

GEORGE BLAKE STREET: INFORMAL ECONOMIC CORRIDOR DEVELOPMENT FRAMEWORK



George Blake Street Informal Economic Corridor Development Framework

Stellenbosch Municipality

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Abbreviations

Abbreviation	Term
ATC	Adam Tas Corridor
ATCOA	Adam Tas Corridor Overlay Area
KBDF	Kayamandi Business Development Forum
KETC	Kayamandi Economic and Tourism Corrido
SDGs	Sustainable Development Goals
SDF	Spatial Development Framework
UA	Universal Access

Definitions

Term	Definition
Gender Equality	The complete and equal enjoyment of rights by both women and men means ensuring equal access to valuable social, economic, and political goods, resources, opportunities, benefits, and services. It signifies the elimination of all forms of gender-based discrimination (Future Cities South Africa).
Intersectionality	Analysis of privilege, discrimination and exclusion through the lens of interrelated social identities such as gender, race, geography, class, sexuality, ability, education, ethnicity, migrant status (Sustainedge, 2025).
Universal Design	Design and development of the environment to ensure that the most people possible can access and understand facilities and services, irrespective of functional ability such as height, age, cognitive and physical capacity. Design should meet the needs of all end users who might want to use an environment, service, product or building and is considered good design (Centre for Excellence in Universal Design, 2025) ¹ .
Social Inclusion	The process of social inclusion involves eliminating institutional barriers and enhancing incentives to expand access to development opportunities for individuals and groups marginalised or discriminated against based to social characteristics such as gender, age, disability, ethnicity, caste, migrant status, religion, sexual orientation, household type, education and literacy levels, employment status, or housing conditions. The goal is to create equitable societies where the rights and needs of all individuals are recognized and fulfilled (Future Cities South Africa).

¹ <https://universaldesign.ie/about-universal-design>

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1. Introduction

Kayamandi, one of Stellenbosch's most historically marginalised yet vibrant communities, has a long and complex history shaped by spatial exclusion, limited economic opportunity, and persistent service backlogs. Over time, it has evolved into a densely populated and socially dynamic neighbourhood characterised by strong community identity, active street life, and a thriving informal economy. Despite this vibrancy, Kayamandi continues to face significant challenges, including inadequate infrastructure, constrained public spaces, environmental vulnerabilities, and limited access to formal economic platforms.

Within this context, the study area focuses on a defined portion of George Blake Street (see map below), a strategically located corridor within the settlement of Kayamandi. The corridor accommodates a range of uses, including public transport, commercial and informal business activity (movement and economic corridor). The corridor therefor functions as an important mobility and economic corridor, which connects residents and commuters to a range of mobility, social, public and commercial opportunities and facilities. High pedestrian volumes, public transport activity, and its strategic position within the spatial structure of Kayamandi have contributed to its emergence as a key trading environment. George Blake Street is known for its concentration of informal business activity, small-scale commercial operations, and its role as an everyday access route that facilitates mobility, commerce, and social interaction.

The study area, however, faces several challenges that threaten its potential to be a safe, inclusive, and well-functioning corridor. Insufficient infrastructure, unsafe and poorly designed public spaces,

encroachment onto sidewalks and the road reserve, unmanaged informal trading pressures, and illegal dumping and littering along the Plankenburg River collectively threatens mobility, environmental health, and the quality of the public realm. These challenges highlight the need for a structured and coordinated approach to planning and upgrading by means of an Informal Economic Corridor Development Framework to formalise, organise, and support the economic activities occurring along George Blake Street while ensuring safe pedestrian movement, improved public space conditions, and enhanced environmental management.

This framework, therefore, seeks to provide a baseline for the corridor, as well as guidance for the future development of this strategically important corridor into a people-centre, integrated, inclusive, and sustainable space that supports economic opportunities and growth. The framework sets out a clear development direction for the corridor and provides practical tools for implementation, upgrading, environmental improvement, and stakeholder participation while also being in alignment with the Municipality's Spatial Development Framework (MSDF), national and provincial priorities, the Adam Tas Corridor (ATC) Local Spatial Development Framework (LSDF), and previous RSEP initiatives, including the Kayamandi Corridor Trading Hub and the George Blake Gender Based Violence (GBV) Project.

Terms of reference relating to the development of this framework include:

- Conducting a comprehensive spatial and socio-economic analysis of George Blake Street.
- Facilitating inclusive community and stakeholder engagement processes.

- Preparing a Corridor Development Concept and Spatial Framework.
Identifying land use interventions and mixed-use development opportunities.
- Proposing regulatory and policy recommendations.
- Developing implementation and management plans.

The methodology followed in preparing this framework consists of desktop studies and research, study area observation, and extensive public participation and engagement with interested and affected parties. This included meetings with community and formal forum leaders, consultations with consultants involved in projects within the study area and surrounding areas, conducting field surveys with traders and business owners (both formal and informal), surveys with community members, and meetings with internal municipal departments and other subject-specific specialists.



Figure 1:George Blake Street Study Boundary



Figure 2: George Blake Street Study Context

SECTION A: SPATIAL & SOCIO- ECONOMIC BASELINE REPORT

2. Legislative and Policy Framework

2.1. Sustainable Development Goals, 2030

The Sustainable Development Goals are part of an international framework adopted in 2015, with the intention of providing to provide high-level goals, targets and indicators for improving development outcomes. This framework aligns with SDG 5, aimed at reducing gender inequality; SDG 10, which seeks to reduce inequality; and SDG 11, which is focused on improving outcomes in urban areas. Table 1 provides an overview of the ways that this framework advances the Sustainable Development Goals.

Table 1: Overview of SDG Alignment

Goal	Alignment
SDG 5: Achieve gender equality and empowerment for all women and girls	This framework incorporates considerations for vulnerable groups and gender-inclusive urban planning approaches.
SDG 10: Reduce inequalities within and between countries	This framework seeks to reduce inequalities in Stellenbosch by supporting economic activity in an area that hosts significant informal economic activity.
SDG 11: Make cities and human settlements inclusive, safe, resilient and sustainable	This framework incorporates a holistic urban development approach, focusing on the biophysical, socio-economic and built environment to provide a pathway towards a more inclusive urban environment.

2.2. National Development Plan 2030

The National Development Plan 2030 provides an overarching strategic analysis and framework for the holistic development of the country, centred on building human capabilities to reduce inequality ranging from environmental and rural economy concerns to socio-economic concerns, such as employment, education and health. Chapter 8 of the National Development Plan sets out an approach to the transformation of human settlements and the national space economy by supporting the densification of settlements to support public transport, while encouraging a greater mix of housing approaches that create a compact urban environment that is close to work opportunities and amenities.

2.3. Western Cape Spatial Development Framework, 2014

The Western Cape Spatial Development Framework provides oversight on regional spatial development in the Western Cape, focusing on the core areas of resources, which is primarily focused on the natural environment, the space economy, which looks at regional, urban and rural space, and settlement, which centres on urban concerns such as housing, land use and transport. There are several policies that are relevant to the aims of the George Blake Street Framework. These include:

- **Policy E3: Revitalise and strengthen urban space-economies as the engine of growth**
 - Regeneration of strategic urban land such as township centres and transport interchanges is prioritised for economic development.
- **Policy S2: Improve inter and intra-regional accessibility**

- Compact, connected urban environments are promoted through clustered public facilities and prioritisation of public transport routes, with an emphasis on improving safety and densification thresholds to improve accessibility.
- **Policy S3: Promote compact, mixed use and integrated settlements**
 - Economic nodes are key areas for regeneration of settlements, which should be targeted with a greater mix of uses, densification and infill development.
 - Informal livelihoods should be supported through flexible approaches that enable land use and settlement configurations that are appropriate to these kinds of activities.
- **Policy S4: Balance and coordinate the delivery of facilities and social services**
 - Articulate short- and long-term goals for facility performance, which builds links between budgets, activities and expected consequences.

2.4. Western Cape Provincial Strategic Plan 2025 – 2030

The Western Cape Provincial Strategic Plan identifies four integrated impact areas, which are intended to shape government portfolios and cross-departmental co-ordination. The impact areas are grouped as 1) households and human development, 2) cohesive communities, 3) youth agency and preparedness and 4) economic growth and opportunities. To achieve impact in these areas, four cross-cutting portfolios have been designated, namely, a) growth for jobs, b) safety, c) an educated, health, caring society and d) innovation, culture and governance.

The strategic plan identifies trends that represent challenges in the province. From an economic perspective, one of the most significant challenges facing businesses is extortion. Businesses affected by extortion range from the construction and transport industry to informal traders and small and micro-enterprises, such as tuckshops, street traders and barbers. Organised crime is a barrier to growth and poses safety risks. Another concerning trend in the Western Cape is the rise in unemployment, especially for the African/Black population group, where unemployment has increased from 28,8 % to 31,5% from Q1 of 2020 to Q3 of 2024. Safety also presents a significant challenge, with the Western Cape ranked as the third most violent province in South Africa. According to the 2024/25 Victims of Crime Survey, perceptions of safety risk have also increased, with 49% of survey respondents in 2023/24 indicating that they do not feel safe walking in their neighbourhood at night, compared with 42% in 2019/20. In addition to exposure to violence, people face a range of other issues, including Lack of jobs, poverty, weak social ties, and poor access to mental health care, which add to the complexity of fostering safety (Western Cape Government, 2025).

Another cross-cutting impact area is spatial transformation, infrastructure and mobility, which requires alignment to achieve integrated, accessible environments. The focus areas for this area of impact are 1) infrastructure and the connected economy, 2) safe and secure communities and infrastructure, 3) improved spatial transformation and social infrastructure. The intended outcomes of these focus areas are transversal and include increased access to shelter and basic services, social infrastructure that improves health, education, social development and recreational opportunities, better spatial integration and resilience, and safe and efficient transport and mobility options.

Focus Area Outcomes that are relevant to George Blake Street include.

Table 2: Focus Area Outcomes for Cross-Sectoral Portfolio Areas

Portfolio	Focus Area Outcomes
Growth for Jobs	<p>Improved Access to Employability and Economic Opportunities: People have access to the tools, ability and agency to work and take up economic opportunities.</p> <p>Tech and Innovation is harnessed: Ideas and technologies are harnessed by businesses and people, improving productivity, and creating more opportunities.</p> <p>Future-Fit Infrastructure for Connectivity and Economic Growth: Future fit public sector infrastructure investment creates value that builds trust, optimises resources, enables connectivity, and catalyses economic growth.</p>
Safety	<p>Integrated Violence Prevention: Families and communities have strong relationships, cultivate positive youth behaviours, and mitigate alcohol and substance-related harms, creating an environment where violence is prevented.</p> <p>Safe and Secure Communities and Infrastructure: Rural and urban communities and infrastructure are protected through locally owned safety initiatives, enabled by area-based and collaborative whole-of-society approaches.</p> <p>Effective and Responsive Law Enforcement: Equitably resourced law enforcement agencies respond effectively to community safety needs, fostering trust, reducing crime, and ensuring the protection of residents.</p>

Educated, Healthy & Caring Society	<p>Improved Spatial Transformation and Social Infrastructure: A more resilient and spatially transformed Western Cape creates vibrant, liveable environments with improved access to opportunities, mobility, social and recreation infrastructure.</p>
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2.5. Stellenbosch Municipality Integrated Development Plan, 2022 – 2027

The IDP sets out the Vision for Stellenbosch as an 'Integrated Valley of Opportunity and Innovation' and sets out five strategic focus areas to achieve this vision.

Table 3: Strategic Focus Areas

Strategic Focus Area	Dimensions
Valley of Possibility	<ol style="list-style-type: none"> 1. Access to infrastructure and services that support development and job creation. 2. Municipal functions support enterprise development 3. Service and infrastructure provision are core municipal mandates
Green and Sustainable Valley	<ol style="list-style-type: none"> 1. The natural environment is the place where humans live 2. Agriculture and tourism depend on the natural environment. 3. The natural environment contributes to wellbeing and sense of place 4. Culture is linked to the place and the activities that are possible in that place.
Safe Valley	<ol style="list-style-type: none"> 1. Culture of abiding by the law, especially by-laws

	2. Safety, security and cleanliness are important for securing investment. 3. Safety is important for social and economic development
Dignified Living	1. Housing Access 2. Accessible public services and facilities 3. Assistance that meets the needs of vulnerable individuals and groups
Good Governance and Compliance	To meet the needs of its citizens, the municipality is required to manage revenue streams sustainably. It also needs to ensure that funds available are utilised for identified projects and that value for money is achieved.

The Integrated Development Plan, 2022 – 2027, updated in 2025, indicates the status of various projects that relate to Kayamandi. These projects include the Kayamandi Town Centre, which is intended to stimulate mixed use development with scope to accommodate approximately 1854 housing units. There is no indication of this project in the Spatial Development Framework, 2019 or Adam Tas Corridor Local Spatial Development Framework. Another noteworthy human settlement related project is the Kayamandi North Extension, which is supposed to accommodate between 4000 and 5000 mixed-use housing units, a residential extension that would result in a profound change to the character of the area.

Other relevant projects include a design for a pedestrian bridge for Kayamandi that was commissioned but is being redesigned because costing exceeded the allocated budget. The exact location of this bridge should be verified, to ascertain whether it is relevant to the study site. Area-level disaster risk assessments have been conducted for

various neighbourhoods across Stellenbosch, with Kayamandi included in the selection of areas that require this fine-grain analysis.

2.6. Stellenbosch Municipal Spatial Development Framework, 2019

Kayamandi is part of Stellenbosch Town and the areas to the north-west and south-west around Kayamandi are designated for mixed-use community and residential infill. The growth area indicated here represents a northern extension of Stellenbosch and covers a considerable area, some of which has already been developed with informal dwellings, which poses concerns for expansion into the Papegaaiberg Nature Reserve.

George Blake Street is designated as an activity street. The area around George Blake Street is indicated as a strategic site, project and/or infill opportunities. This part of Kayamandi forms part of the Adam Tas Corridor.

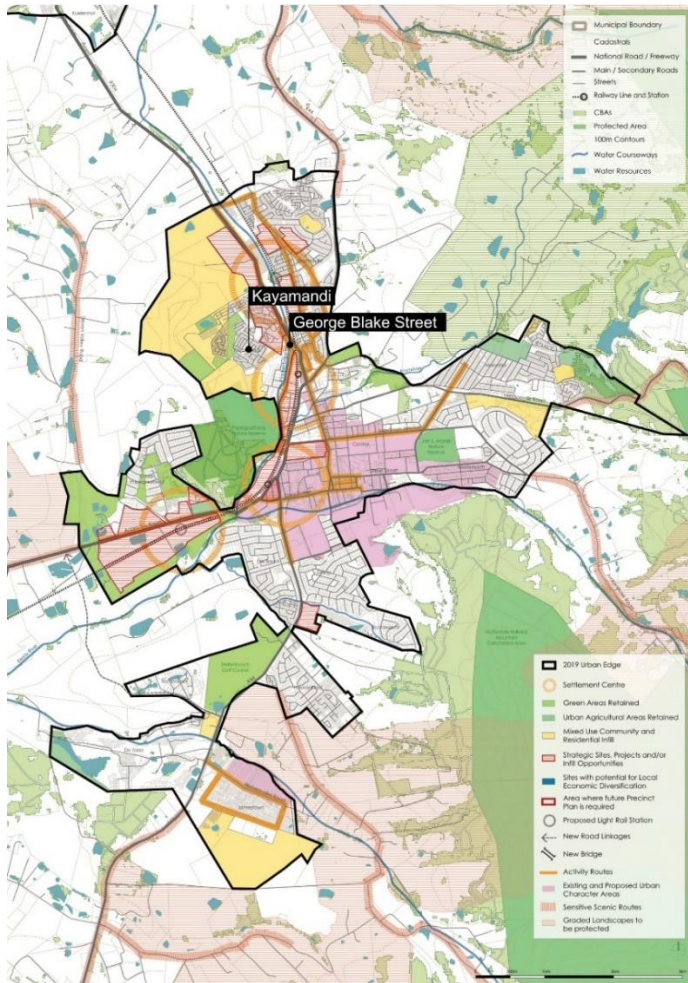


Figure 3: George Blake Street in the Context of Stellenbosch Town
(Source: Stellenbosch Municipality SDF, 2019)

2.7. Adam Tas Corridor Local Spatial Development Framework, 2021

George Blake Street is designated as an activity route. The areas to the north-west and south of George Blake Street are designated as strategic sites, projects and/or infill opportunities.

The Adam Tas corridor seeks to locate a new rail station in this area and increase the accessibility and permeability of this public realm through improved NMT infrastructure for crossing the existing infrastructure barriers.

George Blake Street is in Precinct 9 of the Adam Tas Corridor, extends into the industrial area south of Kayamandi and is characterised as 'a mixed use area incorporating new development and adaptive reuse through redevelopment of individual and consolidated properties currently in multiple ownership. Strong presence of small workshops and industrial spaces' (p.51).

Precinct 9 is primarily an industrial area that expanded during the late 20th century and has no significant heritage or cultural value. Two aspects that should be considered in the George Blake Street area include the Plankenburg riverine corridor, which could be enhanced through landscaped pedestrian interfaces, increasing accessibility into Kayamandi.

Precinct 9 covers 331 141 m², 288 683m² of which is considered developable area. The appropriate future massing and density for areas designated as a priority in Kayamandi allows for 3 – 6 storey buildings, with high density encouraged close to the rail line and medium density towards the existing residential areas. Throughout Precinct 9, minimum density, at 125 units/ha would result in an additional 267 units, or at maximum density of 145 units/ha, would result in 2744 additional units.

The kinds of areas that are envisioned through densification efforts such as these would result in an urban environment that is compact and multi-use, with safety increased through passive surveillance and easily accessible, clustered facilities. In terms of phasing of the Adam Tas Corridor, Precinct 9 is listed as phase 5 of 5, with a timeline of 22.5 – 30 years.



Figure 4: Precinct 9 of the Adam Tas Corridor (Source: Adam Tas Corridor LSDF, 2021)

George Blake Street is proposed as a Public Transport Route, connecting to the rest of the Adam Tas Corridor to the south. Masitandane Road, which intersects George Blake Street at the northern end of the study area, intersects with Bird Street and is designated as a vehicle-oriented crossing, which is proposed for upgrade to cross the Plankenburg river and the rail line into Cloetesville, increasing east-west connectivity. Similarly, the taxi rank on Bird Street (R304), which sits just west of George Blake Street is proposed for greater NMT connectivity through the development of a railway station.

2.8. Stellenbosch By-Law on Municipal Land Use Planning, 2023

The By-Law on Municipal Land Use Planning sets out regulations and procedure for spatial planning, for the development of spatial development frameworks, and for development management, which regulates land use. The zoning scheme, which regulates zoning and land use. The zoning scheme is a wall-to-wall regulatory framework for the municipal area and sets out morphological restrictions and activity permissions and restrictions.

George Blake Street is in the Adam Tas Local Area Overlay Area, which falls under Map LAO2. The local area overlay zone supersedes the development rules. See Annexure B for an overview of the primary and consent uses permitted under the LAO.

2.9. Stellenbosch Municipality Economic Development Strategy and Implementation Plan 2023

The Economic Development Strategy includes strategies for improving competition, infrastructure, inclusion, trade promotion and sector development, sustainable growth and tourism development and

resilience. The strategies that are most relevant to the George Blake Street Corridor are as follows:

Infrastructure Strategies

- **Strategy 1:** Leverage underutilised municipal assets to maximise economic benefits: use strategic municipal assets for economic benefit.
- **Strategy 2:** Maintain and upgrade basic service infrastructure: for electricity, water and waste removal to ensure sustainability and ensure other benefits, such as job creation.

Inclusion Strategies

- **Strategy 1:** co-ordinate local development programmes to enhance the informal economy: by simplifying informal trading application processes.
- **Strategy 2:** broaden job opportunities and alleviate poverty through the expanded public works programme: by reviewing the EPWP policy to ensure greater alignment with municipal policies; and open the jobseekers database to the private sector.

Sustainable Development Strategies

- **Strategy 1:** develop and implement a comprehensive green economy plan: by laying the groundwork for a programme and developing a work programme for green manufacturing and other green industries.
- **Strategy 2 and 3:** promote and implement water and energy resilience: especially consumer education

Tourism Development and Resilience Strategies

- **Strategy 2:** Facilitate ease of access: by improving universal access around tourism infrastructure and nodes
- **Strategy 4:** Effective Marketing: through the Cultures of Stellenbosch Development Programme
- **Strategy 5:** Broad-based benefit, ensuring inclusivity in all tourism endeavours: through the Tourism Partnerships Programme to engage partners in collective tourism marketing, and through the Stellenbosch Tourism Capacity Enhancement Programme: to strengthen tourism functions through evidence and to monitor the implementation of the Tourism Strategy.

2.10. Stellenbosch Municipality Informal Trading Policy, 2019

The strategic objectives of this policy relate to two functional areas, namely, trader development and engagement and infrastructure provision and maintenance. There are four objectives. First, the municipality is responsible for initiating business and spatial development activities that support the informal economy. Second, business development should support product development. Third, institutional support should be provided to establish engagement forums, and support and strengthen existing representative bodies. Fourth, mainstream informal sector support throughout the municipality.

The policy addresses economic, spatial, engagement and social principles. From an economic perspective, the policy seeks to link trading and business areas, provide business support to traders, maximise the economic advantage of state-owned assets, and target accessible locations for value-intensive trading. From a spatial perspective, the policy seeks to prioritise and designate strategically located areas for trade, providing appropriate infrastructure in these

locations. From an engagement perspective, the policy aims to ensure the accessibility and reach of communication strategies and expand the reach of inclusive stakeholder engagement. From a social perspective, the policy emphasises the fact that strategically targeted public investment for basic services and informal trading infrastructure has the potential to upgrade the urban environment, especially in historically disadvantaged neighbourhoods.

2.11. Stellenbosch Municipality Draft Spaza By-Law, 2025

The Draft Spaza By-Law stipulates the terms under which spaza shops may be operated, including the terms for issuing a business license. Important terms relating to business operations include a prohibition on trading illegal or expired goods or services, and restriction of business hours to 05:00 – 21:00, as well as ensuring the hygiene and safety of premises. Furthermore, compliance with town planning, building and fire safety standards, including certification is required.

2.12. Supervision and Control of The Carrying on of the Business of Street Vendor, Pedlar or Hawker By-Law

Informal trading as a street trader, pedlar or hawker is recognised as an important contributor to the economy, while acknowledging some of the impacts that street trade may have on the environment, while trying to mitigate against these impacts. The by-law requires traders to have written approval to conduct street trade and sets out conditions for use of public space, including requirements to not obstruct public utilities, building entrances or pedestrian pathways. It also requires street traders to dispose of waste, and the municipality to provide adequate waste disposal infrastructure and regularly cleanse trading sites.

2.13. Stellenbosch Municipality Universal Access Policy, 2021

The Stellenbosch Municipality Universal Access Policy seeks to progressively realise universal access, recognising that it is ‘a process of embedding choice for all people in the things we design to do.’

The policy aims to uphold the following Universal Access Principles:

- **Equitable Use:** The design is useful and marketable to people with diverse abilities
- **Flexibility in Use:** The design accommodates a wide range of individual preferences and abilities
- **Simple and Intuitive:** Use of the design is easy to understand, regardless of the user’s experience, knowledge, language skills, or current concentration level
- **Perceptible Information:** The design communicates necessary information effectively to the user, regardless of ambient conditions or the user’s sensory abilities.
- **Tolerance for Error:** This design minimizes hazards and the adverse consequences of accidental or unintended actions.
- **Low Physical Effort:** The design can be used efficiently and comfortably and with a minimum of fatigue.
- **Size and Space for Approach and Use:** Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user’s body size, posture or mobility.

Point 2.2.6 of the mission statement, which aims to create accessible environments that remove ‘physical, social, economic and other barriers’ is relevant to the context of George Blake Street. Furthermore, the following policy directives are relevant to the framework.

Table 4: Policy Directives for Universal Access

Supporting sustainable integrated community life:	
Address violence against women/girls/boys and the LGBTI community– appropriate measures must be taken to ensure that women, girls and boys are and feel safe living in their communities	This framework seeks to uphold this policy objective by involving diverse stakeholders in the research and design process, by incorporating crime prevention through environmental design into the design and ensuring sustainability by building on the work of the George Blake Gender Based Violence (GBV) Project.
Accessible human settlements/neighbourhoods – Include supported community living plans in all IDP's. The plans and budgets must make provision for coordinated and integrated community living support plans, focussing in particular on access to the built environment, integration of transport nodes and human settlement spatial design.	Built environment implementation projects set to be incorporated in the IDP are to include universal access principles and gender equality and social inclusion considerations.
Reducing economic vulnerability and releasing human capital:	
Strengthen and broaden the geographic reach of programmes and projects designed to reduce poverty amongst persons with disability. – Focus placed on:	This framework seeks to strengthen access to economic and work opportunities and to transport facilities.

<ul style="list-style-type: none"> • Accessible and affordable transport • Increasing household income through employment and work opportunities • Provision of accessible transport to health care facilities 	
Ensure that all community development programmes and community facilities are accessible to persons with disabilities including social, economic, religious, cultural, sport and leisure and transport facilities and programmes.	The framework gives due consideration to the need to adapt existing municipal-owned facilities to ensure universal access.

2.14. Review of Stellenbosch Comprehensive Integrated Transportation Plan, 2023

The objectives of the CITP are to ensure sustainable mobility for all, integrate land use and transportation, provide adequate road infrastructure and parking, promote public and non-motorised transport, manage freight transport, promote safety and security and ensure good governance through institutional arrangements, funding and communication.

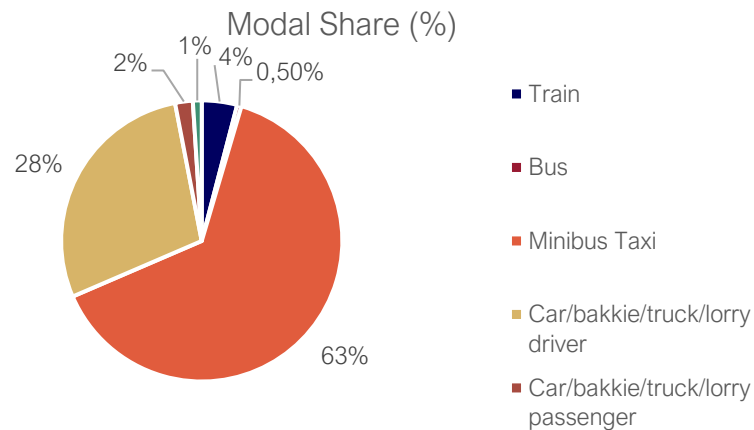


Figure 5: Transportation Modal Split, Stellenbosch (Source: Aecom, Review of CTIP, 2023)

Most of the public transport in Stellenbosch is provided through minibus taxis, with some bus service offered by Golden Arrow Bus Service (GABS). Minibuses operate locally and between Stellenbosch and surrounding towns, such as Somerset West, Kuilsriver, and Paarl. There are three minibus taxi associations in Stellenbosch, namely, Stellenbosch Taxi Association, Franschhoek Taxi Association and Kayamandi Taxi Association. The Kayamandi Taxi Association operates around George Blake Street.

There are two taxi ranks near the study site. Kayamandi Taxi Rank is on Masitandane Street, and is a local taxi rank, with taxi route 676 operating from this rank, which runs between Stellenbosch and Kayamandi. The rank on Bird Street serves as a long-distance taxi rank facility, with two routes operating from this interchange. The two routes are N12, which runs from Kayamandi to Bellville, and Q80, which runs from Kayamandi to Lwandile. This rank also provides long-distance taxi services, with various destinations in the Eastern Cape. These taxi

ranks are two of the most efficient ranks in Stellenbosch, with average wait times from joining the queue to boarding vehicle departure during peak hours taking about 8 minutes, in comparison with 10 to 15 minutes at some other ranks in the municipality.

