2021/22 PNP reports. Available on: https://www.westerncape.gov.za/sites/www.westerncape.gov.za/files/policing_needs_and_priorities_report_2023-24.pdf and https://www.westerncape.gov.za/sites/www.westerncape.gov.za/files/11656_wc_government_-_pnp_community_safety_web_single_pages.pdf

3. METHODOLOGY

For the 2024/25 financial year the focus was on establishing the extent of availability of policing resources in the province. Its aim also was to establish the capacity of the South African Police Service (SAPS) to deliver policing according to its mandate. However, given the limited human resources available to SAPS, the report also sought to explore the extent to which the resources of the SAPS are supported by the municipal police, traffic law enforcement, and municipal law enforcement in the province, which become increasingly important force multipliers. The report sought to explore strategies in which these resources could be utilised collaboratively and in an integrated manner by the provincial stakeholders to maximise their impact. To achieve this a mix of quantitative and qualitative approaches were adopted. A questionnaire/template was developed to collect data from all of the 24 local municipalities in the Western Cape and the City of Cape Town (CoCT) in respect of law enforcement. All 24 municipalities responded on this. The nature of data that was collected includes the availability of Law Enforcement and Metro Police. A second questionnaire was sent to municipalities requesting information on their traffic law enforcement. It is important to note that only 20 municipalities responded to this request.³ The questionnaire was also sent to the Western Cape Mobility Department to collect data pertaining to Provincial Traffic Law Enforcement resources.

In addition, follow-up interviews were conducted with the participants to augment data collected through the questionnaire. The follow-up interviews were conducted with officials who had completed the request for information. These included, among others, the Directors or acting Directors for Community Services, Heads of Protection Services, Heads of Law Enforcement, and Heads of Traffic Services. The interviews were conducted via the Microsoft Teams platform and recorded.

Data that was collected through the questionnaire was captured, verified, uploaded, and coded using the NVIVO software, which is software for qualitative data analysis. Furthermore, relevant literature was also reviewed through desktop research.

Prior to submitting this report to the Standing Committee on Police Oversight, Community Safety, and Cultural Affairs and Sport for consideration, SAPS and the City of Cape Town were invited to provide comments and corrections on the report, and their comments were integrated where appropriate. The report was presented to the Standing Committee in February 2025, as required in terms of section 23 of the Western Cape Community Safety Act, 3 of 2013, and their comments have been taken into account.

³ Beaufort West, Cederberg, Kannaland, and Matzikama.

4. LIMITATIONS

The project was undertaken in a relatively short period of time. Municipalities were requested to submit their completed questionnaires within a defined time frame, and additional information was sought later.

Some of the data collated was inconsistent, and municipalities were not always available to answer questions for clarification. The research team therefore conducted follow-up interviews with the participants in an attempt to overcome that problem.

Data and Evidence for this report was obtained from SAPS, Traffic and Municipal Law Enforcement. The SAPS were requested to provide information on the human resource establishment in the province. Most of the information regarding SAPS was drawn from publicly available information and information previously submitted to POCS.

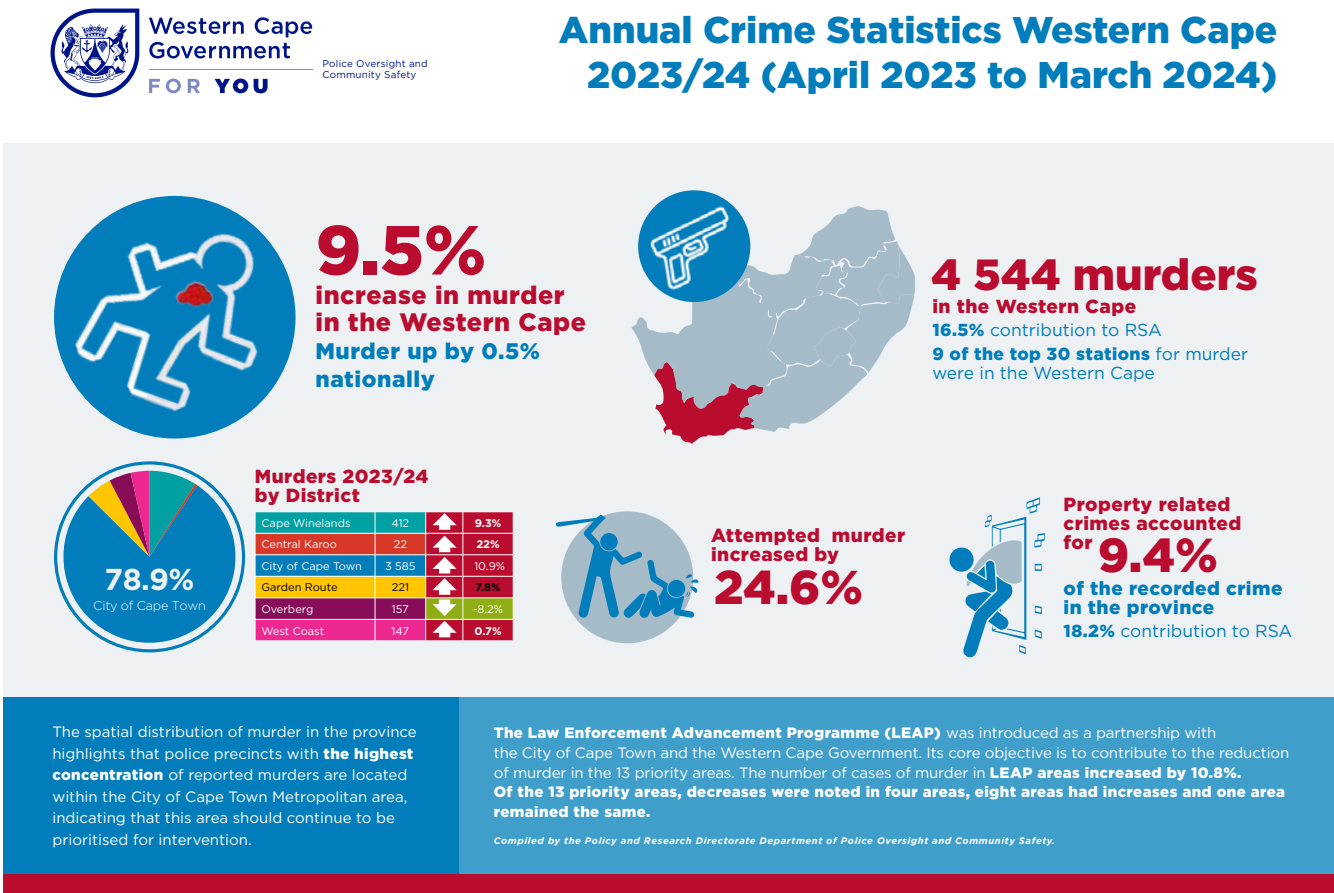


5. CRIME IN THE WESTERN CAPE

It is critically important to understand the policing needs and priorities in context. This section will discuss the main highlights of the 2023/24 annual crime statistics that were released by the SAPS in November 2024. The crime statistics cover the period from 1st April 2023 to end of March 2024 and are presented according to the provincial figures and the six police districts namely City of Cape Town, Cape Winelands, Central Karoo, Garden Route, Overberg, and West Coast.

Figure 5 below shows that murder in the Western Cape increased by 9.5% in 2023/24. The Western Cape contributed 16.5% to murder in South Africa in 2023/24, and nine (9) of the top 30 stations for murder were in the province, which is a cause for concern. Attempted murder increased by 24.6% in 2023/24, while property related crimes accounted for 9.4% of the recorded crime in the province and contributed 18.2% to the recorded crime in South Africa in 2023/24.

Figure 5: 2023/24 annual crime statistics for the Western Cape



5.1 City of Cape Town District

Table 1: Crime statistics for the City of Cape Town District

CRIME CATEGORY	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Count Diff	(%) Change
CONTACT CRIME (CRIMES AGAINST THE PERSON)												
Murder	2 474	2 469	2 515	2 892	3 157	3 091	3 074	3 165	3 233	3 585	352	10.9%
Sexual offences	4 135	4 164	4 086	4 110	4 164	4 436	4 063	4 451	4 561	4 349	-212	-4.6%
Attempted murder	3 145	2 814	2 724	2 929	3 095	2 802	3 087	2 662	2 579	3 007	428	16.6%
Assault with the intent to inflict grievous bodily harm	12 694	12 622	11 883	11 206	11 374	11 047	9 135	10 049	10 815	10 752	-63	-0.6%
Common assault	22 192	23 802	23 000	22 663	22 944	22 860	19 522	21 896	24 519	25 847	1 328	5.4%
Common robbery	10 306	9 474	9 600	9 404	8 781	8 798	5 537	6 394	7 897	8 729	832	10.5%
Robbery with aggravating circumstances	19 219	19 721	19 863	20 198	20 076	20 246	15 672	15 975	18 649	20 831	2 182	11.7%
Contact crime (Crimes against the person)	74 165	75 066	73 671	73 402	73 591	73 280	60 090	64 592	72 253	77 100	4 847	6.7%
Sexual Offences - Breakdown												
Rape	2 774	2 794	2 780	2 783	2 747	3 005	2 880	3 080	3 189	3 021	-168	-5.3%
Sexual assault	935	947	942	1 001	1 082	1 190	895	1 011	1 050	994	-56	-5.3%
Attempted sexual offences	192	213	168	175	147	114	159	192	212	213	1	0.5%
Contact sexual offences	234	210	196	151	188	127	129	168	110	121	11	10.0%

Source: South African Police Service

Contact crime in the City of Cape Town increased by 6.7% from 72 253 reported cases in 2022/23 to 77 100 reported cases in 2023/24. The City of Cape Town District contributed 65% to contact crime in the Western Cape in 2023/24 which is a cause for concern. Almost all the contact crime categories (i.e. murder (10.9%), attempted murder (16.6%), common assault (5.4%), common robbery (10.5%) and robbery with aggravating circumstances (11.7%)) showed an increase except sexual offences and assault with the intent to inflict grievous bodily harm which have decreased by 4.6% and 0.6% respectively. However, in terms of the sexual offences subcategories, attempted sexual offences (0.5%) and contact sexual offences (10.0%) increased while rape and sexual assault decreased by 5.3% respectively. The majority, or 78.9% of the murders in the province in 2023/24 took place in the City of Cape Town District which is where the majority of the population in the Province resides. This is where the demand for policing is the highest.

5.2 Cape Winelands District

Table 2: Crime statistics for the Cape Winelands District

CRIME CATEGORY	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Count Diff	(%) Change
CONTACT CRIME (CRIMES AGAINST THE PERSON)												
Murder	290	273	345	353	336	381	345	394	377	412	35	9.3%
Sexual offences	1 097	997	954	970	835	916	716	867	937	980	43	4.6%
Attempted murder	199	235	292	344	326	388	356	421	412	877	465	112.9%
Assault with the intent to inflict grievous bodily harm	4 836	4 783	4 712	4 514	4 834	4 752	3 868	4 470	4 858	4 671	-187	-3.8%
Common assault	6 014	6 022	5 745	5 565	5 714	5 797	5 192	5 644	6 238	6 027	-211	-3.4%
Common robbery	1 364	1 380	1 343	1 161	1 174	1 141	769	916	1 064	1 099	35	3.3%
Robbery with aggravating circumstances	1 744	1 747	1 867	1 886	1 786	1 880	1 357	1 370	1 628	1 669	41	2.5%
Contact crime (Crimes against the person)	15 544	15 437	15 258	14 793	15 005	15 255	12 603	14 082	15 514	15 735	221	1.4%
Sexual Offences - Breakdown												
Rape	747	686	628	645	579	616	461	552	637	666	29	4.6%
Sexual assault	236	200	234	231	173	222	160	206	206	213	7	3.4%
Attempted sexual offences	70	86	55	61	60	47	58	63	65	79	14	21.5%
Contact sexual offences	44	25	37	33	23	31	37	46	29	22	-7	-24.1%

Source: South African Police Service

Contact crime in Cape Winelands increased by 1.4% from 15 514 reported cases in 2022/23 to 15 735 reported cases in 2023/24. Cape Winelands contributed 13.3% to contact crime in the province in 2023/24 and was the second biggest contributor to contact crime in the Western Cape. Almost all the crime categories (i.e. murder (9.3%), sexual offences (4.6%), attempted murder (112.9%), common robbery (3.3%) and robbery with aggravating circumstances (2.5%)) have shown an increase in 2023/24 except assault with the intent to inflict grievous bodily harm and common assault which have decreased by 3.8% and 3.4% respectively. In terms of sexual offences almost all the subcategories (i.e. rape (4.6%), sexual assault (3.4%) and attempted sexual offences (21.5%)) have increased except contact sexual offences which has decreased in total by 24% in 2023/24.)

5.3 Central Karoo District

Table 3: Crime statistics for the Central Karoo District

CRIME CATEGORY	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Count Diff	(%) Change
CONTACT CRIME (CRIMES AGAINST THE PERSON)												
Murder	27	40	36	30	19	25	21	22	18	22	4	22.2%
Sexual offences	115	135	107	95	103	83	68	83	68	65	-3	-4.4%
Attempted murder	53	33	22	33	19	17	40	26	38	38	0	0.0%
Assault with the intent to inflict grievous bodily harm	773	726	623	694	752	665	573	638	704	751	47	6.7%
Common assault	903	927	757	717	678	685	618	682	824	728	-96	-11.7%
Common robbery	183	136	117	108	96	83	76	60	60	82	22	36.7%
Robbery with aggravating circumstances	167	201	141	153	116	90	76	49	64	88	24	37.5%
Contact crime (Crimes against the person)	2 221	2 198	1 803	1 830	1 783	1 648	1 472	1 560	1 776	1 774	-2	-0.1%
Sexual Offences - Breakdown												
Rape	81	102	75	68	70	51	39	47	40	43	3	7.5%
Sexual assault	23	18	19	18	22	24	23	27	24	14	-10	-41.7%
Attempted sexual offences	5	8	8	6	8	3	5	7	3	6	3	100.0%
Contact sexual offences	6	7	5	3	3	5	1	2	1	2	1	100.0%

Source: South African Police Service

Contact crime in Central Karoo District decreased by a small 0.1% from 1 776 reported cases in 2022/23 to 1 774 reported cases in 2023/24. Central Karoo is the only district that has shown a decrease in contact crime in 2023/24. However, murder (22.2%), assault with the intent to inflict grievous bodily harm (6.7%), common robbery (36.7%) and robbery with aggravating circumstances (37.5%) have shown an increase while attempted murder has stayed the same in 2023/24. Sexual offences (-4.4%) and common assault (-11.7%) have decreased in 2023/24. Rape (7.5%), attempted sexual offences (100%), noting that these are small numbers of victims, and contact sexual offences (100%) increased while sexual assault decreased by 41.7% in 2023/24.

5.4 Garden Route District

Table 4: Crime statistics for the Garden Route District

CRIME CATEGORY	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Count Diff	(%) Change
CONTACT CRIME (CRIMES AGAINST THE PERSON)												
Murder	155	200	181	183	215	205	166	212	205	221	16	7.8%
Sexual offences	1 012	924	1 037	1 046	1 059	975	849	959	850	925	75	8.8%
Attempted murder	176	167	142	173	182	143	440	312	267	235	-32	-12.0%
Assault with the intent to inflict grievous bodily harm	3 845	3 613	3 604	3 532	3 862	3 668	2 955	3 287	3 584	3 922	338	9.4%
Common assault	5 058	5 372	5 366	4 953	5 078	4 846	4 394	4 952	5 219	5 261	42	0.8%
Common robbery	992	865	910	804	793	840	570	495	596	623	27	4.5%
Robbery with aggravating circumstances	1 243	1 212	1 244	1 219	1 273	1 331	1 109	1 039	1 157	1 043	-114	-9.9%
Contact crime (Crimes against the person)	12 481	12 353	12 484	11 910	12 462	12 008	10 483	11 256	11 878	12 230	352	3.0%
Sexual Offences - Breakdown												
Rape	712	641	676	702	706	642	574	625	574	603	29	5.1%
Sexual assault	192	191	249	244	248	234	193	204	194	227	33	17.0%
Attempted sexual offences	54	54	69	67	59	61	43	71	58	59	1	1.7%
Contact sexual offences	54	38	43	33	46	38	39	59	24	36	12	50.0%

Source: South African Police Service

Contact crime in the Garden Route District have increased by 3% from 11 878 reported cases in 2022/23 to 12 230 reported cases in 2023/24. Garden Route District contributed 10.3% to contact crime in the province and is the third biggest contributor to contact crime in the Western Cape in 2023/24. Crimes that are of concern are murders which have increased by 7.8%, sexual offences by 8.8%, assault with the intent to inflict grievous bodily harm by 9.4%, common assault by 0.8% and common robbery by 4.5%. A decrease on attempted murder (-12.0%) and robbery with aggravating circumstances (-9.9%) was noted. However, it is concerning to note that all the subcategories of sexual offences have shown an increase in 2023/24 with an overall increase of 8.8% noted.

5.5 Overberg District

Table 5: Crime statistics for the Overberg District

CRIME CATEGORY	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Count Diff	(%) Change
CONTACT CRIME (CRIMES AGAINST THE PERSON)												
Murder	103	109	124	142	120	145	125	152	171	157	-14	-8.2%
Sexual offences	390	347	375	340	370	311	305	341	366	336	-30	-8.2%
Attempted murder	78	121	152	147	176	145	139	128	158	148	-10	-6.3%
Assault with the intent to inflict grievous bodily harm	1 794	1 640	1 537	1 623	1 581	1 549	1 224	1 450	1 512	1 487	-25	-1.7%
Common assault	2 147	2 247	2 270	2 028	2 007	2 044	1 736	1 839	2 088	2 175	87	4.2%
Common robbery	261	294	294	259	243	212	184	169	200	202	2	1.0%
Robbery with aggravating circumstances	413	474	499	474	415	493	409	437	459	475	16	3.5%
Contact crime (Crimes against the person)	5 186	5 232	5 251	5 013	4 912	4 899	4 122	4 516	4 954	4 980	26	0.5%
Sexual Offences - Breakdown												
Rape	241	222	260	207	233	197	195	231	246	216	-30	-12.2%
Sexual assault	108	78	85	107	107	86	68	72	77	75	-2	-2.6%
Attempted sexual offences	32	29	17	15	13	19	25	22	29	34	5	17.2%
Contact sexual offences	9	18	13	11	17	9	17	16	14	11	-3	-21.4%

Source: South African Police Service

Contact crime in Overberg District increased by 0.5% from 4 954 reported cases in 2022/23 to 4 980 reported cases in 2023/24. Although common assault (4.2%), common robbery (1.0%) and robbery with aggravating circumstances (3.5%) have increased, murder (-8.2%), sexual offences (-8.2%), attempted murder (-6.3%) and assault with the intent to inflict grievous bodily harm (-1.7%) have decreased in 2023/24. Attempted sexual offences (17.2%) is the only subcategory of sexual offences that has shown an increase while rape (-12.2%), sexual assault (-2.6%) and contact sexual offences (-21.4%) have all decreased.

