



INFRASTRUCTURE *Dialogues*

Safety in our public spaces: Can infrastructural, social or technological interventions save us, and in what balance?

16 November 2016

1. Introduction

The Integrated Urban Development Framework (IUDF) defines public spaces as shared centres of community life and generators of social inclusion and cohesion. These spaces need to guarantee personal safety if they are to attract people from all community spheres. Quality public spaces are founded on participatory and inclusive infrastructure development, maintenance and management that include accessibility, accountable police services and effective law enforcement.

South African shopping centres, sports centres and certain community centres tend to provide a degree of safety for citizens who wish to meet and socialise in these spaces. The majority of public spaces however including parks, transport hubs, streets, and even libraries, community and recreational centres, are perceived as unsafe. This Dialogue brought to light the view that one of the key issues with these public spaces is poorly designed, broken-down, outdated, neglected and in some cases inaccessible infrastructure that does not serve community needs. As a result, they become empty spaces that often attract criminals and related unsafe behaviour.

With its focus on the role of infrastructure and technological development in improving the safety of public spaces, the 41st Infrastructure Dialogue focused on infrastructure design and build within precinct management, as well as the application of technologies for surveillance and improved visibility. The Dialogue highlighted the importance of community engagement and the imperative to build trust for effective implementation and sustainability.

The Infrastructure Dialogues are hosted jointly by the [Development Bank of Southern Africa](#), the [South African Cities Network](#), the [National Business Initiative](#), the [Performance Monitoring and Evaluation Department in the Presidency](#), and the [Department of Economic Development](#), with the [Engineering News](#) as media partner.

2. Programme and Panellists

Kaemete Tsotetsi, Chief Director of the Economic Policy Development at the Economic Development Department welcomed the audience to the 41st session of the Infrastructure Dialogues. In introducing the following presenters, **Geci Karuri-Sebina** of the South African Cities Network and facilitator of the Dialogue, introduced the topic of this Dialogue and requested the audience to examine the content shared from a multi-stakeholder perspective and the potential implication for infrastructure development:

Please visit www.infrastructuredialogues.co.za for more information or to have your say

Michael Krause	<i>Director of the Violence Prevention through Urban Upgrading project in Cape Town</i>
David van Niekerk	<i>Head of Neighbourhood Development Programme, National Treasury</i>
Judy Backhouse	<i>Associate Professor in Information Systems at the University of the Witwatersrand</i>
Marqo Weimers	<i>Specialist Project Manager: Department of Public Safety (DPS)</i>
Maurice Smithers	<i>South African National Coordinator for the Southern Africa Alcohol Policy Alliance</i>

3. Overview

South Africa's vision for cities and human settlements is aligned with that of the United Nations. In the United Nations Conference on Housing and Sustainable Urban Development (Habitat III, 2016), desirable characteristics for cities and human settlements were highlighted as follows:

- Participatory
- Promote civic engagement
- Engender a sense of belonging and ownership among all their inhabitants
- Prioritise safe, inclusive, accessible, green and quality public spaces friendly for families
- Enhance social and intergenerational interactions, cultural expressions and political participation, as appropriate
- Foster social cohesion, inclusion and safety in peaceful and pluralistic societies, where the needs of all inhabitants are met, recognising the specific needs of those in vulnerable situations

PROMOTING SAFETY IN PUBLIC SPACES



4. Foundation of Trust

Violence Prevention through Urban Upgrading (VPUU) is an area based programme that works in low income areas to improve the quality of life in Cape Town and secondary towns in the Western Cape. The programme has two case studies that demonstrate how closely infrastructure and safety are linked. Ensuring safety in public spaces is, however, a complex issue and it was emphasised that before infrastructure is considered, the most important aspect is trust.

The case studies highlight the importance of community and stakeholder engagement from the start of any project, big or small. Gathering information from communities upfront and finding appropriate social, economic and cultural solutions together with residents and local authorities is key to the

success of initiatives. The aim of this engagement approach is therefore to build a foundation of trust to inform effective and sustainable solutions.

Another equally important aspect that is the result of an upfront engagement approach is community ownership. When communities and citizens fully participate in the process, ideas are jointly developed and a sense of ownership can be created. The rules of engagement are all important and the people who will use the public space/s should set the rules for using the space. The concept of inclusivity and social activation is important to enable if we are to bring to life accessible public spaces.