Table 5: Overview of Taxi Rank Operations, Kayamandi Taxi Association

Taxi Rank	Route No.	Route Name	Avg. Distance One-Way (km)	Avg. Speed	Turn-around time	Avg. Wait Time During Peak (min)
Kayamandi Taxi Rank	676	Stellenbosch – Kayamandi	22.6	42	00:54	7.91
Du Toit Taxi Rank	N12	Kayamandi – Bellville	25.6	64	00:40	8.14
	Q80	Kayamandi-Lwandile	26.3	53	00:50	

A stakeholder workshop with the minibus taxi associations in 2022 revealed a few trends that affect the industry. E-hailing and lift clubs became more popular during the COVID-19 pandemic, because of safety concerns and for the convenience of being dropped off at a specified location. The Kayamandi Taxi Association has a practice of departing from ranks every 15 minutes, even if the vehicle is not full. The effects of the pandemic were still being felt at the time of the consultation process, with the shift in labour, such as job losses, work from home practices and changes in commuter behaviour, such as lift-clubs and e-hailing affecting the market. An increase in petrol prices was influencing some commuters to opt to use minibus taxis.

Household satisfaction levels were recorded for the minibus taxi industry. The top five challenges that people indicated dissatisfaction with were:

1. Crowding in taxis
2. Taxi rank facilities, such as shelters
3. Wait time for taxis
4. Road safety and risk of accidents
5. The (in)frequency of taxis during off-peak periods

Overall, people were satisfied with fares, security around taxi ranks and in taxis, taxi operator interactions with passengers, taxi availability during peak hours, taxi service in general, roadworthiness of vehicles, travel time, and the distance between the rank or route and home.

Along with the intersection of R310 and Dorp Street and R44 and Techno Park, high numbers of minibus taxis were found at the intersection of the R44 and Bird Street (Aecom, 2023).

Table 6: Percentage of Minibus Taxis identified at R44/Bird Street intersection (Source: Aecom, Review of CTIP, 2023)

R44/Bird	AM peak hour	PM peak hour
Eastbound (to CBD)	63 of 464 vehicles (14%)	31 of 444 vehicles (7%)
Westbound (from CBD)	52 of 332 vehicles (16%)	54 of 497 vehicles (11%)

3. SPLUMA Principles

The principles set out in the Spatial Planning and Land Use Management Act, 2013 apply to spatial planning, land development and land use management. An overview of these principles, as they apply to the George Blake Street Informal Economic Corridor are summarised in table 6 below.

Table 7: SPLUMA Principles

Principle	George Blake Street Corridor Framework
Spatial Justice	
Addressing imbalances by improving access to and use of land, to enable redress, especially in disadvantaged areas characterised by widespread poverty and deprivation	1. Promotes inclusion in and of the Kayamandi neighbourhood, which is characterised by socio-economic deprivation (a)(ii)
	2. Provides for tenure security and incremental upgrading of informal areas (a)(v)
Spatial Sustainability	
Promote affordable and equitable land market and infrastructure development, consistency with environmental standards, limit sprawl, and develop viable communities.	3. Is consistent with environmental management instruments, especially in the environmentally sensitive Papegaaiberg riparian corridor (b)(iii)
	4. Reflects the cost of infrastructure and social services to settlements for present and future fiscal planning purposes (b)(v)
	5. Promotes intensification and diversification of land use in an existing urban area, limiting sprawl (b)(vi)
	6. Maps stakeholders and engages effectively to strengthen and ensure continued viability of existing social networks (b)(vii)
Efficiency	
Land development maximises use of existing resources, minimises impact and is procedurally streamlined.	7. Maximises existing infrastructural access by promoting intensification and co-ordination of existing and future land uses (c)(i)
	8. Minimises negative financial, social, economic or environmental impacts by providing a strategic framework to align across these themes (c)(ii)
	9. Promotes efficiency of development application procedures by providing a framework for the spatial development of the area (c)(iii)
Spatial Resilience	
Spatial management tools are flexible, to safeguard livelihoods in areas where people are	10. Maps risks and stakeholders to understand the nature of vulnerability and vulnerable groups, to foster empowerment of residents, and mitigate risk (d)

most vulnerable to economic and environmental shocks.	
Good Administration	
Inter- and intra-governmental co-operation and transparent public participation processes and policies.	11. Provides a strategic instrument through which to co-ordinate governance functions across sphere and sector of government (e)(i), (ii), (iii)
	12. Includes participatory planning approaches, to ensure transparency and reflect needs and desires of residents (e)(iv)

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4. Spatial Analysis

4.1. Environmental

4.1.1. Plankenburg River

The Plankenburg River, which is part of the G22G quaternary catchment, is a 10km-long river that flows from north to south alongside the R304 from Bottelary Road, flows to the east of Kayamandi, the industrial area and Papegaaiberg before it joins with the Eerste River to the south of Stellenbosch (Apetogbor et al., 2023).

It is one of the major rivers in Stellenbosch, along with the Eerste river and Krom river.

Start Point		End Point	
Longitude	Latitude	Longitude	Latitude
33°54'06.28"S	18°50'25.56"E	33°56'36.25"S	18°50'42.24"E

The river was noted as a high-risk area for human health in the 2005 State of the Rivers Report. The water quality and ecosystem have been eroded by stormwater and wastewater discharges from the surrounding settlements (Stellenbosch Municipality, 2019). The 2014 River Management Plan noted that the amenity of the river is low, since the river is generally not accessible and is polluted (Williams, 2014). Water quality issues including agricultural infiltration and runoff, eutrophication, potential/apparent chemical contamination, sewerage run-off and solid waste in the Plankenburg river, both up and downstream from the study site. This indicates that the issues affecting the Plankenburg are the result of agricultural and industrial activity, as well as urban activity (Williams, 2014).

In the area around Kayamandi, the water was noted to be murky and foul-smelling, with runoff from poorly serviced informal settlements and public toilets contributing to the poor state of this reach of the river. It was also noted that solid waste enters the river course through litter that enters the stormwater system, as well as illegal solid waste dumping (Williams, 2014).

Issues relating to alien vegetation, fallen trees and plant debris, erosion of embankments, and damage to bank protection measures were noted as points of concern. It was noted that the banks of the Plankenburg river are steep in several sections.

From an infrastructure perspective, there are several issues relating to the Plankenburg river around George Blake Street. With respect to bridges, it was noted that several culverts upstream of the R304 experience severe siltation, which requires regular maintenance. Road bridge railings were also noted as a concern. This issue was corroborated by several survey respondents, who indicated that the road bridge over George Blake Street requires maintenance. Notably, there is no bridge railing on the northern side of the bridge, and needs to be replaced, as it poses hazards to pedestrians.

It was also noted that stormwater outlets require attention and erosion protection, and that litter traps require repair (Williams, 2014).

The water quality has been a point of particular concern until as recently as 2023, with Afriforum conducting tests for pollution and sewerage, which displayed high levels of both. The poor health of the river poses concerns for residents, especially children, who are exposed to the river, as well as the surrounding agricultural industry (Afriforum, 2023). The Plankenburg river, along with other rivers in Stellenbosch, has been the subject of various public-academic-private associations seeking to improve the quality of the river, to restore the ecological health of this

system. The Kayamandi River Partnership has been active until as recently as 2021, for partnering with the Western Cape Government to raise environmental awareness about river health with school children from Kayamandi (Fourie-Basson, 2021). However, at the time of writing (2025), there is no live webpage, and no recent news article are available on recent activity for this group.

It should be noted that the RMP was produced in 2014, and that updating this report is likely to produce new findings and recommendations. It is beyond the scope of this report to provide specific directives that may have emerged since the commissioning of this report. The extent to which the remedial activities carried out after the approval of this report should be assessed and further river management activities should be carried out under the advisement of relevant professionals and governmental institutions.

4.1.2. Papegaaiberg Nature Reserve

The Papegaaiberg Nature Reserve is located to the south of Kayamandi. George Blake Street and the Plankenburg river run along the foot of the hilly terrain that makes up the reserve, forming a connection to the reserve that should be fostered as part of the development of the Adam Tas Corridor development, and in line with the Environmental Management Plan for the Papegaaiberg Nature Reserve.



Figure 6: Topography



Figure 7: Hydrology and Ecological Infrastructure

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4.2. Built Environment

4.2.1. Hierarchy & Role of Settlement

George Blake Street is in Stellenbosch, the primary settlement in the Stellenbosch Municipality. Kayamandi is a historically marginalised neighbourhood in Stellenbosch, which is characterised by high levels of informality, with most residents in a low-income bracket. Neighbourhoods such as Kayamandi are characterised by a predominantly residential character, with informal economic activity emerging to serve the needs of residents. Townships were initially constructed to house people providing labour to towns, industry and farms, a pattern that persists, with many residents needing to commute to access job opportunities outside the neighbourhood. George Blake Street serves as a key movement and economic corridor, connecting residential areas, schools, public facilities, and both formal and informal economic activities.

4.2.2. Transport & Transport Infrastructure

George Blake Street is named after an intelligence agent, George Blake (born 11 November 1922, died 26 December 2020) who operated as a double agent during the 20th century. He officially worked for the MI6 while operating as a double agent for the Soviet Era KGB. He was discovered and sentenced to a 42-year prison term but escaped and lived out the rest of his life in Russia (Norton-Taylor, 2020).

George Blake Street is designated as a public transport corridor in the Adam Tas LDSF. The study site is linked to two public transport interchanges for minibus taxis. One is located to the south-east of the site, on Bird Street. The other is located to the north-east of the site on Matisandane Road. The railway line runs along the east of the study site, which, together with the Plankenburg river, creates a barrier between George Blake Street and Bird Street.

4.2.3. Residential & Settlement Development

The area where Kayamandi is now located was established as an area known as 'Dutoitsville' in the 1920s to house the small minority of black inhabitants who were living in Stellenbosch at the time, who were moving to towns and cities such as Stellenbosch, as industrialisation and farm work were seen to present work opportunities (Rock, 2011).

Kayamandi was officially established in as a location in 1941, housing families and single men who were working in Stellenbosch's agricultural and industrial sectors. At this point in time, 55 houses were built – three types of houses were built, namely Type A, with two rooms, Type B with three rooms, and Type C, also with three rooms. Type A and B houses were intended for families, while Type C houses were designated as single quarters for short contract holders (Rock, 2011).

4.2.4. Commercial & Development Strategy

a. Industrial Development Strategy

Kayamandi is located adjacent to the industrial area of Stellenbosch. George Blake Street extends southwards around the Papegaaiberg reserve, connecting Kayamandi to this area. As Stellenbosch has transitioned into more service-oriented economic activity, there has been industrial decline in this area. The Adam Tas Corridor LSDF provides a long-term vision for the revitalisation and regeneration of the industrial precinct of Stellenbosch, including parts of Kayamandi and the part of George Blake Street that is under consideration in this framework.

4.2.5. Land Use Management

a. Zoning & Land Uses

The Kayamandi area is largely a multi-unit residential and less formal residential area. The properties where formal commercial activities are situated are zoned industrial, in alignment with the surrounding area to

the south of the site. The river, KETC and much of the road are located on property zoned for agriculture and rural. The table below provides a detailed overview of the land arrangements in the site.

Table 8: Property, Zoning and Use Information for Significant Uses in and around George Blake Street

Erf Number	Zone	Land Use
Erf 1	Industrial Zone	Shopping Centre and Parking
Erf 15709	Industrial Zone	Kayamandi Shopping Centre
Erf 15708	Industrial Zone	Freight Truck Parking
Erf 2174	Agriculture and Rural Zone	Plankenburg River, informal sports fields, informal trading, market
Erf 81/2	Agriculture and Rural Zone	Plankenburg River, informal trading, Bird Street bridge

Erf 183/0	Agriculture and Rural Zone	Economic Corridor
Erf 181/0	Agriculture and Rural Zone	Economic Corridor, George Blake Street, Informal Housing and Trading
Erf 81/9	Agriculture and Rural Zone	
Erf 62	Utility Services Zone	SAPS and Kayamandi Taxi Rank
Erf 523	Private Open Space Zone	Kayamandi Sports Fields
Erf 175/32	Public Roads and Parking Zone	George Blake Street
Erf 175/28	Public Roads and Parking Zone	George Blake Street
Erf 175/19	Public Roads and Parking Zone	River/Freight Truck Parking

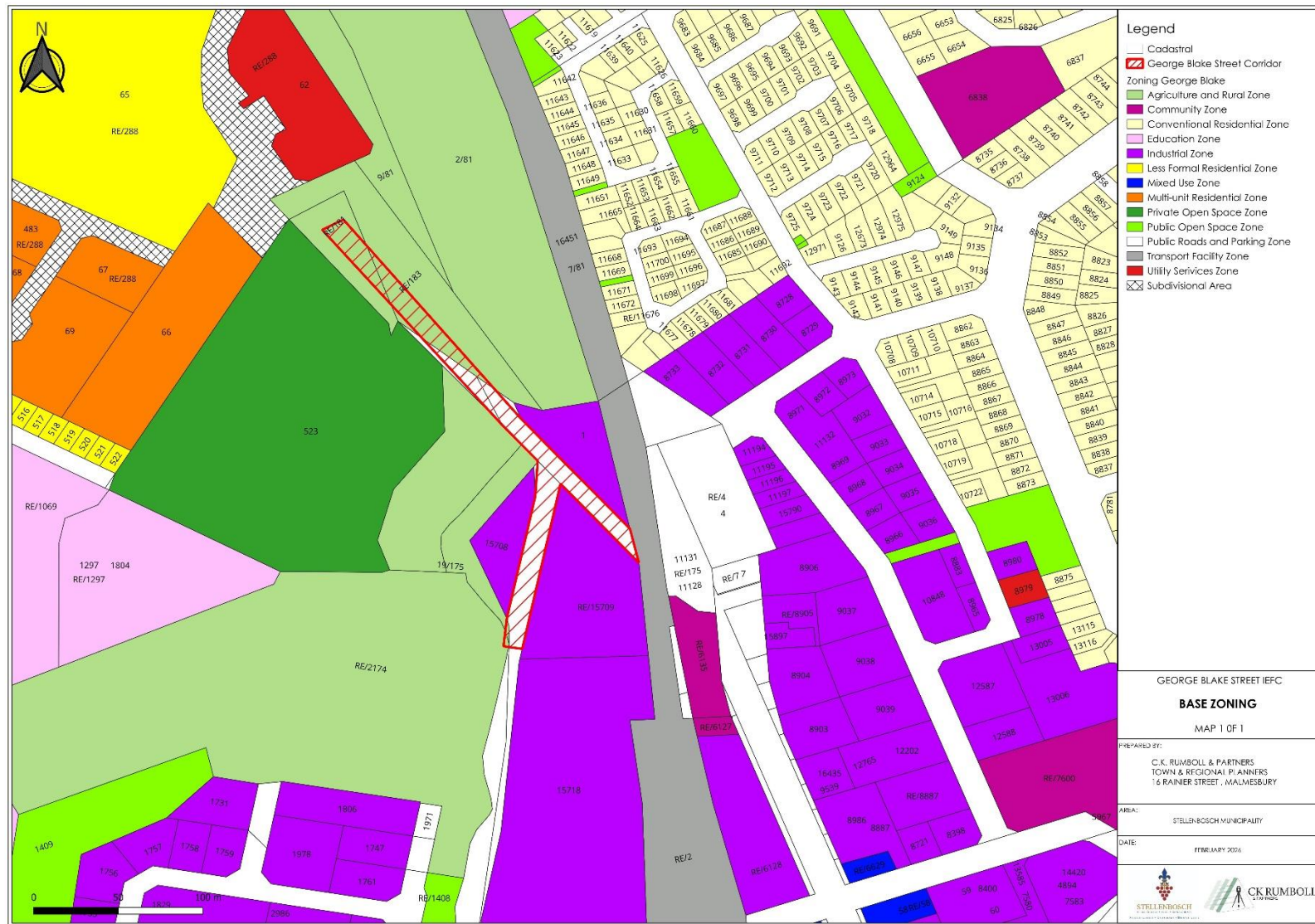


Figure 8: Zoning for Area surrounding George Blake Street



Figure 9: Urban Footprint, George Blake Street

4.3. Socio-Economic Analysis

4.3.1. Population Growth & Land Use requirements

a. Population

According to the Western Cape Government Socio-Economic Profile 2024, the population of Stellenbosch is 209 831 people, with a population density of 251 people/km². The 2011 Census data on Kayamandi lists the population at 24,645 people, although, given the rate of population growth of 2.71% since 2011, the current population is much higher. Taking the 2.71% growth rate over 14 years, the estimated number of people in Kayamandi is 33,995 people. Given that the density of Kayamandi is typically higher than the rest of Stellenbosch, and that there has been significant informal development, this is a modest estimate. Most residents living in this neighbourhood speak isiXhosa as their first language.

Kayamandi has high levels of housing informality. The density in Kayamandi is higher density levels than the majority of Stellenbosch town and has witnessed outward informal settlement growth on the peripheries of the settlement, with Enkanini forming a significant proportion of the settlement.

b. Health

There is a WCG clinic located in Bassi Street in Kayamandi. There are no facilities in the study site.

c. Education

There are five ordinary schools in Kayamandi. There is one public and one independent primary school. There are two public and one independent secondary school. There is also a public exam centre located in Kayamandi. There are no facilities in the study site.

4.3.2. Employment, Unemployment, Income & Expenditure

The GDP per capita in Stellenbosch is relatively high, but wealth is not evenly distributed. The GINI co-efficient in Stellenbosch is higher than the Cape Winelands Region, at 0.6. Demographically, Black Africans experience a GINI co-efficient of 0.56, primarily experienced around structural factors such as employment, education and land ownership, as well as economic opportunities for most residents. Consequently, interventions need to focus on reducing poverty and inequality.

a. Community Facilities

There are several community facilities available in Kayamandi, including a community hall on Makupula Road. The Kayamandi Sports Fields are located to the west of the George Blake Street study area, and the Kayamandi Tourism and Economic Corridor is located on the eastern side of George Blake Street. There are also several Non-Governmental Organisations (NGO) operating in the neighbourhood, providing community-orientated support. A noteworthy NGO operating close to George Blake Street is Songo.info, an organisation that provides BMX and mountain biking training to children and youth, as well as educational support.

b. Safety and Security

According to the WCG SEP 2024, there were 6 575 total reported crime per 100 000 people in Stellenbosch in the 2023/24 period. The most common crime trends include drug-related crime, residential burglary, common assault, malicious damage to property and commercial crime. There was a general decrease in all reported crime between 2021/22 and 2022/23, but there has subsequently been an increase in reported crimes in Stellenbosch in the 2023/24 period.

c. Property Market Patterns and Growth Pressures

Formal sales data obtained through Property24, which are recorded from the South African deeds office, indicates that the number of sales in Kayamandi per year sits around 100 - 150 sales per year. Exceptions to this occurred in 2018, when more than 200 sales were made, and over the 2020 – 2021 period, when sales were closer to 50 per year.

The average asking price is typically higher than the average sales price, while both have increased over the period 2016 – 2025, with data from 2019 to 2025 showing an upward trend from about R 337 000 to R800 000 in asking prices. Average sales prices from 2016 to 2025 show a slow upward trend from R80 000 to R250 000. Residential properties in the 2025 period have typically been 2- or 4-bedroom houses, although a noteworthy number of properties are not residential.

Between October 2024 and September 2025, there have usually been about 3 houses on the market per month, with some new properties being put on the market in 2025, suggesting slow turnover on the formal market. At the time of research, there was one 3-bedroom townhouse on the market for R 529 900. No formal rental options were listed on Property24.

A search for Owner-managed rental option was carried out using Facebook forums. There were listing for a page dedicated to rentals in the Stellenbosch area at the time of report writing (October 2025). A forum called Kayamandi Buy and Sell had listings from late September 2025, with a listing for a 'hokkie' (backyard rental structure) for R500 or R700 with an electricity box included. Another person was looking for a backyard rental with an electricity box and fridge included, while another person posted looking for rental at R2500 or less. These are anecdotal instances, and trends cannot be derived from these data

points, but it can be observed that people use social media and networks to advertise for or seek rental options.

molweni nikangela ihoki rentisayo apha ko'O FOR R500/R700 ibe ne box yombane phakathi. enkosi

Hello, are you looking for a hockey to rent here at O FOR R500/ R700 with an electric box inside. thank you

Figure 10: Facebook advert for a small-scale rental unit

There are 7035 households in Kayamandi, Cloeteville, Idas Valley and Jamestown, that require state-subsidised BNG housing, which makes up 45% of households that require these subsidies in Stellenbosch Municipality. One of the key concerns indicated in the SDF 2019 is a lack of space for housing provision in Kayamandi.

5. Interconnections

5.1. Environmental

The pollution levels in the Plankenburg River Corridor are attributed to a combination of industrial and residential pollution. The lack of basic service provision in informal neighbourhoods in Kayamandi, such as Enkanini, are key contributors to this trend. As such, improving the river health depends on enforcement of regulations on industrial polluters and settlement upgrading and adequate sanitation service provision.

Improving the health of the river and the interface with the riparian system also has the potential to generate an interconnection with the surrounding landscape, most notably the Papegaaiberg Nature Reserve.

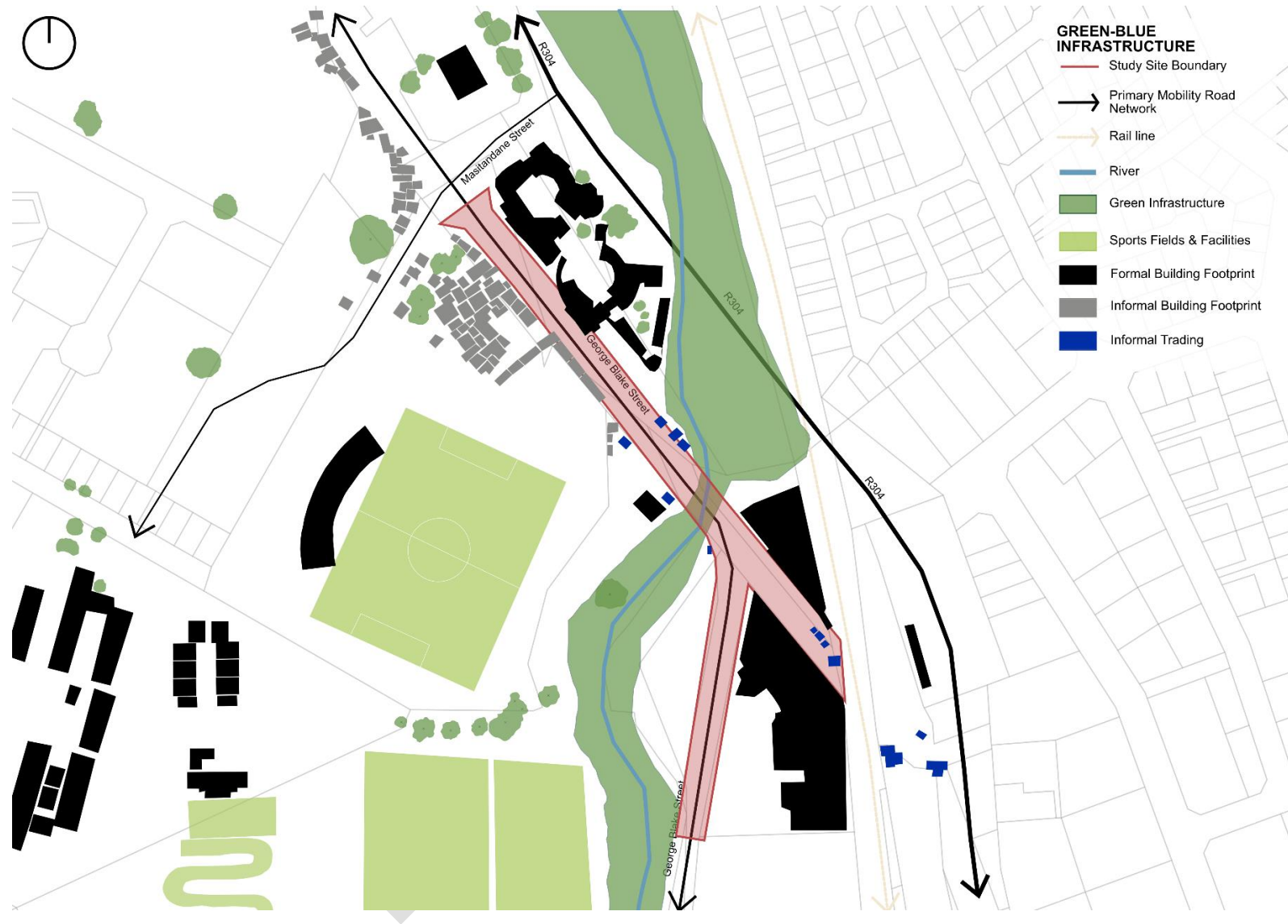


Figure 11: Riparian Corridor and Green Infrastructure, Plankenburg River

5.2. Land Uses, Property & Zoning

5.2.1. Irregular Property Arrangements and Zoning

The property arrangements along George Blake Street are irregular. Two of the key areas that exhibit this Parts of George Blake Street itself are not alienated and appropriately zoned for transport. The Kayamandi Tourism and Economic Corridor is located on more than one erf, which is zoned for agricultural and rural use.

5.2.2. Informal Housing

Informal housing is located on the south-western side of George Blake Street, with a small cluster of houses at the intersection of George Blake and Masitandane Street, at the entrance to the Kayamandi Sports fields, with a more linear arrangement as the street approaches the shopping centres and taxi rank. Together with well-located housing options, this settlement provides economic opportunities – there are various small businesses, such as traders, hair salons and electronics shops interspersed in the settlement.