5.6 West Coast District

Table 6: Crime statistics for the West Coast District

CRIME CATEGORY	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Count Diff	(%) Change
CONTACT CRIME (CRIMES AGAINST THE PERSON)												
Murder	137	133	110	129	127	128	117	164	146	147	1	0.7%
Sexual offences	620	563	556	514	512	582	436	462	512	427	-85	-16.6%
Attempted murder	76	74	55	72	62	60	81	120	140	174	34	24.3%
Assault with the intent to inflict grievous bodily harm	2 258	2 155	2 058	2 014	2 085	2 072	1 697	2 007	2 067	2 394	327	15.8%
Common assault	2 836	2 934	2 730	2 653	2 781	2 760	2 395	2 689	2 912	2 823	-89	-3.1%
Common robbery	314	336	310	267	268	307	218	187	263	268	5	1.9%
Robbery with aggravating circumstances	330	377	418	399	399	509	427	422	484	573	89	18.4%
Contact crime (Crimes against the person)	6 571	6 572	6 237	6 048	6 234	6 418	5 371	6 051	6 524	6 806	282	4.3%
Sexual Offences - Breakdown												
Rape	396	355	352	339	314	366	293	308	343	276	-67	-19.5%
Sexual assault	146	142	141	109	125	154	101	107	123	102	-21	-17.1%
Attempted sexual offences	56	47	48	48	54	30	31	34	39	38	-1	-2.6%
Contact sexual offences	22	19	15	18	19	32	11	13	7	11	4	57.1%

Source: South African Police Service

Contact crime in West Coast District increased by 4.3% from 6 524 reported cases in 2022/23 to 6 806 reported cases in 2023/24. Murder (0.7%), attempted murder (24.3%), assault with the intent to inflict grievous bodily harm (15.8%), common robbery (1.9%) and robbery with aggravating circumstances (18.4%) have increased, while sexual offences (-16.6%) and common assault (-3.1%) have decreased in 2023/24. Contact sexual offences (57.1%) is the only subcategory of sexual offences that has shown an increase while rape (-19.5%), sexual assault (-17.1%) and attempted sexual offences (-2.6%) have all decreased.

6. THE MANDATES OF POLICING AND LAW ENFORCEMENT IN THE WESTERN CAPE

The effective functioning of law enforcement agencies, such as the SAPS, Metro Police, Municipal Law Enforcement, and Traffic Services, is underpinned by a legal framework that governs their operations and mandates. This section delves into the legal foundation that guides the activities of these entities, exploring the legislative framework within which they operate. Understanding the legal parameters and obligations within which they function is vital to ensure compliance, accountability, and the delivery of effective public safety services to the communities across the Western Cape. The legislative landscape that shapes the roles and responsibilities of these law enforcement agencies not only defines the scope of their authority but also sets forth the standards of conduct, procedures, and powers that guide their actions. Through this, we gain insights into the mechanisms that allow these agencies to carry out their duties, exercise their powers, and engage with the community to maintain law and order.

6.1 The legal mandate of the South African Police Service (SAPS)

The mandate of the SAPS is derived from the Constitution of the Republic of South Africa, 1996. Specifically, it is outlined in Section 205 of the Constitution, which establishes the SAPS as the national police service responsible for preventing, combating, and investigating crime, maintaining public order, protecting and securing the inhabitants of South Africa and their property, upholding and enforcing the law, and ensuring the safety and security of the members of the public. The South African Police Service Act 68 of 1995 provides the legal framework for the establishment, organisation, powers, duties, and functioning of the South African Police Service.⁴ The Criminal Procedure Act 51 of 1977 provides guidelines and procedures for the handling of criminal cases by the police, including arrest, search, and seizure. These Acts, along with other relevant legislation and regulations, serve as the basis of and govern the operations of the South African Police Service.

The SAPS is a national structure with a Provincial Commissioner for each Province. The Western Cape is divided into six districts, one in each rural district, and three sub-districts in the City of Cape Town.

6.2 The legal mandate of the Municipal Police

The South African Constitution makes provision for both a national police service and the establishment of municipal and metropolitan police services. Section 206(7) of the Constitution states that national legislation must provide for the establishment of municipal police services. The Constitution grants the power to establish and regulate municipal police forces, also known as Metro Police, to local government authorities. Chapter 12 of the South African Police Service Act (68 of 1995) provides the framework for the establishment of the municipal police service. Chapter 12 of the Act outlines the powers, responsibilities, and functions of Metro Police officers.⁵

The mandate of the Metro police is to enforce municipal by-laws, traffic policing within their jurisdictions, crime prevention, and to provide assistance to other law enforcement agencies when needed. While their powers and functions are similar to the SAPS, they lack the power to investigate crime. They are responsible for ensuring the safety and security of residents in urban areas under their jurisdiction. This mandate is derived from various laws and regulations that set out their duties and responsibilities. Metro police officers also play a crucial role in enforcing traffic laws, conducting roadblocks, and ensuring road safety within their jurisdictions. Each city or metropolitan area may have its own set of municipal by-laws that govern specific issues within the local community. Metro police officers are tasked with enforcing these by-laws, which can cover areas such as noise control, public nuisance, waste management, and more. The specific duties and responsibilities of Metro police officers are defined by these laws and regulations to ensure the safety and security of residents in urban areas. By operating within the framework provided by these laws and regulations, Metro police officers work to uphold public safety, maintain order, and protect the well-being of residents in urban areas.

Municipal police have certain powers and duties in respect of crowd management working under the authority of the SAPS Public Order Policing (POP) Unit.⁶ A draft National Standard on Crowd Management outlines the roles of

4 Government Communication and Information System. (2020) Police, Defence and Intelligence. Official guide to South Africa 2020/21. p.5.

5 Institute for Security Studies. (2022). The state of local government law enforcement. Preliminary report prepared for the South African Local Government Association (SALGA). p.6.

6 GN 307 of 20 March 2008: National Municipal Policing Standard for Crowd Management during Gatherings and Demonstrations (Government Gazette No. 30882). 'The executive head of a municipal police service is obliged to report any information regarding "potential violent disorder" to the (national) Public Order Policing Unit and the Provincial Commissioner. The executive head "must"

municipalities in the management of crowds in public demonstrations and gatherings, and the support they should provide to the SAPS.⁷

Section 64A of the SAPS Act requires that municipal police comply with a national standard to provide a 24-hour service, and to ensure civilian supervision. This closely aligns the Metro Police with the SAPS in respect of their powers and duties.

The municipal police are required to develop an annual policing plan in consultation with the SAPS, which must be submitted to the National Commissioner and Minister for Executive Council for safety.⁸

The Western Cape only has one municipal police service – the Cape Town Metropolitan Police Department (CTMPD) – which was established in December 2001.

The CTMPD is divided into four regions: North, East, South, West, as well as several special operation divisions.⁹

The South African Police Service (SAPS) and the City of Cape Town Metro Police Department have distinct mandates and activities, although they both aim to ensure public safety. SAPS is responsible for preventing, combating, and investigating crime; maintaining public order; protecting and securing the inhabitants of South Africa and their property; and upholding and enforcing the law. Their activities are broad, covering the entire nation and all aspects of law enforcement. On the other hand, the Cape Town Metro Police focuses more on crime prevention, traffic law enforcement, and by-law enforcement within the city limits. They do not investigate crimes but support SAPS by combating crimes such as murder, rape, theft, and illegal drug use. The Metro Police also have specialised units like the Canine Unit, Strategic Surveillance Unit, and the Gang Unit, which address specific issues such as drug trafficking and gangsterism within the city. Both forces are crucial to maintaining law and order, with SAPS providing a more generalised service across the country and the Metro Police focusing on urban law enforcement and crime prevention in Cape Town.

6.3 The legal mandate of Municipal Law Enforcement

Section 152(1)(d) of the Constitution states that the promotion of safety is one of the objects of local government. Municipal law enforcement officers are responsible for ensuring compliance with local laws, regulations, and ordinances set by the local government. They play a role in maintaining order, promoting public safety, responding to public nuisance complaints within the community, and traffic management.

Section 156(2) of the Constitution grants municipalities the authority to create and enforce by-laws concerning matters within their jurisdiction. Municipalities may only administer by-laws in respect of matters they have the right to govern, as outlined in Section 156(1), other provisions of Section 156, and Schedules 418 and 519. Municipalities may be empowered to administer specific functions if they possess the capability to do so, resulting in varying levels of authority among municipalities to issue by-laws.¹⁰

The Criminal Procedure Act (CPA) (Act 51 of 1977) outlines the powers of law enforcement officers. Section 334 allows the Minister of Justice to publish a notice in the Government Gazette detailing categories of peace officers eligible for appointment and their powers in relation to certain offences in defined jurisdictions. The current notice, issued on 19 October 2018 by the Justice and Correctional Services Minister, governs the appointment of law enforcement officers by municipalities.¹¹ It specifies that Municipal Law Enforcement officers are empowered to enforce by-laws and regulations created by the municipality, as well as specific sections of related laws, including the Businesses Act, Occupational Health and Safety Act, National Building Regulations and Building Standards Act, Fire Brigade Services Act, and other relevant legislation.¹² The 2018 notice expanded their powers to the issuing of notices in terms of Sections 341 and 56

also build "positive and constructive relationships with event organizers, community leaders, and non-governmental organisations; and explore the potential for establishing formal liaison panels, to prevent and defuse community disorder in conjunction with institutions such as local authorities, civic associations, community policing forums, and non-governmental organisations." A local authority may, but is not obliged to, designate responsible officers within the jurisdiction of the municipal police service who will carry out the functions accorded in terms of the Regulation of Gatherings Act of 1993.' Department of Community Safety. (2022). Policing Needs and Priorities Draft report on Local Government and Law Enforcement, p. 14.

7 GN 4794 of 10 May 2024. South African Police Service Act (68/1995): Proposed revised National Standards of Policing for Municipal Police Services on (1) Crowd Management during gatherings and demonstrations and (2) arrest and the treatment of an arrested person until such person is handed over to a Community Service Centre Commander (Government Gazette No. 50644).

8 Section 64C (2)(9) of the SAPS Act 68 of 1995.

9 City of Cape Town. (April 2023). Report to the Civilian Oversight Committee.

10 Institute for Security Studies. (2022). The state of local government law enforcement. Preliminary report prepared for the South African Local Government Association. p.10.

11 Government Gazette No 41982. (2018). Available at <https://www.salga.org.za/khub/Knowledge-hub-docs/unlawful-land/CPA%20Peace%20Officers%20Municipalities%20Oct%202018.pdf>

12 Institute for Security Studies. (2022). The state of local government law enforcement. Preliminary report prepared for the South African

of the CPA (criminal offences); the execution of warrants of arrest in terms of Section 44 and Section 55(2) (failure to appear in court). They also have some powers in terms of Section 40 of the CPA to arrest without a warrant for some offences, including the most serious Schedule 1 offences.¹³

Law enforcement officials may exercise these powers in relation to an extensive range of offences, including tampering or destroying essential infrastructure, failing to give an account if a person is found in possession of stolen goods, and offences relating to the control of access to public premises and vehicles.

Like any private person, they may also arrest a person without a warrant where they reasonably believe the person has committed an offence and is escaping from lawful arrest by someone who does have the authority to arrest, or where that person has the authority to arrest someone.¹⁴ Municipal law enforcement officials therefore have an extensive array of powers, adding additional strength to the crime-fighting capacity, and they can assist municipal police and SAPS in effecting an arrest under these circumstances.

6.4 The legal mandate of Traffic Officers

Traffic officers are mandated to oversee various aspects of road traffic, including licensing, vehicle registration, roadworthiness, and ensuring compliance with traffic laws and regulations. These responsibilities are essential in safeguarding the well-being of road users and promoting a culture of safe and responsible driving. The National Road Traffic Act 93 of 1996 sets out regulations related to road traffic management and enforcement. This Act serves as a cornerstone for road traffic management and enforcement in South Africa, outlining the responsibilities and powers of traffic officials to maintain order on our roads. In addition to the National Road Traffic Act, other relevant legislative frameworks also guide the operations of traffic services. These may include the Criminal Procedure Act 51 of 1977, the Administrative Adjudication of Road Traffic Offences (AARTO) Act 46 of 1998, the National Land Transport Act 5 of 2009, and various regulations and by-laws at municipal level. These complementary laws work in conjunction with the National Road Traffic Act to provide a comprehensive legal framework for traffic management and enforcement. They also have Section 40 CPA powers conferred on peace officers in terms of powers of arrest, and many of the powers of police officers which are accorded to them in respect of any offence – not just traffic offences. They therefore have significant potential to add to the law enforcement and crime prevention arsenal of municipalities and provinces.

In the Western Cape, Traffic Law Enforcement is a component of the Department of Mobility, and it has jurisdiction over provincial roads. Municipal traffic departments have jurisdiction over their own municipalities, though the departments collaborate where these roads intersect.



Local Government Association. p.10.

13 The powers to arrest a person without a warrant include: where a person commits an offence in the presence of an officer; on reasonable suspicion the person has committed a Schedule 1 offence; where the person has escaped from lawful custody; where the person is found at night under circumstances affording reasonable grounds for belief that the person has or is about to commit any offence; on reasonable grounds that the person has committed an offence related to liquor or drugs; the person has contravened any gambling law.

14 Section 42 of the Criminal Procedure Act, 51 of 1977.

7. KEY FINDINGS

The following thematic areas were examined during the PNPs in 2024/25 regarding the SAPS, Metro police, law enforcement, and traffic:

1. Budget allocation: 2018/19–2022/23
2. Human resources allocation 2018/19–2022/23
3. Physical resources
4. Deployment
5. Duties
6. Training
7. Challenges.

7.1 Budget allocation: 2018/19–2022/23

For more than a decade, South Africa has experienced stagnating economic growth, which, together with the impact of state capture, loss of confidence in the State, and Covid-19, resulted in a deterioration in public finances.¹⁵ Efforts to reduce the public debt have resulted in conservative increases in the budget. The public sector wage agreements of 2022/23 also required the government to make certain budgetary trade-offs, restricting the ability of departments to fill non-critical posts.¹⁶ Despite this, there were some staff increases to fight crime and corruption.

The total budget allocation for each law enforcement entity was examined to develop an understanding of the budget allocated and available to the Western Cape across the different entities, as well as to determine trends over time.

7.1.1 South African Police Service budget allocation

Table 7: Budget allocation for SAPS 2018/19–2023/24

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
R'000						
Budget allocation SAPS national ¹⁷	R91 684 161	R96 827 261	R99 560 894	R100 473 833	R102 554 962	R102 137656 ¹⁸
Adjusted Operational Budget allocation to SAPS WC ¹⁹	R843 809 397	R896 241 000	R811 905 000	R866 303 765	R897 043 080	R949 518 000 ²⁰
Operational Expenditure for SAPS WC ²¹	R882 319 805	R890 886 427	R783 330 187	R893 027 734 ^{22 23}	R1 041 463 421	R997 036 412 ²⁴

15 National Treasury of South Africa. (23 February 2022). Budget Review 2022. <https://www.treasury.gov.za/documents/national%20budget/2022/review/Prelims.pdf>.

16 Enoch Godongwana, Minister of Finance. (22 February 2023). Budget Speech 2023. <https://www.treasury.gov.za/documents/National%20Budget/2023/speech/speech.pdf>

17 Information taken from SAPS national annual reports, 2018/19 to 2023/24.

18 South African Police Service. (2023). *2023/24 Budget and Annual Performance Plan*, presentation to the Portfolio Committee on Police, 19 April 2023.

19 This information is taken from SAPS WC reports to the Department of Police Oversight and Community Safety in compliance with Section 19 of the Community Safety Act, 3 of 2013, from 2019/20 to 2022/23.

20 Figure supplied by SAPS Western Cape. 4 July 2024. Email Correspondence between SAPS and POCS.

21 Actual Operational expenditure. SAPS WC reports to the Department of Police Oversight and Community Safety in compliance with Section 19 of the Community Safety Act, 3 of 2013, from 2019/20 to 2023/24. These amounts are taken for the reports for the January to March period of each financial year.

22 SAPS WC. (2022). *Annual Report for 2021/22*, p. 185.

23 SAPS reported to POCS in its Section 19 report that the Adjusted Operational Budget for the 2021/22 year was R918,206,000 and expenditure was R944,922,555.

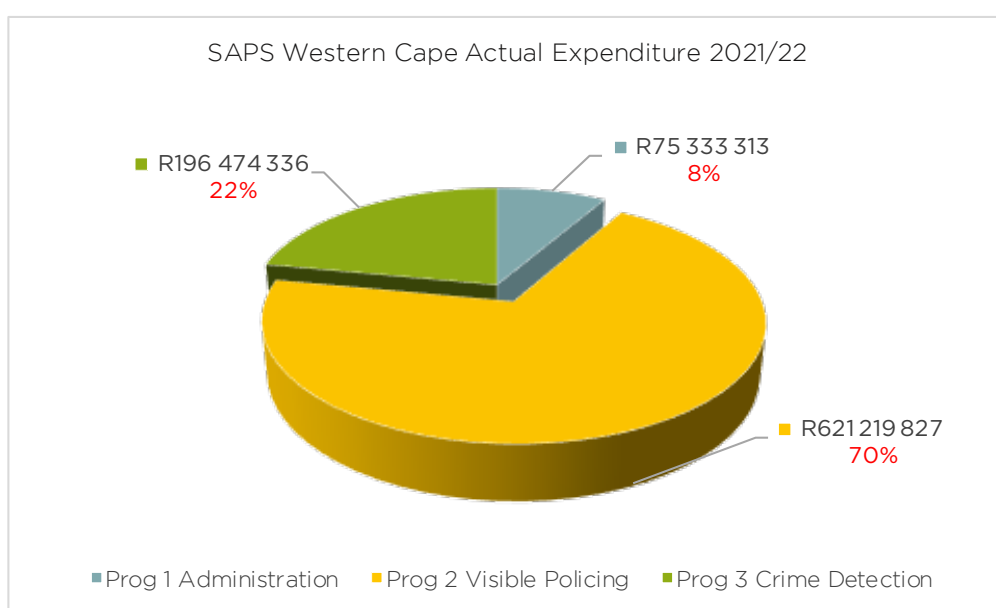
24 Figure supplied by SAPS Western Cape. 4 July 2024. Email Correspondence between SAPS and POCS.

At the national level, the SAPS budget has increased by 11.8% from R91.6 billion in 2018/19 to R102.5 billion in 2022/23, and to R102.1 billion in 2023/24. The budget has increased by a total of 11.4% over the six-year period, but the average annual growth in the budget is 3.1% per year, which amounts to no growth when inflation is taken into account.²⁵ Compensation of employees takes up on average 78% of the budget. While there were substantial budget reductions in the 2021 Medium Term Expenditure Framework (MTEF) especially regarding the compensation of employees, this is anticipated to grow in the current MTEF. The wage bill is projected to increase to allow for the training of 10 000 new recruits per year over a three-year period.²⁶

At the national level, the biggest portion of the budget (52%) goes to Programme 2: Visible Policing, while 20% goes to Programme 1: Administration, and Programme 3: Crime Detection. A smaller percentage of 4% goes to both of Programme 4: Crime Intelligence and Programme 5: Protection and Security Services.²⁷

The SAPS in the Western Cape only report to POCS on the operational budget. This has increased by 14.5% from R896 million in 2018/19 to R949.5 million in 2023/24.²⁸, while the expenditure increased to R997 036 412. In 2021/22, most of the budget was allocated to visible policing (70%), while 22% was allocated to crime detection, and 8% to administration. A small amount was allocated to crime intelligence.

Figure 6: SAPS WC Budget and Expenditure for the 2021/22 year²⁹



7.1.2 Cape Town Metropolitan Police Service budget allocation³⁰

The budget for the Cape Town Metro Police has grown by 34% from R575 634 299 in 2018/19 to R772 689,200, and by 6.8% in the last financial year. The budget has increased at a greater rate than the SAPS's budget. For the 2022/23 year, CTMPD had a Capital Expenditure budget of R54 279 130.64 (Table 8 below). In addition, there are ward allocations amounting to R10 897 000, grant funding amounting to R244 652, and insurance claims in the amount of R338 538.