From the roundtable discussions, the comment was made that referring to spaces as “public” and “private” disengages the community, to an extent, from the discussion. The terms public and private do not include communities. It could be beneficial to rather talk about “communal spaces” as opposed to public spaces, as that will immediately speak to and attract attention from communities. Furthermore, it is important to note that such communal spaces not only include parks, libraries, playgrounds and the likes, but also roads, streets and sidewalks. The latter which can also be referred to as functional spaces form part of communal spaces, and safety in these areas are just as important as they are most frequently used and directly affect people’s day-to-day lives and livelihood.

A: Case Study: Harare Khayelitsha

In 2006, Harare in Khayelitsha needed a safe space for business and educational facilities. Adjacent to the township, between the Railway Station and informal settlement, was an area that was unused and perceived as unsafe and dangerous, especially at night.

To begin addressing this, the needs of residents were identified, which informed effective and integrated infrastructural planning and implementation. The empty space transformed into a business hub, house of learning, supermarket, youth centre and a post office, complemented by a public square used for parking. All facilities are connected with walkways and the Railway Station to make an effective transit node or hub.

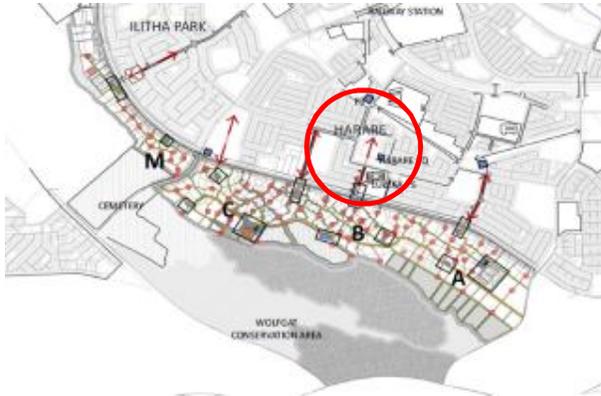
The Harare urban hub offers key interventions and services for children, youth and adults, attracting 20 000 visitors per month. Approximately 40 local businesses now employ 200 people in and around the square, which also caters for parking for about 1000 people. Local and community initiatives such as the neighbourhood watch and place makers, allowing internships for youth for up to 9 months, further improve public safety in the square.

While the supermarket serves the needs of the community, businesses complement each other as well as the house of learning and youth centre, creating a vibrant atmosphere that fosters growth and inclusivity.

The Harare urban hub is an example of a well-designed, well-managed, safety centric and internalised public space. It demonstrates how effective infrastructure design, planning and implementation based on community engagement can turn a previously unsafe area into a safe hub for social and economic growth.

Besides partnering with the community and building trust through negotiation that informs design and implementation, spaces need to be well managed and socially activated through various interventions the complement each other. Success lies in the creative combination of these factors.

Harare Urban Node Aerial Map



Harare Urban Node 2006: empty space



Harare Urban Node 2013 after infrastructure development



- Business hub
- House of learning
- Supermarket
- Youth centre
- Post office
- Public square
- Public parking

- Sporting activities
- Learning
- Children playing
- Community meetings
- Business activities
- Social interactivity



B: Case Study: Micro-scale transformation of spaces

This second case study demonstrates how a simple tap in an informal settlement can literally promote productivity, social activity and improve quality of life for residents. It shows how taking the right approach in the provision of basic infrastructure has a potentially positive ripple effect.

The public sector provided a water tap (see Image 1), and although a typical engineering layout was applied, it did not serve the needs of the community. Residents were not consulted with regard to specific needs and the design did not incorporate community considerations. Soon after installation the tap was broken and it became apparent that the design and provision was inappropriate.

A different response was then pursued and the community needs were incorporated in a new design (see Image 2). The new tap was installed at a different height with a surrounding platform that made it easier to use, ensuring sustained running water. The new design was based on detailed information obtained from the community through small group discussions.

This is therefore an example of a negotiated solution that serves the needs of the community and as a result, is used and owned by residents, young and old. In this case, further development of the area took place that has enabled broader social activation.