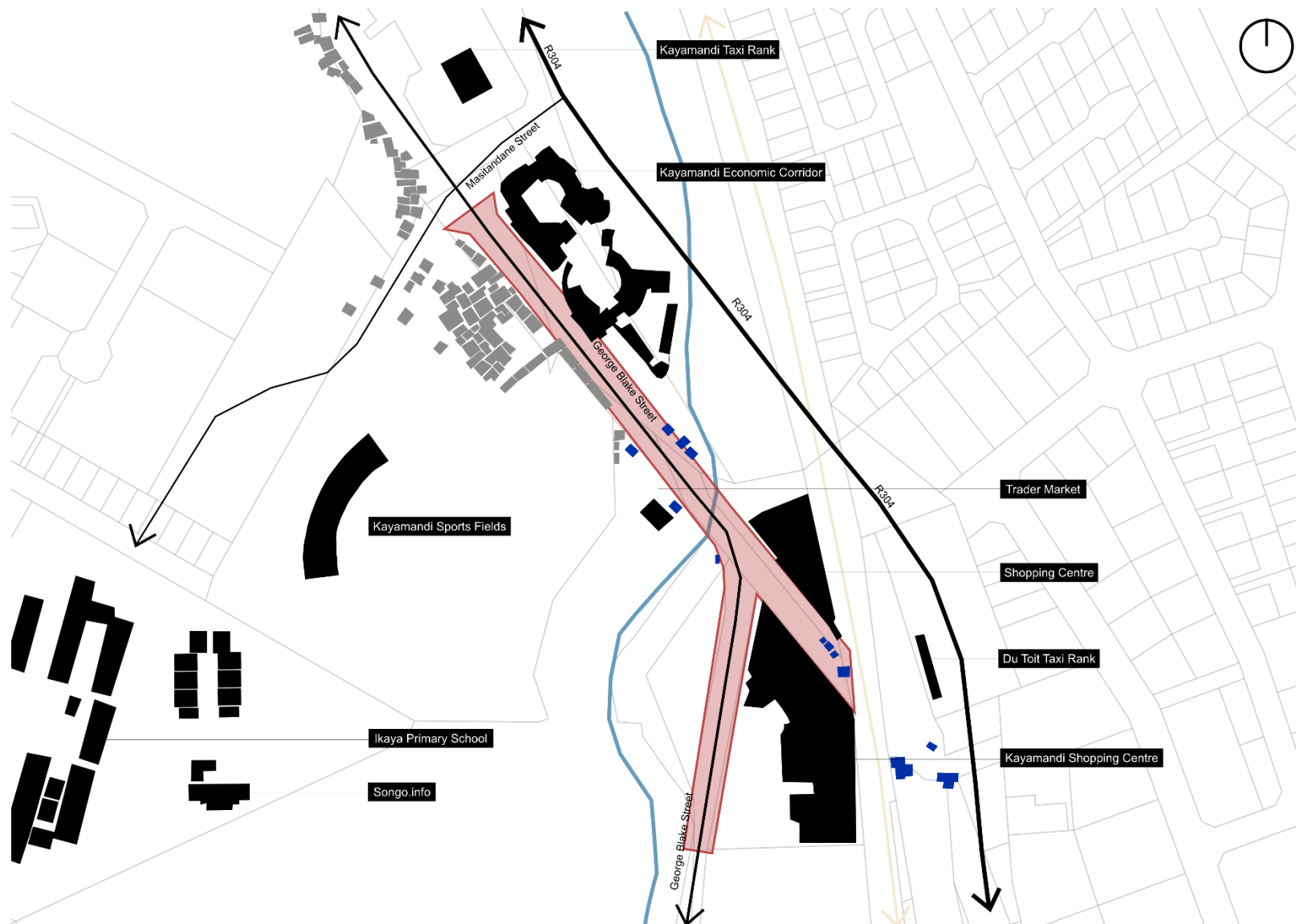


Figure 12: Key Land Uses, George Blake Street

5.3. Transport

5.3.1. Taxi Ranks

The local Kayamandi taxi rank on Masitandane Street and the long-distance Du Toit taxi rank on Bird Street (R304) provide two transport opportunities, which generate pedestrian footfall along George Blake Street.

5.3.2. Freight Access and Parking

An open piece of ground in the Plankenburg river corridor, opposite Kayamandi Mall is used to park freight trucks. The paved surface is in bad repair and needs to be repaired and maintained. The freight trucks may present a risk/conflict to pedestrians.

5.3.3. Rail Line

The rail line runs between the R304 and George Blake Street. At present, pedestrians cross the rail line on foot between these two roads, to access the Du Toit taxi rank, the commercial opportunities in the area and the industrial area that connects to Stellenbosch town. The area alleyway between the Kayamandi Mall and the strip mall is an important pedestrian thoroughfare. This space also provides parking opportunities – many of the vehicles parking here are minibus taxis. Informal trading takes place in this space, in response to the high footfall the area generates.

5.3.4. Pedestrian Access/Encroachments

George Blake Street is a bidirectional street, which has been designed with pedestrian sidewalks. The street is primarily car oriented, with pedestrian crossings at three points in the study site, two of which are raised traffic calming speed bumps.

The south-western edge of George Blake Street, adjacent to the Kayamandi sports fields, which had a broad pavement, has been developed into informal housing, which has been solidified through the

establishment of a platform in some sections, raising the houses above street level. This development provides a consolidated, activated edge, with opportunities for housing and for pioneer businesses to operate from a fixed, secure premises. At the same time, the buildings leave a narrow space for pedestrians to walk, with many pedestrians favouring the other side of the road or walking in the street. Furthermore, the embayment in front of the Kayamandi Economic and Tourism Corridor provides another barrier, causing pedestrians to cross to the favour the other side of the street. The pedestrian environment is uncomfortable and there is conflict between housing, business, vehicular and pedestrian users. Furthermore, the pavements are raised, which is a limitation to universal accessibility.

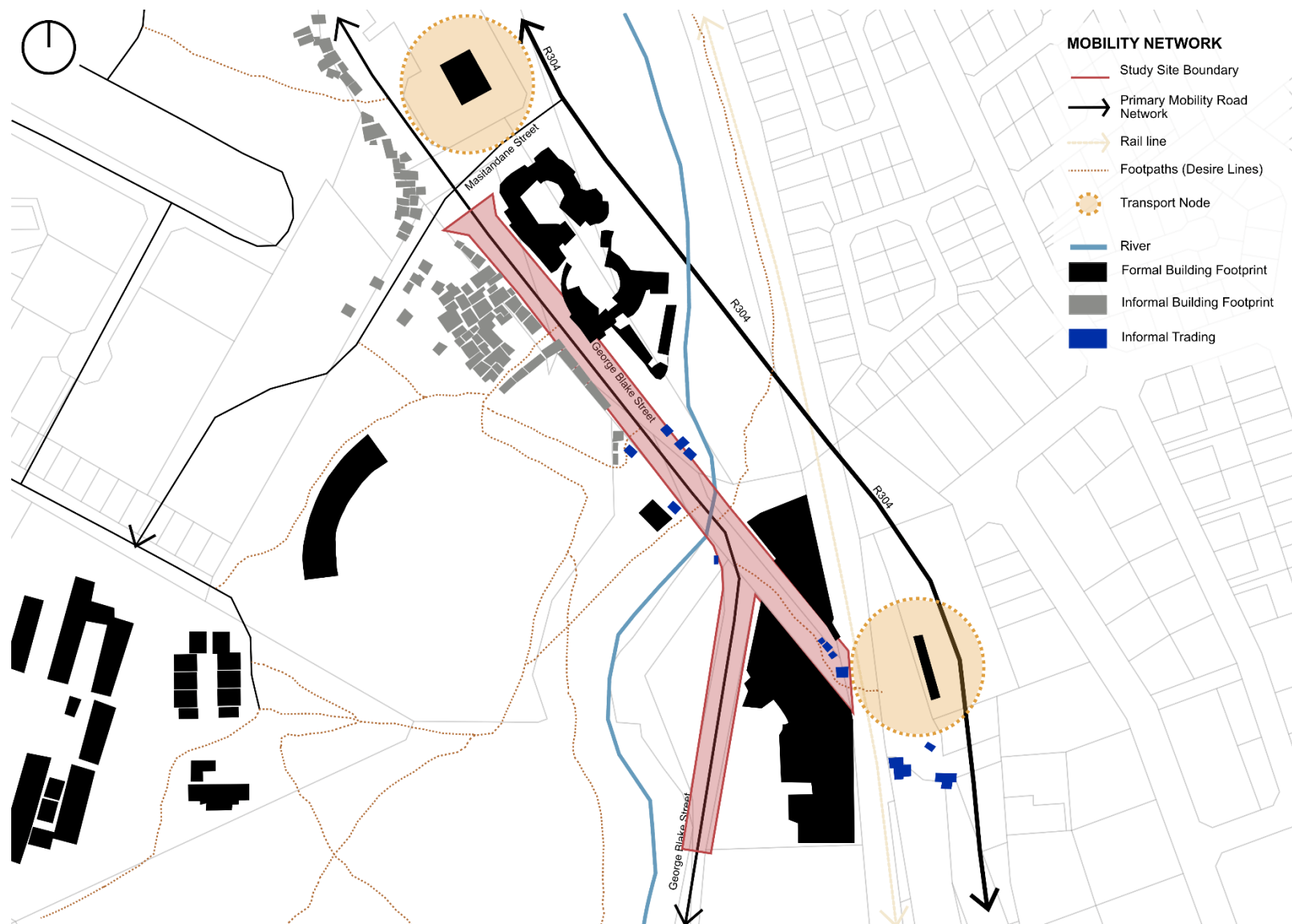


Figure 13: Mobility, George Blake Street

5.4. Economic Infrastructure

5.4.1. Shopping Centres

There are two shopping centres near George Blake Street, with additional commercial activity close to Du Toit taxi rank on the R304. Kayamandi Mall Shopping Centre is a large shopping centre relative to the other commercial activities in the area. The anchor tenant is Shoprite. There are three ATMs available at this centre, with a fish and chips takeaway restaurant, a liquor store, a betting agency and a PEP. The centre is located next to the railway line, with a pedestrian entrance from the Du Toit Taxi Rank/R304 side. The entrance to the centre from George Blake Street is car-oriented, with a small parking lot and loading bays oriented along this side of the centre.

The adjacent shopping centre, which interfaces with the pedestrian footfall that arises from the connection between George Blake Street and Du Toit Taxi Rank, has several businesses listed on Google, including a cash & carry wholesaler, liquor store, a fish and chips takeaway restaurant, a furniture store and an ATM. The property is currently listed for sale on Property24 for R25 million² (accessed September 2025) and the status of tenants should be verified.

The formal shopping opportunities on the R304, next to the Du Toit Taxi rank include two fast-food restaurants, a furniture store, a hardware store, a betting agency and a butchery.



Figure 14: Open-Source Economic Activities, George Blake Street

5.4.2. Informal Trading & Micro-Enterprises

There is pioneering informal and street trading taking place on George Blake Street, with street trading primarily clustered around the railway line/Du Toit Train Station. There is an 'African Shop' and a Spaza shop operating from a brick-and-mortar building at the entrance to the Du Toit Taxi rank, with impermanent gold exchange and fruit and vegetable sales operating from the sidewalk around the entrance. Street traders also operate adjacent to the Plankenburg river – these businesses mostly operate from three-sided structures, composed of a wooden

²

<https://www.property24.com/for-sale/kayamandi/stellenbosch/western-cape/8580/115963614>

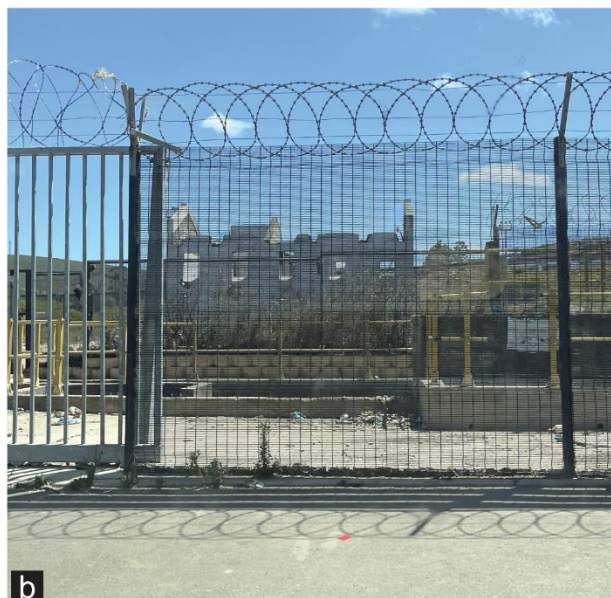
frame and zinc or shade netting. The businesses operating here include a haircare service, fruit and veg sales, and clothing and household goods sales. There are several businesses operating from informal units and containers in the informal residential area around the Kayamandi Sports Fields. These businesses include barbers and hair salons, beauty services, and electronics and upholstery services. Services for informal dwelling sales are also advertised here, but it is not clear if the business operates from this space or is merely advertising services.

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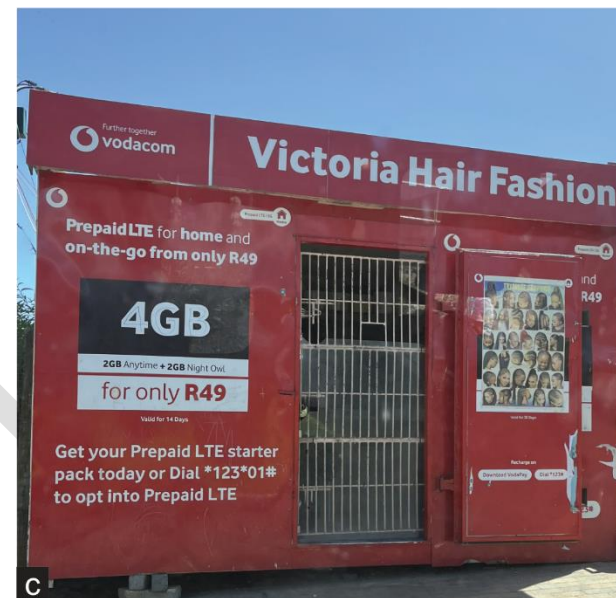
a

LED Hub



b

Utility Services



c

A branded hair salon



d

Small-scale fruit and veg seller



e

Technology business



f

Structures with foundations encroach on pavement

Figure 15: Informal business typologies along George Blake Street Kayamandi Economic Corridor

The Kayamandi Tourism and Economic Corridor is a municipal facility, which has 43 business rental spaces - 20 are formal rental spaces and 13 are informal spaces.

The corridor was established in the time leading up to the 2010 FIFA soccer world cup. In a study conducted about the perceptions of this facility at the time, it emerged that soccer associations in Kayamandi and other parts of Stellenbosch felt ambivalence about the decision to build the facility in this place, and the positioning of the corridor as a tourism destination, which was seen to be unaffordable to most residents of Kayamandi (Cubizolles, 2011).

Following the initial development of the corridor, it fell into disrepair and was the object of vandalism and criminality for several years. The corridor was renovated, with building work completed in November of 2022, to the value of R4.7 million. Subsequent reporting indicates that the space persistently largely stands empty (Booyesen, 2021; Bracken,

2023). Businesses are expected to apply to trade in this space, with information about the business scheme included in the application process.

5.4.3. Emerging High Street on Masitandane Road and Mengo Road

Masitandane and Mengo Streets also demonstrate signs of pioneering businesses, with several shisha nyamas, locally-owned takeaway food restaurants, spazas and taverns operating from this area – this demonstrates signs of becoming a more intense high-street. It benefits from the pedestrian footfall from the Kayamandi Taxi Rank, which passes into the neighbourhood with less intense vehicular traffic than George Blake Street. Further enterprise research and support should be extended to this high street, which demonstrates signs of intensity and vibrancy, which support the character of the neighbourhood.



a

Soccer field



b

Netball Courts



c

Kayamandi Economic Development Corridor



d

Rental units in the Economic Development Corridor



e

Bridge over the Plankenberg River



f

Plankenberg River

Figure 16:Facilities around George Blake Street

5.5. Social Infrastructure

5.5.1. Kayamandi Sports Fields

The Kayamandi Sports Fields include a soccer pitch and pavilion. There is also a set of informal soccer fields to the south of the fields. The area around the sports fields is often used as a thoroughfare into the neighbourhood, with clear signs of several footpaths (desire lines) traversing the area around the sports fields, connecting the transport/commercial node at the eastern side of George Blake Street to the residential area to the west.

5.5.2. Songo.info

Songo.info is a non-governmental organisation operating next to the Kayamandi Sports Fields and iKaya Primary School in Kayamandi that offers BMX and mountain bike training for school-age children, and bike lessons to pre-school age children. In addition to providing sports training, which includes participation in competitions, the facility operates an educational support programme, focused on general support, literacy and digital learning (Songo.info, online).

5.5.3. iKaya Primary School and Kayamandi Secondary School

There are two public schools close to George Blake Street. iKaya Primary School is closer to George Blake Street, on 37 6th Avenue. The school has a library and garden on-site, which supports school meals. There are also various extracurricular activities on offer, including chess and various summer and winter sports (iKaya Primary School, online). Kayamandi Secondary School is on 91 Makupula Road.

5.6. Overview of Fieldwork Survey Results

Fieldwork was conducted between 4 and 7 February 2026, by community-based fieldworkers. Assistance for recruitment of fieldworkers was provided by the chairperson of the Kayamandi Business Development Forum. 595 pedestrian surveys were conducted, and 38 business surveys were conducted. Key findings include:

5.6.1. Pedestrian Survey Findings

- More men than women responded to the pedestrian survey, indicating either that men are more willing to respond to surveys, or that more men are using the space than women.
- Most pedestrian respondents live in Kayamandi, many of whom have used the area for more than 5 years, and access George Blake Street for shopping on a daily basis
- Key issues that respondents indicated were safety (27%) and cleanliness (21%). Traffic (16%) and shops and services available (13%) were also prioritised as important concerns in the area. Lighting (9%) was also a noteworthy issue.

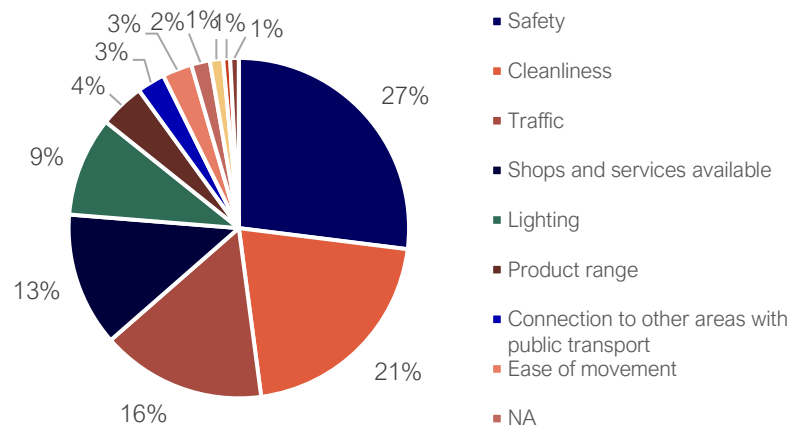


Figure 17: Key Issues experienced by pedestrians in George Blake Street

- With respect to perceptions of maintenance, opinions weighed most strongly towards 'bad' (43%), and very bad (28%). 15% of respondents indicated that they thought municipal maintenance was 'good'.
- Respondents also indicated maintenance issues that they consider important. The river scored highest (33%) as an area of concern. Pavements were considered an important issue (20%), followed by roads (19%). Refuse removal was also indicated as a key concern (14%). Facilities were less important (9%).
- Safety (25%) was indicated as the main priority for changes that residents would like to see in the area. Cleanliness (19%) and traffic (16%) were also prioritised by many respondents. Connections to other areas with public transport (10%), lighting (9%), and shops and services available (9%) were also indicated as areas that respondents wished to see improvements on.

For the detailed report of pedestrian survey findings, refer to Annexure D.

5.6.2. Business Survey Findings

- More women than men responded to the business survey.
- Most respondents are between 25 and 54, with the majority in the age band 45 - 54.
- The most commonly run businesses supply community services (7), followed by healthcare services (5). Appliance repairs, car washes and meat, poultry and fish retail were also common businesses (3). There are at least two agricultural operators, business services and hair care services in George Blake Street. There is one takeaway operator, a restaurant, a phone business, and a tuck shop. Several businesses did not specify what they do (7).

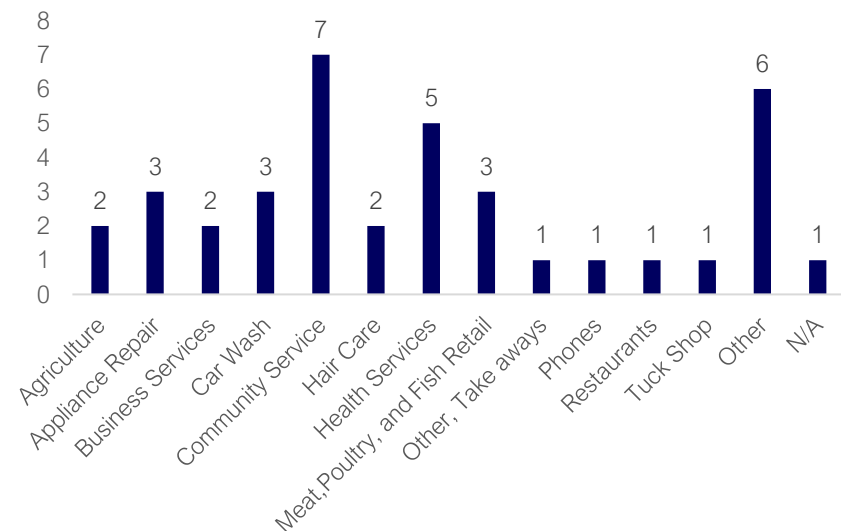


Figure 18: Business Activities

- Most businesses have been operating between 3 - 10 years, with most businesses indicating that they have been operating for three years (9). Several businesses have also been operating for 10 years (5).
- Most businesses are owner-operated (22), but a significant number of respondents were employees (12).
- Most businesses operate in George Blake Street to benefit from access to customers (43%). Secondary considerations are access to food (14%), access to toilets (14%), and access to water and electricity (11%). Some respondents indicated safety as a consideration for locating in George Blake (8%). 10% did not indicate why they operate from George Blake Street.
- Businesses indicated the way that they dispose of waste. Bins (14), black bins (7) and municipal bins (4), and a nearby dumpster (2) are commonly used.
- 50% of businesses indicated that they use a smartphone to help them run their business.
- The main challenges indicated by businesses were safety (24%) and noise (18%). A significant proportion of businesses indicated that they do not face any issues (16%). Other significant concerns included low customers (10%), no access to services (10%), shelter (8%), and weather (8%)

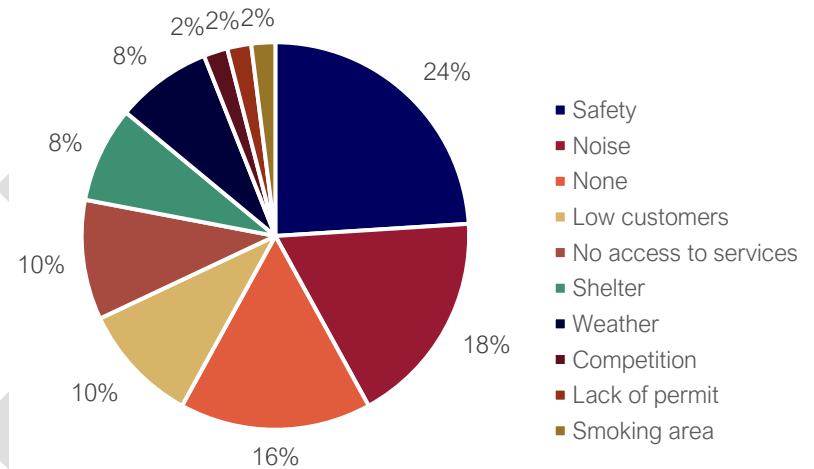


Figure 19: Main Business Challenges

- Respondents indicated the interventions and changes they would prioritise most. The three priority interventions that businesses indicated were shelter (24%), security (22%), and services (20%).

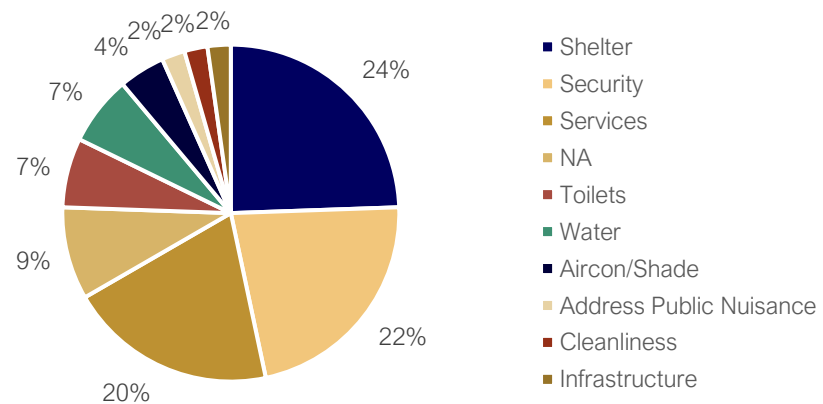


Figure 20: Priority Interventions

For the detailed report of business survey findings, refer to Annexure E.

5.7. George Blake Street Field Survey Observation Notes

5.7.1. Nature and Use of Informal Structures

Structures located within the road reserve along George Blake Street are informal in nature and predominantly constructed from timber and/or corrugated zinc sheeting. These structures serve multiple functions within the informal trading economy.

Some are utilised as active retail outlets, while others function primarily as storage facilities for vendors operating elsewhere in the area. Storage structures often double as informal advertising platforms, with written signage and promotional messages displayed on their front façades.

It was further observed that traders who utilise these structures for storage transport their goods to their point of sale (e.g., LED trading units) using black wheelie bins. Additionally, vendors operating from non-permanent steel pole frameworks with shade netting store these dismantled structures within the zinc storage units when not in use.

5.7.2. Operational Implications and Safety Concerns

The movement of goods between storage structures and trading points results in black wheelie bins being pushed along the roadway during peak traffic periods, particularly during the morning rush hour. This occurs close to heavy vehicles, including delivery trucks, private motor vehicles, and pedestrian traffic.

This activity presents potential safety risks due to the shared use of limited road space by pedestrians, traders, and vehicles.

The observations indicate that, beyond the provision of formal trading units and adequate pedestrian walkways, there is a clear need for:

- Dedicated and secure storage facilities for non-permanent trading structures.
- Safe and accessible storage space for traders' goods.
- Improved spatial planning to minimise conflict between vehicular and pedestrian movement.

5.7.3. Activity Patterns and Movement Dynamics

The study area is predominantly utilised by commuters travelling to and from work. While activity remains relatively consistent throughout the day, peak periods were observed between:

- 06:00–08:00 (morning peak).
- After 14:00 (mid-afternoon increase).
- 16:00–18:00 (evening peak).

Foot traffic through the area is significantly influenced by activity at Kayamandi Taxi Rank, sports field, Kayamandi Mall, the R304 Taxi Rank and formal economic activity along Bird Street (R304), which acts as a key attractor and generator of pedestrian movement.

In addition, many motorists use the study area as a bypass route to avoid congestion on Bird Street (R304). As such, these vehicles pass through the area without directly engaging with it as a destination, increasing vehicular flow within a space that also accommodates pedestrian and informal trading activities.

5.7.4. Perceptions of Safety

During peak daytime activity, users of the space appeared comfortable and at ease. However, community members reported that the study area becomes unsafe at night, particularly for women and children.

This perception suggests the need for interventions related to lighting, surveillance, active frontage, and broader public safety measures to enhance nighttime safety and inclusivity.

5.8. Mapped Observation

5.8.1. Area A

- A1: Mixed uses (residential and commercial). Structures along the street front mainly used as storage for temporary trade structures, goods being sold and other resources (mannequins). Street front structures also used for advertising. Mostly zinc, informal, with some form of foundation.
- A2: Mostly residential, informal structures with some foundation.
- A3: Zinc structures with open fronts used as storage and some commercial use (service – traditional healers).
- A4: Container structures and open-front zinc structures used for trading.
- A5: Municipal infrastructure – utilities.
- A6: LED trading infrastructure – underutilised and rejected by community. Used as storage. Some criminal activity reported (selling of stolen goods and illegal substances).
- A7: Informal trading – iron poles and shade nets.
- A8: Informal trading – blanket, table and chair.
- A9: Selling of goods from a vehicle.

5.8.2. Area B

- B1: Informal trading using shade net and poles – fruits.
- B2: Informal trading (same typology as B1).

- X: Truck stop, underutilised. Some parts used by trucks but minimal activity.
- Informal NMT: Informal non-motorised transport movement.
- B3: Area formally earmarked for customer parking but currently used as a taxi rank.

5.8.3. Area C

- River Area: Heavily polluted Plankenburg River. Unsafe river railings.
- Reported as most unsafe area to use, especially after dark.
- Formal economic activity present.
- Area has little informal activity and little foot traffic.
- Important contributing factor: infrastructure that is non-functional and underutilised.
- Section of railway used by pedestrians to cross.



