

Police have detailed criteria for selecting sites for police stations

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Access norms and standards needed for police facilities

The SAPS have detailed criteria that they use in locating new police stations. In particular the prevalence of various types of crime in different areas is a key determinant in deciding where different types of police facilities should be located. In the future the SAPS should incorporate access norms and standards into their criteria. More specifically, they need to include information on the travel times or distances for citizens to get access to police facilities using a particular mode of transport (e.g. bus or taxi).

Furthermore, they should define the travel times or distances for a police vehicle to reach citizens that have called for their help. They should also include in their criteria the number of people that the different police facilities should be able to serve.

Presently, the SAPS have three types of facilities: namely; fully fledged police stations, satellite police stations and contact points. An accessibility study was done of the fully fledged police stations. The SAPS do not have spatial information on their satellite police stations and contact points so they were not included in this accessibility study. To see whether the police stations were optimally located the average

travel time and average demand for police stations in the 15 ISRD nodes were used.

Average travel time between police stations and communities is 16 minutes by car

The average population that a police station has to deal with in the 15 ISRD nodes is just over 36 700 people.

Bushbuckridge with only six fully fledged police stations has to deal with an average demand of just over 84 000 people. Similarly, OR Tambo has a high average demand of over 81 000 people even though it has 28 fully fledged police stations, suggesting that the existing number of police stations

may not be servicing the full demand in this area.

The average car travel time from a police station to communities in the ISRD nodes is 16 minutes. This is good when one considers that these are rural areas that have some very inaccessible parts to them. Maruleng with only two fully fledged police stations has an average car travel time of just over 42 min. This could be far less if the satellite police stations and contact points were also included in the study.

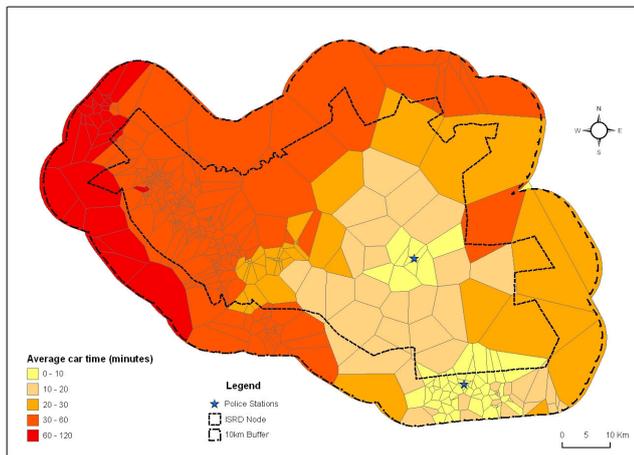
On average the longest distance that has to be travelled by car in any one of the ISRD nodes is just over 1 hr with the worst case distance being 1 hr 25 minutes, which occurs in Central Karoo and Umkhanyakude ISRD nodes. On average just over 89% of the population occur within a 30 min car trip of a police station. Only 20% of



Maruleng's population is within a 30 min car trip because of the few police stations located there. Thus, only 11% of the population in the nodes is beyond a 30 min reach of a police station by motor vehicle and through the use of satellite police stations and contact points these communities could be serviced. Ninety five percent of the population occur within a 33 min car trip while 99% of people are within a 43 min car trip.

Accessibility in some areas of ISRD nodes is poor

The impression that one gets when initially looking at the access maps of police stations is that they are well positioned across the different ISRD nodes. This may well be a consequence



of the work study approach that the SAPS follows when deciding on the location of a new police station. However, there are areas within the nodes that have poor levels of access. The most notable is Maruleng where more than half of the north western part requires people to travel more than an hour to get access to the closest police station (see red areas on map above). The situation might look better if satellite police stations and contact points were located in these remote areas of the node.

Although there are 28 fully fledged police stations in OR Tambo a number of isolated areas are scattered throughout the node where poor accessibility results in long travel times. Considering the size of the population and the

number of existing police stations, there are presently too few facilities in OR Tambo. Other ISRD nodes that have communities travelling more than an hour to get to a police station include Maruleng and Chris Hani.

Police facilities need to be located closer to the people

In many of the ISRD nodes the police stations are situated in the main towns and not close to the people in the populated rural areas. Therefore, consideration must be given to optimizing the location of police stations by integrating access norms and standards into the criteria used by the SAPS to identify new locations for police stations. This may include the locating of satellite police stations at optimal sites identified in the accessibility study.

Access norms and standards should be developed for all types of police facilities, including specialist facilities (e.g. border crossings). The access norms and standards should also be differentiated for sparse and populated areas as well as urban and rural areas.

Further accessibility studies will enable the SAPS to develop their access norms and standards. It is important to emphasize that accessibility studies must be undertaken on a regular basis to take into consideration changes in crime levels and socio-economic factors (e.g. migration, densification of areas). When doing the accessibility studies, the work study criteria and access norms and standards should be integrated. Such accessibility studies should also take into consideration the location of satellite police stations and contact points.



For further information please refer to the final report. Contact Trevor Holdsworth at the Dept of Public Service and Administration (dpsa) on (012) 336 1040 or trevorh@dpsa.gov.za