The operational expenditure for the CTMPD is on par with the operational budget reported by SAPS Western Cape, though for a much smaller policing unit. However, it should be noted that the CTMPD budget is inclusive of all operational expenses, while a portion of the SAPS operational costs are carried on a national level.

The personnel budget has increased by the same 34% over the five-year period but decreased by 0.6% in the last financial year.

25 South African Police Service. (2023). *2023/24 Budget and Annual Performance Plan*, presentation to the Portfolio Committee on Police, 19 April 2023, p. 8

26 10 000 new recruits per year from 2023/24–2025/26. South African Police Service. (2023). *2023/24 Budget and Annual Performance Plan*, presentation to the Portfolio Committee on Police, 19 April 2023, p. 16.

27 South African Police Services. (2023). *Annual Report for 2022/23*, p. 17.

28 Only the 2021/22 SAPS Annual Report outlines the budget and expenditure. The 2022/23 Annual Report was not available at the time of writing

29 SAPS Western Cape. (2022). *Annual Report for 2021/22*, p. 185.

30 City of Cape Town Metro Police response template to POCS.

Table 8: CTMPD total budget allocation

	2018/19	2019/20	2020/21	2021/22	2022/23
OPEX	R575 634 229	R606 793 720	R643 212 009	R723 536 411	R772 689 200
CAPEX					R54 279 130
Employee-related costs	R328 859 622	R385 691 808	R418 641 753	R453 117 324	R450 343 427

7.1.3 Law Enforcement budget allocation

Each municipality was requested to provide POCS with their overall budget for law enforcement, as well as for traffic. These are presented separately where that data is available.

Unsurprisingly, the City of Cape Town, with 64% of the population, has the biggest budget of R1 828 422 653 for law enforcement. Stellenbosch has the largest budget of R103 298 028 of the smaller municipalities. This is probably a reflection of the relative affluence and its economic importance of this municipality, rather than its population. Budgets at the other municipalities range from the lowest of R2 980 486 in Cape Agulhas to R61 million in Drakenstein. In the interviews, most of the municipalities complained of a lack of budgeted resources – which will be further discussed in Section 6.8.

Table 9: Total budget allocation for Law Enforcement and Traffic Services (2022/23)

Municipalities and provincial government	Total budget allocation for Law Enforcement (2022/23)	Total budget allocation for Traffic Services (2022/23)	Total population 2022 31
Western Cape Government			7 432 331
Mobility Department	-	R441 485 000	-
Cape Metro			
City of Cape Town	R1 828 422 653	R201 870 896	4 772 846
Cape Winelands			
Breede Valley	-	R34 000 000	212 672
Drakenstein	R61 079 582	R135 829 038	276 794
Langeberg	R12 664 450	R15 076 530	94 045
Stellenbosch	R103 298 028	R128 407 498	175 405
Witzenberg	R13 000 000	R38 917 524	103 662
Central Karoo			
Beaufort West	-	-	72 972
Laingsburg	-	R6 642 432	11 369
Prince Albert	R140 000	R2 233 411	17 835
Garden Route			
Bitou	R36 390 000	R26 723 951	65 240
George	R14 785 203	R70 021 483	294 923
Hessequa	R2 697 013	R66 930 732	71 913
Kannaland	-	-	31 983
Knysna	R 26 070 125	R17 785 350	96 044
Mossel Bay	R12 386 353	R61 568 603	140 070
Oudtshoorn	R6 989 900	R16 504 000	138 249
Overberg			
Cape Agulhas	R2 980 486	R6 903 220	40 274
Overstrand	-	R15 000 000	132 485
Swellendam (LE and Traffic)		R55 000	47 104
Theewaterskloof (LE and Traffic)		R 21 952 591	139 551

31 DSD Regional and SDA Population Change Data Sourced from Stats SA, Census 2022.

Municipalities and provincial government	Total budget allocation for Law Enforcement (2022/23)	Total budget allocation for Traffic Services (2022/23)	Total population 2022 31
West Coast			
Berg River	R 33 403 000	R36 386 945	70 272
Cederberg	-	-	55 108
Matzikama	R14 317 243	-	69 044
Saldanha Bay	R18 924 385	R10 336 509	154 631
Swartland	-	-	148 331

7.1.4 Traffic Services budget allocation

Provincial Traffic Services forms part of the Western Cape Department of Mobility (WCMD) and sits within the Chief Directorate Transport Management. The 2022/23 budget allocation for the Chief Directorate is R524 198,000 of which R441 485,000 is allocated to Provincial Traffic Law Enforcement. This constitutes 19.5% of the budget for the Department.³² With this budget, Traffic Services must provide services for the whole province.

The City of Cape Town's traffic budget is just less than half of Provincial Traffic Services. It services a much smaller geographic area, but 64% of the population reside in this area. The City of Cape Town is the economic hub of the province and the seat of the national legislature.

Aside from the City of Cape Town, most of the municipalities have larger budgets allocated to traffic enforcement than to law enforcement (noting also that some of the municipalities did not separate their budgets). Drakenstein and Stellenbosch have budgets in excess of R100 million. The small Central Karoo municipalities of Laingsburg and Prince Albert have R6 million and R2 million each, despite their important location on the N1 national highway.

7.2 Human resources allocation 2018/19-2022/23

In order to gain insights into the allocation of human resources within the law enforcement sector across the Western Cape, data was gathered from the SAPS, 24 local municipalities, the CoCT, and the Western Cape Mobility Department (WCMD). The data collected focused on four key areas: the ideal number of officers necessary for efficient operations, the total approved establishment of positions by the authorities, the funded posts available within the financial constraints, and, finally, the number of positions that were actually filled during the financial years spanning 2018/19 to 2022/23. Incorporating the ideal and approved establishment data, alongside the analysis of the funded and filled posts, sheds light on the dynamic interactions between budget allocations and staffing approvals. It also highlights the challenges of actual capacity compared with the need. This section outlines the data collected on these various aspects.

7.2.1 South African Police Service human resources allocation

The human resource complement in the SAPS reached a high of 199,345 in 2012 (Figure 6 below) but has since been decreasing steadily. This significant reduction to 176 180 in 2022 was as a result of budget cuts and the impact of Covid-19. There has since been an increase to 183 708 in 2024, and in the MTEF projects a further increase to 188 018 in 2024/25 through the training and recruitment of 10,000 members each year. The decrease in personnel is cause for concern, especially since it has not only failed to keep pace with the 24.2% growth in population between 2010 and 2022 but has in fact also decreased.³³

The SAPS establishment consists of personnel employed in terms of the SAPS Act, the police officers and personnel employed in terms of the Public Service Administration Act (PSA), who provide mainly administrative support. Following the trend for the total establishment, the number of SAPS Act members reached its highest point of 157 518 in 2012 but decreased to its lowest point of 140 048 in 2022. Again, this has seen a slight increase to 148 854 in 2024.

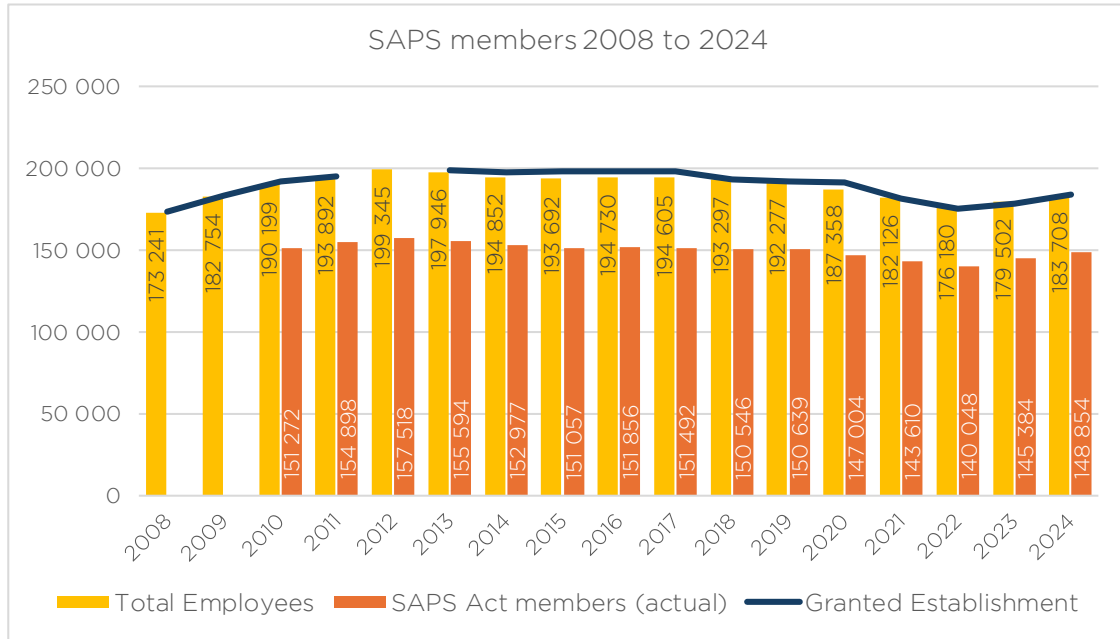
The police to population ratio for the country is one (1) member to every 417 people in the population (1:417).³⁴

32 The budget appropriation for the 2022/23 year was R2,259,619 000. Annual Report for 2022/23 Financial Year Vote 10: Transport and Public Works Western Cape Government, p. 92.

33 Using mid-year population estimate of 49.9 million in 2010 and the Census data for 2022 of 62 million. Stats SA. <https://www.statssa.gov.za/>.

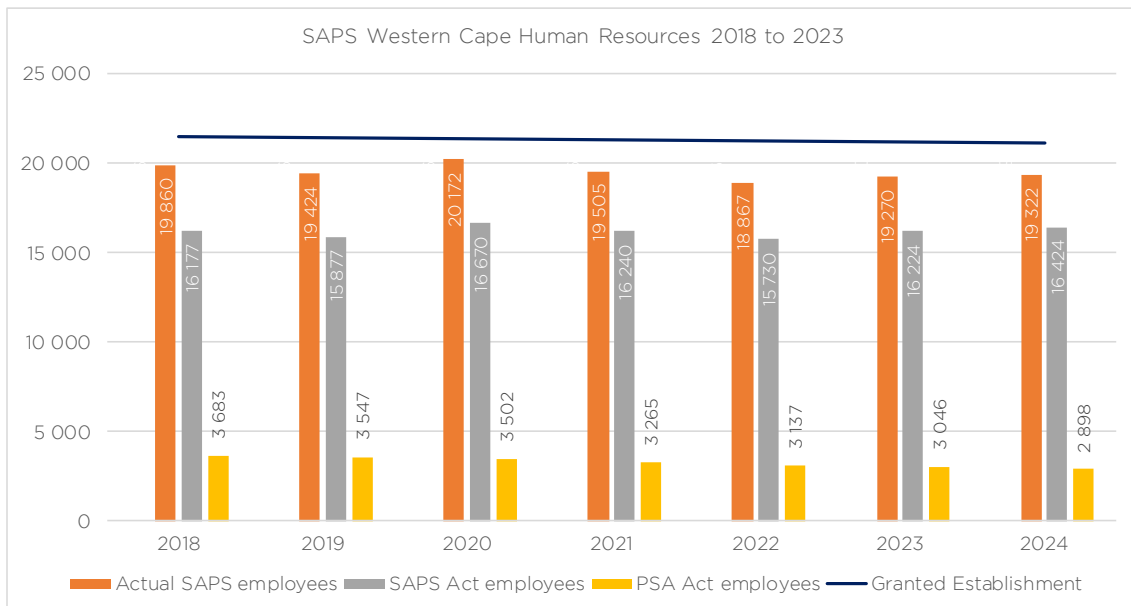
34 SAPS. (2023). SAPS Annual Report for 2022/23, p. 31.

Figure 7: SAPS Human Resources Nationally: 31 March 2010 to March 2024³⁵



In the Western Cape, the situation is very similar. The allocated establishment for SAPS in the Western Cape is 21,080 in 2023, but only 19,270 personnel were employed (91.4% against the establishment). There was an increase of 403 members from the previous year. The number of SAPS Act personnel has also increased slightly to 16,224 in 2023, but the numbers are still less than ideal. The number of PSA personnel has decreased from 3,683 in 2018 to 3,046 in 2023 indicating that increasing the number of SAPS Act members is a priority.

Figure 8: SAPS Western Cape Human Resources: March 2018 to 2023³⁶



The police to population ratio is an indicator of how human resources are distributed across the province and nationally. A higher police-to-population ratio indicates that there are fewer police available for the population.³⁷ The ratio in the Western Cape is 1:429, which is higher than the national ratio. However, it should be noted that many of the SAPS special

35 Source: SAPS Annual Reports 2009/08 to 2022/23, and 2023 and 2024 figures from: SAPS. (2024). Business Case for the Increase of Resources Allocated to SAPS & Telkom Towers Expenditure, Presentation to the Portfolio Committee 15 March 2024.

36 Correspondence from Lt Gen Patekile, Provincial Commissioner to Head of Department, Police Oversight and Community Safety. 8 March 2024.

37 Western Cape Government website. Available at <https://www.westerncape.gov.za/news/police-resourcing-allocation-behind-20-years-and-almost-90-000-officers-short>. Accessed on 27 June 2024.

units and components that deliver specialised services to the communities are excluded from this figure.³⁸ Of concern though, is that the police to population ratio is worse at station level, especially in some of the areas most affected by violent crime. The police to population ratio varies across the Western Cape, from the highest of 1:1 242 in Cloetesville to the lowest in Table Bay Harbour of 1:81, and Cape Town Central of 1:121. It is concerning that some of the police stations with the highest level of murder also have among the highest police to population ratios. Gugulethu, with a police-to-population ratio of 1:874, ranks as the 12th highest ratio in the province. Delft, with the highest murder rate in 2023, has a police-to-population ratio of 1:784 (Table 10 below).

Table 10: Human Resources in the Western Cape – highest murder rate stations 31 March 2023³⁹

Station as at 31 March 2023	SAPS Act	PSA	Total	Vacancy rate %	Police to pop ratio
Western Cape	16 224	3 046	19 270	-9	429
Delft	240	40	280	4.6	784
Nyanga	272	44	316	-11.7	635
Mfuleni	245	31	276	2.9	581
Kraaifontein	276	37	313	-4.8	760
Harare	275	18	293	12.3	773
Khayelitsha	296	35	331	-4.5	638
Gugulethu	178	26	204	-15.2	874
Philippi East	164	16	180	-3.3	435
Samora Machel	87	18	105	3.8	838
Mitchell's Plain	401	36	437	-26.1	600

It is also of concern that six of these top priority stations are under-resourced in terms of their establishment. Mitchell's Plain had a vacancy rate of 26.1%, Gugulethu of 15.2%, and Nyanga 11.7%.

SAPS have been criticised for their failure to ensure that the stations with the highest levels of serious crime, often in the most under-resourced and challenging areas, are better equipped in terms of human resources. In 2018, the Equality Court found that the system for the allocation of policing resources in the Western Cape discriminated against Black and poor people on the basis of race and poverty.⁴⁰ SAPS developed the Station Post Requirement as a means of calculating the allocation of resources to police stations, taking into account a number of factors that are reviewed on an annual basis.⁴¹ The figures above suggest that the new system is not yet having an impact in terms of equitable resource distribution, and there is still a need to increased allocation of police to the most vulnerable areas.

Reservists are also deployed at crucial times. Over the past year (2023/24), 2 471 reservists were recruited in the Western Cape,⁴² but this does not fulfill the shortage of human resources in the SAPS.

SAPS in the Western Cape faces significant challenges due to chronic under-resourcing, particularly in the area of human capital. With a shortage of trained officers to meet the province's complex and growing safety demands, SAPS has become increasingly reliant on external support to maintain public order and respond effectively to crime. This has led to a dependence on "force multipliers", such as the Cape Town Metro Police, Municipal Law Enforcement, and Provincial Traffic Services, who often supplement SAPS operations during joint interventions, patrols, and crime prevention initiatives. While these partnerships are vital, they also underscore the urgent need for increased investment in SAPS staffing and capacity to ensure sustainable and autonomous policing in the region. The following section examines how these force multipliers contribute to safety by working with the police, and also looks at their resources, successes, and challenges.

38 The units which are excluded from the ratio/figures are: the Provincial Headquarters, Cluster Offices, Cluster operational capacity and tracing teams, K9-dogunits, Flying Squad, Mounted Unit, 10111 Command Centre, Vehicle Identification Section, Protection Services, Firearm Registration Centre, Public Order Policing Unit, Tactical Response Unit, Operational Coordination Centre, FCS unit, Anti-Corruption Unit, Anti-Gang Unit, and others. Correspondence from Lt Gen Patekile, Provincial Commissioner to Head of Department, Police Oversight and Community Safety, 8 March 2024.

39 Correspondence from Lt Gen Patekile, Provincial Commissioner to Head of Department, Police Oversight and Community Safety, 8 March 2024.

40 *Social Justice Coalition and Others v Minister of Police and Others*, Case No: Equality Court 3/2016.

41 South African Police Service response to the Western Cape Policing Needs and Priorities Report 2023/24: June 2023. Signed by Lieutenant General Patekile, Provincial Commissioner, 22 August 2023.

42 Lieutenant General Patekile (Provincial Commissioner: Western Cape). 1 December 2024. SAPS response to the Western Cape Policing Needs and Priorities Report 2024/2025, June 2024.

7.2.2 Cape Town Metropolitan Police Department human resources allocation

By examining the ideal, approved, funded, and filled positions, this analysis aims to provide an understanding of the resource allocation scenario within the CTMPD in the Western Cape.

Figure 9: Metro Police human resource allocation: 2018/19 to 2022/23

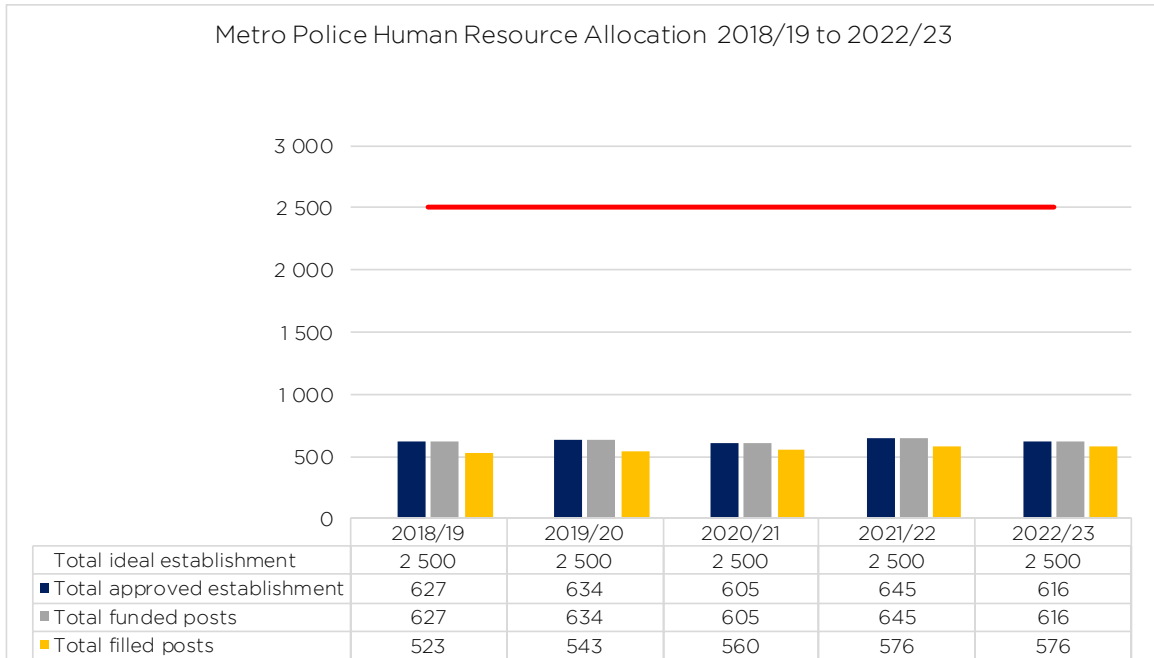


Figure 9 above indicates that the ideal establishment remained constant at 2,500 officers throughout the years under review, indicating a consistent benchmark for the required personnel to efficiently operate within the Metro Police sector. The total approved establishment had minor fluctuations over the years, with 2019/20 indicating a slight increase to 634 positions compared to the previous year (627), albeit reverting to 605 positions in 2020/21. The total number of funded posts fluctuated, though was reduced to 616 in 2022/23. Notably, the total filled posts increased from 523 in 2018/19 to 576 in 2022/23, but has not reached the full complement of funded posts. The CTMPD Annual Police Plan for 2022/23 indicated that the total establishment was 797, consisting of 205 civilian staff and 578 uniformed personnel.⁴³ The City had an 18-month learnership programme with 1,000 recruits in April 2024 to build the capacity of the Metro police, traffic services, and law enforcement.⁴⁴ The allocation of these resources to the service should enhance the CoCT's overall LE service- delivery offering.