1. Provision of running water but the tap structure is ineffective and does not provide for specific community needs
2. New tap design at different height and easy to use
3. The right design ensures sustainable usage



4. Small group discussion

5. Social activation



PROCESS = PROVIDE > ENABLE > ACTIVATE > SUSTAIN

Once community trust is secured through the set-up of micro-scale infrastructure, a vision for integrated safe public spaces that cater for various groups and a lifecycle approach, for young children as well a youth and adults, can be shared. Trust-building is a continuous process between the public sector and communities. Experience has shown that a top-down approach, where the public sector decides what to design and what the rules are can lead to under-utilised and often hostile, unsafe spaces. In the long-term, these spaces tend to require additional security measures to provide a sense of safety.

5. Urban design and precinct management

It was proposed that safety initiatives can be enhanced if they function under the umbrella of a considered urban design and precinct management approach. Ensuring safety in a targeted area is an integral part of designing and managing it. In the context of safety, precinct management is important as it talks to where people work, where and how they live and play, as well as the design and development of human settlements and public spaces.

Definition of Precinct Management

Precinct management is an intervention that is part of an overall urban investment strategy. It is implemented by partnerships and takes place in targeted areas called precincts. National Treasury conducts precinct management in alignment with the Built Environment Performance Plans and Built Environment Value Chain. Precinct management is part of the urban development value chain.

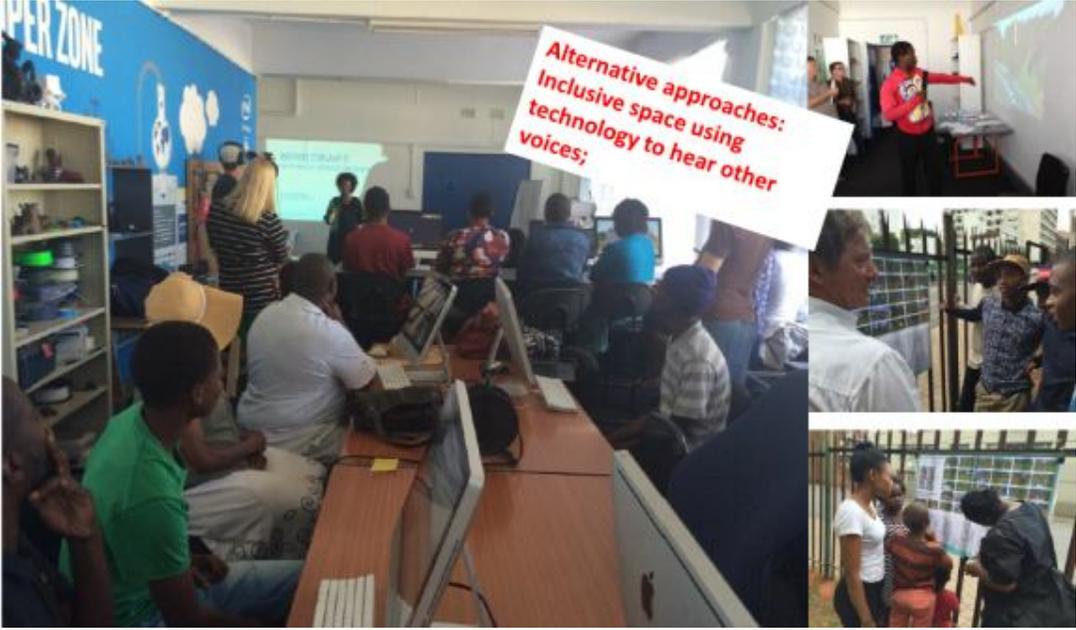
Illustrating the importance hereof, in 2007 the City of Johannesburg had 165 000 informal settlement units. Since then the picture changed dramatically due to urbanisation and migration. What used to be single informal settlement units now include backyard shacks and dwellings that have doubled the population and density in settlements (estimated to now be approximately 320 800). The density of living is increasing at an alarming rate in some parts of the city reaching the level of 50 000 inhabitants per square kilometre. While the inner city of Johannesburg has never been considered an area for informal living, for example, there is now an increase here too in backyard dwellers.

Public space in settlement areas where people still need to be able to get together, relax and play sports are becoming contested spaces. It is important to develop appropriate infrastructure development solutions or upgrade infrastructure to provide stimulation for mental and physical wellbeing and to encourage social cohesion, social justice and equality.