Figure 21: Area A Issues



Figure 22: Area B Issues



Figure 23: Area C Issues

6. SWOT Analysis

The following strengths, weaknesses, opportunities and threats are present in this site.

Table 9: Strengths, Weaknesses, Opportunities and Threats

Internal Factors	
Strengths	Weaknesses
Good access to public transport/mobility nodes.	Status of the Plankenburg River as a degraded and polluted environment.
Vibrancy because of pedestrian foot traffic.	The irregular property and zoning arrangements.
Existing informal and formal business activities.	The dependence on a pedestrian level-crossing that has been deemed illegal by PRASA to traverse the site.
Existing infrastructure, including street and networked infrastructure, taxi ranks, sports fields and economic corridor.	Long-term informal settlement (pre-2005), which encroaches on sidewalk, with limited scope for upgrading of housing or street.
	Car dominance along George Blake Street, with limited scope for enhancing non-motorised transport opportunities.
	High levels of crime and interpersonal violence, perceptions of not being safe.
External Factors	
Opportunities	Threats
Status as part of a precinct in the Adam Tas Corridor LSDF.	Project delays because of uncoordinated stakeholder engagement and participatory planning.
Connectivity to other municipalities through the presence of the long-distance taxi rank.	Sources of pollution in the riparian system outside the study site.
Multiple projects underway in and around the site.	Lack of co-ordination between projects in and around the site.
	Formalisation process further marginalises vulnerable groups.

7. Vulnerable Groups

7.1. Formalisation Processes of Informal Markets

Several studies across African contexts have shown that formalisation processes can exacerbate exclusion, especially when carried out without adequate participatory consultation (Bandauko and Asante, 2026: 7). In Ghana and Zimbabwe, some of the ways that formalisation has been shown to reinforce exclusion include gatekeeping through social networks, relocation to inappropriate locations and inappropriate design of market infrastructure (Bandauko and Asante, 2026).

Furthermore, many micro-enterprises operating as street traders are operating 'survivalist' businesses, conducting trade 'as an organic response to local economic opportunities within a constrained structural framework, rather than a final outcome' (Charman et al., 2020: 47). As such, considerations of power and agency are crucial when designing with economic informality, requiring a people-centred, inclusive approach.

Survivalist businesses operate as modest traders or service providers – businesses are run with small amounts of stock and existing skills, are typically run by the owner and do not invest in physical assets – and are often constrained by structural factors (Charman et al., 2020: 69).

Informal businesses and street traders prioritise 'spatial mobility, operational flexibility and adaptability' (Bandauko and Asante, 2026: 8), meaning that the spatial formalisation of businesses needs to take the site-specific socio-spatial strategies and forms that traders adopt into account when designing pathways to formalisation with business operators.

An inclusive approach to formalisation is especially important since evidence shown by Charman et al. (2020:67) has shown that many takeaway shops, house shops, meat, poultry and fish sellers and liquor retailers are run by women, who operate these businesses to add to the household's income. The high predominance of women in these sectors can be attributed to women's struggle to obtain formal employment, as well as the need to balance business activities with domestic care responsibilities.

7.2. Gender Equality & Social Inclusion (GESI)

Gender equality and social inclusion (GESI) is a vital framework for promoting inclusion of vulnerable groups. While the principles of GESI are articulated in many high-level frameworks in South Africa, embedding the considerations into projects and processes is less well articulated. GESI is about making material progress for vulnerable groups as well as improving participation in decision-making processes that impact on residents.

Incorporating GESI into project and process design can operate at various levels of ambition, firstly, a minimum level of ambition, where basic vulnerabilities are addressed, with the core value of 'do no harm'; the second level is empowerment, which established programmes that aim to build assets, capabilities and opportunities for vulnerable groups; third, transformation, which seek to bring about institutional and social change that redress unequal power relations. (Future Cities).

The UK Government FCDO provides a framework for assessing the extent to which a project incorporates a GESI framework. The framework outlines three 'levels of ambition', namely:

- **Minimum Compliance:** The project addresses the basic and practical needs and vulnerabilities of women and marginalised

groups. Identifies risks and unintended negative externalities. At the minimum, the project follows the Do-No-Harm Principle.

- **Empowerment:** The project seeks to build assets, opportunities, capabilities, economic empowerment, agency and decision-making.
- **Transformation:** The project addresses unequal power relations, including structural change to institutions and social relations. Furthermore, it supports women, girls, sexual and gender minorities and people with disabilities to contribute to and benefit from participation in the economy

GESI should be fit-for-purpose, responding to the needs articulated by vulnerable groups that are identified in the context. Stakeholder mapping and power analysis is a framework through which to ensure gender-sensitive planning.

Data that is collected, used and analysed should be concerned with how and who is data is being gathered. Data should also be suitably disaggregated, with the intention of developing inclusive, well-targeted actions and interventions, and identifying data gaps.

7.3. Gender Sensitive Urban Planning

Priority areas where gender inequity overlaps with the built environment include access, mobility, safety and freedom from violence, health and hygiene, climate resilience and security of tenure (World Bank Handbook for Gender Sensitive Urban Planning).

- **Access:** The ability to use public spaces and services freely and without barriers.
- **Mobility:** Ensuring movement that is safe, convenient, and affordable for everyone.

- **Safety and Freedom from Violence:** Protection from both perceived and real threats of harm, whether at home or in public spaces.
- **Health and Hygiene:** Living an active daily life free from health hazards and environmental risks.
- **Climate Resilience:** The capacity to anticipate, adapt to, and manage the immediate and long-term impacts of climate change.
- **Security of Tenure:** the ability to secure and retain access to land and housing, to live, work and build prosperity and agency

The Future Cities South Africa provides an overview of approaches that can be adopted to ensure GESI integration for Transport Oriented Development.

Table 10: GESI and Transport Oriented Development (Future Cities South Africa, p. 12)

Key Principles	Approaches
Equity of access	<ul style="list-style-type: none"> • Locate services and facilities such as schools, clinics and groceries close to homes • Encourage NMT through design • Work towards limiting travel times at precinct, corridor, and city level
Safety	<ul style="list-style-type: none"> • Develop infrastructure that improves NMT safety (pedestrian paths & crossings, cycle lanes, speed restrictions, etc.) • Improve public lighting at transport stations/stops, as well as surrounding areas • Design safe public spaces around stations • Provide clean and safe public toilets • Incorporate women's needs into public spaces design

	<ul style="list-style-type: none"> • Enhance crime prevention and security
Affordability	<ul style="list-style-type: none"> • Promote reasonably priced transport • Integrate ticketing • Develop affordable housing and mixed-income development
Accessible Infrastructure	<ul style="list-style-type: none"> • Design and implement measures to promote accessibility, such as lifts, ramps and priority seating • Provide sheltered bus and taxi stops • Promote universal access by providing smooth, uninterrupted walkways • Provide intermodal transport to enable access to amenities
Belonging	<ul style="list-style-type: none"> • Support and develop community activities • Preserve historic/cultural character of neighbourhoods • Integrate urban design interventions
Enhanced Mobility	<ul style="list-style-type: none"> • Ability to reach specialised activities (jobs, sports, events) • Public design (connecting NMT to public transport)
Economic opportunity and livelihoods	<ul style="list-style-type: none"> • Hire residents from the local area (construction, maintenance) • Promote and support a greater mix of uses • Support informal trading • Enhance economic growth and job creation, particularly for vulnerable groups
Prevent displacement of vulnerable groups	<ul style="list-style-type: none"> • Control subsidy instruments to prevent gentrification • Avoid relocating and/or displacing informal traders

8. Existing Initiatives

8.1. Open Play Foundation Catalytic Project

Based on two workshop processes conducted by Open Play Foundation and Ranyaka in 2023, a range of needs have been assessed and prioritised. Level 2 scores are the lowest scoring areas of concern identified by stakeholders. Level 3 scores are root causes of these concerns (Ranyaka, 2023: 26).

Quality infrastructure provision is one issue that influenced the Quality Place outcome. In addition, the availability of quality business premises pulled down the Productive Local Economy outcome result.

Table 11: Needs Assessment 4THRIVE Measurement Framework© Outcomes (Source: Ranyaka and Open Play Foundation)

Outcome Area	Main Challenges (Level 2)	Service & System Gaps (Level 3)
Social Development	<ul style="list-style-type: none"> Widespread substance abuse Weak family support and planning services Limited violence prevention efforts 	Education & Child Welfare: <ul style="list-style-type: none"> Inadequate counselling services Unsafe school environments Health Services: <ul style="list-style-type: none"> Poor access to mental health care Insufficient healthcare facilities Support to Vulnerable Groups:

		<ul style="list-style-type: none"> Limited reintegration support for ex-offenders Inadequate youth development programmes
Economic Development	<ul style="list-style-type: none"> Low household income levels Limited business and office space Weak collaboration with local businesses 	Enterprise Support: <ul style="list-style-type: none"> Inadequate enterprise and product development support Employment Systems: <ul style="list-style-type: none"> Limited job creation opportunities Weak job placement and matching mechanisms Economic Enablers: <ul style="list-style-type: none"> Inadequate waste management services Underdeveloped agricultural activities
Spatial & Environmental Quality	<ul style="list-style-type: none"> Shortage of community facilities Poor environmental cleanliness and aesthetics 	Public Facilities & Spaces: <ul style="list-style-type: none"> Insufficient recreational and social spaces Safety Infrastructure: <ul style="list-style-type: none"> Limited street safety systems and devices Shelter & Care Services:

	<ul style="list-style-type: none"> • Ageing and inadequate sewer infrastructure 	<ul style="list-style-type: none"> • Insufficient facilities for older persons • Limited safe houses for GBV survivors Public Environment: <ul style="list-style-type: none"> • Unsafe parks and open spaces
Community Cohesion	<ul style="list-style-type: none"> • Low levels of volunteerism • Weak community support for crime prevention • Low participation in school and community activities 	<ul style="list-style-type: none"> • No Level 3 assessment conducted

8.2. GBV Jönköping & Stellenbosch

The George Blake Street Area (GBA) project was implemented in a partnership between Stellenbosch Municipality and Jönköping, Sweden. The project was implemented between 2023 and June 2025 and was intended to address gender-based violence through short-term physical environment upgrades. This included improving public street lighting, enhancing universal access and cleaning the river. Physical upgrades were accompanied by participatory engagement processes and walkabouts with the partner municipality. Projects have been embedded at the departmental level and now form part of the routine maintenance.

9. Key Issues & Priorities

Theme 1: Liveability and Vibrancy

Key Issues:

1. This is a key NMT Spine, with a lot of pedestrian activity, responding to public transport interchanges, access to Stellenbosch Town, and business activities. There is inadequate formal NMT infrastructure, and infrastructure that addresses UA, along George Blake Street and to the surrounding area. The environment is not well-designed for pedestrians, who face safety risks from traffic, large vehicles and minibus taxis.
1. Safety is a significant concern, especially in the corridor space between the Kayamandi Shopping Centre and strip mall and around the Kayamandi Mall on George Blake Street. General safety risks have been reported in and around the site, especially in relation to GBV.
2. There are insufficient public amenities such as street furniture and wayfinding
3. The urban management of George Blake Street is perceived to be of a low standard by residents

Key Priorities:

1. Explore options for complete street upgrades, including considerations for modernisation to address issues relating to UA. Undertake stakeholder engagement to identify vision and options for spatial upgrading options that make sense to relevant stakeholders, including residents and businesses.
 - a. Long-term spatial visions for upgrading identify mixed-use medium density structures. Identify partners to undertake processes of incremental upgrade that are relevant to the context.

- b. Explore other options, such as linear markets, adapting the street to single carriageway, wider pavements, and NMT infrastructure. Tactical interventions can be undertaken to test street upgrade options.
2. Visible policing, lighting, better surveillance and community-based organisations for safety are urgently needed to improve the safety levels. Build on efforts and initiatives by the Informal Settlements department, including efforts focused on physical upgrading to reduce GBV and EPWP safety monitor programmes. There is scope to develop a safety forum/plan for the precinct.
 3. Enhance sense of place through increased legibility and place identity for the precinct.
 4. Establish an urban management strategy to enhance the cleansing and maintenance of this busy commercial node.

Theme 2: Nature-enabled Development

Key Issues:

1. The Plankenburg river is contaminated, facing challenges relating to both effluent and solid waste pollution.
 - a. The vegetation in the riparian corridor is a combination of invasive and native species, which require continued attention.
2. The Kayamandi sports fields include informal pitches – the Open Play Foundation project seeks to provide options to upgrade the sports precinct. This is a large-scale project with catalytic potential.

Key Priorities:

1. River restoration requires a systematic, transversal approach – identifying and remedying sources of effluent, through settlement and networked infrastructure upgrades, and working

with waste management to address root causes of solid waste dumping and delivering fit-for-purpose waste collection that is proportional to the residential and business density and intensity that is present in Kayamandi more broadly.

- a. Build on projects implemented by informal settlements to clear invasive species.
2. Ongoing stakeholder engagement is required to ensure that the proposal and implementation meet the needs and expectations of residents and the municipality in the short term.

Theme 3: Diversified and mission-driven economies

Key Issues:

1. Municipal business facilities are not fit-for-purpose and underperform.
 - a. The Kayamandi Tourism and Economic Corridor (KTEC), while it has seen improvements in recent years, still underperforms, and has capacity to absorb additional activities.
 - b. There is also insufficient parking for the KTEC facility
 - c. The LED Hub trading space does not fulfil its intended purpose and plays a nominal storage function.
4. There is significant informal recycling taking place in the precinct, without infrastructural support.
5. Business activities encroach onto the pavement, creating conflict with pedestrians.

Key Priorities:

1. Enhance the performance of municipal business facilities.
 - a. Continued efforts to enhance programming at the KTEC, including continued engagement with relevant stakeholders.

- b. Identify and provide additional parking capacity around George Blake Street
- c. The LED Hub has been identified as a key gateway for the Open Play spatial proposal, and negotiations will need to be undertaken between Open Play, the municipality, and current users of the Hub for the future vision for this site.

Theme 4: Transition-oriented infrastructure

Key Issues:

1. Large freight vehicles that service the industrial area park alongside the river, creating a conflict with NMT activity, and posing a risk to pedestrians. Potential risk of oil seepage into soil and riparian corridor.
2. The level crossing over the railway line has been identified as an issue by PRASA.
3. There is significant vehicular overflow from the Du Toit taxi rank – options for better ranking should be identified.
4. Significant land irregularities relating to property boundaries and zoning

Key Priorities:

1. Identify alternative parking options for large freight vehicles. If none can be found in the short term, upgrade parking space to prevent ecological harm.
2. Identify and implement appropriate infrastructure upgrade, to rectify this issue, and address safety concerns. Infrastructure upgrade options might include signalisation, or a pedestrian bridge. The long-term spatial vision is for a new train station in this site. Detailed feasibility studies are required to action upgrades.

3. Conduct needs assessment with taxi association and operators to establish baseline on current operational patterns and needs. Develop rank with view to enhancing safety and multi-functionality of the rank.
4. Regularise land arrangements to make it easier for households to secure tenure in the precinct

Theme 5: Resilient Communities

Key Issues:

1. There is a need for social inclusion and social development in Kayamandi.

Key Priorities:

1. Promote social development through appropriate partnerships and programmes.

SECTION B: CORRIDOR & URBAN DEVELOPMENT FRAMEWORK

10. Corridor Development Concept

10.1. Vision & Principles

10.1.1. Aim

The George Blake Street Informal Development Corridor aims to integrate public space, mobility, enterprise and social infrastructure and link to ATC, promote inclusive urban regeneration, tenure options and dual use building typologies accompanied by an implementation plan owned by the community.

10.1.2. Vision

The Integrated Development Plan sets out a vision for Stellenbosch as an “Integrated Valley of Opportunity and Innovation”, with the following strategic focus areas:

1. Valley of possibility
2. Green and sustainable valley
3. Safe valley
4. Dignified living
5. Good governance and compliance

The working vision for the ATC area is as follows:

1. A proactive intervention to address needs in Stellenbosch, including fixing the mistakes of the past and enabling equitable access to urban opportunity for all citizens.
2. An integrated, inclusive environment for living, work, and enjoyment.
3. A pro-active partnership between the public, private, and community sectors in response to citizen needs and national, provincial, and municipal policy.

4. A place which embodies and expands our best knowledge and practise of what constitutes good, equitable, and efficient settlement.
5. A “new town in town” in Stellenbosch; integrating currently fragmented parts of the
6. town, exploiting underutilized resources, and adopting non-motorized and public transport as the **dominant form of access**.

10.1.3. Principles

This framework is subordinate to the Municipal Spatial Development Framework, 2019, which sets out the following seven principles. For a detailed overview see Annexure C.

1. Maintain and grow our natural assets
2. Respect and grow our cultural heritage
3. Direct growth to areas of lesser natural and cultural significance as well as movement opportunity
4. Clarify and respect the different roles and potentials of existing settlements
5. Clarify and respect the roles and functions of different elements of movement structure
6. Ensure balanced, sustainable communities
7. Focus collective energy on critical lead projects

10.2. Design Guidelines

The Adam Tas draft design guidelines relate to heritage, landscape and public realm, the built environment, especially development form and character, as well as interface qualities, and precinct design. The following guidelines are applicable to George Blake Street.

10.2.1. Heritage

- a. High capacity for increased density and urban growth.

- b. Leverage the Plankenburg riverine area for a connected pedestrian network into Kayamandi, maintaining the orthogonal grid to frame and enhance views of Papegaaiberg.
- c. Partner with affected communities to identify ways to memorialise the history of forced removals under the Group Areas Act.

10.2.2. Landscape and Public Realm

- Formalise the pedestrian path and NMT along the Plankenburg river and George Blake Street.

10.2.3. Built Environment and Development

- a. A mixed-use precinct, with adaptive reuse of existing buildings.
- b. Building typologies to include apartment blocks, and commercial buildings, to form perimeter blocks with internal courtyards.
- c. Building heights should be 3 – 6 storeys
- d. Higher densities (100 – 150 du/ha) are encouraged close to the railway and R304.
- e. Buildings should include courtyards to accommodate parking.
- f. Building interfaces should create a sense of enclosure, promote activity and enhance surveillance.
- g. Multi-storey buildings should be designed with balconies to enhance passive surveillance.
- h. The ground floor street setback for perimeter buildings should at most be 2m
- i. Storeys above the ground floor can overhang over the property boundary.
- j. Enhance passive surveillance in public open space by situating buildings to overlook the space from above, with frontages and streets facing the POS.
- k. Where appropriate, use raised terraces, colonnades and landscaping where appropriate to create thresholds between public and private spaces.

- l. Create active ground floors with front doors, commercial, retail, and restaurants.
- m. Create opportunities for terraces and spill-out activities on the pavement in front of retail spaces and restaurants.
- n. Create people-scaled environments with design elements like canopies, balconies and low walls.
- o. Properties facing the river should face the river to enhance passive surveillance, with access points taken from the rear or a courtyard.

10.2.4. Precinct-Level Guidelines

- a. Minimise public access to the rail reserve by locating private properties next to the line.
- b. Create safe access points over the rail line, such as bridges or underpasses, which accommodate the needs of NMT users.
- c. Promote integration between the settlements on the western side of the Plankenburg river and Stellenbosch town by providing pedestrian bridges over the Plankenburg river, as part of a broader NMT network.
- d. Enhance safety in areas under bridges through lighting, broad pathways, and activation.
- e. Co-locate public facilities in the railway station precinct.
- f. Public facilities should be directly accessible to pedestrians from public streets and squares, with vehicular access located at the back of the property.
- g. Cluster public facilities, and integrate residential areas, with public open space
- h. Promote resource sharing for sports grounds and facilities amongst schools.

10.2.5. Universal Access

Supporting sustainable integrated community life

Address violence against women/girls/boys and the LGBTQIA+ community – appropriate measures must be taken to ensure that women, girls and boys are and feel safe living in their communities

Accessible human settlements/neighbourhoods – Include supported community living plans in all IDP's. The plans and budgets must make provision for coordinated and integrated community living support plans, focussing in particular on access to the built environment, integration of transport nodes and human settlement spatial design.

Reducing economic vulnerability and releasing human capital:

Strengthen and broaden the geographic reach of programmes and projects designed to reduce poverty amongst persons with disability. – Focus placed on:

- Accessible and affordable transport
- Increasing household income through employment and work opportunities
- Provision of accessible transport to health care facilities

Ensure that all community development programmes and community facilities are accessible to persons with disabilities including social, economic, religious, cultural, sport and leisure and transport facilities and programmes.

The policy aims to uphold the following Universal Access Principles:

- a. **Equitable Use:** The design is useful and marketable to people with diverse abilities

- b. **Flexibility in Use:** The design accommodates a wide range of individual preferences and abilities
- c. **Simple and Intuitive:** Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level
- d. **Perceptible Information:** The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
- e. **Tolerance for Error:** This design minimizes hazards and the adverse consequences of accidental or unintended actions.
- f. **Low Physical Effort:** The design can be used efficiently and comfortably and with a minimum of fatigue.
- g. **Size and Space for Approach and Use:** Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture or mobility.

10.2.6. Open Play Foundation Principles for Second Phase Catalytic Project: Kayamandi Open Access Community Inclusion Project (p.43)

The following principles are recommended for further detailed discussions and planning of the site:

- a. Follow an inclusive and capacity-building engagement and co-create process.
- b. Support safety and security approaches that make the site accessible but also protect assets on the site.
- c. Support local business development on and off the site.
- d. Create a destination site that supports recreation, community, business and tourism development.
- e. Structures, equipment and materials on the site must be durable and low maintenance where possible.

- f. The site should celebrate the culture and heritage of the Kayamandi community.



Figure 24: Community Uses and Issues, Kayamandi (Source: Open Play Foundation)

10.2.7. WIEGO Principles for Designing public space with street vendors

WIEGO advocates for urban management schemes to include three important principles (Skinner, Orleans Reed and Harvey, 2018, p.32):

- Leave no-one behind: include a broad range of informal workers in urban planning and policymaking processes.
- Nothing for us, without us: ensuring that informal workers have a voice in urban planning and policymaking processes.
- Inclusive negotiations are key: agreements must be negotiated with all relevant stakeholders

(Source: Supporting Informal Livelihoods in Public Space, p. 32).

10.2.8. International Precedent



Street markets operate on a weekly basis in designated areas.



Mixed-use medium density area with ground floor retail.



Container market operating in an old warehouse space.



Regular street cleaning is supported by a cart with bins and space for equipment.



Large dumpsters provide enough space for communal waste disposal in dense urban environments.



Municipalities provide free Wi-Fi in libraries and other public buildings.



A pre-cast public bench.



Tactical intervention providing a medium-term testing ground for street environment used for pedestrian use.



Municipal signboard advertising a volunteer-driven event.

Figure 25: International Precedent for Design Principles (source: Heather Kruger)

10.2.9. South African Precedent



Container-based trade, Delft, Cape Town (Source: Sustainable Livelihoods Foundation).



Community Residential Units, Langa, Cape Town (Source: Development Action Group)



A micro-unit apartment block along a Main Road (Source: Sustainable Livelihoods Foundation).



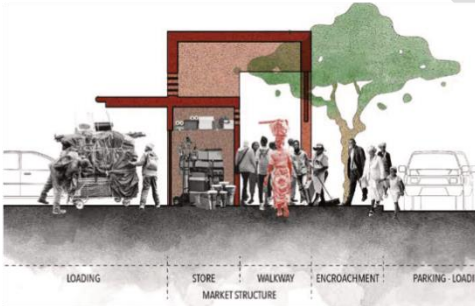
Co-creation workshop to design street signage (Source: Sustainable Livelihoods Foundation)



Participatory engagement process to explore community role in river stewardship (Source: SLF).



A mall in Hammanskraal provides seating for customers. (Source: Sustainable Livelihoods Foundation).



Concept drawing for linear market (Source: Thresh Govender, Sustainable Livelihoods Foundation).



Concept drawing for multi-functional business support centre. (Source: Thresh Govender, Sustainable Livelihoods Foundation).



Concept drawing for micro Materials Recovery Facility (Source: Thresh Govender, Sustainable Livelihoods Foundation).

Figure 26: Local Precedent for design principles

10.3. Catalytic Nodes

Promoting George Blake Street as a 'main street' for Kayamandi is indicated as a catalytic initiative in the Adam Tas Corridor Strategic Framework. Important initiatives in this respect include the need to enhance the functionality and options for transport infrastructure, accompanied by densification.

a. Connectivity and Transport Infrastructure

Enhancing crossings across the road and river will enhance connectivity throughout the site, creating new patterns of movement and opportunities for social connection and economic activity.

Upgrading roads and NMT will also enhance connectivity throughout the precinct.

The taxi ranks are a key determinant of movement in the George Blake Street, making intervention in these nodes an important way to affect change.

b. Kayamandi Sports fields

The impact of the proposed intervention at the Kayamandi Sports fields is going to have a transformative impact on the surrounding neighbourhood – the scale and scope of the intervention will likely shift the movement patterns in the surrounding area, creating new footfall patterns and dynamics that businesses may respond to.

10.4. Land Tenure & Tenure Security

The current configuration of land parcels and zoning does not align with the existing uses in and around this site. George Blake Street is only partially alienated and zoned for transport usage, and the Kayamandi Economic Corridor is not located on a single erf either. Erf 181/0 and 183/0, the main properties that George Blake Street and the Kayamandi Business Corridor are located on, are zoned Agricultural and Rural

Zone, which do not support these functions. A land use application process should be undertaken to package land more appropriately to support these functions more effectively. Furthermore, most of the housing in the study area is on Erf 523, which is zoned for Private Open Space, which does not make provision for residential use. Appropriate steps should be taken to enhance the functionality of land along the George Blake Street corridor to better support tenure options for residents and businesses operating living and in the neighbourhood, while promoting the more intense usage of the corridor in the future. This means consolidating, subdividing and rezonings to a zone that is appropriate for transport, and more mixed uses, to provide flexibility in taking up opportunities for intensification of activities along the corridor, or as set out in the ATCOA.

11. Land Use Interventions & Mixed-Use Development Opportunities

11.1. Inclusive Urban Regeneration

The Integrated Urban Development Framework (2018) promotes inclusive urban regeneration by promoting nine policy levers that are available to shift the morphology and use patterns of urban environments in South Africa to the benefit of residents.

These policy levers include:

1. Integrated urban planning and management
2. Integrated transport and mobility
3. Integrated and sustainable human settlements
4. Integrated urban infrastructure
5. Efficient land governance and management
6. Inclusive economic development
7. Empowered active communities
8. Effective urban governance
9. Sustainable finances

The UNDP Portfolio Approach advocates for a modernisation of policy, where cross-cutting issues are grouped according to thematic areas (UNDP, 2025). The following transversal areas are grouped under the 'future of place' portfolio:

1. Liveability and vibrancy
2. Nature-enabled development
3. Diversified and mission-driven economies
4. Transition-oriented infrastructure
5. Urban populations and movement of people

The Social contracts and wellbeing portfolio also puts forward two relevant areas:

6. Resilient communities
7. Social infrastructures and citizen agency

Urban regeneration processes have the potential to displace residents and businesses that operate informally or are economically marginalised. In-situ upgrading processes, mediated through long-standing partnership with residents, are one way to minimise exclusion. This requires building capacity between residents and relevant municipal stakeholders for collaboration and transversal co-ordination, to address the cross-cutting concerns have in the face of urban change processes.