⁴³ Cape Town Metropolitan Police Department, City of Cape Town. (2022). *Annual Police Plan 2022/23*.

⁴⁴ Cape[town]etc. 23 April 2024. 'Cape Town's Project 1 000 trains new Metro police officers to combat crime', available online on Cape Town's Project 1 000 trains new Metro police officers to combat crime (capetownetc.com)

7.2.3 Law Enforcement human resources allocation

Table 11: Total number of filled posts for 2022/23: Law Enforcement, Traffic and Metro Police

Municipalities and provincial government	Total filled Law Enforcement posts: 2022/23	Total filled Traffic Services posts: 2022/23	Total filled Metro Police posts: 2022/23	Total population 2022
Western Cape Government				
Mobility Department		627		-
Cape Metro				
City of Cape Town	3 004	476	576	4 772 846
Cape Winelands				
Breede Valley	7	21		212 672
Drakenstein	24	26		276 794
Langeberg	6	11		94 045
Stellenbosch	50	25		175 405
Witzenberg	14	15		103 662
Total: Cape Winelands	101	98		862 578
Central Karoo				
Beaufort West	0	-		72 972
Laingsburg	0	3		11 369
Prince Albert	2	2		17 835
Total: Central Karoo	2	5		102 176
Garden Route				
Bitou	24	10		65 240
George	44	36		294 923
Hessequa	6	12		71 913
Kannaland	6	-		31 983
Knysna	9	30		96 044
Mossel Bay	17	26		140 070
Oudtshoorn	17	12		138 249
Total: Garden Route	123	126		838 422
Overberg				
Cape Agulhas	7	30		40 274
Overstrand	71	20		132 485
Swellendam	5	5		47 104
Theewaterskloof	40	40		139 551
Total: Overberg	123	95		359 414
West Coast				
Berg River	5	12		70 272
Cederberg	8	-		55 108
Matzikama	6	-		69 044
Saldanha Bay	23	15		154 631
Swartland	43	81		148 331
Total: West Coast	85	108		497 386
Western Cape	3 438	1 535	576	7 432 822

Based on the data provided on the allocation of human resources across the 24 local municipalities and the City of Cape Town, 3,438 municipal law enforcement officials were employed across the province in 2022/23.

The vast majority of law enforcement officers (3004) were employed in the City of Cape Town (Table 11). The bulk of the personnel are law enforcement officers (254) and Learner Law Enforcement Officers (LLEOs) (1,669).⁴⁵ As of April

⁴⁵ City of Cape Town. 5 April 2023. Staff Establishment, Law Enforcement.

2023, 1,276 law enforcement officers were deployed in terms of the LEAP (Law Enforcement Advancement Project). This collaboration between the Western Cape Government and the City of Cape Town supports the deployment of additional law enforcement officers to the 13 highest murder precincts in the City. They work closely with SAPS, CTPMD, and City forces to reduce the murder rate in the Western Cape. Apart from LEAP, the City has four deployment areas (Area North, Area South, Area East, and Area West. Law enforcement officers are also deployed to several specialised units in the City.⁴⁶)

Figure 10: Cape Town Metropolitan Police Service Areas



The Garden Route District has 123 law enforcement officers employed in its seven municipalities, of which George (44) and Bitou (24) have the most. Overberg District has 123 law enforcement officers, mostly in Overstrand (71) and Theewaterskloof. Cape Winelands has 101 with the most in Stellenbosch (50) and Drakenstein (24). The West Coast has 85 law enforcement officers, Swartland has 43, and there are 23 in Saldanha Bay. There were just two law enforcement officers reported in the Central Karoo - both in Prince Albert.

⁴⁶ Including: Anti-Land Invasion Unit, Metal Theft Unit, Informal Trading, Rural Safety, Rapid Response Unit, Transport Enforcement, School Resource Officers, Marine Unit, Housing Safety, Problem Building, Liquor Enforcement and Compliance, Vice, Community Improvement Districts (CIDS), Animal Control, Process Service.

Figure 11: Law Enforcement human resource allocation across the Western Cape: 2018/19 to 2022/23

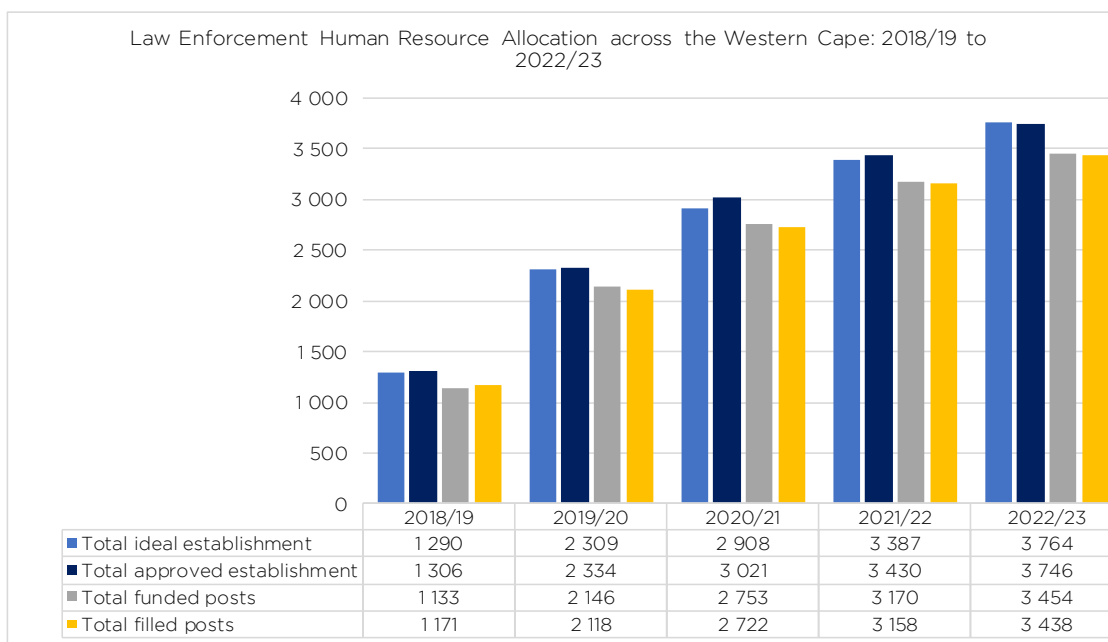


Figure 11 above indicates the total ideal establishment, which represents the optimal number of Law Enforcement officers required for all municipalities in the Western Cape for efficient operations. This increased steadily over the five-year period. Starting at a total of 1,290 in 2018/19, the ideal establishment grew to 3,764 by 2022/23. The total approved establishment reached 3,746 by 2022/23, also showing a significant increase from the baseline of 1,306 in 2018/19. The total funded posts increased to 3,454, and the total filled posts were just less than this at 3,438.

Overall, the data provided indicates consistent growth in human resource capacity between 2018/19 and 2022/23 in Law Enforcement.

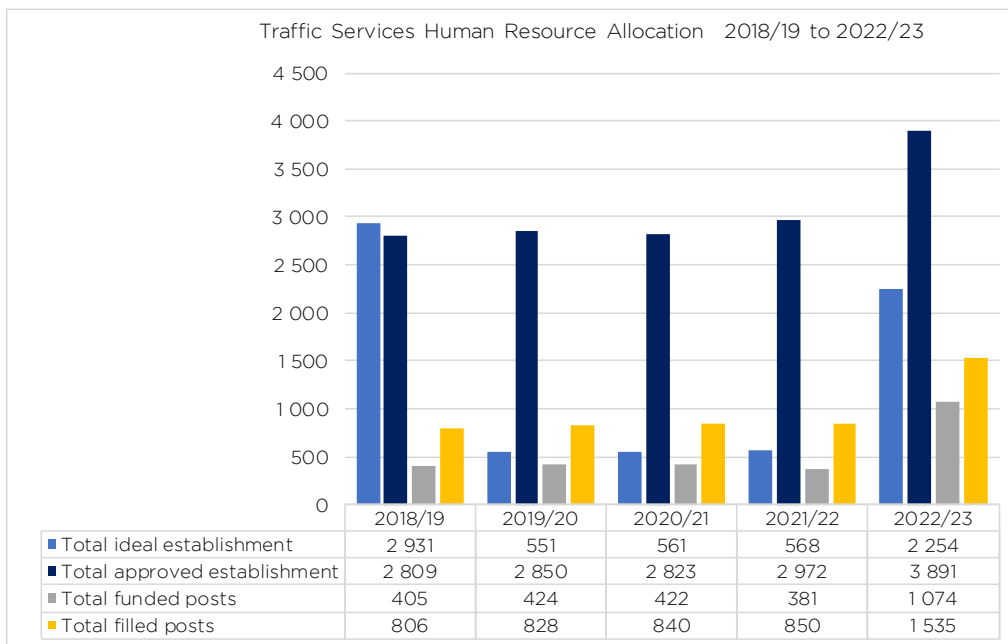
The data provided for the City of Cape Town indicates that the Metro has consistently contributed a substantial percentage to the total figures, playing a significant role in driving the growth observed in Law Enforcement human resources between 2018/19 and 2022/23. Specifically, the City of Cape Town accounted for approximately 65.7% of the ideal number of Law Enforcement officers in 2018/19, a figure that rose to 79.8% by 2022/23. In terms of the approved establishment, the City held a proportion ranging from 65.0% in 2018/19 to 80.2% in 2022/23. In relation to the funded posts, the City of Cape Town encompassed around 74.8% of the total in 2018/19, increasing to 87% by 2022/23. Similarly, in terms of filled posts, the City's representation grew from approximately 72.4% in 2018/19 to 87.3% in 2022/23. This breakdown underscores the notable contributions made by the City of Cape Town in enhancing Law Enforcement staffing over the five-year period.

7.2.4 Western Cape Traffic Services human resources allocation

Figure 12 below shows that in 2022/23 there were 1,535 traffic officials in the province. The majority of these (627) were provincial traffic officers employed by the WCMD. The City of Cape Town had 476 traffic officers. The local municipalities had far fewer traffic officials spread across the districts. The Winelands had a total of 98 traffic officials, with most of them deployed to Drakenstein (26) and Stellenbosch (25). Garden Route had 126, with the most in George (36) and Knysna (30). Overberg had 95, with the most in Theewaterskloof (4) and Cape Agulhas (3), and the West Coast had 108, with the majority (81) employed in Swartland. There were five traffic officials in Central Karoo, a very small number given the importance of the N1 highway passing through that District.

Looking at the data gathered on the allocation of human resources for Traffic Services across the 24 local municipalities, the CoCT, and the Western Cape Mobility Department (Provincial Traffic Services), this section compiles information on the ideal, approved, funded, and actual filled positions spanning five financial years from 2018/19 to 2022/23.

Figure 12: Western Cape Traffic Services human resource allocation: 2018/19 to 2022/23



The data pertaining to Traffic Services' human resource allocation in the Western Cape for the period from 2018/19 to 2022/23 reveals some disparities in the indicators of total ideal establishment, total approved establishment, total funded posts, and total filled posts. Due to the limitations in the data, we base our analysis on the figures for 2018/19 and 2022/23, which are the most consistent. This shows a reduction in the ideal establishment from 2,931 to 2,254. The approved establishment increased to 3,891. The total funded posts increased from 405 in 2018/19 to 1,074 in 2022/23. The actual filled posts increased from 806 in 2018/19 to 1,535. This is still substantially less than the ideal or approved establishment.

In contrast, the total approved establishment for Traffic Services showcased a more stable progression, starting at 2809 in 2018/19 and maintaining incremental growth to reach 3,891 by 2022/23.

7.3 Physical resources (Metro Police, Law Enforcement and Traffic Services)

The availability and adequacy of physical resources play a crucial role in the operational effectiveness of law enforcement agencies. Effective policing requires a combination of physical assets, such as vehicles and technological equipment, to enable these agencies to carry out their duties efficiently, respond to incidents promptly, and maintain public order and safety. As part of the data collection process for the PNP programme for the 2024/25 financial year, the physical resource capacity of Metro Police, Law Enforcement, and Municipal and Provincial Traffic Services in the Western Cape was determined. The data collected served to gather insights into the number of dedicated vehicles and the types of technological equipment available to these law enforcement entities.

7.3.1 Metro Police physical resources

The operational efficiency and effectiveness of the Metro Police are heavily reliant on the availability and adequacy of physical assets, such as vehicles and technological equipment (Table 12 below).

Table 12: Number and description of existing physical and technological resources (Metro Police)

Number and description of existing physical and technological resources	449 Dedicated vehicles
	766 Two-way radios
	320 EPIC devices
	477 Monitors
	26 Televisions
	503 Computer CPUs
	172 Laptops
	94 Printers
	38 Projectors

The Metro Police currently possess a total of 449 dedicated vehicles, which are crucial assets for conducting patrols, responding to emergencies, and enhancing mobility in their operational tasks. Considering that there are 576 metro police, a ratio of vehicles to police of 1:1.2 is very healthy. These vehicles are vital in ensuring swift and effective actions in various policing situations throughout their jurisdiction.

The Metro Police are also equipped with a diverse array of technological resources to support their operations, and indeed the operations of the City’s law enforcement services as a whole. A key innovation is the EPIC system (Emergency and Policing Incident Command), is an integrated system for incident management, including call logging, dispatch, real-time situation awareness, and reporting incidents on a dashboard. The system aims to allow for reactive as well as proactive and predictive policing strategies.⁴⁷ The system is integrated across the City’s services, including the metro police, law enforcement and traffic services. The City also has a gunshot detection capacity in the ShotSpotter application, which is currently installed in four areas (Lavender Hill, Hanover Park, Nyanga, and Manenberg).⁴⁸ The Shotspotter and the EPIC system are key to providing information on where crime is taking place, as well as the deployment of resources.

The City uses its CCTV surveillance network to monitor crime in certain hotspots. The Camera Response Unit (CRU) is operationally directed to respond to what is detected by the cameras.⁴⁹ The City also uses numberplate recognition technology to assist with the apprehension of wanted persons and the recovery of stolen vehicles, or those operating with false or duplicate registration plates.

The metro police are well equipped with 766 two-way radios, 320 EPIC devices, 477 monitors, 26 televisions, 503 computer CPUs, 172 laptops, 94 printers, and 38 projectors. The Metro Police leverages advanced technology to enhance communication, surveillance, data management, and overall efficiency in their daily tasks.

The extent of the equipment highlights the importance the City places on the use of technology, and that they are supported across different departments or areas of operation. However, to optimise resource utilisation and enhance efficiency further, collaboration with other law enforcement agencies and relevant stakeholders could also facilitate resource-sharing opportunities and promote a more integrated approach to policing.

7.3.2 Law Enforcement physical resources

In examining the efficacy and capacity of municipal Law Enforcement within the Western Cape, a critical aspect to consider is the physical resources available to the municipalities, including the number of dedicated vehicles, technological, and other types of resources assigned to support their operations.

⁴⁷ Cape Town Metropolitan Police Department, City of Cape Town. (2022). *Annual Police Plan 2022/23*.

⁴⁸ City of Cape Town (2004). Safety and Security. Shotspotter Monthly reports.

⁴⁹ Cape Town Metropolitan Police Department, City of Cape Town. (2022). *Annual Police Plan 2022/23*.

7.3.2.1 Number of dedicated vehicles

Understanding the distribution of dedicated vehicles is crucial in assessing the response capabilities of Law Enforcement across the province. Table 13 below presents a breakdown of the number of dedicated vehicles per municipality, district, and across the entire province. This data sheds light on the physical resources available to Law Enforcement agencies in different regions, highlighting potential disparities or efficiencies in vehicle distribution.

Table 13: Number of dedicated vehicles (Law Enforcement)

Municipalities	No. of dedicated vehicles
Cape Metro	
City of Cape Town	1 040
Cape Winelands	
Breede Valley	4
Drakenstein	16
Langeberg	6
Stellenbosch	34
Witzenberg	4
Total: Cape Winelands	64
Central Karoo	
Beaufort West	0
Laingsburg	1
Prince Albert	1
Total: Central Karoo	2
Garden Route	
Bitou	4
George	9
Hessequa	4
Kannaland	1
Knysna	5
Mossel Bay	9
Oudtshoorn	4
Total: Garden Route	36
Overberg	
Cape Agulhas	6
Overstrand	34
Swellendam	1
Theewaterskloof	7
Total: Overberg	48
West Coast	
Berg River	4
Cederberg	4
Matzikama	1
Saldanha Bay	14
Swartland	9
Total: West Coast	32
Western Cape	
Total	1 222

The City of Cape Town has the highest number of dedicated vehicles at 1,040 (a ratio of 1:28), which significantly contributes to the total count for the province. However, when delving into the data for the districts and local municipalities, it becomes apparent that the numbers are relatively low considering the vast geographical areas that need to be covered. Some municipalities are also required to work outside of their official boundaries, depending on operational requirements.

In the Cape Winelands and Overberg districts, the total count for the districts are 64 and 48 respectively, while Stellenbosch and Overstrand both stand out with 34 vehicles. Similarly, in districts such as Garden Route and West Coast, the total number of vehicles are 36 and 32 respectively, highlighting the need for additional resources to ensure comprehensive law enforcement services. In the Central Karoo district, the number is notably low, with Beaufort West having no dedicated vehicles. This signifies a critical deficiency in resource allocation that needs to be addressed to enhance law enforcement capabilities in this region.

Overall, when all municipalities and districts are considered in the Western Cape, the total count of 1,222 vehicles, of which the majority are concentrated within the City of Cape Town, reflects a shortage in comparison to the operational demands faced by law enforcement agencies. This shortage could potentially impact response times, coverage areas, and overall effectiveness in maintaining public safety and order across the province.

7.3.2.2 Technological and physical resources

Table 14 below provides an overview of the technological and physical resources available to Law Enforcement within the local municipalities and the City of Cape Town. This data offers insights into the current inventory of equipment that is utilised by law enforcement which is essential for facilitating their operational efficiency and response capabilities. It is important to highlight that the information presented is based on the data provided by specific municipalities and may not represent the complete picture across all 24 local municipalities and the City of Cape Town.