The increasingly dense inner city of Johannesburg brings a further challenge in that there are fewer and fewer open spaces available. The existing environment that needs to serve multiple functions for ever-increasing numbers of people is under tremendous pressure and there is a dire need for innovative solutions that integrate and address the multiple objectives and requirements. However density of people should be seen as a positive factor, as social activation can be achieved fairly quickly.

C: Case Study: Transforming unsafe parks into safe public spaces

The City of Johannesburg Public Safety department is in the process of compiling a safety strategy through community and stakeholder collaboration. To test one proposed methodology, the End Street North Park (situated in the inner city of Johannesburg) was chosen for a pilot study.

Pilot Project: End Street North Park	
Project objectives	
<ul style="list-style-type: none"> • Determine requirements for safe parks and open space strategy • Test collaboration in the city 	<ul style="list-style-type: none"> • Establish a model towards participatory planning, design and implementation – not only citizens but other city stakeholders • Physically upgrade the park
<p>Methodology - community and stakeholder participation with collaboration on a comprehensive scale</p> <p>People from the surrounding communities were invited to participate in workshops. The planning and design process, coordinated and facilitated by UN-Habitat, was conducted by utilising Mind Craft, a planning tool. People got training on the first day and the second day was used to get specific requirements from the community and brainstorm ideas. Posters were put up in the park where people could comment, allowing those that could not attend the workshops to engage with planners. The site was assessed by the planners prior to the workshops and the focus was twofold, i.e. to assess the park and also surrounding spaces to get a thorough understanding of what happens and what does not happen in the park. The community contributed and shared information that confirmed what the assessors observed. The project architect participated, from assessment of the site to the Mind Craft workshop and obtained first-hand knowledge of what the community wanted. This was key to ensuring an effective design that would enable activities and public safety. The park design also focused on having an impact on pedestrian safety next to and on the street.</p>	
<p>Mind Craft workshop</p>	
	

Problems causing safety issues

- Alcohol sold to youth by a nearby night club.
- Incidents of robbing and mugging close to a taxi rank next to a big block of flats.
- Regular accidents alongside the street next to the park.
- Homeless people sleep in the park.
- Drug abuse takes place in the park.
- Toilet facilities are poor.
- There are problems with vagrants, illegal gambling, illegal access and parking, trolley pushers and waste collectors that burn waste in the park, drinking in public as well as criminal activities.
- There is a lack of policing and law enforcement in the area.

Top 5 community requirements

- Functional toilet facilities that are well maintained.
- Access to water.
- Free access to the park.
- Soccer and other sporting activities.
- Free Wifi

Stakeholder collaboration

The pilot project included stakeholder collaboration. Assessors and planners liaised with and worked with many governmental departments and community institutions.

Stakeholder mapping

STAKEHOLDERS NEAR THE PARK This map locates stakeholders we have engaged with, who are based in the nearby vicinity of the park. Yellow indicates people we have had various stages of discussions with, some have engaged in workshops. Blue indicates stakeholders who contributed to mincraft design workshop. This map will be expanded and more detailed in the coming months as engagement processes deepen.



STAKEHOLDERS ENGAGED

- 1 Shop Traders
- 2 Bar/Club/Ladies venue
- 3 Ridgeway Court residents (upper floors)
- 4 Shop Traders (ground floor)
- 5 MEB
- 6 Street Traders north side
- 7 Razzmatazz and other linked businesses (apparently one owner)
- 8 Men living in park north side, some grew up in the area
- 9 Residential Building (no name)
- 10 Men living in park south side
- 11 I.H. Harris Primary School
- 12 Street Traders south side
- 13 Tashkent residents
- 14 Street Traders west Nugget st
- 15 Mechanic renting from PRASA
- 16 PRASA Site guards
- 17 Shirayn Court residents
- 18 Shop Traders (near station entrance)
- 19 Taxi drivers
- 20 Street Traders
- 21 UJ students
- 22 Residents from buildings not on this map

MINICRAFT ATTENDEES (with blue shadow)

- 1 Other residential buildings in proximity, one near Joubert Park
- 2 Johannesburg City Parks and Zoo
- 3 Wits University

Safety measure planning



Outcome

The pilot project and implementation of infrastructure was initiated by Johannesburg City Parks and Zoo and is managed by City Parks, the Department of Public Safety and the Johannesburg Development Agency supported by the German International Cooperation (GIZ). The community and stakeholders got involved in the planning and development process. After initiating activities with the community, the users started to demonstrate ownership and responsibility, which will be indispensable for future management as well. People are now using and enjoying the park, which has become an area for social activation and inclusivity, preventing illegal activities and crime while promoting public safety. It is a successful example of community mobilisation through a collaborative and integrative approach.