Establishing a stakeholder map and safety forum is an essential way to drive regeneration forwards in an inclusive way, to understand the types of individuals and organisations, their aims, needs, and intentions, and co-ordinate varying activities in a sustained way.

a. Promote liveability and vibrancy

Community Safety

Several survey participants indicated a desire to establish a Community Policing Forum, while others signalled a desire to build community through community events. Engaging with stakeholders about initiating a process like this would be an effective starting point for enhancing community wellbeing and inclusion. Deepening community engagement and co-creating an institutional space would contribute to policy level 7, empowered active communities. The Western Cape Government sets out guidelines for Community Policing Forums and Neighbourhood Watch.

There is more than one way to approach community policing. Community Policing Forums co-ordinate with SAPS, and, from interviews with key stakeholders, it was established that there is already one in operation in Stellenbosch. CPFs are established in terms of sections 18 and 19 of the SAPS Act 68 of 1995 and provide a forum for an organisation that works with SAPS to discuss and identify solutions to safety issues their community faces (Western Cape Government, n.d.). One approach that is advocated for with CPFs is creating Community Safety Plans. The existing SAPS-CPF committee should be engaged with to establish whether another CPF should or can be established in Stellenbosch, or if a sub-forum focussing on Kayamandi is an option.

Neighbourhood watches are another approach that can improve safety in a neighbourhood. Given that this is not necessarily a residential neighbourhood, this option is less easy to co-ordinate, but stakeholder engagement should be undertaken with people living in Kayamandi to test appetite for this approach.

Organisational Spotlight:

The Western Cape Government Police Oversight and Community Safety (POCS) run a Neighbourhood Watch Accreditation and Support Programme, which was established in terms of section 6 of the Western Cape Community Safety Act of 2013. This programme provides basic training and a 'starter kit' of equipment for accredited neighbourhood watches, as well as grant funding for accredited NHWs that meet the criteria (Western Cape Government, 2023).

b. Nature-enabled development

The Plankenburg "Plankies" river is one of the major rivers in Stellenbosch, along with the Eerste and Krom rivers. It is a major ecological connector between the Devon Valley, Stellenbosch and the sea.

It is an important ecological corridor and contributes to the rural sense of place in the farmland and wine estates north of Stellenbosch. There is an opportunity to partner with local stakeholders to restore the ecological health and quality of the riparian environment. Steps to take to address this include addressing sources of agricultural run-off, maintaining culverts and clearing invasive alien plants (IAP) to ensure that the water is clean and flows easily. These measures will enhance the amenity of the river for leisure and tourism that are prevalent in this area.

The Plankenburg river is also a vital source of urban nature, providing a shade and cooling along the Adam Tas Corridor. Residents of Kayamandi often rely on these features when walking along its banks to get to and from Stellenbosch Town. To enhance the accessibility and amenity of this important movement corridor, it is essential that settlement upgrades are implemented in Kayamandi, to address concerns serious public health concerns about sewerage run-off into the river.

Furthermore, there is an opportunity to rethink linear waste management approaches, by taking a holistic approach to waste management, acknowledging the need for waste removal infrastructure and systems that are adapted to dense informal neighbourhoods, along with in-stream waste capture, as well as public education about solid waste is, to address the serious solid waste concerns that affect the river.

Organisational Spotlight:

Strategic partnership with an organisation such as the Litter Boom Project, who address solid waste pollution in rivers through interceptions, education, and upcycling innovation, to work holistically to stop plastic waste from ending up in the ocean, while provide opportunities to people who work as river wardens and in recycling, could provide an opportunity to address concerns relating to solid waste pollution, while also achieving social upliftment and creating employment opportunities.

There is also the opportunity to implement environmental measures to restore embankments and prevent further erosion, together with the management of landscaping and IAP around this neighbourhood, to transform public space into a safe, accessible place for residents.

Partnering with the industrial sector to prevent chemical and industrial spillage is also important to restoring water quality in the immediate environment and downstream.

The Plankenburg River also contributes to the character of the Papegaaiberg nature reserve – providing space and habitat for the fauna and flora that live in this important reserve. Ensuring that the Plankenburg forms an integrated edge to the reserve space is another key measure needed to enhance the amenity and accessibility of both the Papegaaiberg reserve and the Plankenburg River.

c. Diversified and mission-driven economies

Informal Economic Activity

The existing informal activity in George Blake Street represents an important space where micro-enterprises generate livelihoods and employment, while providing locally attuned, affordable goods and services. There is an opportunity to co-create effective market design

with traders, exploring options for stall provision that follows the linear market patterns currently demonstrated in the site. Address concerns such as tenure security, encroachment, storage and waste management, to promote a more conducive environment.

Market upgrade processes could be accompanied by entrepreneurship skills development training, such as programmes offered by Seda.

Underutilised Municipal Infrastructure

The existing LED hub and KTEC are important municipal infrastructure, which play an important role in structuring George Blake Street. The KTEC represents an opportunity to provide business and social infrastructure to residents of Kayamandi through an expanded and inclusive organisational model.

Organisational Spotlight:

Unjani Clinics are NPOs operated by nurses, who seek to serve local needs. There is currently an Unjani Clinic running in Kayamandi, whose footprint could be extended by partnering with the municipality/offering rental space at the KTEC.

d. Resilient communities

Social Development

Several survey respondents indicated a desire to see community building activities run in this neighbourhood, to enhance social cohesion.

e. Transition-oriented infrastructure

Taxi Infrastructure

The growth of Kayamandi and proposed increase in densities through mixed-use development will, in turn, increase demand for minibus taxi services. Safely accommodating an increase in vehicles and providing

for their ranking needs will be a key opportunity to support and sustain this industry. The Kayamandi Taxi Association has indicated a desire to relocate to the existing truck stop, a proposal that needs to be assessed for technical viability.

Land and Housing: Integrated Informal Settlement Upgrading

The existing Integrated Human Settlements Plan 2022 – 2027 provides guidance for human settlements upgrading in terms of relevant programmes.

Organisational Spotlight:

Urban Think Tank is currently partnering with the City of Cape Town to implement in-situ upgrading in Imizamo Yethu in Hout Bay – the methodology they deploy is participatory and long-term, to implement fit-for-purpose, flexible housing delivery models to qualifying informal households

11.2. Mixed-Use Development

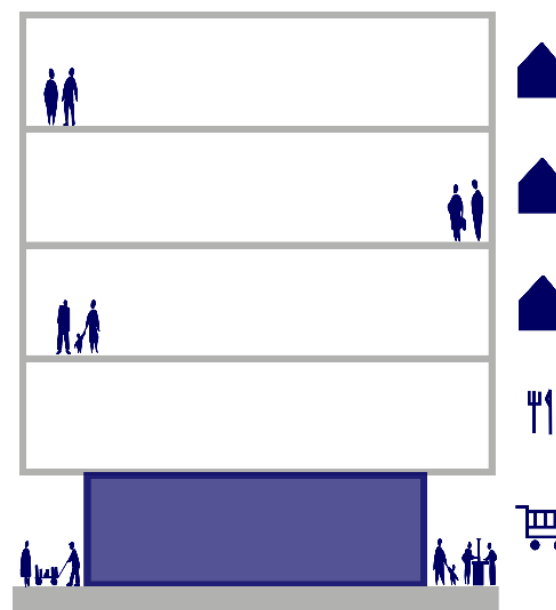
11.2.1. Directives

The following directives are proposed for the George Blake Street Informal Economic Development Corridor.

Table 12: Directives for George Blake Street Informal Economic Development Corridor

Number of floors and building height

- Building typologies to include apartment blocks, and commercial buildings, to form perimeter blocks with internal courtyards
- Building heights should be 3 – 6 storeys
- Higher densities (100 – 150 du/ha) are encouraged close to the railway and R304



Mixed-Use Buildings, adapted from UN Habitat

Façade details

- Building interfaces should create a sense of enclosure, promote activity and enhance surveillance.
- Multi-storey buildings should be designed with balconies to enhance passive surveillance.
- The ground floor street setback for perimeter buildings should at most be 2m
- Storeys above the ground floor can overhang over the property boundary.
- Enhance passive surveillance in public open space by situating buildings to overlook the space from above, with frontages and streets facing the POS.
- Where appropriate, use raised terraces, colonnades and landscaping where appropriate to create thresholds between public and private spaces
- Create people-scaled environments with design elements like canopies, balconies and low walls.
- There is low heritage value in the area – contemporary design and finishes are permitted



Urban Think Tank Empower (Source: Dezeen, 2025)



Steenberg Social Housing (Source: ArchSA, Issue 59, 2013)

Sidewalks and pedestrian spaces

- Create active ground floors with front doors, commercial, retail, and restaurants.
- Create opportunities for terraces and spill-out activities on the pavement in front of retail spaces and restaurants.
- Public facilities should be directly accessible to pedestrians from public streets and squares, with vehicular access located at the back of the property
- Use high-quality surface treatments to visually distinguish between pedestrian, trading, and vehicular zones.
- Widen pavements to 3 – 5m as appropriate, to support a wider range of users.



Principles for a Multifunctional Sidewalk (Source: Kruger, 2026, based on NACTO)

Public space equipment

- Use precast concrete park benches that are simple and vandalism-proof
- Use wooden or white painted concrete bollards, as used throughout Stellenbosch town
- Provide fixed, stainless steel bicycle lock-up facilities.
- Provide street bins
- Pilot the use of bin bags in public bins to facilitate maintenance



Public space equipment (Source: Kruger, 2026)

Urban vegetation

- Select appropriate street tree species for planting, in accordance with the recommended trees set out in the Stellenbosch Municipality tree management policy. See annexure D.
- Ensure that soil level is maintained around trees
- Do not cover the base of a tree with hard surfacing
- Cover the base of street trees with a permeable tree grid on sidewalks
- Protect tree roots by using horizontal tunnelling techniques for construction and infrastructure installation and maintenance
- Landscape road features such as medians, verges and circles, where possible
- Maintain landscaping and trees according to best practice and in accordance with maintenance plans



A permeable tree grid on a sidewalk (source: Inner City Gazette, 2026)

Rainwater Infrastructure and Riparian System

- Implement site appropriate Nature-based Solutions to minimise the impact of water run-off on the urban and natural environment.
- Determine the 1:100 and 1:50 year flood lines for the Plankenburg River.
- Protect the river corridor, preventing encroachment onto the riparian buffer.
- Restore the health of the river by addressing upstream issues, such as industrial emissions or lack of piped sanitation services in informal areas.
- Implement environmentally appropriate litter booms and traps in-stream to facilitate solid waste removal.
- Create social amenity spaces along the riverbank.



A litter boom in the Black River (Source: The Litterboom Project)

Intersections

- Reduce the distance pedestrians cover when crossing the road by implementing curb extensions.
- Provide level-crossing points and curb cuts at intersections to accommodate a range of mobility needs, such as wheelchairs, bicycles, prams and carts.



Crossing distance is reduced through painting, bollards and street trees (Source: Hampton for the University of Oklahoma, 2017)

Traffic Lights & Intersection UA

- Signalise intersections with traffic lights that produce sound for visually impaired users.
- Use tactile pavers around pedestrian intersections.



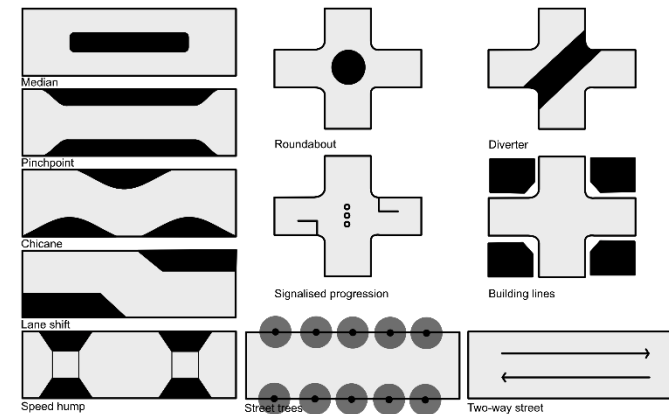
Tactile paving at an intersection (Source: Kruger, 2026)

Speed reduction zones

- Reduce speed along George Blake Street through appropriate street design measures such as medians, speed humps, circle upgrades, signalisation, densifying the urban environment and street tree planting.

Mechanisms to Reduce Speed

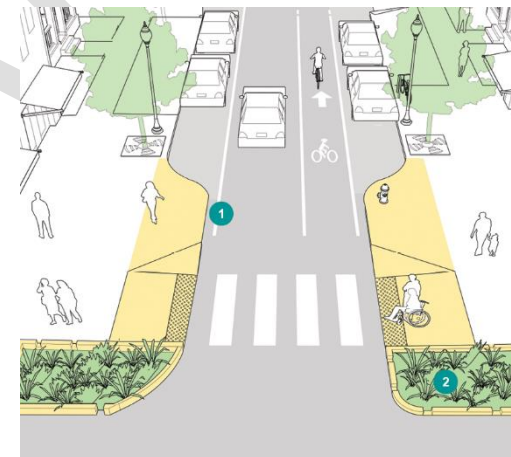
Adapted from NACTO design guide



Mechanisms to reduce vehicle speed (Adapted from NACTO Design guide)

Parking

- Buildings should include courtyards to accommodate parking.
- Provide opportunities for on-street parking around existing commercial areas.
- When on-street parking is provided, create enough space for pedestrians to navigate with clear sightlines, by creating a sidewalk extension (bulb out)



An extended intersection with a bulb out around on-street parking (Source: NACTO)

NMT and NMT parking

- Formalise pedestrian path and NMT along the Plankenburg river and George Blake Street.
- Enhance safety in areas under bridges through lighting, broad pathways, and activation.
- Minimise public access to the rail reserve by locating private properties next to the line.
- Create safe access points over the rail line, such as bridges or underpasses, which accommodate the needs of NMT users
- Provide bike and micromobility vehicle parking near public transport and commercial activities.



Informal traders operate under an overpass bridge, with a mural (Source: Asiye Etafuleni)

Wayfinding signage

- Provide human-scaled wayfinding signage
- Use accessible, high colour contrast colour palettes, legible fonts, and braille for visually impaired users.



Wayfinding signage (Source: Kruger, 2026)

Lighting for active mobility

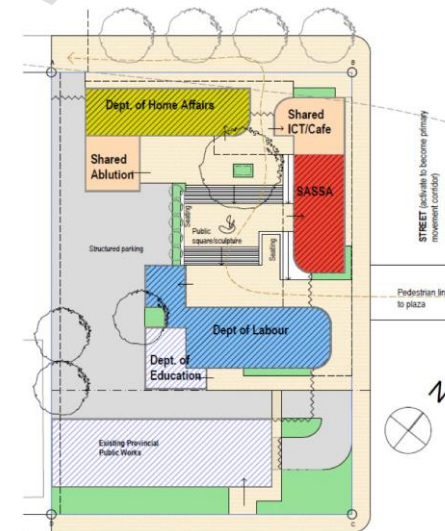
- Provide streetlights and pathway lighting for pedestrian pathways scaled to the different environments.
- Consider opportunities to implement solar-powered LED lights.



Pedestrian pathway lighting (Source: Kruger, 2026)

Social Facilities and Economic Infrastructure

- Cluster public facilities, and integrate residential areas, with public open space.
- Promote resource sharing for sports grounds and facilities amongst schools.
- Develop and maintain a community engagement process to build trust and understand appropriate actions and programming required to activate the Kayamandi Tourism and Economic Development Corridor.
- Develop a business plan for the operation of the Corridor, considering contemporary needs of township-based entrepreneurs.
- Plan for sustained engagement with users of Kayamandi Economic and Tourism Corridor.



A cluster of facilities in a civic precinct (Source: South African Department of Human Settlements)

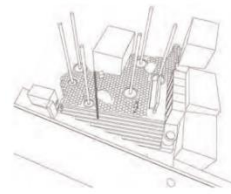
Informal Trading Markets

Spatial (SERI)

- Provide basic services for informal trading areas – including water, sanitation and hygiene (WASH infrastructure) and refuse removal and urban cleansing.
- Set concrete targets for the progressive implementation of basic services.
- Provide infrastructure for informal trade in a linear market that responds to existing trade patterns
- Widen sidewalk to allow for informal trade, pedestrian flow and a buffer between vehicles and pedestrians.

Non-Spatial (SERI)

- Provide targeted training to municipal officials regarding the governance of informal trading.
- Relocation or eviction of informal traders must be undertaken in compliance with legal provisions, especially section 6A(2) of the Businesses Act.
- Tariffs and rental structures must be scaled according to site size, location, services and affordability.
- Promote greater transparency about the use of tariffs and rental fees.
- Decision-making processes should be undertaken in a truly inclusive and participatory way
- Meaningful engagement must be undertaken when official decisions are being



A washstand in Imizamo Yethu, Cape Town (Source: (Source: ArchSA, Issue 59, 2013)



A concept sketch of a linear market in Ivory Park (source: Local Studio, accessed 2025)

Waste Management

- Provide adequate communal waste infrastructure and regular cleansing to suit the intensity of land-use associated with informal market and small-scale business activities



A plastic communal dumpster (Source: Kruger, 2024)

12. Regulatory & Policy Recommendations

12.1. Existing Frameworks

The applicable frameworks are covered in the status quo report – for a comprehensive overview refer to section 2.

12.2. Recommended Policy Amendments

12.2.1. Informal Trade Policies and By-Laws

SERI sets out a range of generic recommendations for enhancing legal frameworks and approaches to engagement and law enforcement with respect to the governance of informal trade (Clark, 2018). The existing policies and by-laws governing informal trade should be assessed against these recommendations to ensure that informal traders' rights are protected.

Proposal Description	
By-Law & Policy Formulation	
1	Policies and by-laws on informal trade should be evidence-based, with a clear understanding of the character of the informal sector both within and beyond the municipality.
2	Informal trade policies and by-laws should contribute to an enabling environment for the sector.
Legal Requirements	
3	All municipal by-laws and activities by local government officials must follow the Constitution.

4	Respect informal traders' right to trade through all governance frameworks and activities.
5	Legal and policy frameworks governing informal trade should ensure that informal traders (including foreign nationals) should be treated equally and should not be discriminated against.
6	Government officials who implement municipal by-laws must comply with administrative law – the standards for which should be set out in municipal by-laws.
7	Guidelines for the exercise of discretionary powers by local officials should be embedded into municipal by-laws, where relevant.
8	Policy and legal frameworks for informal trade should include clear processes for the resolution of disputes – to provide a mechanism for informal traders to challenge decisions that have a negative impact on them.
Law Enforcement and Compliance	
9	Contraventions of municipal by-laws for informal trade should be categorised according to the seriousness of the infringements and include measures to encourage compliance.
10	Policy and legal frameworks for informal trade should specify that impoundment of goods should only be allowed in remarkable circumstances and be enforced as seldom as possible.
11	By-laws should be amended to include binding accountability measures that penalize the unlawful or inconsistent implementation of trading regulations by municipal officials

12.3. Planning & Land Use Tools

The Adam Tas Corridor Overlay Area (ATCOA) applies to the George Blake Street study site. The overlay area is indicated on Map LAO2 and is subject to the parameters set out in subsection 267: 1 - 40 of the Stellenbosch Municipality: Zoning Scheme By-law, 2019 (As amended by Council on 24 May 2023, 29 September 2023 and 30 July 2024), hereafter referred to as the Zoning Scheme.

The conditions set out for the ATCOA in the Zoning Scheme replace existing development rules for designated zones, unless otherwise indicated. The aims for the ATCOA are set out in the Adam Tas Local Spatial Development Framework.

13. Spatial Frameworks

This section sets out the spatial proposals for George Blake Street.

The proposed framework is grouped according to themes identified during desktop, fieldwork research and through issue mapping.

The conceptual framework is set out according to the following themes:

- a. Pedestrian realm upgrade, supporting pedestrian movement and safety, and supporting multi-modality
- b. Increased safety and security measures
- c. Public realm upgrades through urban design and urban management
- d. Environmental upgrades, particularly focused on the Plankenburg river
- e. Promoting and supporting the informal economic activity
- f. Transport infrastructure and housing upgrades and land regularisation

Two proposal options are set out that incorporate these thematic elements, seeking to enhance permeability and cohesion of the public realm, while providing support to existing users of the George Blake Street Corridor.

Proposal 1 consolidates the thematic elements set out in the conceptual frameworks and recognises the spatial intent of the existing OpenPlay design framework. This proposal includes short-term, project-bound and programmatic elements, reflecting the spatial logic of the existing draft proposals.

Proposal 2 provides a holistic, long-term vision for the corridor, recognising the catalytic importance of the sports fields, river and

existing NPO sports facility at songo.info in relation to George Blake Street – it incorporates various existing elements identified through the research and site visits, and seeks to bring these together into one framework, and enhancing the amenity of this essential asset through landscaping and tree-planting.

Proposal 2 establishes a formal pedestrian interface, creating new NMT pathways and plazas, widening and enhancing pavements and street interfaces, and creating a civic hub that connects across the Plankenburg river, and George Blake Street into the surrounding neighbourhoods.

Proposal 2 also sets out a vision a linear market, illustrates potential massing of future in-situ upgrading projects to a denser urban form.

The current freight parking space is envisioned as a ranking space, while parking is accommodated underneath the R304 overpass.