Table 14: Technological and physical resources in all municipalities (Law Enforcement)

Technological and physical resources	Drones (15)
	Two-way radios (3)
	Body cameras (49)
	Handheld devices for issuing fines (1)
	Runbo devices (15)
	CCTV systems
	Intelligent platforms and systems
	Camera enforcement technology
	Space camera
	Intelligent platforms and systems
	EPIC devices
	Night vision (1)
	Impoundment trailers
	Safety kiosks (3)
	Animal impoundment truck
Firearms (1)	

Figure 13: Drones donated by the Western Cape Government to various district municipalities to fight crime.



In relation to the technological resources, the data provided by municipalities shows a total of 15 drones distributed across Stellenbosch (6), Drakenstein (1), Saldanha Bay (1), George (1), Overstrand (1), Mossel Bay (1), Swartland (2), and Theewaterskloof (2). However, the overall number is relatively low, considering the extensive area and diverse policing needs of the province. This indicates limited use of drones for surveillance and operational purposes by Law Enforcement.

The City of Cape Town reported the presence of EPIC devices among their technological resources. The use of EPIC devices signifies a commitment to leveraging advanced technology to drive progress and innovation in various aspects of City management and administration. By leveraging EPIC devices, the City of Cape Town can potentially enhance their ability to gather data, analyse information, and make informed decisions to better serve its residents and improve the overall quality of life in the city.

The George municipality reported an extensive CCTV system and camera enforcement technology, demonstrating a strong emphasis on surveillance technology for Law Enforcement operations in that municipal area. Similarly, the Overstrand and Theewaterskloof municipalities also detailed the presence of CCTV cameras in their areas, which can aid in investigation and surveillance efforts. However, the overall number of CCTV cameras appears limited across the municipalities.

The Saldanha Bay municipality (1) and Bitou municipality (2) reported a total of three radio systems. This limited number indicates a potential communication gap within Law Enforcement, which is vital for coordinating responses and ensuring officer safety. The Stellenbosch municipality also reported 48 body cameras, highlighting a proactive approach to transparency and accountability in Law Enforcement activities. Mossel Bay also possesses body cameras, though much fewer (1). Prince Albert was the sole municipality reporting a single handheld device for fines, suggesting a lack of uniformity in the use of technology for issuing fines.

In relation to data gathered on other physical resources, the Saldanha Bay municipality reported the possession of an impounded trailer, safety kiosks (3), and an animal impoundment truck. The Berg River and Swellendam municipalities are the only municipalities that provided information pertaining to the number of firearms. Various municipalities also mentioned resources like crowd control viber shields, protective headgear helmets, tonfas, pepper spray, handcuffs, tear gas, and bulletproof vests, indicating a diverse range of equipment available for handling a variety of law enforcement situations.

Through the Regional Socio-economic Programme (RSEP), Berg River was granted funds to buy a triple-story building, which is used as their control room. This control room operates 24/7. The staff employed in the control room are sent for Sector Education and Training Authority (SETA) training, as well as security training. The municipality noted that, "This is really a plus for us, because these are the people that monitor our cameras in all four of our five major towns. Currently, we only have cameras in those four towns, and we are still busy trying to extend the camera infrastructure. The neighbourhood watches, as well as the farm watches, have also been part and parcel of this initiative which has been a great help. So, this is definitely one of our highlights here in the Berg River region".

The data on technological and physical resources in Law Enforcement underscores the importance of assessing and enhancing resource allocation to address potential gaps and improve operational capabilities across the province. Efforts should be made to standardise the availability of technological resources, such as drones and two-way radios, while focusing on leveraging technology for improved law enforcement outcomes.

7.3.3 Traffic Services physical resources

The contributions of Traffic Services in managing road safety and traffic regulations are paramount to ensuring public safety and order. The examination of physical resources, particularly the number of dedicated vehicles allocated to Traffic Services as well as technological and other types of resources, represents a crucial component in evaluating the operational capacity and efficiency of these entities.

7.3.3.1 Number of dedicated vehicles

This section looks at the distribution of dedicated vehicles allocated to traffic services across local municipalities, the City of Cape Town, districts, and Provincial Traffic. By understanding the allocation of vehicles, potential disparities in operational capabilities can be identified, aiding in the enhancement of response capabilities and overall service delivery within the traffic law enforcement sector. It is crucial to note that there are limitations in the data due to a nil response from a few of the local municipalities, resulting in the unknown number of vehicles in those areas. Ultimately, this presents a challenge in accurately reporting the total count of vehicles at the district and provincial levels.

Table 15: Number of dedicated vehicles (Traffic Services)

Municipalities and Provincial Traffic	No. of dedicated vehicles
Western Cape Government	
Mobility Department	372
Cape Metro	
City of Cape Town	690
Cape Winelands	
Breede Valley	19
Drakenstein	10
Langeberg	11
Stellenbosch	25
Witzenberg	6
Total: Cape Winelands	71
Central Karoo	
Laingsburg	1
Prince Albert	1
Total: Central Karoo	2
Garden Route	
Bitou	7
George	31
Hessequa	8
Knysna	8
Mossel Bay	24
Oudtshoorn	8
Total: Garden Route	86
Overberg	
Cape Agulhas	6
Overstrand	15
Swellendam	1
Theewaterskloof	13

Municipalities and Provincial Traffic	No. of dedicated vehicles
Total: Overberg	35
West Coast	
Berg River	6
Saldanha Bay	17
Swartland	6
Total: West Coast	29
Western Cape	
Total	1 285

The data provided for dedicated vehicles allocated to municipal and provincial Traffic Services across various districts in the Western Cape indicates a notable trend of low vehicle numbers. This shortage could impede operational capabilities and service delivery, potentially impacting traffic management and road safety efforts across the Western Cape.

The Western Cape Mobility Department is equipped with 372 dedicated vehicles, which are tasked with servicing the entire Western Cape region, focusing mainly on the national roads. In contrast, the City of Cape Town has 690 dedicated vehicles to service the Metro, reflecting a more substantial allocation. Other local municipalities do not fare so well. In the Cape Winelands, the total count of dedicated vehicles for all municipalities stands at 71, with Stellenbosch leading at 25 followed by Breede Valley with 19 vehicles. Garden Route shows a total count of 86 vehicles distributed across its municipalities, with George having the highest number at 31 vehicles, followed by Mossel Bay at 24. Overberg has 35 vehicles in total, with Overstrand leading at 15 vehicles followed by Theewaterskloof with 13. The West Coast reports a total of 29 vehicles, with Saldanha Bay having the highest number (17) of dedicated vehicles. The Central Karoo faces a significant shortfall, reporting only 2 vehicles, indicating a critical deficiency in resource allocation.

Therefore, at a provincial level, the total count of vehicles dedicated for traffic law enforcement in the Western Cape Province amounts to 1,285. While this number may appear substantial at first glance, it is essential to consider the geographical expanse and population density of the province. The shortage of vehicles at the local municipality level indicates a need for increased resource allocation to ensure comprehensive coverage and timely response to traffic-related incidents across the Western Cape. By enhancing the fleet of dedicated vehicles, municipal and provincial Traffic Services can better fulfil their mandate of ensuring public safety and regulatory compliance on the roads within the province. Overall, when analysing the resource allocation within municipalities, it is noteworthy to observe that they are better equipped in terms of Traffic Services, for both personnel and vehicles, compared to Law Enforcement.

The WCMD has invested in the development of technology to assist with data gathering, analysis, and deployment. The use of data and technology is critical to inform the Western Cape Safety Plan, which is data-led and evidence-driven. Information input is done into an integrated transport hub. Data is also collated from the Department of Health Forensic Pathology Services (FPS). The data is geolocated and enables predictive analysis, which assists with tactical and operational deployment. CCTV cameras placed on the highways monitor the average speed of motorists over distances. The data enables the WCMD to know which are hot times and when to deploy officers.

The officers are equipped with handheld devices, which facilitate the issuing of notices and prevents mistakes that occur with the handwritten Section 56 notices. The technology is still in development. The Department has also started with in-vehicle technology, coupled with the rebranding of vehicles (our corporate image).

This has attracted the interest not only of the national department, but also of other departments in the province and City.

7.3.3.2 Technological and physical resources

In this section, the focus is on the technological and physical resources available to Traffic Services. The utilisation of technology, in conjunction with necessary physical assets, is vital for enhancing the operational efficiency and effectiveness of Traffic Services entities in upholding road safety and traffic regulations. Table 16 below presents an overview of technological and physical resources within Traffic Services entities at municipal and provincial level.

Table 16: Technological and physical resources (Traffic Services)

Technological and physical resources	Drones (10)
	Body cameras (18)
	Handheld devices for issuing fines (37)
	Firearms (41)
	Dashcams (49)
	Dashboards
	Emergency Policing and Incident Command (EPIC) devices
	Artificial intelligence tools
	Automatic Number Plate Recognition (ANPR) systems
	ANPR buses/vehicles (5)
	Prolaser speed measurement equipment
	Mobile speed cameras
	Road camera network
	Drager
	Two-way radios
	Handheld breathalysers
	Alcohol meters
	Warrant of arrest printers
	Computers and laptops
	Motorcycle skills testing equipment
	Crowd control viber shields
	Protective headgear helmets
	Tonfas
	Pepper spray pistols
Handcuffs	
Teargas sprays	

The data provided indicates that the City of Cape Town traffic service has eight drones and Swartland municipality has two. While the deployment of drones can significantly enhance surveillance and operational efficiency, the overall number remains notably low considering the vast area and diverse traffic needs of the province. It is important to consider that drones are a relatively new technology, which suggests the likelihood of obtaining more units over time. It would also be important to monitor their use and impact.

A total of 18 body-worn cameras are distributed among Western Cape Mobility Department (1), Berg River municipality (1), and Mossel Bay municipality (16). Body cameras can serve as a valuable tool, aiding in evidence collection and enhancing officer safety during interactions with the public. Data reveals that several municipalities possess a total of 37 handheld devices for issuing fines, with Mossel Bay and Saldanha Bay municipalities leading the count at 12 devices respectively. The City of Cape Town is excluded from this count, as it utilises EPIC devices. The availability of handheld devices is crucial for the efficient enforcement of traffic laws and regulations, ensuring compliance and deterrence of violations on the road. Different municipalities are equipped with a variety of technological resources, such as dashboards, road camera networks, automated number plate recognition (ANPR) systems, speed camera equipment, and other traffic monitoring devices. The Swartland, Hessequa, and Stellenbosch municipalities each have one ANPR system bus to facilitate efficient automated number plate recognition. In contrast, the George municipality reported two automatic number plate recognition systems, which are configured in a minibus and VW Caddy. The City of Cape Town boasts an array of resources, including dashcams (49), EPIC contravention devices, speed equipment (59), ANPR cameras (5), and an artificial intelligence tool (1), reflecting a comprehensive approach to traffic law enforcement and public safety. These technological assets play a vital role in enhancing surveillance, monitoring traffic violations, and facilitating efficient enforcement operations within Traffic Services.

The inventory of physical resources of the various municipalities also includes items like radios, alcohol meters, speed measurement equipment, warrant of arrest printers, computers, laptops, crowd control shields, helmets, tonfas, pepper spray, handcuffs, and bulletproof vests, among others. Saldanha Bay Municipality features a well-equipped mobile office that aids in the execution of warrants, collection of outstanding fines, and identification of vehicles of interest. Bitou Municipality focuses on speed enforcement with speed camera equipment and handheld breathalysers, while

Oudtshoorn Municipality reports on a few speed cameras and alcohol meters. These essential resources equip Traffic Services personnel with the necessary tools to handle diverse traffic law enforcement situations effectively and ensure the safety and security of both officers and the public.

7.4 Deployment (Metro Police, Law Enforcement and Traffic Services)

Crime can take place anywhere at any time, but statistics show that a large proportion of crime, and especially violent crime, occurs at predictable times and places. Violent interpersonal crime often tends to occur over weekends and in the evenings. In the Western Cape, half of all murders occur over weekends, with 28% taking place on Sundays and 23% on Saturdays. Fridays and Mondays also account for 11% and 10% respectively. The peak times for murders are in the evening from 18h00 to 03h00, accounting for just over half of murders.⁵⁰ It is crucial that policing and law enforcement are available at the key times and places to prevent and respond to crime.

The Western Cape Safety Plan (2019) stated that 'in order to ensure the deployment of safety enhancing resources where they are most required, the Western Cape Government (WCG) is radically supporting and enhancing municipal and provincial law enforcement capabilities in the Western Cape. Recruitment and deployment will be evidence-led and data-driven'.⁵¹ Evidence-led deployment in law enforcement refers to a strategic approach that incorporates scientific research and data analysis to guide decision-making and operational practices.⁵² By grounding strategies, policies, and programmes in strong evidence, law enforcement agencies create a solid foundation for effective policing. This evidence-based approach has been shown to yield better outcomes for officers, agencies, and the communities they serve. Internationally the concept of evidence-based deployment involves evaluating the effectiveness of policing programmes, practices, or policy initiatives using established scientific methods, ensuring that interventions have the intended impact and are based on observable facts.⁵³ In terms of the Western Cape Safety Plan, which includes a goal to reduce murder by 50% by 2029, evidence-led deployment is defined through the identification of 'priority precincts', where murder is particularly prevalent, and then closely monitoring the homicide and murder trends in these areas in order to inform where additional law enforcement officers/resources should be deployed. Integrating evidence-based approaches into police practice is now an expectation in criminal justice operations, emphasising the importance of informed decision-making and continuous improvement.

The PNP focused on the deployment of the law enforcement officers to determine the availability of policing resources in the province. Both the SAPS and metro police are required by law to have a 24-hour deployment, while the same does not apply to municipal law enforcement. About five questions were asked of the City of Cape Town's Metro Police and Law Enforcement, the Law Enforcement and Traffic Services of the Western Cape local municipalities, as well as the Western Cape Provincial Traffic (Western Cape Mobility Department) to determine their deployment shifts and patterns.

7.4.1 Metro Police

Table 17: Deployment of Metro Police

CTMPD Unit	No. of deployment shifts per day	No. of hours per shift per day	No. of officers deployed per shift	Operating hours
Central Operations Division	2	8	1 sergeant, 15-17 constables per shift in each region (North, South, West, East)	24 hours
CCTV and Control Division				24 hours
Special Operations Division	2	12 hours	3 Sergeants and 21 constables per shift	06:00-18:00; 11:00-23:00 And standby from 23:00 and 06:00

50 South African Police Service Western Cape. (2022). *Annual Report 2021/22*, pp. 72-73.

51 Western Cape Government. (2019). *Western Cape Safety Plan*, p. 4.

52 Evidence-Based Policing | The Oxford Handbook of Evidence-Based Crime and Justice Policy | Oxford Academic (oup.com).

53 The Importance of Management in Evidence-Based Policing | National Institute of Justice (ojp.gov).

CTMPD Unit	No. of deployment shifts per day	No. of hours per shift per day	No. of officers deployed per shift	Operating hours
Civilian and Internal Affairs	1	8-hour shift		Daytime hours, Monday to Friday - weekdays
Training and Development Division	1	8-hour shifts		Daytime hours, Monday to Friday - weekdays

The CTMPD is divided into different divisions, each with focused responsibilities and operating hours.

The Central Operations Division provides day-to-day policing, working 24 hours a day in 12-hour shifts. They are allocated to four regions (North, West, South and East). According to the City, these are the first responders to crime or police emergencies, as well as for deployment at all major events in the city. The Central Operations Division is divided into four shifts. Each shift in each region has one sergeant and between 15 and 17 constables. However, although Metro Police Officers also work overtime and are available on standby, there is apparently no shift that is operational between 23:00 and 06:00. This is cause for concern in that the City of Cape Town accounts for 78.1% of all murders in the Western Cape according to the crime statistics.⁵⁴

Complaints from the public, City priorities, crime hotspots, geographical location, information from local SAPS, Prov Joints, et cetera.

The CCTV and Control Division also operate 24 hours per day to provide 24-hour support to Operations through radio support and monitoring of CCTV cameras. It also houses the Camera Response Unit (CRU). This unit liaises with other agencies such as SAPS, the Fire Department, Provincial Traffic, and Emergency Services (EMS).

The Special Operations Division houses the Service Animal Units, including the K9-unit and Equestrian Unit. It also houses the Tactical Response Unit for Crowd Management, and the Gang and Drug Task Team. Officials in this unit work two shifts of 12 hours, rendering a service from 06:00 to 23:00 at night. Though not on active service for 24 hours, they are on standby to respond to emergencies or urgent situations from 23:00 to 06:00 in the morning.

Members in the Civilian and Internal Affairs Division work 8-hour shifts during working hours from Monday to Friday. They are available to attend to after-hours incidents and call-outs, but their main responsibilities are to follow up complaints against CTMPD members and to investigate internal disciplinary matters. They also ensure that they perform the National Policing Standard Inspections in compliance with legislative requirements. This division also supports the management of the Armory and firearms-related matters and attendance of all shooting incidents.

The Training and Development Division is responsible for all basic training and in-service refresher training for the CTMPD, as well as Law Enforcement and Traffic Services. This division has recently been providing Peace Officer training for local municipalities in the Western Cape, supported by POCS. Staff work a normal workday week, with overtime as needs arise.

The Cape Town Metro Police uses a variety of sources to determine the deployment of officers, namely, complaints from public, city priorities, crime hotspots, geographical location, information from the local SAPS, Provincial Joints, et cetera.

7.4.2 Law Enforcement

Table 18: Deployment shifts

No. of deployment shifts per day	1-2	3-4	7-8
No. of municipalities having the shift/s	20	2	3

Table 18 above shows that the majority of municipalities (20) have up to two deployment shifts a day, and that only five municipalities have three deployment shifts and above. Sadly, seven municipalities only have one shift a day, which shows how serious a shortage of personnel is for local government to build safer communities. Those seven municipalities are George, Kannaland and Bitou from the Garden Route District Municipality, Matzikama and Berg River from West Coast

⁵⁴ Department of Police Oversight and Community Safety. (2023). Crime Statistics 2022/23. p.14.

District Municipality, Prince Albert from Central Karoo District Municipality, and Langeberg from Cape Winelands District Municipality.

Larger municipalities are able to run multiple shifts per day. Overstrand, for example, has 7 different law enforcement shifts per day, including a unit in Hermanus, Kleinmond, Gansbaai, two Task Teams, a Rapid Response Team, and a K9-unit.

It is important to note that the City of Cape Town also has two deployment shifts per day. They have an 8-hour shift and a 12-hour shift, depending on the area. But officers are deployed on a 24-hour basis.

Table 19: Hours per shift

No. of hours per shift	6-8 hours	9-12 hours
No. of municipalities having the shift/s	20	4

Regarding the number of hours per shift, it appears that there are no uniform standards, as municipalities are implementing different lengths of shift systems and sometimes have a mix of shift hours. According to the table above, most of the municipalities (20) have 6-8 hour shifts, whereas only four municipalities have 9-12 hour shifts. Three of the four municipalities that have 9- 12 hours per shift have 12 hours per shift, and only one has 9 hours per shift. The number of municipalities whose Law Enforcement Officer's hours per shift are less than 12 hours is a cause for concern, as criminals take advantage of the fact that law enforcement agencies are not on duty most of the time, which leaves the local communities vulnerable to crime.

With its larger resources, the City of Cape Town's Law Enforcement has a two-shift system (i.e. 8 and 12 hours).