Value of collaboration and integration



before collaboration



after collaboration, what it looks like on the ground....

6. Civil society perspective

Civil society comprises people and organisations that are not related to the state or the corporate environment such as non-governmental organisations (NGOs), community-based organisations (CBOs), informal sector and individual citizens and residents within communities.

Where the government and even the business (corporate) industry play a role, one often stumbles upon imposed references and agendas that do not allow communities to provide input. These spaces involving government and business are referred to as *invited spaces*.

The spaces where communities create structures from within are called *invented spaces*. Invented spaces are able to set and follow their own programmes and rules of engagement, however, they do not hold much power and are often ignored due to invited spaces. The positive thing about civil society initiatives is that they easily deliver safe inclusive public spaces. Owing to its origin, communities and citizens own these initiatives from the outset and they have a direct interest to maintain activities.

In many communities, there are complexities that have to be addressed, including urbanisation, poverty, unemployment, lack of public facilities for social interaction, poor management, alcohol abuse and other to enable initiatives of social activation. Without effective management, policing and law enforcement, many such initiatives will fail. In this sense, success is dependent on the involvement and participation of communities, stakeholders and public services. For example, looking at alcohol consumption and the development of an alcohol policy and the implementation thereof, a lack of public participation results in sustained hardship for millions of people who feel powerless to do anything about the social, economic and health problems caused by the abuse of alcohol in their neighbourhoods and by implication in their public spaces.

Upgrading infrastructure as well as the application of technology plays a critical role in promoting safety in public spaces yet if they are not underpinned by specific pre-requisites, they are not sustainable. Pre-requisites such as community empowerment, ownership and equity (also gender equity), the concept of neighbourhood, democracy, health and the focus on health and welfare have a critical impact on civil society perspectives surrounding safe inclusive public spaces.

Being such an important aspect of promoting safety, ownership in public spaces should be defined. Due to its nature, the public sector claims a certain level of ownership but what does that imply? Participating in the planning of infrastructure is one thing, but owning and managing public spaces is another. The majority of citizens in communities are involved with their own issues and it is usually only a small percentage of people that would get involved in management issues around public infrastructure.

D: Case Study: Yeoville Bellview

In 2000, the Johannesburg Development Agency (JDA) embarked on an upliftment project in Rocky Valley Street in Yeoville Bellview. The objective was to transform the street into a safe, pleasant and economically vibrant space geared to serve the social and economic needs of the community while at the same time reflecting the diversity and vibrancy of that community. Ultimately it became an infrastructure project instead of a community-orientated project due to JDA's restrictions in terms of what they could deliver. Although the new library remains a huge asset to the community as well as the swimming pool, the main goal was not achieved and the street was not transformed into a safe socio-economic space. No real upliftment of the neighbourhood took place.

Two other elements relating to the precinct were the upgrading of the Yeoville Park and the Yeoville Recreation Centre. In the apartheid era these facilities were well used by white people although it was not easily accessible. In the 1990s the community development forum at the time requested permission to open up the park by knocking down the wall and building stairs that will connect the park with the community. The city responded positively and the community did the work through its own funding and labour. This opened up the space that changed the way in which people perceived the park. JDA opened the park further as well as the recreation centre to make it completely accessible. However, a decade later the recreation centre is a wreck and the park is unsafe.

The problem in this instance was that over a period of time, different agencies each with their own approach were involved in decision-making and the management of the space. Although there was one objective and that was to open up a high-quality but exclusive community-used space to be inclusive, consultation, planning and infrastructure design was inappropriate and that led to a lack of ownership, decay and unsafety.

The community was not engaged in a well-planned and well-organised way, and infrastructure design was not based on comprehensive input from the community. As a result, there was no buy-in from the community and no sense of ownership.