13.2. Conceptual Frameworks

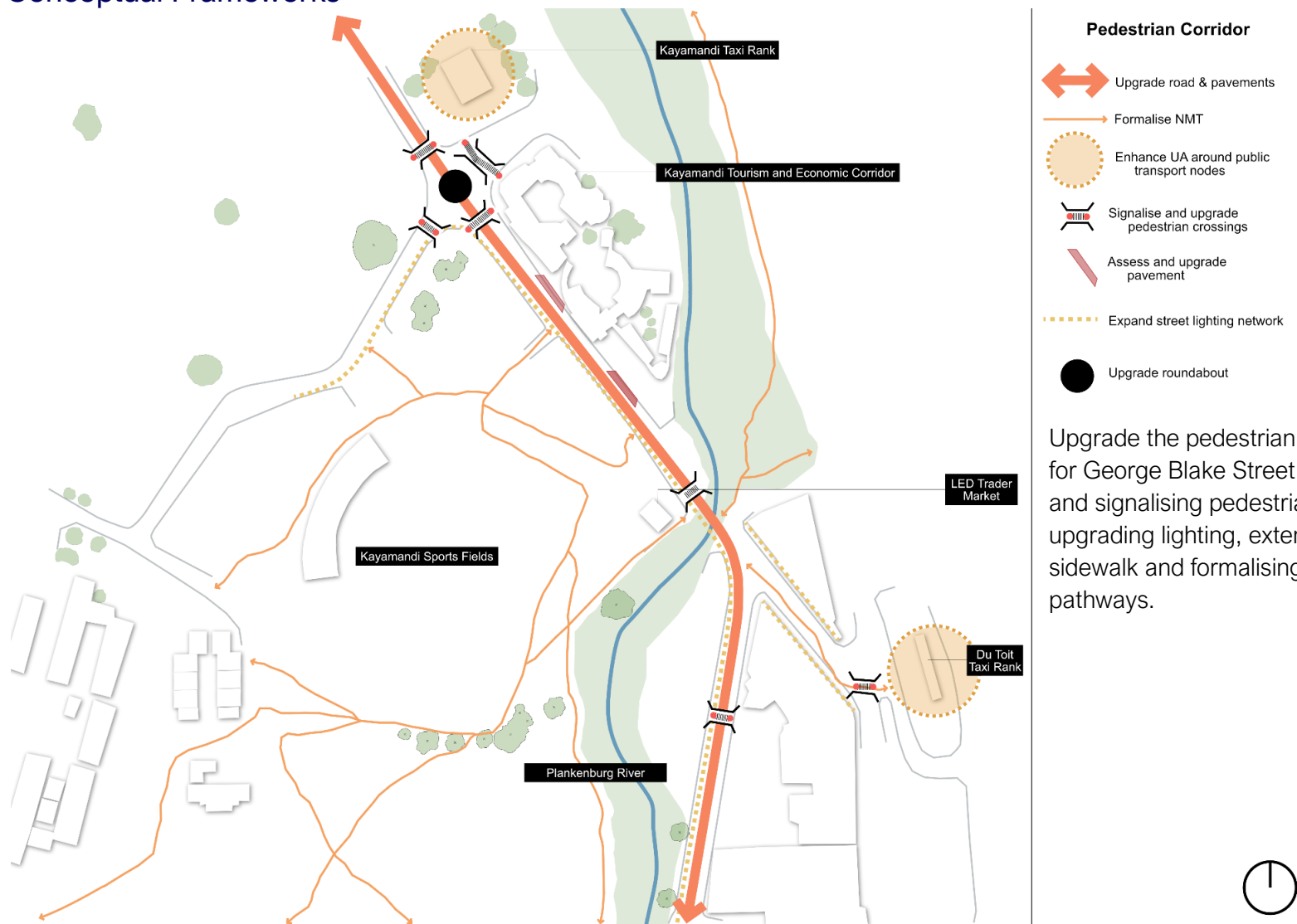


Figure 27: Pedestrian Corridor

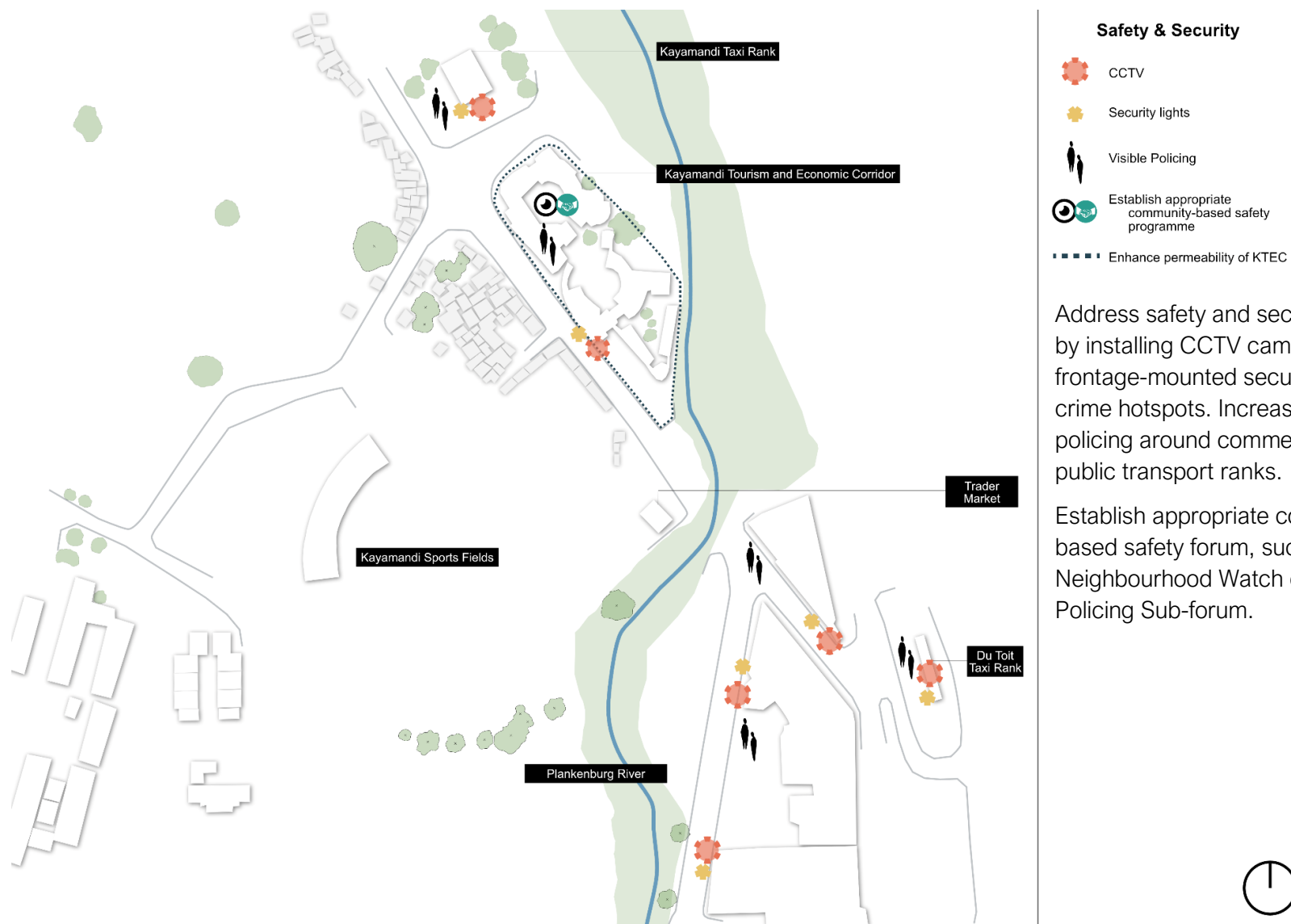


Figure 28: Enhance Safety and Security

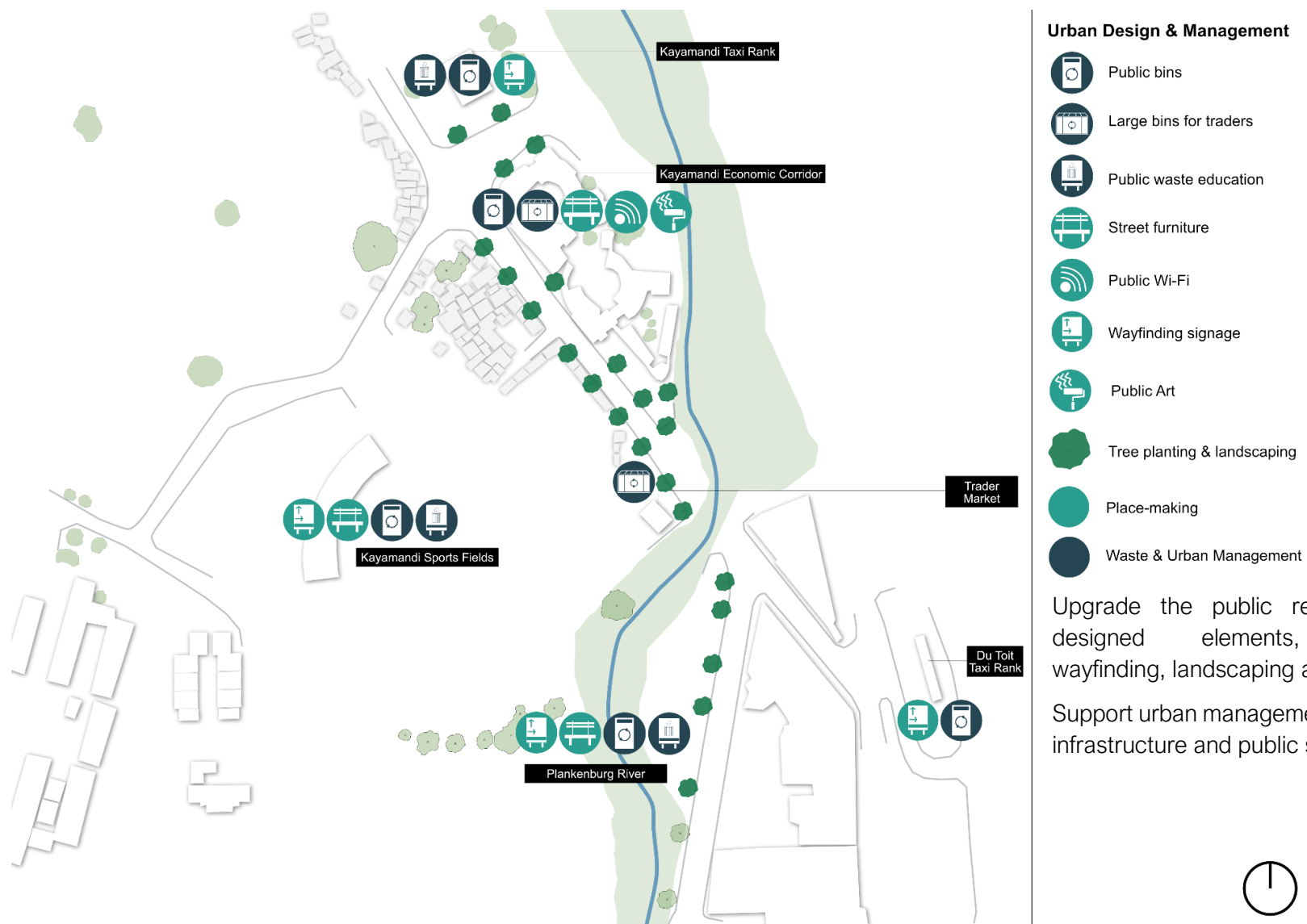


Figure 29: Urban Design and Urban Management

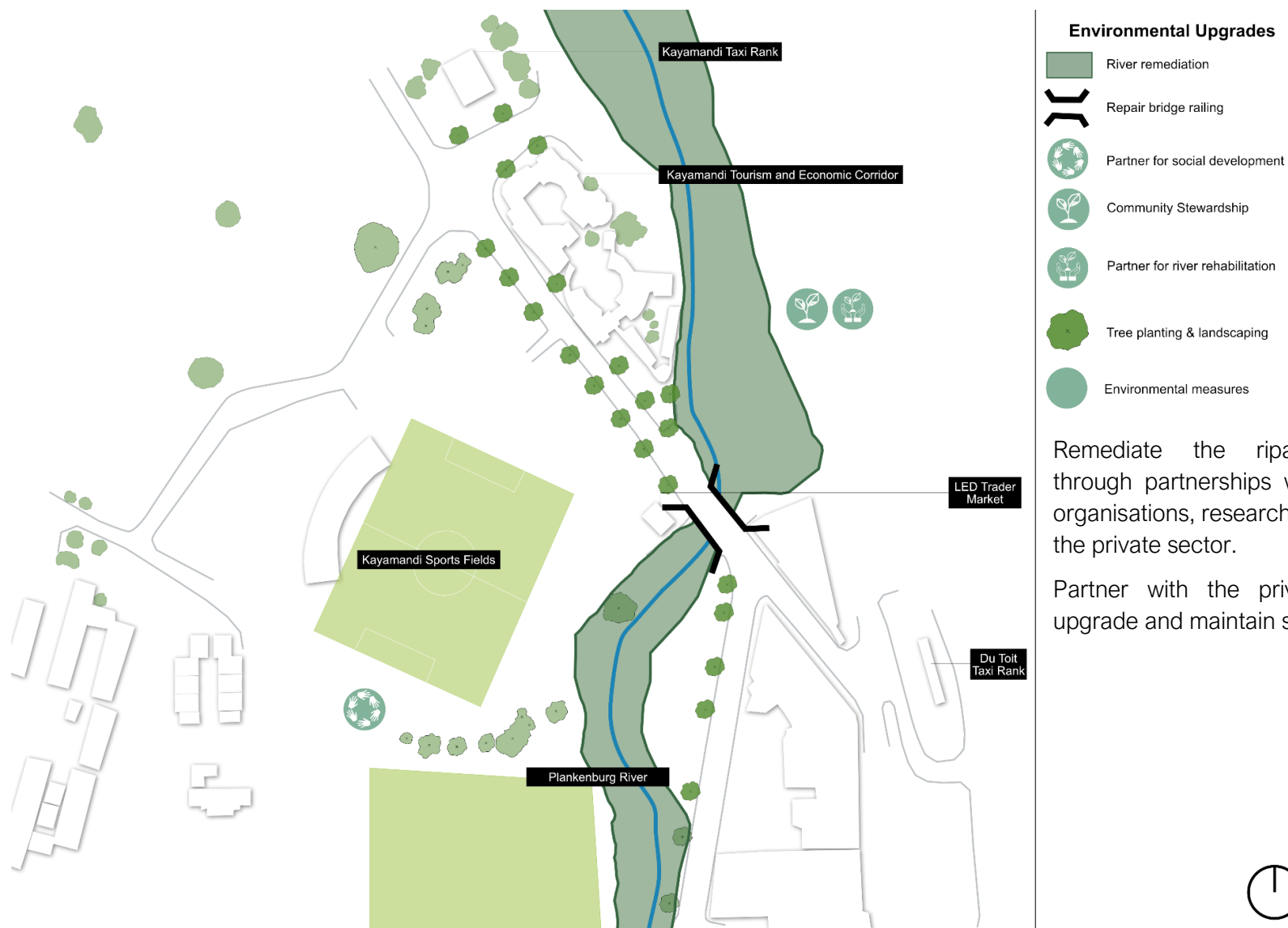


Figure 30: Environmental Upgrades

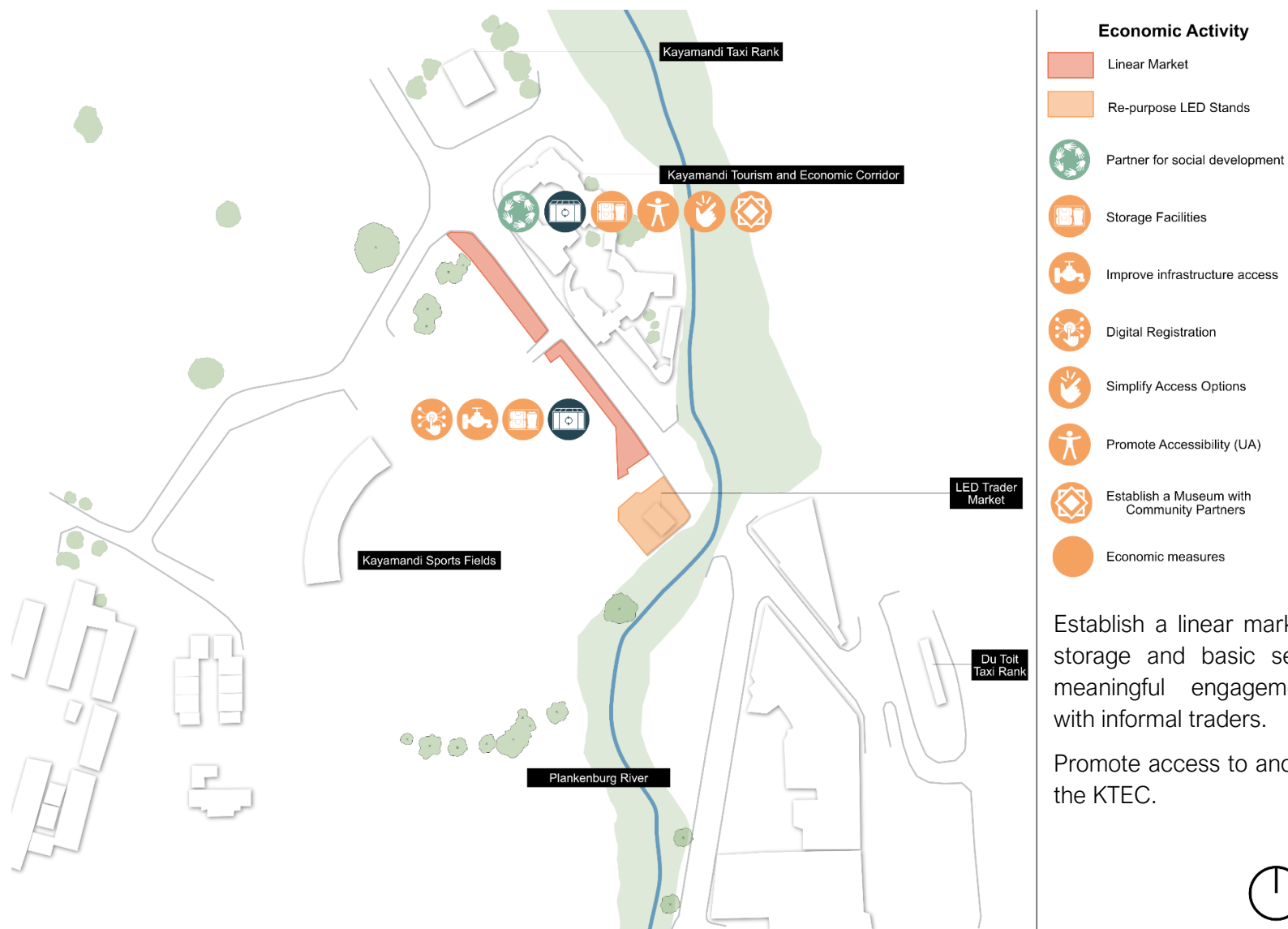


Figure 31: Promote and Support Informal Economic Activity

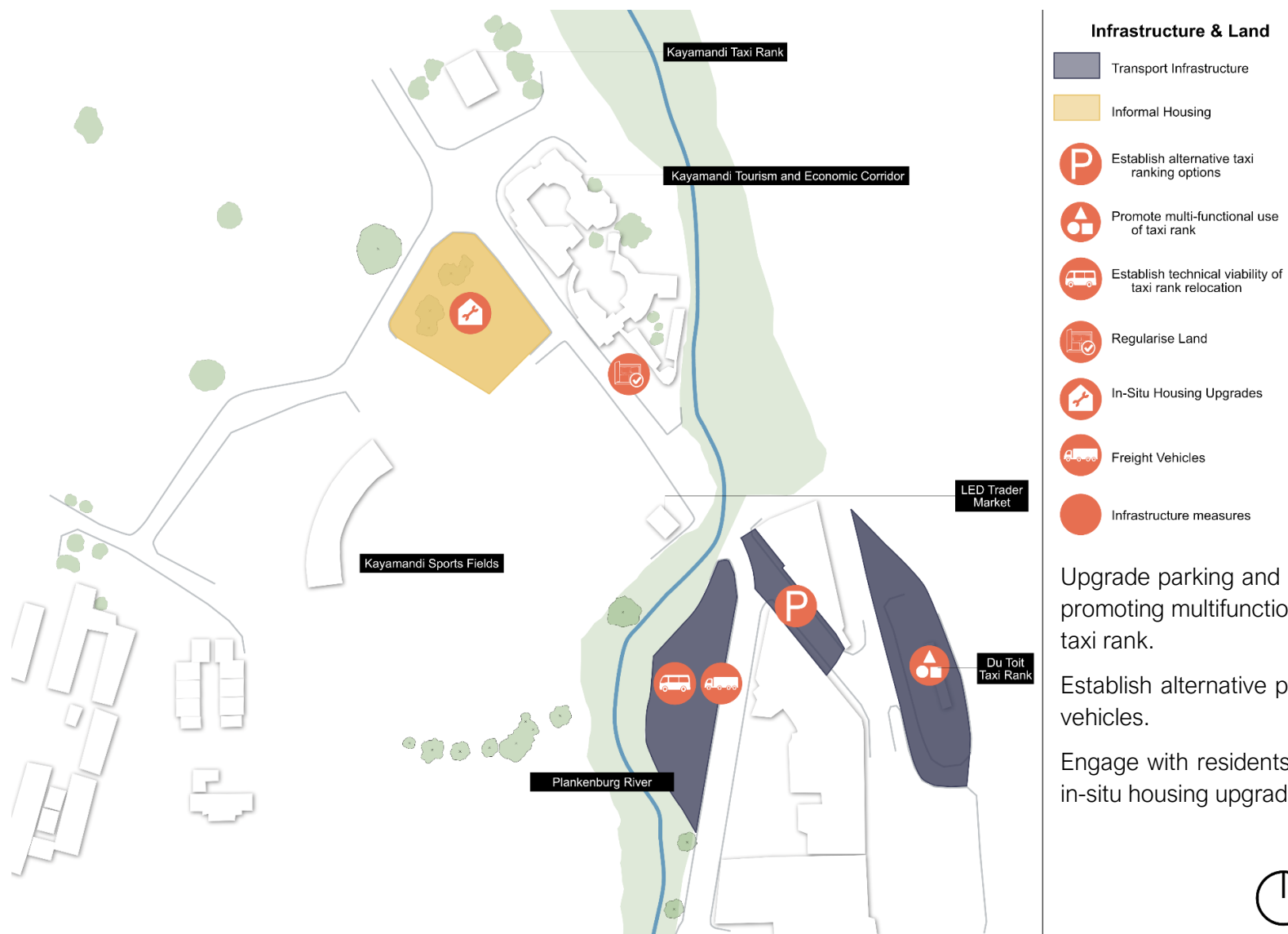


Figure 32: Upgrade Infrastructure and Regularise Land

13.3. Proposal 1



13.4. Proposal 2



SECTION C:

IMPLEMENTATION & MANAGEMENT PLANS

DRAFT

14. Proposals and Implementation

Table 13: Proposals for the Implementation of the George Blake Street Corridor Framework

Main Proposal		Sub-Proposal	Spatial/Non-spatial	Phasing	Responsibility	Estimated Budget
Theme 1: Liveability and Vibrancy						
Establish a Pedestrian Priority Corridor	1.1.	Lighting upgrades (LED streetlights, solar where feasible)	Spatial	Phase 1		
	1.2.	Install bollards between trading and vehicular lanes	Spatial	Phase 1		
	1.3.	Heavy vehicle restriction during peak hours (06:00–08:00, 16:00–18:00)	Non-spatial	Phase 1		
	1.4.	Assess status and use of lay-byes on NW side of George Blake Street, to assess viability of providing a continuous sidewalk on the N-W side of George Blake Street	Spatial	Phase 2		
	1.5.	Upgrade and introduce raised pedestrian crossings	Spatial	Phase 2		
	1.6.	Secure fenced access to soccer field	Spatial	Phase 2		
	1.7.	Formalise NMT routes; consider NbS where appropriate e.g. permeable paving	Spatial	Phase 2		
	1.8.	Signalised pedestrian crossing at Kayamandi Mall, including UA design considerations e.g. textured paving, visual impairment adaptations for traffic lights	Spatial	Phase 2		
	1.9.	Promote universal access through upgrades and public messaging around public transport interchanges	Spatial	Phase 2		
	1.10.	Traffic calming and speed mitigation: raised intersections, narrowing carriageway	Spatial	Phase 3		
	1.11.	Formal pedestrian railway crossing	Spatial	Phase 3		
	1.12.	Widen sidewalks	Spatial	Phase 3		

	1.13.	Upgrade circle and signalise Masithandane and George Blake Street intersection, including UA design considerations e.g. textured paving, visual impairment adaptations for traffic lights	Spatial	Phase 3		
Improve Safety	1.14.	Layered lighting (street + shopfront)	Spatial	Phase 1		
	1.15.	CCTV at key nodes	Spatial	Phase 1		
	1.16.	Visible security presence near mall and river edge	Non-spatial	Phase 1		
	1.17.	Remove boundary walls at KETC and replace with permeable fencing	Spatial	Phase 1		
	1.18.	Establish a CPF/CPF Sub-forum or Neighbourhood Watch, aligned with Western Cape Government programmes. Consider establishing a base at KETC.	Non-spatial	Phase 1		
	1.19.	Continue EPWP Safety Monitors programme set up by Department of Informal Settlements	Non-spatial	Phase 2		
	1.20.	Encourage extended operating hours of compliant traders	Non-spatial	Phase 2		
	1.21.	Monitor gender-related safety risks, and ensure gender-sensitive approaches are adopted throughout projects	Non-spatial	Ongoing		
Urban Design	1.22.	Create defined seating areas	Spatial	Phase 1		
	1.23.	Develop and build wayfinding signage	Spatial	Phase 1		
	1.24.	Public art reflecting Kayamandi identity	Spatial	Phase 2		
	1.25.	Surface upgrades (paving differentiation between pedestrian/trade/vehicle)	Spatial	Phase 2		
Urban Management	1.26.	Clean-up illegal dumpsites that have been targeted for illegal solid waste dumping	Spatial	Phase 1		
	1.27.	Initiate public education and engagement about solid waste management	Non-spatial	Phase 2		
	1.28.	Provide adequate bins and regular waste collection	Spatial	Phase 2		

	1.29.	Assess and upgrade networked infrastructure and shared toilets to address concerns about litter in stormwater pipes and sewerage leakage. Include considerations for modular, circular, localised approaches and NbS, e.g. constructed wetlands	Spatial	Phase 3		
Theme 2: Nature-enabled Development						
Remediate and maintain the Plankenburg River	2.1.	Establish a river clean-up programme, including maintenance of landscaping and appropriate methods for invasive species removal	Spatial	Phase 1		
	2.2.	Work with agricultural and industrial sectors to address agricultural and industrial run-off; enforcing legal and policy measures, and establishing mechanisms to prevent future pollution	Non-spatial	Phase 1		
	2.3.	Partner with Working for Water to assess and clear invasive alien plants along the river course in an appropriate manner	Spatial	Phase 1		
	2.4.	Upgrade stormwater outlets, addressing the need for erosion protection	Spatial	Phase 1		
	2.5.	Establish a disaster management for the Plankenburg river, to address plan of action in the event of, inter alia, failed embankments, flooding and dangerous chemical spills	Non-spatial	Phase 1		
	2.6.	Undertake seasonal general maintenance activities for roads and stormwater services, bridges and embankments, and site clearing, in accordance with the River Management Plan Guidelines	Spatial	Phase 1		
	2.7.	Assess status of projects specified for the Plankenburg River in the RMP (A-EM-3.017, A-EM-3.018, A-EM-3.019, A-EM-3.020)	Spatial	Phase 1		
	2.8.	Commission update to river management plan, including flood-risk assessment and modelling	Non-spatial	Phase 1		
	2.9.	Replace unsafe railings on bridge	Spatial	Phase 1		

	2.10.	Engage with the Open Play Foundation project to enhance the functionality of the sports fields	Spatial	Phase 1		
	2.11.	Planting & street trees for thermal comfort	Spatial	Phase 1		
	2.12.	Investigate options for installing additional litter traps, litter booms and grids, in a sustainably managed ecosystem, to help with the management and removal of solid waste from the river	Spatial	Phase 1		
	2.13.	Upgrade and maintain public toilets to avoid spillage into the river system	Spatial	Phase 2		
	2.14.	Upgrade informal settlements, to ensure that these settlements are adequately serviced with toilets	Spatial	Phase 2		
	2.15.	Community-led environmental stewardship programme	Non-spatial	Phase 2		
	2.16.	Assess and upgrade eroded riverbanks between R304 and 'Die Bergkelder'	Spatial	Phase 2		
	2.17.	Assess existing bank protection measures; implement maintenance, repair and upgrade measures where necessary	Spatial	Phase 2		
	2.18.	Enhance public amenity of the Plankenburg river by addressing pollution issues and increasing accessibility	Spatial	Ongoing		
	2.19.	Conduct technical and legal assessments to decanalise sections of the river	Spatial	Phase 3		
	2.20.	Partner with university and private sector to pilot locally appropriate Nature-based Solutions for remediation of river condition, e.g. river restoration, living embankments	Spatial	Phase 3		
	2.21.	Create small pocket park nodes along the riverway	Spatial	Phase 3		
Theme 3: Diversified and mission-driven economies						
Upgrade informal trading	3.1.	Engage with traders about use and upgrade of zinc structures used for storage and advertising	Spatial	Phase 1		
	3.2.	Provide waste collection points	Spatial	Phase 1		

	3.3.	Expand access to digital registration processes	Non-spatial	Phase 1		
	3.4.	Replace scattered zinc storage units with: <ul style="list-style-type: none"> • Modular, lockable micro-storage pods. • Standardised steel-frame trading stalls. • Shared storage facility for temporary structures. • Clear demarcated trading bays. 	Spatial	Phase 2		
	3.5.	Provide access to water & ablution facilities.	Spatial	Phase 2		
	3.6.	Establish cooperative storage management	Non-spatial	Phase 2		
Repurpose underutilised municipal infrastructure	3.7.	Reclaim LED trading units	Spatial	Phase 2		
	3.8.	Improve management via trader association partnership	Non-spatial	Phase 2		
	3.9.	Engage with and support informal waste recyclers, to promote integration into a circular municipal waste management system	Non-spatial	Phase 2		
Promote Economic Development	3.12.	Enterprise Support for entrepreneurial businesses through Seda and Sefa	Non-spatial	Phase 2		
Kayamandi Economic and Tourism Corridor	3.13.	Support tourism industry operating in Kayamandi by engaging with stakeholders and exploring ways to increase engagement with KETC, e.g. local museum	Non-spatial	Phase 1		
	3.14.	Simplify processes for accessing the Kayamandi Corridor - investigate ways to enter into agreements with tenants without overly bureaucratic approach	Non-spatial	Phase 2		
	3.15.	Ensure that tariffs are scaled appropriately to the business needs and enhance transparency and communication about rental	Non-spatial	Phase 2		
	3.16.	Explore alternative options for ensuring operational costs of Corridor are covered - e.g. anchor tenant, social enterprises, such as clinic or ECD, advertising.	Non-spatial	Phase 2		
	3.17.	Provide access to free public Wi-Fi	Spatial	Phase 2		

Theme 4: Transition-oriented infrastructure						
Relocate & Reorganise Taxi Infrastructure	4.1.	Separate taxi holding bays from customer parking. (Mall)	Spatial	Phase 2		
	4.2.	Conduct feasibility study for relocating taxi rank to underutilised truck stop (Area B)	Spatial	Phase 2		
	4.3.	Identify alternative parking options for freight vehicles	Spatial	Phase 2		
	4.4.	Upgrade R304 taxi rank services, exploring options to enhance the multifunctionality of the space (formal economic activity, trading, ablutions, signage, loading bays)	Spatial	Phase 3		
Regularise Land and Housing	4.5.	Land regularisation - regularise land boundaries and zoning to match existing and planned infrastructure and uses	Spatial	Phase 2		
	4.6.	In-situ Informal settlement upgrading - reblocking, subdivision and zoning, tenure, services	Spatial	Phase 3		
Theme 5: Resilient communities						
Promote Social Development	5.1.	Partner with appropriate actors to promote social entrepreneurship approaches	Non-spatial	Ongoing		
	5.2.	Access/Mediation of community/municipal approaches	Non-spatial	Ongoing		
	5.3.	Social enterprise support - Unjani Clinic	Non-spatial	Ongoing		
	5.4.	Establishing a programme at Kayamandi Economic and Tourism for social inclusion/access	Non-spatial	Ongoing		

15. Community Ownership & Monitoring Tools

Informal Livelihoods

When regulating informal trade, it is essential to recognise first and foremost that 'street vendor livelihoods are legitimate and should be protected and promoted' (Skinner et al., 2018, p. 23).

In order to promote these rights, the following measures will promote community ownership and monitoring:

- Establish a multi-stakeholder committee, including 'democratically elected street trader representatives' to oversee 'policy and legislative changes, their implementation and ongoing vending management (Skinner et al., 2018, p.24).
- Support the formation of a trader's association, to promote collective representation of informal traders operating in this corridor.

Safety and Security

- Establish an appropriate Safety forum for George Blake Street – considering opportunities for the Western Cape Community Policing Forum or Neighbourhood Watch Programmes.
- Develop a safety plan for George Blake Street through multi-stakeholder fora.

Environmental Stewardship

- Develop an environmental stewardship programme for the amelioration of the Plankenburg river, considering diverse

concerns, such as solid waste, water quality and landscaping management.

Precinct Manager

- Assign a precinct manager to the George Blake Street Area, to co-ordinate urban management and respond to issues as they arise.