Table 20: Officers deployed per shift

No. of Law Enforcement Officers deployed per shift	2-4	5-8	9-12	13 and above
No. of municipalities using the shift/s	6	12	2	4

Most of the municipalities (12) deploy 5-8 officers per shift, followed by six municipalities that deploy 2-4 officers per shift. Four municipalities deploy 13 and above officers per shift, and only two municipalities that deploy 9- 2 officers per shift. Of the six municipalities that deploy 2-4 officers per shift, most of them (3) come from Garden Route District Municipality (i.e. Knysna, Hessequa, and Mossel Bay).

The City of Cape Town indicated that its deployment varies from area to area. Overstrand is one of the municipalities deploying more than 13 officials in the following manner: Hermanus – 22; Kleinmond – 9; Gansbaai – 5, Task Team 1-11, Task Team 2-9, Rapid Response – 8, and K9-unit – 7.

Table 21: Deployment period

Are the Law Enforcement Officers deployed	During office hours	Including after-hours	During weekends	24 hours	Other
No. of municipalities falling in this category	23	19	21	1	6 (Standby on rotational basis (5)) (Overtime when the need arises)

Most of the municipalities (23) have their Law Enforcement Officers deployed during office hours, some include after hours (19), and about 21 of the municipalities have their Law Enforcement Officers deployed on weekends as well. Others have their Law Enforcement Officers available on standby duties on a rotational basis (5) and also work overtime when the need arises (1). In the City of Cape Town, the Law Enforcement Officers are deployed on a 24/7 basis.

The data indicates that law enforcement, with the exception of the City of Cape Town, mainly provides a service during working hours during the week, with some limited time in the evenings, and weekends on flexi time on a need basis. The limited work hours not only impact their ability to prevent and respond to crime during the periods when it is most likely to occur, it also impacts their ability to engage in joint operations with the SAPS.⁵⁵

55 Department of Police Oversight and Community Safety. (2024). *Western Cape Policing Needs and Priorities 2023/24*, p. 82.

Table 22: Information used to inform where Law Enforcement Officers are deployed

What information is used to inform where Law Enforcement Officers are deployed	No. of municipalities using the source/s
Complaint system/occurrence book and Unity system/incident reports	6
Crime hotspots/crime data and analysis	4
Patrol schedule/duty/deployment/shift rosters	7
Radio/telephone	4
Other	8 By-law enforcement policy and implementation strategy, joint and autonomous ops and support to other municipal departments, experience in the field, WhatsApp group, Intelligence and SSA, time of the month, request from SAPS and parades

Given that a data-led and evidence-driven approach is core to the Western Cape Safety Plan, it is important to know how municipalities determine where and how to deploy their services. According to the table above, the majority of the municipalities (8) are using several sources of data and information to determine the deployment of Law Enforcement Officers, which include, among other things, by-law enforcement policy and implementation strategy, joint and autonomous operations and support to other municipal departments, experience in the field, information shared on WhatsApp groups, intelligence, requests from SAPS, and information shared on municipal parades. Municipalities also conduct routine patrols at certain peak times of the month.

In the CoCT, the law enforcement footprint is divided into wards, which are clustered together to form four groups known as areas. The four areas are North, South, West, and East. Officers are deployed to service each area on a permanent basis. There are also specialised units who are not limited to areas but respond to specific threats they are trained to deal with. The LEAP officials are deployed to the 13 high-priority areas in the city, as well as providing support to the City’s Reaction Unit and ShotSpotter unit.⁵⁶

Very few municipalities indicated that they used crime hotspots or crime data and analysis (4), or radio and telephones or calls (4) to inform deployment of law enforcement officials.

7.4.3 Traffic Services

Table 23: Deployment shifts

No. of deployment shifts per day	1-2	3-4
No. of municipalities having the shift/s	15	6

The table above shows that most of the municipalities (15) have up to two shifts per day, while only two municipalities have five to ten shifts per day. Four of the fifteen municipalities that have up to two shifts per day are from Cape Winelands District Municipality, namely Drakenstein, Langeberg, Witzenberg and Stellenbosch, while nine of the fifteen municipalities are from three different district municipalities, namely, Overberg (Cape Agulhas, Swellendam and Overstrand), Garden Route (Mosselbay, Bitou and Knysna), and West Coast District Municipalities (Saldanha Bay, Berg River and Swartland). This perhaps explains the widespread shortage of personnel for traffic services across the province.

The City of Cape Town, with its 476 traffic officials, has four deployment shifts per day, operating on a 24-hour basis, which is understandable because it has a bigger budget compared to that of the local municipalities. The Department of Mobility, with its 627 traffic officers, also operates a 24-hour system, with three 8-hour shifts per day. There are on average 153 officers per shift.

56 In 2023/24 the LEAP areas included: Atlantis, Bishop Lavis, Delft, Harare, Gugulethu, Khayelitsha, Kraaifontein, Mfuleni, Mitchells Plain, Nyanga, Philippi, Philippi East and Samora Machel.

Table 24: Hours per shift

No. of hours per shift:	7,5-8 hours	9-12 hours
No. of municipalities having the shift/s	20	2

The majority of municipalities (20) have a 7,5-8 hours shift system while, only two municipalities have a 9-12 hours shift system. Breede Valley Municipality in the Cape Winelands District Municipality is the only municipality that is using 7,5 hours shift system. The City of Cape Town indicated that they have 24-hour coverage at 8 hours per shift, as does the Department of Mobility.

Table 25: Officers deployed per shift

No. of Traffic Officers deployed per shift:	2-4	5-8	10-11	16 and above	Other
No. of municipalities using the shift/s	5	8	5	3	1 (Varies as per time frame)

Most of the municipalities (8) indicated that they deploy between 5 and 8 traffic officers per shift. It is important to note that the Western Cape Mobility Department, which is responsible for the entire province, deploys 153 officers per shift, while the City of Cape Town indicated that the deployment of officers vary as per time frame.

Table 26: Deployment period

Are the Traffic Officers deployed:	During office hours only	Including after-hours	During weekends
No. of municipalities in this category	19	22	22

According to the table above most of the municipalities deploy their Traffic Officers during office hours (19), including after hours (22) and on weekends (22). This is very important to keep our roads safe, especially during weekdays and on month ends when traffic volumes tend to be high.

Table 27: Information used to indicate where Traffic Officers are deployed

What information is used to inform where Traffic Officers are deployed.	No. of municipalities using the source/s
Duty roster/weekly roster/weekly operational plan/weekly timetable/monthly roster	7
Complaints and requests for escorts and other special duties received/complaints from the public/complaints register/control room unit log	5
Number of accidents or incidents at hotspot areas/road accidents/accident stats/high accident zones/accident data from SAPS/high offence rates/specified crash locations at intersections/traffic data and analysis/ road safety interventions at high-risk areas/occurrence book/previous monthly reports/speeding data	6
Traffic volume/main roads with higher traffic volumes/major routes and strategic points within municipal towns	4
Other, including: (Parades; peak period monitoring; public transport interchanges; loadshedding; any other daily threat protest action; construction sites; land invasion areas and auctions sites)	7

Municipalities and the Western Cape Mobility Department were asked to indicate what information and data they used to determine their deployment. The majority of municipalities seemed to be split between those that are using weekly roster/weekly operational plan/monthly roster (7) and other sources of information (7) to determine where Traffic Officers are deployed. Others indicated that they use accident data/high accidents zones/high offence rates (6),

etc. Clearly there are multiple sources of information used to inform deployment. It is important to note that different municipalities use different sources of information or take into consideration other factors, such as loadshedding and land invasion areas, among other things, to determine their deployments.

7.5 Duties (Metro Police, Law Enforcement and Traffic Services)

Different municipalities have specific areas of focus, mandate, and responsibilities related to Law Enforcement, Traffic Services, and Metro Police. While each municipality tailors its approach to ensure public safety and compliance with regulations, the effective functioning of Law Enforcement, Traffic Services, and Metro Police is dependent on the availability and adequacy of physical and human resources that are essential for carrying out their duties efficiently to ensure public safety. This section focuses on the data obtained from the various local municipalities, including the City of Cape Town and Provincial Traffic services, aimed at understanding the key activities performed by Law Enforcement officers, Traffic Services' officers, and Metro Police officers. By analysing the data provided by these agencies, we gain insights into the diverse range of tasks undertaken by law enforcement personnel, contributing to the broader understanding of resource allocation and operational capabilities within the Western Cape's safety and security sector.

7.5.1 Duties of Metro police officers

The data provided in respect of the duties of Metro Police officers illustrate a diverse range of responsibilities aimed at ensuring public safety and maintaining law and order within the City of Cape Town. Metro Police officers are actively engaged in various crime prevention measures, including traffic enforcement activities, such as conducting dedicated patrols along the N2/R300 highways on a 24-hour basis.

Moreover, Metro Police officers are involved in law enforcement duties, responding to a wide array of incidents, including attending to domestic violence complaints, managing crowd situations effectively, and handling protest actions. Additionally, the duties related to escorting services into hostile areas underscore their dedication to providing support and security in challenging environments, demonstrating their capacity to adapt to varying circumstances and ensure the safe delivery of essential services.

Metro Police officers also play a crucial role in maintaining public safety at events and film shoots through their strategic deployments, contributing to the smooth execution of such activities while upholding security standards. Their patrolling activities extend to iconic landmarks such as Table Mountain, beaches, and other tourist areas, emphasising the importance of safeguarding popular destinations and ensuring the well-being of visitors and residents alike.

Furthermore, Metro Police officers actively participate in intersection duties during load shedding. Their response to the CCTV activations indicates a proactive approach to monitoring and addressing security incidents promptly. Additionally, their collaboration with the South African Police Service (SAPS) on various task teams focusing on specific challenges, such as gang- and drug-related issues, economic crimes, and extortion reflects a coordinated effort to combat complex criminal activities and enhance overall public safety.

In essence, the duties performed by the Metro Police officers encompass a wide spectrum of law enforcement activities aimed at safeguarding the community, addressing emergent challenges, and collaborating with key stakeholders to foster a secure environment within the City of Cape Town. Through their multi-faceted approach and commitment to proactive policing strategies, Metro Police officers play a vital role in ensuring public safety and upholding the rule of law across diverse operational scenarios.

7.5.2 Duties of Law Enforcement officers

The data collected highlights a multitude of responsibilities shouldered by Law Enforcement officers across the municipalities. For example, the City of Cape Town has a strategy covering various geographic areas, as well as specialised units. Other municipalities prioritise specific tasks, such as by-law enforcement, traffic violations, and disaster management. Overall, these diverse efforts highlight the commitment to maintaining safety and order within their municipal areas. Municipalities such as Drakenstein and Stellenbosch engage in various activities beyond traditional law enforcement duties, including land invasion patrols, building control, and serving notices, showcasing a holistic approach to maintaining municipal order. Similarly, Mossel Bay's Law Enforcement officers are involved in a wide array of tasks, from inspections of premises to impounding stray animals and assisting in emergency procedures, underscoring the diverse skill set required in law enforcement. Municipalities like Theewaterskloof, emphasise a collaborative approach, where law enforcement, among other duties, also assists victims and testify in court. This emphasises the importance of coordination among different branches of law enforcement for efficient service delivery. The responses from various municipalities collectively paint a multifaceted picture of the roles performed by Law Enforcement officers, emphasising

the critical role they play in ensuring community safety, upholding by-laws, and responding effectively to emergent situations.

By examining the duties listed by each municipality, it becomes evident that Law Enforcement officers are deeply involved in not only routine law enforcement activities, but also in a range of auxiliary functions crucial for maintaining public order and safety. This broad scope of responsibilities underscores the need for adequate physical resources, training, and support to enable Law Enforcement personnel to execute their duties effectively across the province.

7.5.3 Duties of Traffic Services officers

Through the data provided about the duties of Traffic Services officers across various municipalities in the Western Cape, an understanding emerges regarding the various responsibilities carried by these officers. The Provincial Traffic Services are primarily engaged in a range of enforcement activities aimed at promoting road safety and compliance. Their duties include Alcohol Enforcement, Speed Enforcement, Driver and Vehicle Fitness, Fatigue Management Operations, Public Transport Operations, Moving Violation Operations, Escorting of Abnormal Loads, Closure of Roads for filming, Overload Control, and Inter-Provincial Corridor Operations. The responsibilities underscore the importance of proactive enforcement measures to regulate traffic and enhance road safety.

In the City of Cape Town, Traffic Services' officers are involved in a wide array of enforcement activities encompassing all associated enforcement tasks, escorts, events management, protection of council facilities and land, management of impoundment facilities, and execution of warrants. These duties necessitate a multifaceted approach to traffic management and enforcement, ensuring compliance with regulations and maintaining order within urban areas. The local municipalities across all the districts exhibit a diverse range of responsibilities allocated to Traffic Services officers. These responsibilities include, but are not limited to, traffic law enforcement, speed enforcement, public transport enforcement, court duties, administrative tasks, escorts, road safety education, issuing of notices and warrants, impoundment of vehicles, and enforcement of various traffic regulations and by-laws.

Moreover, the emphasis on collaboration among Traffic Services' officers and other law enforcement agencies is evident in several municipalities, where integrated operations with SAPS, Provincial Traffic Services, and other stakeholders are conducted to ensure a coordinated approach towards traffic management and enforcement. This collaborative effort underscores the importance of synergistic relationships among various entities to optimise resources, enhance operational efficiency, and promote safer road environments for the community.

7.6 Training (Metro Police, Law Enforcement and Traffic Services)

Training was one of the indicators that was used to understand how law enforcement agencies prepare for their diverse roles. Below is an outline of the training courses that the different law enforcement agencies undergo as part of their capacity building.

7.6.1 Metro Police

Training courses that the Cape Town Metro Police undergo as part of their capacity building:

- 1). Traffic qualification
- 2). Skills programme
- 3). Shotgun and rifle training
- 4). By-law training
- 5). Annual legislative refresher programme inclusive of handgun refresher, by-laws and domestic violence refresher.
- 6). Crowd management training, and canine and equestrian training.

The Cape Town Metro Police Officers undergo an 18-month programme, which consists of a Basic Traffic qualification course for 12 months, followed by a skills programme for another 4 to 5 months. The policing phase is a 12-week Law Enforcement Skills programme.⁵⁷ In addition, they also do shotgun and rifle training, as well as by-law training. The Metro Police also undergo an annual legislative refresher training course inclusive of handgun refresher and by-laws and domestic violence refresher training. Specialised units within the Metro Police undergo crowd management, canine, and equestrian training.

⁵⁷ City of Cape Town, Cape Town Metropolitan Police Department. (2023). *Annual Police Plan 2022/23*.

7.6.2 Law Enforcement

Table 28: Training courses

Fundamental training courses	No. of municipalities undergoing the training
Peace Officer Training	15
Traffic Warden Training	11
Firearm Competency Training	8
Crowd Management Training	4
Other: First aid responder (2), pepper spray handling (2), supervisory training (2), law enforcement- related courses (2), control room training (2), tactical street survival, stop and approach, Tonfa training, restraining techniques, radio procedure/communication, docket and statement writing, roadblocks, new powers and duties, writing skills, completion of Sections 341 and 56 fine books, conflict management, mediation training, first responder training, Navic training, inhouse training relating to Mossel Bay Municipality by-laws, examiner of driver's licence, drone training, fisheries control officer, designated second-hand goods officer (DSO) training, liquor compliance officer training, advance driving training, criminal law, patrol procedures, self-defence and emergency response	35

According to the table above, the majority of Law Enforcement Officers from different municipalities undergo peace officer training (15), followed by traffic warden training (11), firearm competency training (8), and crowd management training (4).

The above four training courses seemed to be the fundamental training courses for Law Enforcement Officers across municipalities. However, there are additional training courses that the Law Enforcement Officers undergo, and these training courses seem to be different from one municipality to another as they are listed above. There is no standardised training undertaken by all law enforcement officers.

It is important to note that there are some of the municipalities, like Kannaland in the Garden Route District Municipality and Langeberg in the Cape Winelands District Municipality, whose Law Enforcement Officers reported that they completed one of the above training courses (i.e. peace officer training), while Laingsburg in the Central Karoo District Municipality indicated that their Law Enforcement Officers have not undergone any of the above training, which is a cause for concern.

The Department of Police Oversight and Community Safety (POCS), in partnership with the City of Cape Town (CoCT), facilitates high-impact training of individuals and certified law enforcement officers as Peace Officers to enhance urban/rural safety and combat crime within the local communities. The 6-week accredited peace officer/traffic warden training is provided as part of the implementation of the Western Cape Safety Plan (WCSP) which prioritises strengthening of Municipal Law Enforcement capacity across the Western Cape. During 2022/23 and 2023/24 POCS supported the training of 295 peace officers in 18 municipalities. After graduating from the programme, the peace officers are placed with the municipalities for a 12-month period and supported through an EPWP stipend.



7.6.3 Traffic Services

Table 29: Training courses

Fundamental training courses	No. of municipalities undergoing the training
Basic Traffic Diploma/Traffic Officer training	11
Legislation training on NRTA, NLTA, AARTO et cetera	7
Examiner of vehicles and driving licences	11
Firearm proficiency training	7
Other: First Aid (4), crowd management (3), report writing (2), computer skills (2), supervisory training (2), conflict management (2), pepper spray training (2), incident management training, court procedure and issuing of sect 56 notices, dräger and speed measurement training, public transport operating licences, RIMS, soft skills training, higher education and training qualification in traffic management or municipal policing, advanced driving/ smart driver training, speed enforcement course, Tonfa, accident investigations and issuing citations or warnings and Instruction on ensuring road safety handling emergencies	29

The majority of Traffic Officers from different municipalities undergo a basic traffic diploma/traffic officer training (11), examiner of vehicles and driving licenses training (11), legislation training on National Road Traffic Act (NRTA), National Land Traffic Act (NLTA) and Administrative Adjudication of Road Traffic Offences (AARTO) Act (7), and firearm proficiency training (7). However, there are additional training courses that the Traffic Officers undergo, and these training courses seem to be different from one municipality to another, as listed above.

7.7 What works well (Metro Police, Law Enforcement and Traffic Services)

The respondents were asked to indicate what they thought is effective in terms of law enforcement.

7.7.1 Integration and collaboration

The majority of respondents spoke about the importance of integration and collaboration. Berg River Municipality noted that it was “By combining forces and working together, hand-in-hand, that we are able to maximise our impact by achieving so much more than we would have ever achieved had the partnerships not been in place”.

Several municipalities noted that due to limited manpower, they rely on integrated operations with external stakeholders. Kannaland noted that “while the limitation of resources hampers the carrying out of operations effectively, what works in this regard is the partnerships that we have built and nurtured with our external stakeholders within all spheres of government, the private sector partners, as well as the communities that we serve. We are to a very large extent reliant on integrated operations between us and our partners”.

Stellenbosch mentioned an integrated approach, where traffic, SAPS, and law enforcement assist. Sometimes external stakeholders, like Correctional Services or even our liquor compliance of the Western Cape Liquor Control of the Western Cape, help with productivity and act as a force multiplier. Stellenbosch Municipality attributed many of its successes to the integrated approach with other agencies (Traffic, Law Enforcement, SAPS, Security Companies and Farm Watches are mostly the Public Transport Enforcement Operations and Joint Crime Prevention operations).

Municipalities spoke of working in partnerships with a range of entities, including Home Affairs, immigration services, fire-departments, CapeNature, the SAPS, traffic officials, and Correctional Services. Theewaterskloof also mentioned working with neighbourhood watches (NHWs) and private security companies. Some municipalities discussed the need to work with communities as well.

Municipalities also collaborate with one another and are able to call on one another and their units to collaborate on operations or to help stabilise situations.