Lessons Learnt

- Collaboration and engagement from the outset is critically important to build trust.
- The way in which communities are involved is important. The focus should be on developing partnerships and to build trust. It should be real.
- Failure in these type of projects make it difficult to get communities fully involved in future projects. Although communities attend meetings and participate, they have little trust.
- The buy-in of people and communities is critical and there is not only one element to promoting safety. It is the combination of factors backed up by technology, maintenance and management and law enforcement.

7. Public Spaces Infrastructure Considerations

7.1 Infrastructure design

Safety is not about security. It is about citizen involvement, interaction and social cohesion. It is about common ownership of a public space. As demonstrated by case studies, where people identify with infrastructure and activities taking place in a specific space, they take ownership of such a space. This leads to greater responsibility and improved usage and management. The Dialogue reiterated that improving the quality and safety of public spaces, an integrated design that allows social activation and scalability is of utmost importance.

7.2 Public spaces complemented by commercial activities

In South Africa there are either public spaces or private spaces, with limited in between spaces. Where there is a hierarchy of spaces, private spaces can be extended into public spaces with social activation while managed by private entities. For example, where a coffee shop spills out onto the pavement, a so-called public space is occupied and utilised by a private entity. These spaces are called semi-private or semi-public spaces. This offers more opportunities for interaction and growth to both the private and public sectors. In South Africa opportunities for these spaces should be developed, creating additional value for businesses while improving public safety and the quality of public areas.

7.3 Enablement through technology

The Dialogue acknowledged the role of technology in the development of safe public spaces. In the context of “smart city” projects that seek to provide solutions for city development and deal with problematic issues, the primary focus of technology is to establish intelligent systems for information gathering and analysis that will advance the level of understanding and support problem solving.

Information Technology (IT) offers a myriad of applications that can be deployed in dealing rapidly with urban development issues. Appropriate technology enables the collection of information and the observation of human behaviour and crime, while analytical tools enable advanced intelligence in the form of patterns and comparisons that promote better understanding. Technology, however, must be used in conjunction with human intelligence to design, operate and interpret information to find meaning and inform decisions and actions.

It is important to distinguish between different kinds of technology solutions. Technology can be implemented and controlled either in a “central top down” or “diffused and bottom up” fashion. Safety in public spaces depends on people being around to observe and see what is happening. Technology offers “eyes” in the form of surveillance. However, the evidence to date is indecisive on whether surveillance technologies actually reduce crime and improve safety.

Some statistics show that crime decreases in specific locations, for example parking lots, however this is not the case in city centres. In some cases, there are reports of an increase in crime as people feel safer and do not take the necessary precautions. Technology solutions such as surveillance are only

effective if combined with timely action and enforcement activities. Surveillance is an example of a centralised, top down information system.

On the bottom up side of the spectrum, there are applications that assist individuals to take care of their own safety, e.g. by allowing friends to track their whereabouts and receive emerging signals via smart phones, personal safety panic alarm, and solutions like “Be Safe”. In a study in Ireland, people indicated that they would like the police to monitor their safety apps despite privacy concerns. Bottom up solutions are relatively inexpensive and unlock more resources, making people feel more empowered.

A smart city can make use of bottom up solutions by enabling residents to use smart technology. Having free Wifi in public places is an important part of such a strategy. Although there is no research data on such solutions, it is relatively cheap and can improve public safety in a pervasive manner.

Lighting, combined with technology, can also play a significant role in improving public safety.

With regard to public safety and especially, the application of technology, the comment was made that South Africa should look for creative solutions complemented by innovation. The country should also move from the concept of designing and implementing comprehensive complex systems to a phased approach that utilises steering mechanisms and builds purpose-driven systems over time. Rather than designing a complex system from scratch of which many parts may become obsolete, start with small-scale implementations and identify levers that can steer design and development in the right direction. An example of a small-scale implementation is free Wifi points in targeted areas.

7.4 Walkability in public spaces

Connecting people and communities in the creation of inclusivity and social cohesion, a network of walkways, walkable places and walkable neighbourhoods is an important aspect in the National Treasury’s Urban Network Strategy.