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Annexure A: Primary and Consent Uses, Adam Tas Local Area Overlay Area

PRIMARY USES (Applicable to the ATC Overlay Zone)	CONSENT USES (Applicable to the ATC Overlay Zone and current Base Zones – no consent use application required)
Ancillary uses	Natural environment/Nature area
Adult entertainment business	Occasional use
Apartment/flat	Office
Builder's yard	Outdoor sport
Authority use	Parking bay/parking garage
Filling station/service station	Place of assembly
Backpacker establishment	Place of education
Freestanding base telecommunication station	Place of entertainment
Business premises	Plant nursery
Funeral parlour	Postal agency
Church/place of worship	Private outdoor space
Gambling place	Private road
Clinic	Proclaimed road
Helicopter landing pad	Professional service
Clubhouse	Public institution
Hospital	Public and private open space
Commercial gymnasium	Public parking area
Motor vehicle fitment centre	Public place
Commercial services	Public road
Motor vehicle repair centre	Railway use
Community residential building	Restaurant
Motor showroom	Service trade

Commune	Shop
Old age home	Tertiary educational institution
Conference facility	Training centre
Renewable energy installation	Transport purposes (passengers)
Day care centre	Utility installation
Rooftop base telecommunication station	Wellness centre
Employee housing	Welfare institution
Shopping centre	
Escort agency	
Transport purposes (goods)	
Extramural facility	
Warehouse	
Function venue/place of entertainment/tourist facilities	
Parking garage	
Heritage resource	
Hostel	
Hotel	
Indoor sport	
Industry	
Liquor store	
Loading bay	
Market	
Medical consulting rooms	
Museum	

Annexure B: Spatial and Non-Spatial Principles, Stellenbosch SDF, 2019

Principle	
1. Maintain and grow our natural assets	
<i>Spatial</i>	<ul style="list-style-type: none"> As far as possible, protect and expand priority conservation areas, establish ecological linkages, and preserve high-potential agricultural land within the municipality.
<i>Non-Spatial</i>	<ul style="list-style-type: none"> Proactively maintain and upgrade municipal infrastructure services to limit / mitigate the risk to ecological services. Support initiatives to protect water resources, rehabilitate degraded aquatic systems, retrofit or implement water demand management systems, and mainstream water conservation. Support initiatives to extend public access to natural assets without compromising the integrity of natural areas or ecological services.
2. Respect and grow our cultural heritage	
<i>Spatial</i>	<ul style="list-style-type: none"> Preserve significant cultural and historic assets within the municipality and grow the opportunity for new or emerging forms of cultural expression through expanding the use of existing cultural assets or supporting new uses for areas or structures of historic value.
3. Direct growth to areas of lesser natural and cultural significance as well as movement opportunity	
<i>Spatial</i>	<ul style="list-style-type: none"> Prioritise the targeted settlements on the Baden Powell-Adam Tas-R304 corridor for growth / new development.
<i>Non-Spatial</i>	<ul style="list-style-type: none"> Align the policy and planning of all municipal services to support accommodating significant growth and new development as proposed in specific areas.
4. Clarify and respect the different roles and potentials of existing settlements	

<i>Spatial</i>	<ul style="list-style-type: none"> • Maintain a clear hierarchy of settlements that (in general terms) focuses on new growth and development in larger settlements to: • Minimise impacts of urban land use • Maximise livelihoods opportunities by building linkages • Ensure sustainability of new facilities • Ensure cost-effectiveness of new infrastructure • Improve NMT
<i>Non-Spatial</i>	<ul style="list-style-type: none"> • Align the policy and planning of all municipal services to support the proposed settlement hierarchy and development / management approach. • Reinforce the role of Stellenbosch town as a regional service and tourism centre focused on higher-order educational, health, government, and commercial uses, as well as unique historic assets
5. Clarify and respect the roles and functions of different elements of movement structure	
<i>Spatial</i>	<ul style="list-style-type: none"> • Actively promote compact, dense, mixed-use development that reduces car dependence and enables and promotes the use of public and NMT.
<i>Non-Spatial</i>	<ul style="list-style-type: none"> • Shift municipal resources to include a greater focus on non-motorised, shared vehicle travel and public transport solutions. • Proactively allocate resources to improve NMT in the municipal area. • Strengthen the role played by rail-based public transport, including advocating for a new, lighter, frequent rail service on the Eerste River / Klapmuts rail line as the backbone of transport movement along the Baden Powell-Adam Tas-R304 corridor
6. Ensure balanced, sustainable communities	
<i>Spatial</i>	<ul style="list-style-type: none"> • Actively support infill development and the adaptive reuse of existing structures. • Support increased densities in new, infill, and redevelopment projects.
<i>Non-Spatial</i>	<ul style="list-style-type: none"> • Proactively drive transport demand management programmes (specifically in and around Stellenbosch town) to curtail private vehicle use. • Shift more transport resources to the development and operation of effective public transport services and the comprehensive provision of NMT.
7. Focus collective energy on critical lead projects	
<i>Spatial</i>	<ul style="list-style-type: none"> • Focus major development effort in SM on: <p>5. The Adam Tas Corridor (in Stellenbosch Town).</p>

<i>Non-Spatial</i>	<ul style="list-style-type: none"> • Communicate municipal objectives and principles – across functional areas and services – for development and urban management in catalytic areas. • Seek landowner, provincial government, and national government support to develop catalytic areas in the best public interest. • Support the establishment of institutional arrangements solely dedicated to enabling the development of catalytic areas and proceed with work to detail the broader plan and activity programme. • Align municipal infrastructure and social services planning to support development in catalytic areas. • Use municipal and government-owned land assets to support development in catalytic areas.
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Annexure C: Pedestrian Surveys Analysis Report

1. Introduction

A pedestrian survey was conducted in the George Blake Street study area. The survey aimed to capture people's reasons for using the space, and perceptions of the functionality and maintenance of the area, along with recommendations for priority improvements.

2. Methodology

595 surveys were conducted with passersby using George Blake Street, using a convenience sampling approach. Surveys were conducted by trained community-based surveyors between 4 and 6 February 2026. The survey team captured responses on weekdays and a weekend day. Surveys primarily took the form of multiple-choice answers. Respondents were provided with the opportunity to provide additional comments, which have been coded as qualitative themes.

3. Findings

3.1. Age and Gender

Respondents to the pedestrian surveys. Most respondents (49,8%/296) identified as male, followed by female respondents (42,9%/255). 7% (42) of respondents did not indicate their gender. 0,34% (2) of respondents indicated their gender identity as non-binary. This indicates that many of the people using this space are men, and that women make up a significant proportion of users. A minority of respondents identify as LGBTQIA+. In total, most respondents were between 18 – 44 years (402). Within this age band, the majority overall were 25 – 34 years old (188), followed by 18 – 24 (108), and 35 – 44

(106). A significant number of respondents also fell into the age range 45 – 54 (87), and 55 – 64 (51). Most people using this space are of working age. Some respondents were younger than 18 (13), and older than 65 (14). A number of respondents did not indicate their age (27).

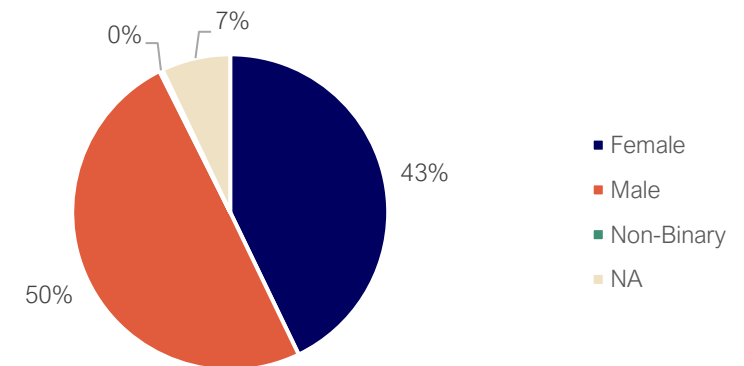


Figure 33: Gender split of respondents (%)

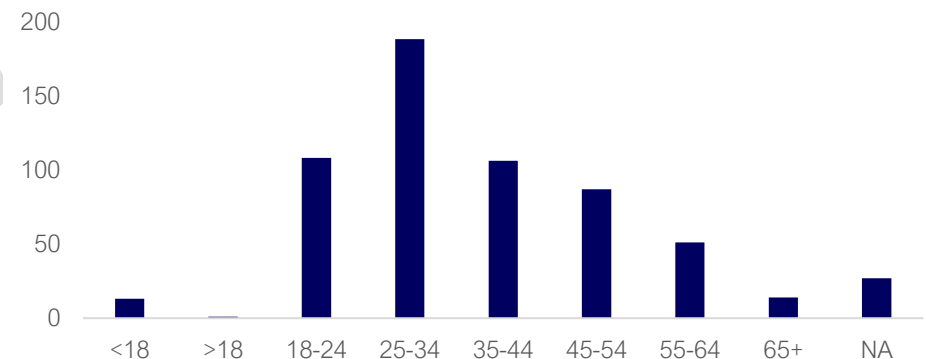


Figure 34: Age of respondents

3.2. Residency, Usage Patterns

Most respondents live in Kayamandi (538), use the George Blake Street area daily (388), and have been using the area for more than ten years (205). A noteworthy number of respondents use the street on a weekly basis (97). Several respondents also indicated that they have used the area for 5 – 10 years (180), 1 – 5 years (107), or less than 1 year (73).

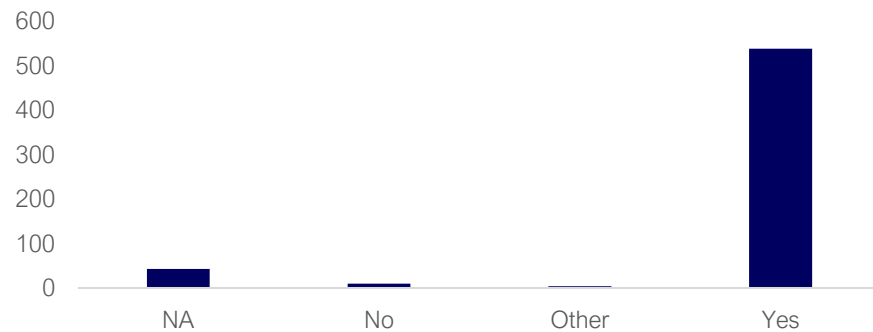


Figure 35: Residential Status, Living in Kayamandi

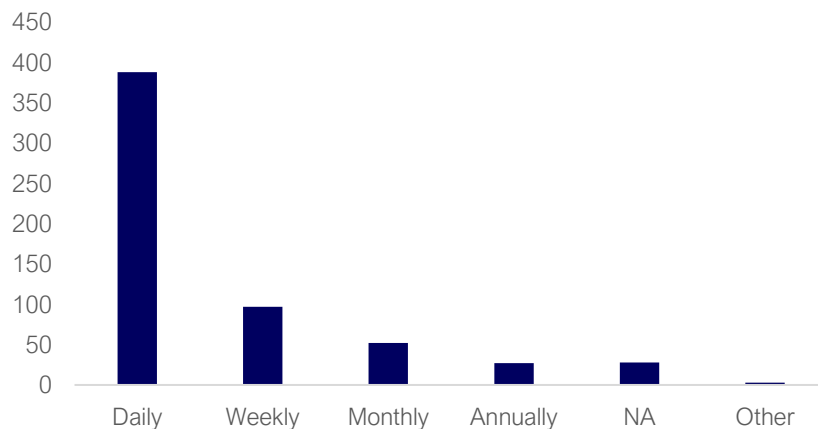


Figure 36: Frequency of Use of George Blake Street

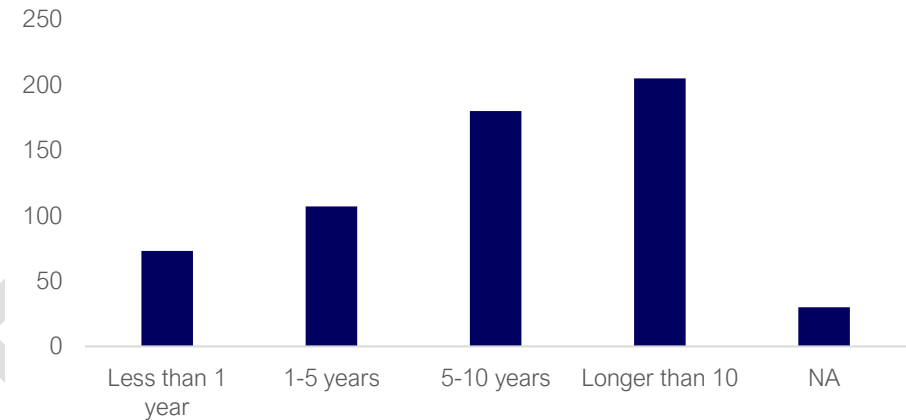


Figure 37: Number of Years using Area

3.3. Reasons for using George Blake Street

George Blake Street is primarily access to do shopping, and access services. Most respondents (43%) indicated shopping as the main reason for using the area. This was followed by use to access restaurants/takeaways (14%), to access services (11%), and to run errands (10%). 7% of respondents indicated that they socialise in this area, while another 7% indicated that they use the area to pass through, or as part of their commute. 4% of respondents indicated that they use the area for leisure. A small proportion of respondents did not indicate what they use the space for (3% NA, 1% Other).

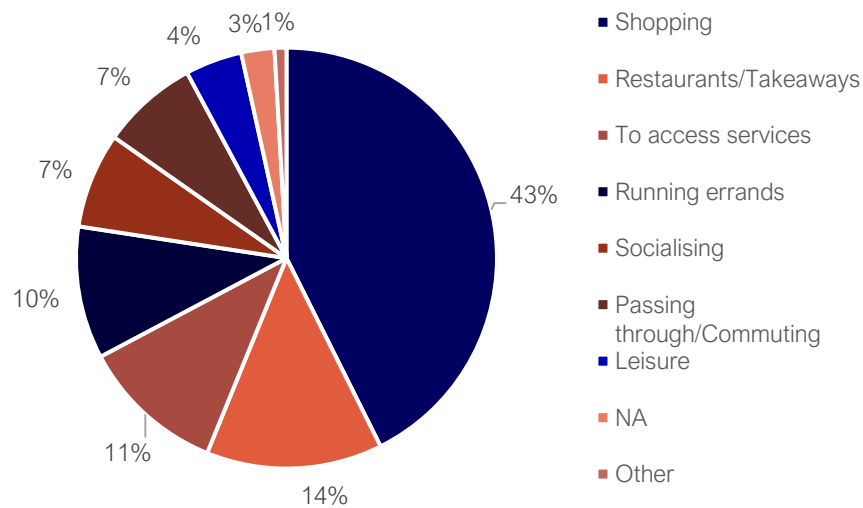


Figure 38: Reason for using George Blake Street (%)

It was possible for respondents to indicate more than one option for why they use George Blake Street, figure 7 indicates the number of unique responses that people gave. Most respondents only indicated one category, but many also indicated a second reason for using the space.

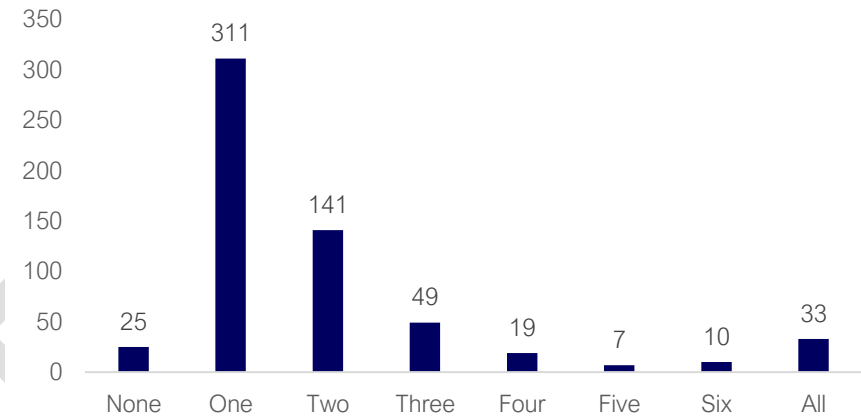


Figure 39: Total number of unique responses per respondent, reason for using George Blake Street

3.4. Challenges/Issues

Respondents were given the opportunity to indicate how they found using the area, and if there were any features that stood out to them. A list of key issues was presented, with the option of indicating more than one issue. Most respondents only indicated one area of concern, while a significant number indicated two or three areas of concern. Key issues that respondents indicated were safety (27%) and cleanliness (21%). Traffic (16%) and shops and services available (13%) were also prioritised as important concerns in the area. Lighting (9%) was also a noteworthy issue. Fewer respondents indicate product range (4%), connection to other areas with public transport (3%), and ease of movement (3%) as concerns. Still fewer did not indicate anything (2%), connection to other areas on foot (1%), don't know (1%) or nothing (1%).

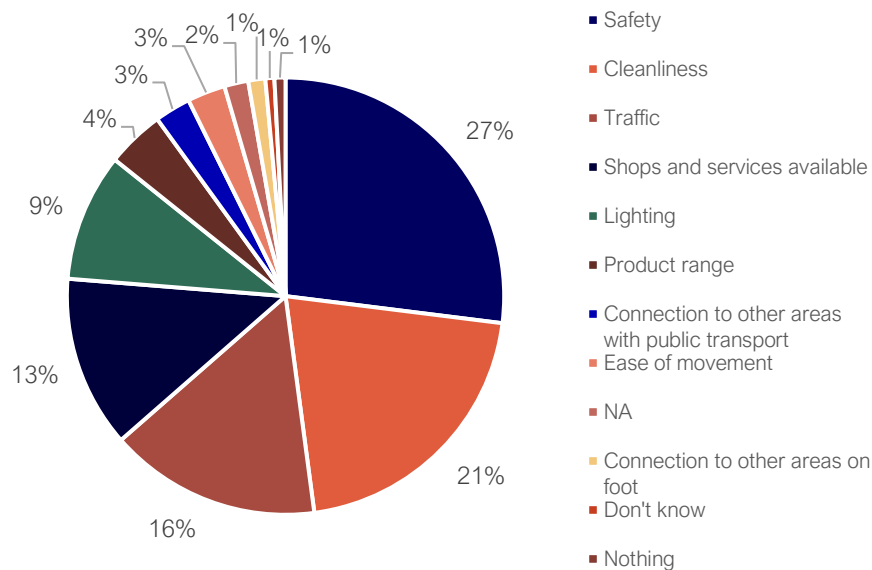


Figure 40: Issues respondents face in George Blake Street Area

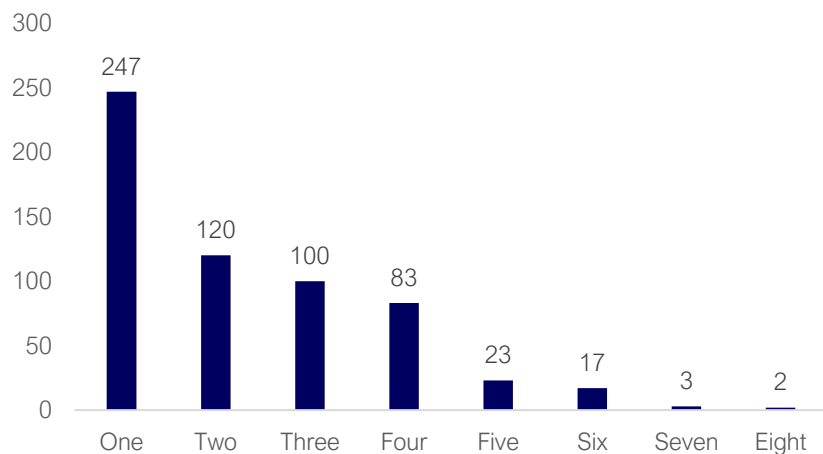


Figure 41: Number of unique responses, issues faced by respondents

3.5. Maintenance

Respondents were asked to provide an opinion of municipal maintenance in George Blake Street, on a scale from very bad, bad, satisfactory, good, or excellent. Opinions weighed most strongly towards 'bad' (43%/250), and very bad (28%/163). 15% (88) of respondents indicated that they thought municipal maintenance was 'good'. 8% (44) did not indicate an opinion (NA). 4% (26) of respondents thought that maintenance was satisfactory, while 2% (13) indicated 'excellent'.

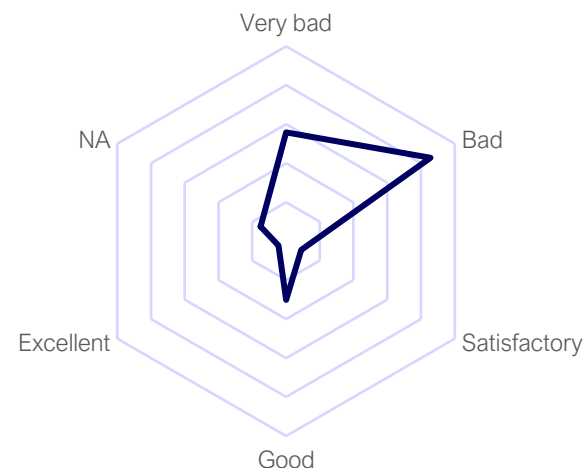


Figure 42: Rating of Municipal Maintenance (%)

Respondents also indicated maintenance issues that they consider important. The river scored highest (33%) as an area of concern. Pavements were considered an important issue (20%), followed by roads (19%). Refuse removal was also indicated as a key concern (14%). Facilities were less important (9%). 4% of respondents did not indicate any specific concerns. Respondents were provided with the opportunity to indicate more than one concern – many indicated one,

but two responses were also provided relatively frequently. A significant number indicated up to three responses.

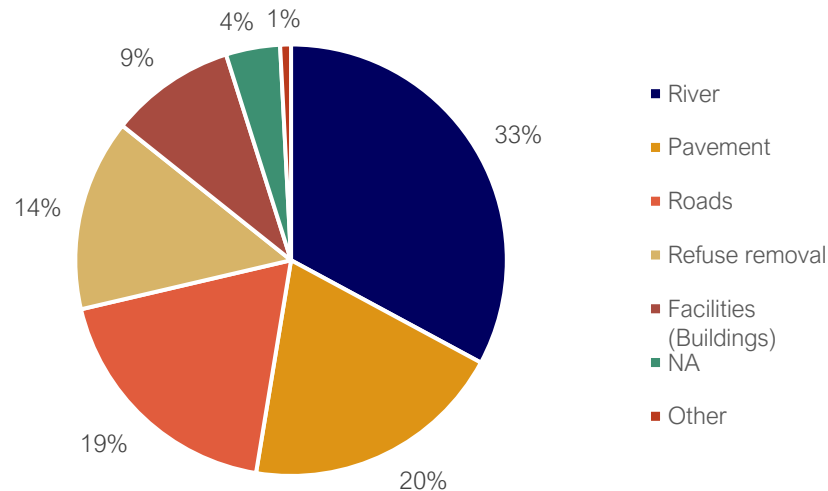


Figure 43: Maintenance Issues

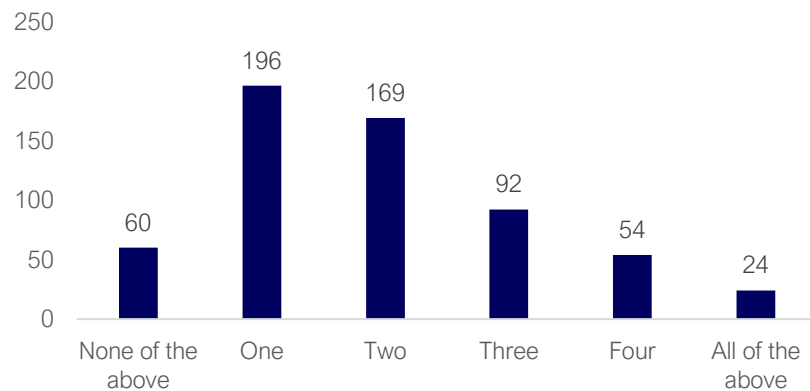


Figure 44: Number of unique responses, maintenance issues

3.6. Priorities for Change

Safety (25%) was indicated as the main priority for changes that residents would like to see in the area. Cleanliness (19%) and traffic (16%) were also prioritised by many respondents. Connections to other areas with public transport (10%), lighting (9%), and shops and services available (9%) were also indicated as areas that respondents wished to see improvements on. Areas of slightly lower concern were connection other areas on foot (4%), ease of movement (3%), or no response (NA) (3%). A small proportion of respondents indicated product range as a priority.

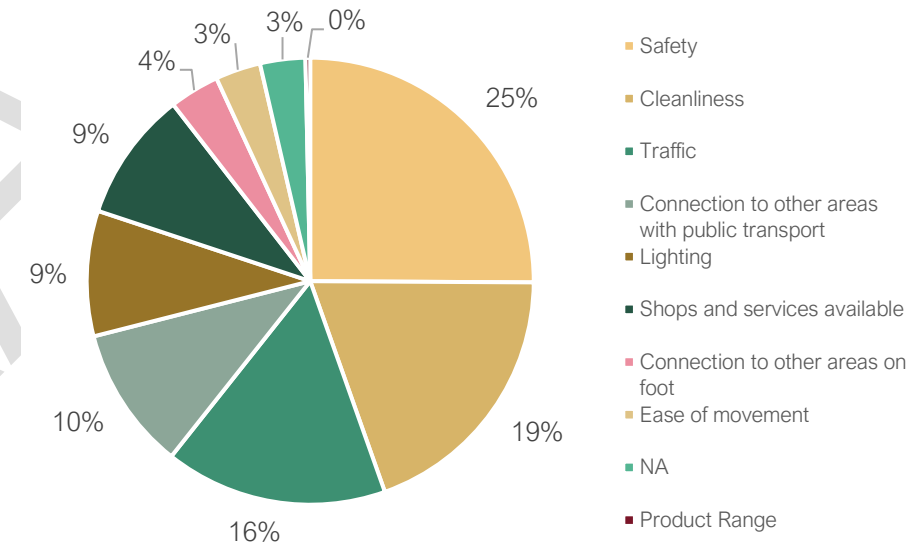


Figure 45: Priorities for change respondents would like to see in George Blake Street (%)

Respondents were provided with the opportunity to provide more than one response to the question on prioritised changes. Most respondents

only indicated one change they wanted to see (184). A noteworthy number of respondents indicated two (99) or three (107) responses. Fours responses or more were less frequently indicated (50). Many respondents did not provide a response (154).

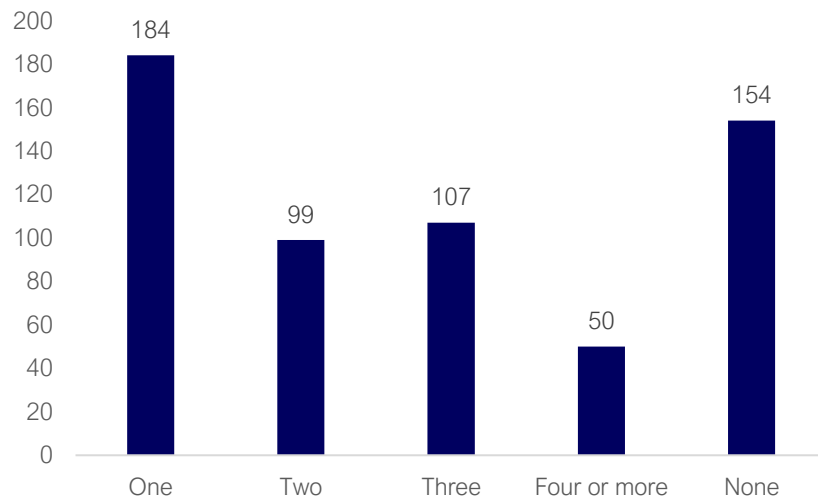


Figure 46: Total Unique Responses, Priorities for change

3.7. Safety

Respondents were given the opportunity to provide an open-ended response about safety concerns, where respondents were asked to indicate if any specific activities or features of the area made them feel unsafe or worried. Thematic areas that emerged related to safety/security, the street environment/traffic, cleaning and maintenance, built environment, social and economic inclusion, and general concerns.