Joint ventures allow law enforcement agencies to increase their resources. Overstrand reported that “At times we would use the rubber-ducks (inflatable patrol boats) made available by CapeNature to conduct marine patrols. The sharing of resources has allowed us to fully utilise the available resources. This helps in improving our operational logistics”.

One example of an integrated operation in Prince Albert led to a successful drug bust on the N1 and the confiscation of drugs worth approximately R2 million.

Overstrand worked on joint operations with officers from CapeNature and the Special Investigative Unit (SIU) to confiscate large amounts of crayfish and abalone, as well as the confiscation of vehicles to the value of R3,5 million.

Some municipalities reported that they had developed structures to facilitate better coordination, such as the Saldanha Bay Safety Initiative, whereby all the stakeholders are operating under one umbrella. This is also guided by the District Safety Plan which outlines the roles of the various stakeholders. Stellenbosch Safety partnership is another example where they have weekly meetings with stakeholders, like the South African Police Services, other private security companies, and neighbourhood watches. An MOU defines the partnership and their roles. At the weekly meeting, SAPS provides an overview of crime patterns and reports on joint and integrated operations. Other stakeholders, such as the Municipal Court prosecutors, join from time to time.

7.7.2 Force multipliers

Municipalities also discussed the importance of force multipliers, such as the Peace Officers, who are allocated by municipalities with the support of POCS. For example, Berg River uses force multipliers in Laaipek over the festive season.

7.7.3 Effective planning

Breede Valley Municipality emphasised the importance of planning and organising operations in accordance with established bylaws, highlighting a commitment to compliance and adherence to regulations. This structured approach was said to contribute to the overall success of their endeavours. They work closely with CapeNature and participate in operations related to illegal plants and wild animals, which are implemented two to three times annually. Successful arrests were also mentioned to be one of the successes in these operations.

7.7.4 Structural reform

The Western Cape Department of Mobility noted that it successfully transformed their internal management structure to facilitate a more transversal approach across traffic, law enforcement, training and development, and road safety management.

The Department also placed emphasis on gathering and use of data and information. Significant changes were made to improve the efficacy of reporting at a national level, ensuring that data was verified, and in the development of information applications.

7.7.5 Operational successes

Municipalities mentioned several successful operations. Cape Agulhas spoke of successes with drug-related confiscations and driving under the influence of alcohol. Stellenbosch mentioned successes achieved with regards to the enforcement of traffic fines issued as well as the total number of impounds (not less than 10 impounds at a time), and the execution of search warrants and arrests made during these operations. The joint operations occur weekly and vary in time frames and days of the week as well as the core focus (illegal scrapyards, liquor compliance, drug-related offences at Municipal Rental Houses, Taxis, e-hailing, et cetera).

The Public Transport operations outcomes are discussed in meetings with the local taxi associations, to guide and advise them on the shortcomings and further communication with their drivers.

Swellendam referred to effective by-law enforcement operations conducted in partnership with SAPS. Whereas SAPS have the primary mandate to control the illegal liquor trade, they seek to address the issue jointly with SAPS. They said: “We have been able to enforce municipal by-laws in relation to enforcing the trading time by-law for “spaza shops”. We are now in a position where most of the spaza shops close at a set time. The enforcement of by-laws on trading times of spaza shops has resulted in a reduction in robberies. Previously the spaza shops would trade at their own determined hours in violation of by-laws, and due to extended trading hours into the night this would attract robberies in the area”.

Swellendam also spoke of their success in preventing illegal land invasion through working together with an appointed service provider. They reported that “Our disaster management role in the municipality has been enhanced through community involvement and assistance. It is through the community that we are able to obtain information on disaster-related and land invasion issues”.

Witzenberg spoke of traffic and law enforcement successes in reducing the number of road fatalities. They also noted successes in regard to by-law enforcement and other serious crimes such as drug and alcohol offences.

7.7.6 Specialised units

Mossel Bay and Swartland spoke of the successes of their K9-units. The K9-units are used to search premises for prohibited items and during roadblocks. On one occasion Mossel Bay K9-unit detected 7,200 Mandrax tablets. They have also managed to detect firearms hidden in vehicles, sometimes ‘by not even having the dog inside the vehicle. Just by the smell.

Similarly, Swartland noted pride in their unit and its growing track record in terms of successfully retrieving firearms, as well as in marine detection (illegal poaching of abalone, et cetera).

Mossel Bay also have a Rapid Response Unit, which focuses on unlawful land occupation. As a result, they have successfully prevented unlawful land invasions.

Though these units are situated in the local municipalities, they provide services to the entire District.

In January 2023, Saldanha Bay Municipality established a tactical response unit consisting of 12 members. The objective of that unit is to prevent municipal infrastructure theft within Saldanha Bay municipal area. Secondary to that is crime prevention. This unit works in partnership with SAPS.

7.7.7 Recruitment and training

These successes cannot be achieved without the recruitment of the right people. The City of Cape Town noted that, “What is working for us is that we recruit persons of the right character who are passionate about serving people – you can appoint 100 people, but I can tell you 10 of the right people will do a better job”. This approach is invaluable in the context of limited budgets and human resources. Because law enforcement officers are recruited from the communities, the communities must understand the role of law enforcement, trust them, and see law enforcement as an employer of choice. Law enforcement officers are often recruited from the EPWP interns, who once they have proved themselves and receive training, can be employed as officers.

The City noted on average that law enforcement officers only receive six months training, but what really makes an impact at a strategic level is that the staff members are committed to deliver to the community and deal with the issues they face.

They also discussed the importance of command and control. This ensures effective monitoring of staff. The City’s respondent said, “You need to instill in them the necessary resources, the acumen and sensitivity to deliver a good service. If they don’t, there will be repercussions. If you have staff members similar to community members who don’t comply, there will be consequences. The leadership must set the example. If they don’t you will have an organisation that does not function”.

It was also noted that municipalities need to be honest about the skills that are needed, and to build on what they have, making people feel appreciated, and rewarding them for this to work. The City has an award system in place for this purpose.

The Saldanha Bay Municipality signed a memorandum of agreement with the City of Cape Town Academy to train members of the Tactical Response Unit. As noted earlier, the City of Cape Town is providing traffic, law enforcement and peace officer training to several municipalities.

In regard to training, the City of Cape Town stressed the importance of on-the-job training. ‘Our staff put their lives at risk, they put their lives on the line, they want to see examples in real life, not on paper, they want to experience it in the spaces that we all live in.’

7.8 Challenges (Metro Police, Law Enforcement and Traffic Services)

The PNP respondents from all three stakeholder groups were also asked to identify major challenges experienced by their municipalities or departments regarding policing and law enforcement functions. The data gathered from the participants was coded, after which emerging themes were drawn from it and analysed according to the prevalent trends in the province. The table below shows a summary of their responses.

Table 30: Challenges

Challenges	Frequency
Budget constraints/insufficient budget allocation for the function	12
Shortage of personnel	8
Lack of proper infrastructure and physical resources/lack of physical resources and equipment/shortage of vehicles	8
The lack of resources/limited resources	4
Lack of or limited budget allocation for overtime	4
Technological challenges	3
Lack of establishment of specialised units	3
Lack of understanding of the mandates and functions of different law enforcement agencies/role clarification amongst law enforcement agencies	3
Illegal taxi operations/illegal foreign taxi operators	3
Unruly taxi driver behaviour/general lawlessness of road users	3

Budget constraints or insufficient budget allocations for the functions was a complaint among 12 of the municipalities. As can be seen in Table 24, many of the municipalities have insufficient budget allocations for the functions. They argued that lack of capital funding over the years compounds problems regarding operational planning in line with the master plan as needs become greater and greater the longer funding is withheld. Participants also indicated that there is a need to budget for more officers and vehicles. Participants also pointed out that due to budget constraints, there are insufficient funds for overtime.

A common concern was the shortage of personnel. The lack of or limited resources and lack of or limited budget allocation for overtime emerged in the top five challenges that were identified by the participants. In addition, municipalities identified as constraints a lack of specialised units, technological challenges and a lack of clarification of the roles and responsibilities. Challenges from the external environment included illegal taxi operations and unruly taxi driver behaviour.

According to the 2023/24 PNP report, more police members and resources were identified as key policing needs for the province.⁵⁸ This continues to be a challenge. Participants indicated that staff shortages make it difficult for them to cover all towns and to attend to all complaints to the satisfaction of the communities that they serve. Ideally, the participants would like to provide a 24-hour service, but this is impossible with limited manpower. A number of the municipalities indicated that they are heavily reliant on supplementing their workforce by appointing peace officers supported by the Expanded Public Works Programme (EPWP). This is a project where POCS has partnered with municipalities to help train and deploy peace officers in terms of its policing strategy and Safer Cities. Despite this support, municipalities noted that it was limited. Swartland said that although they do receive some grant funding from POCS for their K9-units and Reaction Units, there was no additional funding for vehicles, so funding for this needed to be drawn from the municipality. While the grant funding for some additional posts in the municipalities is a big help, it is not long-term. The funding for the Rural Leap officers is dependent on the EPWP funding, which means that this additional capacity is employed on short-term contracts only, and that when the contract expires, the capacity and knowledge are lost.

Respondents also noted that during high-impact times over the weekends, when more policing is needed, even SAPS is over-extended and cannot provide additional support to the municipalities.

⁵⁸ Department of Police Oversight and Community Safety. (2020). Policing Needs and Priorities 2019/20. p.70.

Many respondents were concerned about a lack of proper infrastructure and physical resources. A concern was for vehicles that are over utilised, which impact negatively on the vehicle lifespan. Participants from some of the municipalities like Witzenberg in the Cape Winelands District Municipality and Matzikama in the West Coast District Municipality argued that the vehicles are not suitable for the kind of work that they are doing and that they therefore need bakkies and 4x4s. Secondly, while some municipalities such as Berg River, Swellendam, and Theewaterskloof indicated that they have firearms, pepper spray and handcuffs, others such as Matzikama indicated that they do not have personal protective equipment (PPE) such as pepper spray, guns and stun guns, handcuffs, and enough torches. Moreover, the Western Cape Mobility Department indicated that there is a need for the establishment of additional traffic centres and all applicable resources. According to the Mobility Department’s website, there are 16 Provincial traffic centres:⁵⁹

Table 31: Western Cape Traffic Centres

Municipality	City of Cape Town	Garden Route	Central Karoo	Overberg	West Coast	Cape Winelands
Number of Provincial traffic centres	5	4	2	2	2	1

It is important to note that there is only one traffic centre from the Western Cape Mobility Department in the Cape Winelands District Municipality while there are two centres in most of the municipalities, five in the City of Cape Town, and four in the Garden Route District Municipality. Therefore, Cape Winelands District Municipality could be one of the municipalities in the province that need additional traffic centres.

The lack of resources in general makes it very difficult for law enforcement agencies to effectively perform their functions and render a service to the local communities.

Participants also indicated that keeping up with advancements in technology, such as Close Circuit Television (CCTV) cameras, and maintaining a reliable and effective surveillance system can be challenging. The City of Cape Town was seen as a good example as they are rolling out body cams, dash cams, surveillance cameras, drones, et cetera. However, these are largely not available to the smaller municipalities. The lack of an Automatic Number Plate Recognition (ANPR) system to track vehicles which were flagged for offences was one of the challenges that some of the municipalities identified to effectively enforce the law and keep our roads safe.

Participants also identified the lack of understanding of the mandates and functions of different law enforcement agencies by the public as one of the challenges that they face where expectations versus reality in terms of mandates and functions become a challenge. For instance, one of the participants who took part in the interviews indicated that although their core function as the law enforcement unit of the municipality is the enforcement of municipal by-laws, members of the public do approach them about crime in the community, because they are the first level of government that is close to the people. However, rather than saying it is not their mandate, they instead try to act as a link between SAPS and the public.

Lastly, participants also identified unruly taxi drivers’ behaviour and general lawlessness of road users as some of the challenges that they are facing as people get involved in street racing and illegal spinning of vehicles.



⁵⁹ Accessed on 29 April 2024.

8. CONCLUSION

The National Development Plan (NDP) envisages that by 2030, people living in South Africa should feel safe and have no fear of crime.⁶⁰ The 2016 White Paper on Safety and Security breaks this down as that all people should:

- Live in safe environments.
- Play a role in creating and maintaining a safe environment.
- Feel and are safe from crime and violence and conditions that contribute to it; and
- Have equal access and recourse to high-quality services when affected by crime and violence.⁶¹

The NDP calls for the development of a democratic police force that is accountable, professional, competent, and highly skilled. Subsequent policies have been developed to further outline the objectives in terms of safety. The White Paper on Policing (2016) further articulated the objectives for democratic policing by the police and metropolitan police, which deliver a high quality of professional service that builds the trust of the communities, offers specialised services, and adheres to human rights principles.⁶² This demands that policing be highly skilled and innovative to meet the demands of ever-changing community dynamics and increasing levels of serious crime. The Draft National Policing Policy (2023) seeks to take this further and identifies four pillars through which democratic and effective policing can be realised to contribute to safety.⁶³ The four pillars are:

- The creation of professional and quality policing.
- The provision of efficient and effective policing service delivery.
- Improving the legitimacy of community-police trust relationship; and
- Building a strong and ethical leadership, management, and governance structure.

As this report indicates, there is a growing challenge of crime and violence in the Western Cape, and that the capacity of SAPS is failing to meet the growing demand. While the provincial population continues to grow, the numbers of police members allocated to the province have declined. Not only are the members not allocated equitably to the areas most affected by violent crime, but there are high levels of vacancies in these areas. The number of police resources allocated to the Western Cape has to be increased in order to make a meaningful impact on reducing violence. This shortage challenges the SAPS's ability to provide professional, efficient, and effective policing that contributes to the building of a trust relationship between the community and police.

Given the constraints of the police, it is important to look at how other municipal resources, do contribute to policing in the province. While the NDP and National Policing Policy largely focus on policing, the Integrated Crime and Violence Prevention Strategy (ICVPS) takes a Whole of Government Approach (WOGA) to prevent and responding to crime.⁶⁴ The responsibility for crime prevention lies at the national, provincial and local levels.

The policing framework is well-defined for the police and the metropolitan police, setting standards for policing, capacity development, and oversight. The framework, however, is less well defined for municipal law enforcement where the powers and functions of law enforcement officials as peace officers are outlined by the Criminal Procedure Act and Government Notice, and where no clear system of accountability exists. Yet, it is clear from this Policing Needs and Priorities report that municipalities play a key role in providing municipal policing and municipal law enforcement to prevent and respond to crime. This report sought to map the extent and capacity of metropolitan policing and municipal law enforcement in the Western Cape, and to identify the challenges they face in working with the police, as well as among themselves. Though there are a lot of resources that have been channeled to strengthen this capacity, there is still much room for improvement and further development to ensure that all forms of policing and law enforcement can provide a professional, democratic, and responsive service at the local level.

The recommendations presented in this report underscore the critical need for a unified, well-coordinated, and evidence-based policing strategy in the Western Cape, one in which SAPS remains the central authority, supported by Metro

60 National Planning Commission. (2011). National Development Plan: Vision 2030.

61 Civilian Secretariat for Police Services. (2016). White Paper on Safety and Security, p. 10.

62 Civilian Secretariat for Police Services. (2016). White Paper on Policing.

63 Civilian Secretariat for Police Services. (11 November 2023). Draft National Policing Policy.

64 Civilian Secretariat for Police Services. (2022). Integrated Crime and Violence Prevention Strategy.

Police, Municipal Law Enforcement, and Provincial Traffic Services as force multipliers. These support agencies must be deployed in direct alignment with SAPS's priorities to extend its capacity, reinforce its presence, and help address the province's most pressing crime challenges. Through these efforts the province will be better positioned to address the Policing Needs and Priorities.

Achieving this requires strengthened collaboration, shared crime intelligence, integrated training and operational systems, and a commitment to accountability at all levels. Technology, specialised units, and joint planning structures must be used to bolster SAPS-led efforts and ensure that all available resources are deployed where they are needed most.

At the same time, there is growing momentum in the Western Cape for the devolution of certain policing powers to the provincial government. Such a shift would allow the province to play a more direct and responsive role in shaping safety strategies, allocating resources, and holding agencies accountable and tailoring interventions to the specific needs of communities. While this remains a broader policy and legislative discussion, the principles outlined in this report lay a strong foundation for a more localised, responsive, and effective model of policing, anchored in partnership with SAPS but empowered by provincial capability and leadership.

This integrated and locally responsive model offers the best path toward safer communities and a more accountable and effective policing system in the Western Cape.



9. RECOMMENDATIONS

This section provides recommendations from the research and is presented under the categories from the main findings. These recommendations apply to the SAPS, Metro police, traffic, and municipal law enforcement.

9.1 Budget

- There is a need to increase the budget allocation for SAPS in the province. The budget has not kept pace with the growth in the population or increase in crime.
- There is a need to increase the budget for law enforcement and Traffic Services across the three tiers of government. Expanding the budgets for SAPS and other law enforcement agencies would facilitate improved operational capacities.
- Limited budgets over the years have made it difficult to recruit more officers and take advantage of modern technology to enforce the law and improve police efficiency and effectiveness. Government budgets are facing constraints which are likely to extend into the medium term. Marginal increases have been made to the SAPS, more substantial for the Cape Town Metropolitan Department, but there are still challenges at the municipal law enforcement level.
- A shortage of personnel and physical resources makes it difficult to render a 24-hour service to the satisfaction of the communities that they serve which confirms that addressing budget constraints is the most critical and urgent policing need and priority. A 24-hour deployment would add critical support to the SAPS in order to strengthen public safety, improve response times and ensure a continuous presence to address emergency and routing incidents efficiently.
- Municipalities and provincial governments need to look at other ways to support and help expand law enforcement at the local level.

9.2 Human Resources in SAPS

- Although the Station Post Requirement was introduced with the aim of addressing resource distribution, the uneven distribution of human resources across police stations continues to hamper crime-fighting efforts, and those areas most affected by crime are often those with the fewest resources. SAPS needs to revise its system for the allocation of human resources to ensure that these precincts are better capacitated. The SAPS needs to take account of the specific policing needs and priorities of the province and to direct their resources accordingly.
- Another way to build human resources is for SAPS to recruit, train, and deploy reservists to the local communities as force multipliers over weekends when most of the crime is taking place. While there has been some progress in this regard in the last year, additional reservists are still needed.
- In regard to strengthening municipal law enforcement capacity, POCS should continue with the programme to take the youth from municipalities into the Chrysalis youth development programme, who on graduation are placed on EPWP contracts in the municipalities. Though it offers a short-term solution, it does increase the capacity of municipalities. POCS also assists municipalities through the training of peace officers who are then placed on EPWP contracts and build their law enforcement capacity.
- Successes cannot be achieved without the recruitment of the right people. This approach is invaluable in the context of limited budget and human resources. Because law enforcement officers are recruited from the communities, the communities must understand the role of law enforcement, must trust them and see law enforcement as an employer of choice. Staff members must be selected to commit and deliver to the community and deal with the issues they face.

9.3 Physical Resources

- Investment in infrastructure and equipment remains an ongoing concern. The issue of budget goes a long way as it also has an impact on the infrastructure and physical resources that are utilised by the policing agencies. Some of the municipalities indicated that they do not have the necessary equipment to render the services required and in light of this SAPS, Province and municipalities need to look at ways to allocate funding to support these needs.
- District municipalities must consider establishing a centralised procurement system for all municipalities under their jurisdiction as that will give them not only buying power and cost-saving measures but also each municipality will then have access to the same quality of resources that are obtained by others since the tender would be for the same kind of products that can be rolled out across the District.