The Neighbourhood Development Programme (NDP) has identified and supported 22 areas with the potential to be walkable precincts. The precincts fall into three categories namely emerging, establishing and declining precincts. NDP focuses on emerging precincts that includes township hubs that are also referred to as urban hubs. With its objective to improve competitiveness and economic growth, NDP focuses on projects that enhance inclusivity and create vibrancy.

Declining precincts are typically considered to be Central Business District (CBD) areas in metros and secondary cities while established areas are typically suburban precincts such as Sandton and Menlyn. Intervention opportunities in established precincts are limited. The affordability level of precincts differs greatly and that determines the means to deal with safety issues. In an established community with income flows from partnerships, the ability to develop and manage safety initiatives is easier, while initiatives in emerging precincts need to be more creative due to limited financial resources.

7.5 Maintenance and management

The management and maintenance of public spaces needs to be a focus. By involving the community and applying management systems that allow re-investment of proceeds of public spaces back into upgrading and maintenance of these same places, create and ensure sustainability.

8. Key Role Players in Public Safety

8.1 Legal framework

NDP identifies three current workstreams focused on enablement:

- Urban Management Policy Framework, enabling legislation for area based partnerships (the only legislation currently available is the Municipal Property Rates Act (MPRA))
- CoGTA is currently looking at new legislation that will not replace the MPRA, but will be supplementary
- Knowledge Management to establish an urban management course at universities and set-up an industry association of urban management practitioners

8.2 The role of municipalities

Precinct management takes place through different legal entities and although it can be managed from within municipalities, it is mostly conducted outside of government and between public, private and civil society actors. However, no matter where it happens, it is important to understand the role and responsibilities of municipalities in precinct management.

Cities can manage their areas at two levels, namely a portfolio level, looking at their portfolio of emerging, established and declining nodes, and at a precinct level, focusing on a number of strategic functions. These functions include gaining attention and traction for investment, especially private investment, as well as operational activities to manage the precincts. Operational activities could include service level agreements with municipalities for services and security measures.

8.3 The role of National Treasury

National Treasury (through NDP) funds and supports precinct management through the provision of toolkits and human resources, enabling municipalities to establish precinct municipality plans. Treasury funds operations for a period of five (5) years on a declining basis with the objective to create sustainable revenue sources. Treasury has established a partnership with SARPA, namely Safe Hubs where it funds 50% of hubs, with the balance being funded by the private sector.

Assisting with precinct design, NDP follows five guiding principles:

- Mixed used: What is the mix in terms of land use between residential and commercial land?
- Transit orientated development: Are precincts connected and how?
- Walkability: Are they walkable?
- Inclusivity: Public and private rental and income levels
- Density: Many people need to share and use facilities and to be able to transit to other precincts, accessing jobs and markets

9. Conclusion

There are fundamental steps that need to be taken in the infrastructure development value chain if we are to engender and build safety into public spaces in South Africa. This focus is often overlooked in the urban environment. If safety is prioritised addressed in our approaches, it offers quick wins that could transform communal areas into dynamic social hubs. What came to the fore in this Dialogue was that there is a breakdown in trust between community members and those who are designing and building public spaces. As a result, there tends to be a limited feeling of ownership from the community and therefore a lack of will and agency to protect and feel proud of such spaces. A securitisation response then becomes necessary. The job at hand is one of getting back to the basics: with building trust comes building pride in areas that have the potential to bring people together in a safe and communal sense.

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Speaker Biographies

Kaemete Tsotetsi

Kaemete is the Chief Director of the Economic Policy Development at the Economic Development Department whose responsibilities includes among other things coordination of the implementation of the New Growth Path which is an implementation plan of the National Development Plan. Previously he was at Gauteng Department of Economic Development where he worked with the DFIs including DBSA on the identification of the strategic economic infrastructure projects for the province in order to focus its resources in line with the Gauteng Employment Growth Development Strategy (GEGDS). The collaboration with DBSA involved identifying international best practice regarding Strategic Economic Infrastructure and undertaking and supporting programme / project information and conceptualisation up to the stage of preliminary costs and impacts.

Michael Krause

Michael is a place maker who believes in negotiating solutions to shape urban environments. He studied Urban Design and Spatial Planning at the Bauhaus University Weimar, Germany and in Newcastle upon Tyne, England. From 1995 onwards he worked in Durban South Africa, mainly in informal settlements including Phoenix Settlement – Gandhi’s second Ashram. Since 2006 Michael leads a highly dedicated and transversal team of people that continuously shapes the Violence Prevention through Urban Upgrading an area based programme that works in low income areas to improve the quality of life in Cape Town and secondary towns in the Western Cape in South Africa. Michael is the CEO of the VPUU Not for Profit Company a practice that seeks to combine dialogue between residents, local authorities with appropriate social, economic and cultural solutions to achieve sustainable and safe neighbourhoods on a human scale. For the work he received a merit of award at the Lee Kuan Yew World City Prize in 2012. In 2014 The VPUU Handbook was been published.

Margo Weimers

Margo is a spatial planner working at the City of Johannesburg Metropolitan Council Department of Public Safety as a specialist project manager. Margo has been involved with the development and implementation of policy and strategy at various levels and worked previously as a spatial planner at the Gauteng Department of Human Settlements and in the City’s Development Planning department.

She has worked on a range of subject matter including the development of spatial development frameworks and plans; low cost housing, informal settlement and backyards policy and plans; land development strategies; project planning, development, facilitation and coordination. Her current focus at the department of Public Safety is to assess and understand the project process for creating public spaces from the design up to management and the links between crime and unsafety.

David van Niekerk

David is an urban planning and development practitioner. He is currently Head of the Neighbourhood Development Programme at National Treasury, where he manages a spatial investment targeting support programme aimed at making South African cities work for people. He has experience in both the public and private sectors and holds a M.Sc. (Real Estate), Cum Laude and a B.Sc. (Town & Regional Planning).

Judy Backhouse

Judy is an Associate Professor in Information Systems at the University of the Witwatersrand. She researches information systems in Smart Cities, how information informs policy, higher education management and doctoral education. She consults to the National Advisory Committee on Innovation (NACI) and is currently a co-researcher on a project investigating Information Systems for Smart Cities in Africa. She held academic positions at five South African universities and was Head of School at two. Judy was also the Director for Advice and Monitoring at the Council of Higher Education and held General Manager positions in the Information Technology industry. Judy has a PhD in Education, an MBA in Technology Management, and an M.Sc. in Mathematics.

Maurice Smithers

Maurice is the South African National Coordinator for the Southern Africa Alcohol Policy Alliance. This is a collaborative initiative between seven Southern African countries aiming to build competence on the alcohol situation on both a local and global level, exchange policy and prevention work experience and discuss a closer regional collaboration on harmonising and accelerating alcohol policy development. As a long-time local activist and Director of the Yeoville Bellevue Community Development Trust, Maurice has published through the Wits School of Architecture and Planning, *Re-imagining Post-Apartheid Yeoville-Bellevue: The journey and reflections of a resident activist / activist resident*.

Geci Karuri-Sebina

Geci is the Executive Director of Programmes and at the South African Cities Network where she manages the Research programme. Her work focuses on city governance, policy, and planning. Geci has two decades' experience working and publishing in the fields of urban development, innovation and foresight. Her most recent publication is the book *Innovation Africa* (Emerald Books, 2016).

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Dialogue in Pictures



Picture Above: 41st Infrastructure Dialogue Facilitator, Host and Panellists

From left to right: Geci Karuri-Sebina (SACN), Michael Krause (VPUU), Maurice Smithers (Southern Africa Alcohol Policy Alliance), Judy Backhouse (University of the Witwatersrand), Richard Goode (DBSA), Kaemete Tsotetsi (EDD) and David van Niekerk (National Treasury)



Picture Above: 41st Infrastructure Dialogue Panellists

From left to right: Michael Krause (VPUU), Judy Backhouse (University of the Witwatersrand), David van Niekerk presenting (National Treasury), Margo Weimers (DPS), Maurice Smithers (Southern Africa Alcohol Policy Alliance)

INFRASTRUCTURE *Dialogues*

Safety in our public spaces: Can infrastructural, social or technological interventions save us, and in what balance?

Dialogue in Pictures



Picture Above: 41st Infrastructure Dialogue – Geci Karuri-Sebina facilitating the Roundtable Discussions



Picture Above: 41st Infrastructure Dialogue – Roundtable Discussions