9.4 Deployment

- A further impact of a limited budget in law enforcement is the low or nil allocation for overtime. This needs to be urgently addressed to ensure that services can be provided at the most critical times, and when they are most needed by the communities they serve and protect.
- The City of Cape Town has indicated that it had allocated a budget to enable a 24-hour deployment of law enforcement officers as from October 2024. This should provide increased coverage in the City of Cape Town.⁶⁵
- Closely linked to human resource challenges, deployment of law enforcement must be aligned with more effective and efficient policing.

9.5 Evidence-based policing

Evidence-based policing (EBP) is a strategic approach that uses data, research, and proven methodologies to inform policing practices and improve outcomes. In the Western Cape, this concept was piloted in 2023 through a hotspot policing intervention in Tafelsig, Mitchells Plain, a high-crime area where SAPS recorded 125 murders during the 2022/23 reporting period. The pilot involved brief, high-visibility patrols during peak crime periods, and resulted in a 20% reduction in violent crime.

Building on this success, the DKNG Hotspots Policing Project was launched as South Africa's first multi-site, evidence-based policing experiment. Initiated in 2024, the project is a collaboration between SAPS, the Western Cape Government (WCG), the City of Cape Town (CCT), the Institute for Security Studies (ISS), and the Hanns Seidel Foundation.⁶⁶ It targets high-violence precincts such as Delft, Khayelitsha, Nyanga, and Gugulethu, using data-driven deployments to reduce crime without requiring additional resources. The DKNG rollout is closely aligned with the Law Enforcement Advancement Plan (LEAP), which acts as a force multiplier by deploying additional municipal officers to support SAPS. Since the LEAP deployment was doubled in September 2024, several precincts have seen marked reductions in homicides, reinforcing the value of coordinated, evidence-based interventions. Evidence-Based Policing (EBP) must be positioned as a key strategic tool to support and strengthen SAPS in addressing the province's most pressing safety and crime challenges. Given SAPS's constitutional mandate as the primary crime-fighting agency, all other policing entities, namely, Metro Police, Municipal Law Enforcement, and Provincial Traffic, must align their strategies, operations, and deployments in a manner that directly supports SAPS priorities. These agencies serve as essential force multipliers and must adopt an evidence-based approach that amplifies the reach, efficiency, and impact of SAPS-led policing.

9.6 Training

- The need for professional, consistent training across all law enforcement entities is fundamental to creating a unified and capable crime-fighting environment. Training efforts for municipal law enforcement, traffic services, and Metro police must be designed and delivered in a manner that supports and complements SAPS's policing strategy and operational standards.
- SAPS should work with POCS and municipalities to co-develop minimum training standards and content that align with SAPS protocols and ensure inter-operability in joint operations.
- The province should prioritise the establishment of a centralised training facility for municipal law enforcement officers that is aligned with SAPS training frameworks to facilitate greater uniformity in operational methods and command structures.
- SAPS should commit to signing peace officer competency certificates within an agreed timeframe to enable new officers to be deployed promptly to support crime-prevention efforts.
- Recruitment across all enforcement agencies should focus on attracting candidates with the competencies needed to support SAPS operations, particularly in high-crime areas and precincts with under-resourced SAPS stations.
- The province must support municipalities in building sustainable human resource pipelines to avoid repeated short-term appointments and ensure long-term capacity development.
- All training investments, particularly those funded through provincial or municipal budgets, must be evaluated based on how effectively they contribute to SAPS-led safety priorities.

⁶⁵ City of Cape Town. (1 November 2024). Comments on the draft 24/25 PNP report. Letter submitted to the Head of Department, Police Oversight and Community Safety.

⁶⁶ Institute for Security Studies (ISS). (28 February 2024). *Spotlight: Violent crime falls after South Africa's first hot spot policing trial*. ISS Africa.

9.7 Collaboration, Integrative Working and Coordination

- The growing complexity of crime and safety challenges in the Western Cape requires a highly coordinated, integrated approach. SAPS, as the primary law enforcement agency, must be at the centre of all collaborative safety planning. Metro Police, Municipal Law Enforcement, and Provincial Traffic Services must be viewed and deployed as force multipliers to augment SAPS's limited capacity and extend its reach into communities.
- All policing and enforcement agencies must align their operational planning with SAPS crime prevention and enforcement priorities. This includes synchronising shifts, deployments, and operational objectives with SAPS in high-crime areas.
- SAPS must lead and coordinate joint planning and operations, with Metro Police, Law Enforcement, and Traffic Services explicitly tasked with supplementing SAPS presence and supporting SAPS-led interventions.
- Structures such as PROVJOINTS must be strengthened as the central mechanism for coordinating SAPS-led multi-agency deployments. Equivalent coordination structures should be replicated at district and municipal levels to ensure local-level alignment.
- A SAPS-led Standard Operating Procedure (SOP) for joint operations must be developed and enforced to clarify command, control, roles, and responsibilities across agencies.
- The regular sharing of crime intelligence between SAPS and municipal enforcement partners must become standard practice, enabling data-driven, unified deployment.
- The Western Cape Department of Local Government (DoLG) should eliminate red tape and synchronise systems with local municipalities. That would help to make the resources that are underutilised by the Western Cape Government available to the local municipalities, thus improving service delivery to the local communities and in effect be available to support SAPS where critical needs arise.
- The Institute for Municipal Public Safety (IMPS) and SALGA should support the development of standardised policies, uniforms, training protocols, and operating procedures across municipal enforcement agencies to streamline integration with SAPS operations.

9.8 Use of technology to fight crime

- Technology is a critical enabler of modern policing. However, in a resource-constrained environment, technological investments by municipalities and the province must be strategically aligned with SAPS operations, serving as tools that strengthen SAPS's ability to prevent, detect, and respond to crime.
- All law enforcement technology investments, CCTV, ANPR, drones, bodycams, etc. must be prioritised for use in SAPS-identified high-crime areas and shared with SAPS to support investigations, surveillance, and crime prevention efforts.
- There is a need for an inter-operable, province-wide communication, and data-sharing platform that connects SAPS with municipal and metro enforcement technologies to enable real-time coordination.
- Technology, such as automated detection systems, shot spotters, and mobile command centres, must be viewed as tools to extend SAPS capacity especially where physical policing presence is limited.
- Evidence-based reviews of existing technology rollouts must be conducted to assess their impact on SAPS-led operations and inform future resource allocation.
- The province and the municipalities should not duplicate systems in isolation but rather invest in scalable, integrated platforms that serve SAPS's operational demands.

9.9 Accountability and oversight

- Accountability and oversight are essential for building public trust, ensuring ethical conduct, and supporting SAPS in maintaining law and order. Municipal enforcement agencies, as supporting partners to SAPS, must be held to similar levels of oversight and transparency to ensure cohesive and credible policing across all levels.
- Municipal enforcement services (Metro Police, Law Enforcement, and Traffic) should implement civilian oversight structures similar to those that apply to SAPS, ensuring consistency in governance and public trust.
- The Western Cape Police Ombudsman (WCPO) should extend its scope through formal Memoranda of Understanding (MoUs) to include municipal law enforcement, so that communities have a clear recourse for complaints, regardless of the policing agency.
- Command and control structures must be clearly defined in all municipal agencies, and all officers operating in joint operations must adhere to SAPS-led chains of command.

- Municipalities must report annually on firearm control, losses, and audits, and these reports must be submitted to the Minister of Police Oversight and Community Safety and SAPS provincial leadership to ensure unified risk management.
- Oversight structures must explicitly assess how municipal law enforcement activities support SAPS operations and priorities, using performance indicators tied to SAPS-defined public safety goals.

9.10 The value of force multipliers and specialised units

- The introduction of additional force multiplier units such as the LEAP programme, K9 units, and rural reaction teams has played a pivotal role in augmenting SAPS's presence in under-resourced areas. These units must continue to operate as tactical extensions of SAPS, supporting its strategic goals and precinct-level needs.
- Provincial investments in specialised units must be maintained and expanded especially where these units are clearly aligned with SAPS's precinct deployment plans and crime prevention strategies.
- LEAP officers and rural unit deployments must operate under SAPS-led guidance, with their daily assignments and operations directed toward filling gaps in SAPS patrols, hotspot monitoring, and community visibility.
- An evidence-based review of all specialised units must be conducted to determine their crime prevention value, cost-effectiveness, and contribution to SAPS goals. These findings should inform any decisions on programme continuation or expansion.
- The possibility of extending LEAP-style deployments into additional rural municipalities must be explored, under SAPS-determined priority precincts and with joint command structures in place.
- Municipalities must ensure that specialised resources such as vehicles, dogs, and technology are not siloed but are actively integrated into joint SAPS-led operations.

9.11 Building the community-police trust relationship

- Trust and legitimacy are critical to effective policing. All enforcement agencies must contribute to rebuilding and strengthening the relationship between SAPS and communities, by being visible, responsive, and accountable in their support of SAPS mandates.
- Municipal law enforcement, Metro police, and traffic officers must be required to participate in CPF and CSF structures in SAPS precincts to enhance public awareness of their role as support structures to SAPS.
- Community engagements must clearly communicate that SAPS is the lead crime-fighting agency, and that all other enforcement entities work in partnership to support SAPS in improving safety and responding to community needs.
- Recruitment, especially for peace officers and municipal enforcers, must target local youth and community members, fostering a policing presence that reflects and understands the local environment and builds long-term trust.
- Officers must be visible in communities outside of enforcement actions, engaging with residents and actively supporting SAPS in community-based crime prevention strategies.
- Municipalities and the province must invest in public awareness campaigns that clarify the distinct but complementary roles of SAPS, Metro Police, Traffic, and Law Enforcement—building community understanding and trust in the broader safety ecosystem.

10. ACKNOWLEDGEMENTS

We extend our sincere gratitude to all those who have contributed to the completion of this report on the Policing Needs and Priorities for the Western Cape. We would like to specifically acknowledge the valuable contributions of the South African Police Service (SAPS), the Western Cape Mobility Department, the City of Cape Town, and local municipalities across the province. The cooperation and insights provided by Law Enforcement, Traffic Services, and the Metro Police components of the municipalities, as well as the Western Cape Mobility Department, during our data collection processes have been integral to this report. We acknowledge the CTMPD for photographs of the metro police.

We highly appreciate your participation and dedication to address the resource constraints faced by law enforcement agencies in the province, which is essential in advancing efforts to improve public safety. The collaborative efforts and commitment demonstrated by all parties involved have significantly influenced the recommendations presented in this report.



11. ANNEXURES

Annexure A: Metro Police Questionnaire



Department of Police Oversight and Community Safety
Chief Director: Secretariat for Safety and Security
 David.Coetzee@westerncape.gov.za | Tel: 021 483 3960

INFORMATION TO DETERMINE THE EXTENT OF AVAILABILITY OF METRO POLICE RESOURCES IN THE WESTERN CAPE PROVINCE

Introduction

The Department of Police Oversight and Community Safety, Directorate: Policy and Research is currently conducting research to determine the provincial Policing Needs and Priorities (PNPs) for the 2023-24 financial year. The PNPs for this financial year will focus on establishing the extent of availability of Metro Police and policing resources in the province and will explore strategies in which these resources can be utilised collaboratively and in an integrated manner by the provincial stakeholders to maximise their impact. We request the Municipality to populate the template below to provide the requested information per email to: pnp@westerncape.gov.za by no later than Friday, 2 June 2023.

Name of Municipality:					
Name of person completing the template:					
Position of the person completing the template:					
Telephone number:					
Cellphone number:					
Email address:					
Information Required:	Response				
1. The mandate of the Metro Police unit.					
2. Current total budget allocation for Metro Police.					
3. Human Resource Allocation for the financial years 2018 to the current financial year:	2018/19	2019/20	2020/21	2021/22	2022/23
a. Ideal number of Metro Police officers on the establishment.					
b. Total approved establishment.					

c. Number of funded Metro Police officers for the municipal area.					
d. Budget allocation.					
e. Filled posts: Actual number of Metro Police officers employed at the municipality.					
4. Physical resources available (e.g. Please add more, if available) a. Number of dedicated vehicles. b. Number <u>and</u> description of technological equipment, e.g. 10 drones. c. Budget allocation.					
5. Deployment a. What information is used to inform where Metro Police Officers are deployed. b. Number of deployment shifts per day. c. Number of hours per shift per day. d. Number of Metro Officers deployed per shift. e. Are the Metro Police Officers deployed? i. During office hours only. ii. Including after-hours. iii. During weekends.					
6. Duties a. Key activities performed by the Metro Police Officers (e.g. By-law enforcement, traffic violations, etc.).					
7. Training a. What training do the Metro Police Officers undergo.					
8. List any major challenges experienced by your municipality regarding the Metro Police function and personnel.					

Annexure B: Law Enforcement Questionnaire



Department of Police Oversight and Community Safety
Chief Director: Secretariat for Safety and Security
 David.Coetzee@westerncape.gov.za | Tel: 021 483 3960

INFORMATION TO DETERMINE THE EXTENT OF AVAILABILITY OF LAW ENFORCEMENT RESOURCES IN THE WESTERN CAPE PROVINCE

Introduction

The Department of Police Oversight and Community Safety, Directorate: Policy and Research is currently conducting research to determine the provincial Policing Needs and Priorities (PNPs) for the 2023-24 financial year. The PNPs for this financial year will focus on establishing the extent of availability of law enforcement and policing resources in the province and will explore strategies in which these resources can be utilised collaboratively and in an integrated manner by the provincial stakeholders to maximise their impact. We request the Municipality to populate the template below to provide the requested information per email to: pnp@westerncape.gov.za by no later than Friday, 2 June 2023.

Name of Municipality:					
Name of person completing the template:					
Position of the person completing the template:					
Telephone number:					
Cellphone number:					
Email address:					
Information Required:	Response				
1. The mandate of the Law Enforcement unit.					
2. Current total budget allocation for Law Enforcement.					
3. Human Resource Allocation for the financial years 2018 to the current financial year:	2018/19	2019/20	2020/21	2021/22	2022/23
a. Ideal number of Law Enforcement officers on the establishment.					

b. Filled posts: Actual number of Traffic Officers employed at the municipality.					
c. Number of funded Traffic Officers for the municipal area.					
d. Total approved establishment.					
e. Budget allocation.					
5. Physical resources available (e.g. Please add more, if available).					
a. Number of dedicated vehicles.					
b. Number and description of technological equipment.					
6. Deployment					
a. What information is used to inform where Traffic Officers are deployed.					
b. Number of hours per shift.					
c. Number of Traffic Officers deployed per shift.					
d. Number of deployment shifts per day.					
e. Are the Traffic Officers deployed? 1) During office hours only. 2) Including after-hours. 3) During weekends.					
7. Duties					
a. Key activities performed by the Traffic Officers.					
8. Training					
a. What training do the Traffic Officers undergo.					
9. List any major challenges experienced by your municipality regarding the Traffic Services function and personnel.					

Annexure C: Traffic Services Questionnaire



Department of Police Oversight and Community Safety
Chief Director: Secretariat for Safety and Security
 David.Coetzee@westerncape.gov.za | Tel: 021 483 3960

REQUEST FOR INFORMATION TO DETERMINE THE EXTENT OF AVAILABILITY OF TRAFFIC LAW ENFORCEMENT RESOURCES IN THE WESTERN CAPE PROVINCE

Introduction

The Department of Police Oversight and Community Safety, Directorate: Policy and Research is currently conducting research to determine the provincial Policing Needs and Priorities (PNPs) for the 2024/25 financial year. The PNPs for 2024/25 financial year will focus on establishing the extent of availability of traffic law enforcement and policing resources in the province and will explore strategies in which these resources can be utilised collaboratively and in an integrated manner by the provincial stakeholders to maximise their impact. We request the Municipality to populate the template below to provide the requested information via email by no later than Friday, 4 August 2023.

Name of Municipality:					
Name of person completing the template:					
Position of the person completing the template:					
Telephone number:					
Cellphone number:					
Email address:					
Information Required:	Response				
1. The mandate of the Traffic Services unit.					
2. Powers of the Traffic Services unit.					
3. Current total budget allocation for Traffic Services.					
4. Human Resource Allocation for the financial years 2018 to the current financial year:	2018/19	2019/20	2020/21	2021/22	2022/23
a. Ideal number of Traffic Officers on the establishment.					

b. Total approved establishment.					
c. Number of funded Law Enforcement officers for the municipal area.					
d. Budget allocation.					
e. Filled posts: Actual number of Law Enforcement officers employed at the municipality.					
4. Physical resources available (e.g. Please add more, if available)					
<ul style="list-style-type: none"> a. Number of dedicated vehicles. b. Number <u>and</u> description of technological equipment, e.g. 10 drones. c. Budget allocation. 					
5. Deployment					
<ul style="list-style-type: none"> a. What information is used to inform where Law Enforcement Officers are deployed. b. Number of deployment shifts per day. c. Number of hours per shift per day. d. Number of Law Enforcement Officers deployed per shift. e. Are the Law Enforcement Officers deployed? <ul style="list-style-type: none"> i. During office hours only. ii. Including after-hours. iii. During weekends. 					
6. Duties					
<ul style="list-style-type: none"> a. Key activities performed by the Law Enforcement Officers (e.g. By-law enforcement, traffic violations, etc.). 					
7. Training					
<ul style="list-style-type: none"> a. What training do the Law Enforcement Officers undergo. 					
8. List any major challenges experienced by your municipality regarding the Law Enforcement function and personnel.					

Annexure D: Interview Guide/Questionnaire



Department of Police Oversight and Community Safety
Directorate: Policy and Research

2024/25 POLICING NEEDS AND PRIORITIES (PNPs)

Interview guide for Law Enforcement Agencies

Background for interviewers

The Department of Police Oversight and Community Safety, Directorate: Policy and Research is currently conducting research to determine the provincial Policing Needs and Priorities (PNPs) for the 2024/25 financial year. The PNPs for 2024/25 financial year will focus on establishing the extent of availability of law enforcement and policing resources in the province and will explore strategies in which these resources can be utilised collaboratively and in an integrated manner by the provincial stakeholders to maximise their impact. Stakeholders have already submitted information on questionnaires. Follow-up MS Teams interviews will be conducted with the officials that have completed the request for information from each local municipality in the Western Cape. These include, among others, the Directors or acting Directors for Community Services, Heads of Protection Services, Heads of Law Enforcement and Heads of Traffic Services.

Introduction

Firstly, thank you very much for the information that you have already submitted. We would like to have a few minutes of your time to ask some follow up questions. This will take approximately 10 – 15 minutes of your time.

Questions:

SECTION 1: WHAT WORKS WELL IN YOUR ORGANISATIONS?

1. In your opinion what is working well in relation to Law Enforcement/ Traffic or Metro police operations?

Probes:

- 1.1 Any successes you are particularly proud of?
- 1.2 Can you tell us more about that?

SECTION 2: COLLABORATION

2. Do you work with other law enforcement partners such as SAPS, Traffic, Law Enforcement?
If Yes

Probes:

- 2.1 What collaborations do you value and work well with?
- 2.2 Why is this collaboration working well?
- 2.3 How does the collaboration help you to achieve your objectives?

If No

- 2.4 Why do you not work with other law enforcement partners in your organisation?

Probes:

- 2.4.1 Have you ever worked with them?
- 2.4.2 If yes, what has changed?

- 3. Are there any challenges in working collaboratively?

Probes:

- 3.1 Describe the challenges?

SECTION 3: RECOMMENDATIONS

- 4. Any suggestions as to how some of these challenges could be addressed (if any)?

- 5. Thank you very much, is there anything else you would like to add?

Thank you for your participation

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