Table 14: Thematic safety concerns

Safety/Security

- Unsafe
- Robbery/mugging
- Safety
- Improve lighting, there is a risk when walking in the dark, both in the early morning and at night
- CCTV cameras
- Establish a Community Policing Forum
- Provide visible policing, more law enforcement, or by hiring security guards
- Improve response times for emergency services
- Harassment, especially for persons who identify as LGBTQIA
- 'They must put law enforcement in the street so that we can be safe in area' (Female respondent, 25 – 34 y/o)
- 'The trees, men stand under them and attack from there' (Non-binary respondent, 18 – 24 y/o)
- 'There must be lights on the road because we are not safe. Also, there must be people that are watching us because the taxis sometimes can come to us because taxi drivers do not care' (Male respondent, 25 – 34 y/o).
- 'We need more security guards for safety measures especially in the morning, because at 5am we're scared for our safety' (Male respondent, 35 – 44 y/o)

- *'Every day when come from the mall and we pass by the corridor we get robbed. I'd like municipality to hire police forums or allow us as community to volunteer as police forums'* (Female respondent, 65+)
- *'Increase community policing forums for better communication'* (Male respondent, 25 – 34 y/o)
- *'Law enforcement is not enough'* (Male respondent, >18 y/o)
- *'Sometimes as LGBTQ people its unsafe because of the harassment (verbal or sexual) at times and there are no security guards nor do the police respond to these cases'* (Non-binary respondent, 18 – 24 y/o)

Street environment/traffic

- Cars don't stop for pedestrians
- Taxis don't slow down
- Remove trucks
- Resurface road
- Maintain the road more regularly
- Repaint road signs/lines
- Speed bumps
- Robot
- Upgrade roundabout
- Provide traffic officers, especially at rush hour
- Provide pavements for pedestrians
- Parking for cars and trucks
- Parking for sports fields
- Traffic – congestion, car accidents, taxis, trucks, conflict between pedestrians and cars
- *'Speed bump before the circle and traffic lights'* (Male respondent, 25 – 34 y/o)
- *'Cars are not stopping on the pedestrian crossing'* (Male respondent, 35 – 44 y/o)
- *'Improve space so that people could walk freely and cars have more space to park'* (Male respondent, 35 – 44 y/o)
- *'The road is too small for both pedestrians and taxis that overtake as well as trucks'* (Female respondent, 25 – 24 y/o)
- *'Extend the roundabout'* (Female respondent, 55 – 64 y/o)
- *'When its peak hours cars overtake each other, especially taxis, making us feel unsafe'* (Male respondent, 35 – 44 y/o)

- *'Our municipality must keep on maintaining this road not this thing of doing it this year and do it again after 9 years because this is a busy road'* (Male respondent, 35 – 44 y/o)
- *'White lines need to be painted'* (Female respondent, 25 – 44 y/o)
- *'There should be more traffics'* (Female respondent, 18 – 24 y/o)
- *'Fix pavements'* (Male respondent, 55 – 64 y/o)

Cleaning and Maintenance

- Clean the river, the area, the mall, the area under the bridge, sports fields.
- Maintain the sports fields and trees
- Hire people to clean; create job opportunities for people to clean
- Maintain water and sewerage pipes
- Maintain/fix stormwater drains and drain covers
- Fix the river/riverside
- Clean up waste
- Provide large bins
- *'Create job opportunities for people for example we need more people to clean the area because there is lot of waste'* (Male respondent, 45 – 54 y/o)
- *'Enhance waste management and environmental cleanliness'* (Female respondent, 25 – 34 y/o)
- *'Street is dirty, municipality must hire people to clean it more, especially the river'* (Female respondent, 25 - 34 y/o)
- *'They should fix the sewerage under the bridge'* (Male respondent, 18 – 24 y/o)
- *'The river is dirty and we are scared of getting sick because of it'* (Male respondent, 18 – 24 y/o)
- *'I think you need to fix drain and also the roads are not well, so I this it's the other reason you need to focus on'* (Female respondent, 25 – 34 y/o)
- *'Drain, most of the time we get blockage of drains, and municipality take long time to fix it'* (Female respondent, 25 – 34 y/o)
- *'In this area there is not big bin for waste'* (Male, 35 – 44 y/o)

Built environment

- Fix the bridge railings
- Provide RDP/BNG housing

- Upgrade shacks, linking them to fire risk
- More parks
- Provide toilets
- Tap
- *'I've been living in shack for more than twenty years and all these years municipality has been promising us RDP houses but even today I didn't get it'* (Male respondent, 65+)
- *'Improve housing and infrastructure to reduce overcrowding'* (Male respondent, 25 – 34 y/o)
- *'Build RDP houses and remove all shacks because they cause fire'* (Female, 25 – 34 y/o)
- *'Toilets in the shopping centre'* (Female respondent, 18 – 24 y/o)

Social and economic inclusion

- Drug users
- Improve informal sector
- Inclusion and community building
- Projects and processes should only hire Kayamandi residents
- Desire for a post office at the Economic Corridor
- Need for another clinic in Kayamandi
- *'Organise community events to build relationships and trust'* (Male respondent, 35 – 44 y/o)
- *'Working with communities to solve problems'* (Female respondent, 25 – 34 y/o)
- *'Municipality must provide us with a second clinic because this one does not provide for all of us'* (Female respondent, 55 – 64 y/o)
- *'Employ only Kayamandi residents during the process'* (Male respondent, 55 – 64 y/o)

General

- Electricity/loadshedding
- Infrastructure
- Shops and services available
- Satisfied
- Dissatisfied
- *'They should operate with Uber drivers because sometimes the taxis can be full and they wouldn't allow us to use the Ubers'* (Male respondent, 55 – 64y/o)

- *'There should be securities beside the banks and in the shops'* (Female respondent, 25 – 34 y/o)
- *'I'd rather not say because it won't make any difference because we've been complaining but there are no changes'* (Male respondent, 25 – 44 y/o)

4. Discussion

The surveys found that most people who use George Blake Street are people of working age, who are mostly accessing the space for shopping, and to access services such as takeaways or restaurants, or to run errands. More men than women use the space. Given that the population of Kayamandi is evenly split along gender lines, the lower number of women in the area suggests that women participate in public life around George Blake Street less than men. Furthermore, given that the primary concern of most respondents was safety, especially relating to crime and muggings, this suggests that gendered concerns about safety may be reducing women's participation in public life in George Blake Street. A minority of respondents also indicated that being LGBTGIA+ also posed concerns for participating in public life, with respondents indicating safety and harassment as issues that they face. Two important themes that respondents raised in relation to safety were the need for more lighting, since many people travel in the early mornings and at night, and face significant risks of robbery in the dark. Interventions that people indicated as solutions were also the need for more visible policing, either in the form of law enforcement, or with more security guards, as well as a desire to have CCTV cameras installed in the area. Several respondents indicated that there was a need for greater co-ordination with residents, in the form of community policing forums, to mitigate safety risks.

Municipal management of the area was largely perceived to be bad or very bad, with the river highlighted as a major concern, especially in relation to levels of pollution, with some participants indicating that they were concerned about the public health risks associated with the state of the river. Waste removal and cleanliness were also important to people, with suggested solutions ranging from remediation of the river and its banks, to hiring more people to clean the area, to providing more large bins for waste disposal. Another significant maintenance concern was the condition of the road and pavement infrastructure, where it was noted that there are a number of issues relating to pedestrian safety, including the need for traffic signals, traffic management during peak hours, and speed control, space for parking, as well as conflict between taxis and pedestrians and trucks and pedestrians, with pedestrians worrying about their safety. The roundabout at Masitandane and George Blake Street was raised as a concern, with several respondents requesting that it be made bigger, and that robots be installed around this area. The crossing point to the mall was also indicated as a site where people would wish to see more robots installed, along with speed bumps. In general, people also indicated that the road needs to be resurfaced and maintained, with standard road markings repainted and maintained. The railings of the bridge that crossed Plankenburg river were raised as a safety concern for many.

Annexure D: Business Survey Analysis Report

1. Introduction

A business survey was conducted in the George Blake Street study area. The survey aimed to capture the profile of informal businesses operating along George Blake Street, including the kind of business, the business typologies and issues and needs of businesses.

2. Methodology

Purposive sampling was done, aimed at informal businesses operating in the study site, who provided informed consent to participate in the study. 38 surveys were conducted with informal businesses operating in George Blake Street. Trained community-based surveyors conducted surveys for between 4 and 7 February 2026. The survey team captured responses on weekdays and a weekend day. Surveys primarily took the form of multiple-choice answers. Respondents were provided with the opportunity to provide additional comments, which have been coded as qualitative themes.

3. Findings

3.1. Age, Gender and Education

More respondents are women than men.

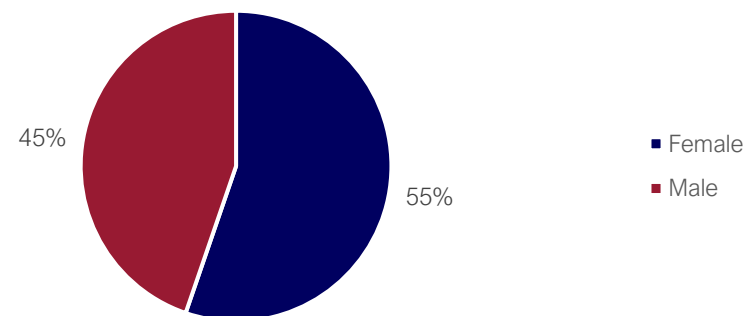


Figure 47: Gender

Most respondents are between 25 and 54, with the majority in the age band 45 - 54.

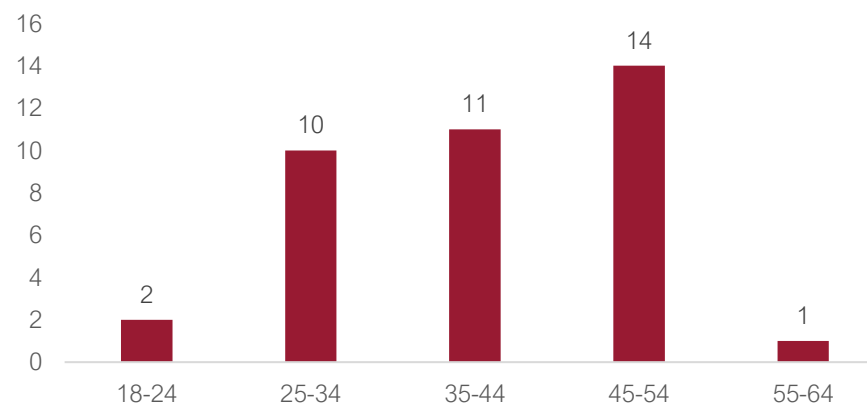


Figure 48: Age

Most respondents have secondary education (20), while a significant number have tertiary education (9).

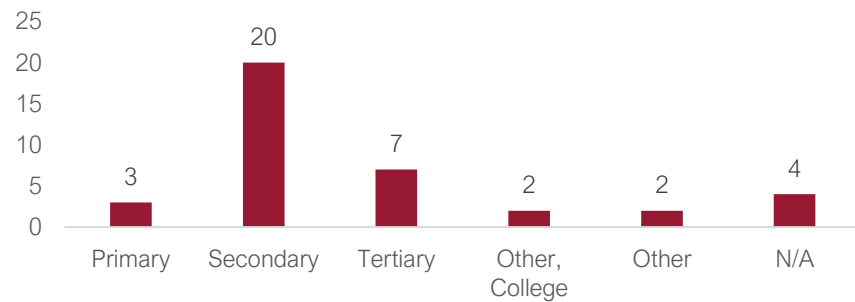


Figure 49: Level of Education

3.2. Business Activity and Typology

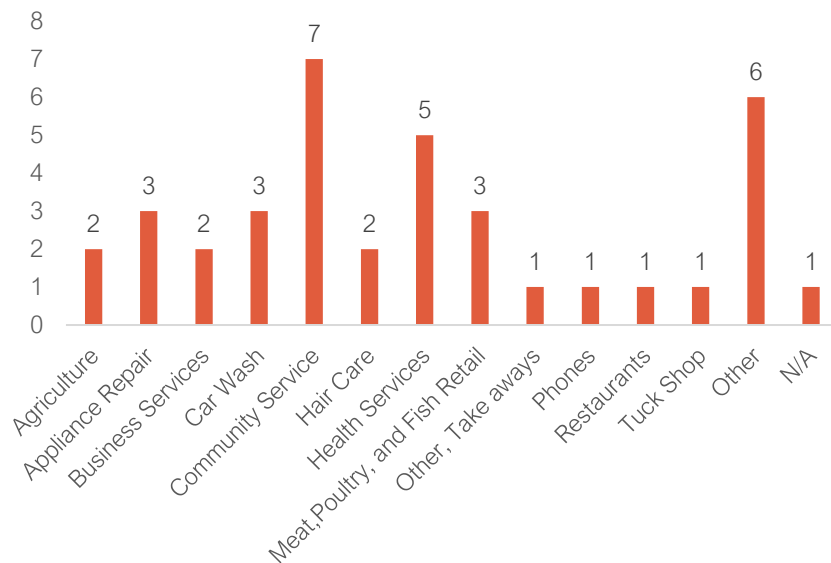


Figure 50: Business Activity

The most commonly run businesses supply community services (7), followed by healthcare services (5). Appliance repairs, car washes and meat, poultry and fish retail were also common businesses (3). There are at least two agricultural operators, business services and hair care services in George Blake Street. There is one takeaway operator, a restaurant, a phone business, and a tuck shop. Several businesses did not specify what they do (7).

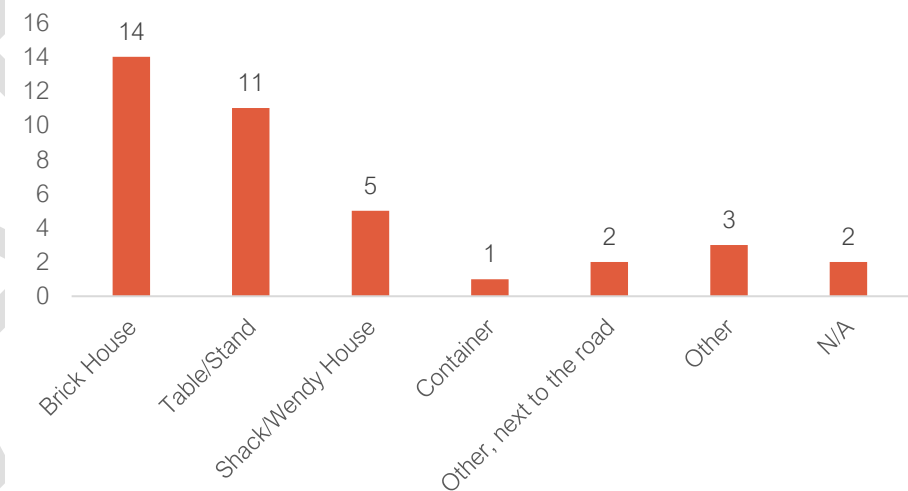


Figure 51: Premises Typology

Most respondents operate from brick houses (14). Other popular business infrastructure include table or stand (11), or a shack/wendy house (5). Other business infrastructures include containers (1) or operating next to the road (2). Five businesses did not indicate what kind of structure they operate from.

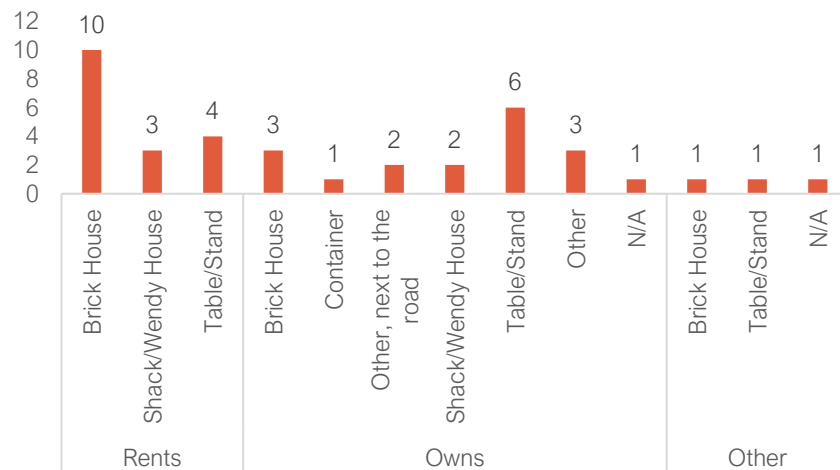


Figure 52: Tenure in relation to business structures

Most businesses rent their business infrastructure, especially those operating from brick houses (10) or a shack/Wendy house (3). Less permanent infrastructure such as a table/stand (6), or equipment needed to operate 'next to the road' (2) is typically owned by the operator, although several businesses indicated that they rent a table/stand (4). A small number of businesses indicated that they own the brick house (3), container (1), or shack/Wendy house (2). Three businesses did not specify their tenure status.

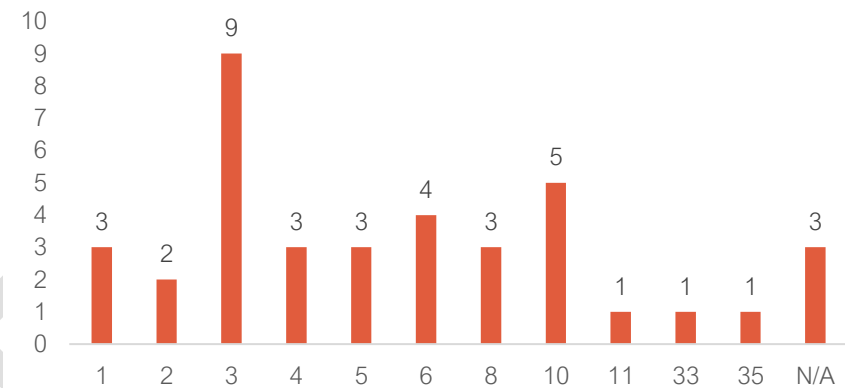


Figure 53: Number of Years in Operation

Most businesses have been operating between 3 - 10 years, with most businesses indicating that they have been operating for three years (9). Several businesses have also been operating for 10 years (5). Few businesses have been operating for longer than 10 years, with only three businesses demonstrating that period of operation - there were two respondents who indicated that they have been in business for more than 30 years.

3.3. Business Profile – ownership & employment

Most businesses are owner-operated (22), but a significant number of respondents were employees (12).

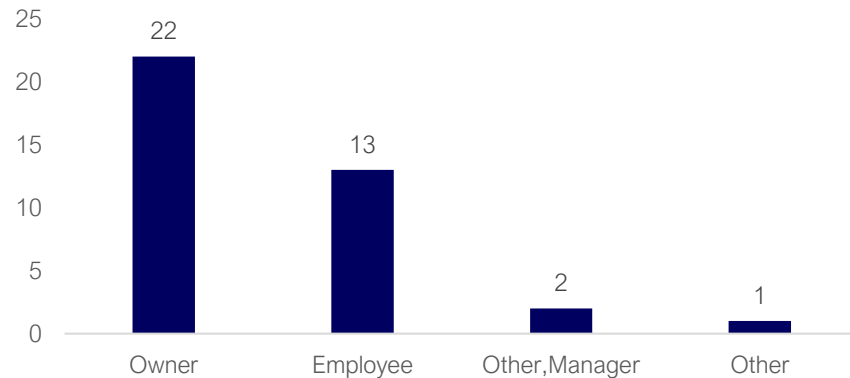


Figure 54: Role in Business

Most businesses have one owner (13), while several businesses indicated this response as not applicable (11), or did not specify (3). Following this, a noteworthy number of businesses have two owners (7). A small number of businesses operate with 3 (1), 4 (1) or 5 (2) owners.

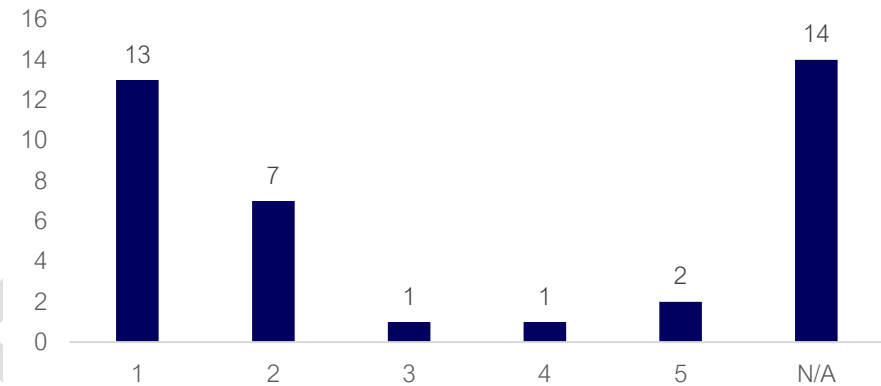


Figure 55: Number of Owners

Several businesses have 1 - 3 employees. 11 businesses indicate having 3 employees, followed by 10 businesses with 2 employees, followed by 7 businesses with 1 employee. A small number of businesses had more than 4 employees.

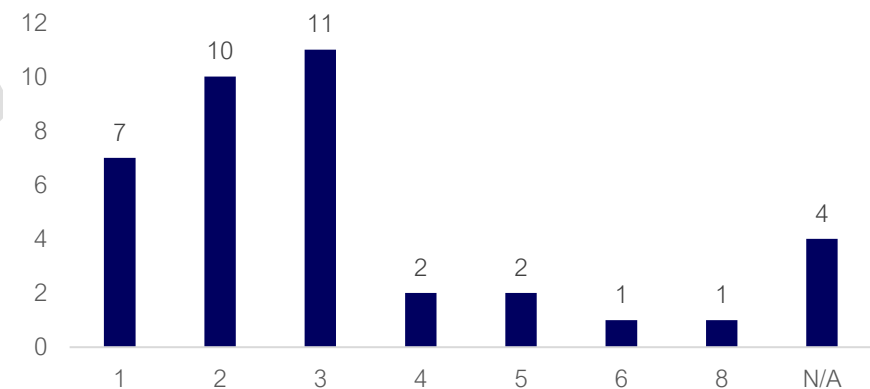


Figure 56: Number of Workers

3.4. Operational Dynamics

Most businesses operate in George Blake Street to benefit from access to customers (43%/27). Secondary considerations are access to food (14%/9), access to toilets (14%/9), and access to water and electricity (11%/7). Some respondents indicated safety as a consideration for locating in George Blake (8%/5). 10% (6) did not indicate why they operate from George Blake Street.

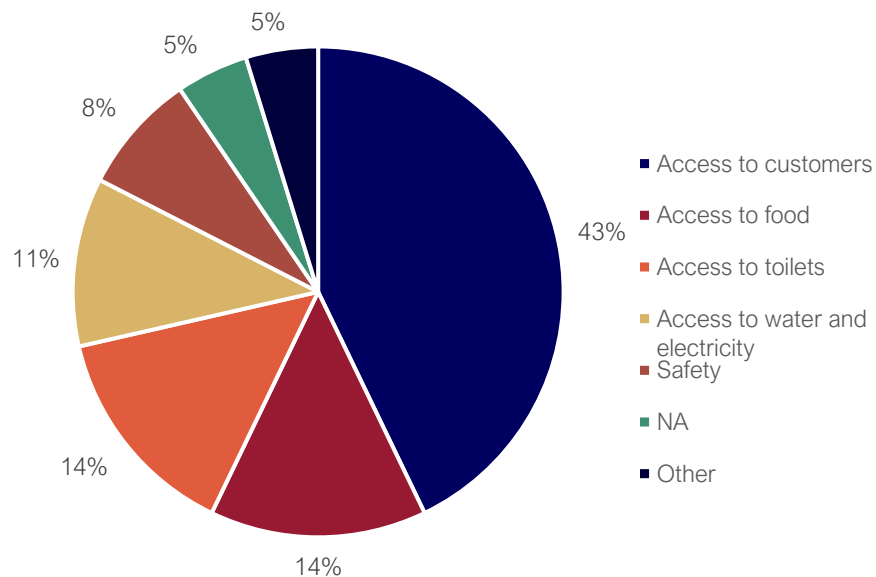


Figure 57: Reasons for locating George Blake Street

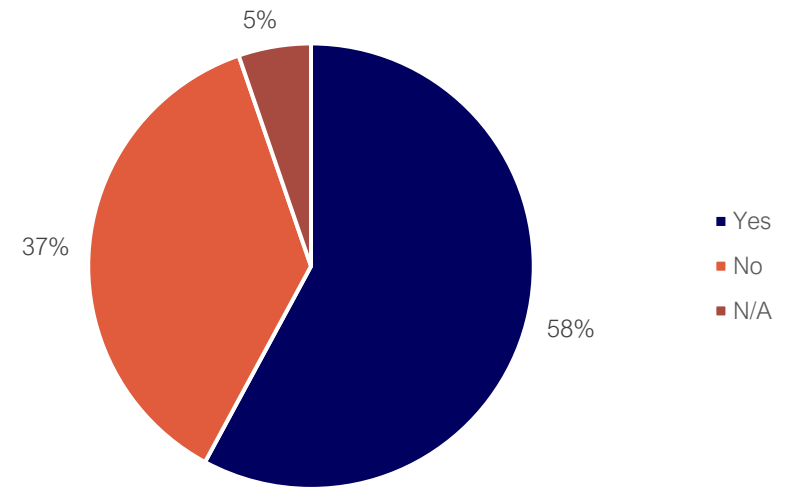


Figure 58: Access to water and/or electricity

58% (22) of respondents indicated that they have access to water and/or electricity. 37% (14) of respondents indicate that they do not have access to water and/or electricity. 5% (2) did not indicate any response in this respect.

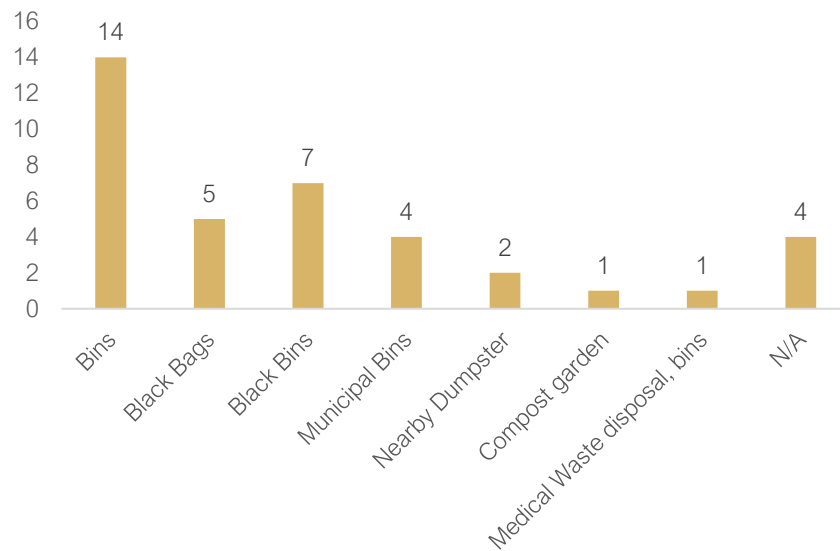


Figure 59: Waste Disposal

Businesses indicated the way that they dispose of waste. Bins (14), black bins (7) and municipal bins (4), and a nearby dumpster (2) are commonly used. Alternatives to bins include disposing of waste in black bags (5), compost (1), and medical waste (1). Four businesses did not indicate how they dispose of waste.

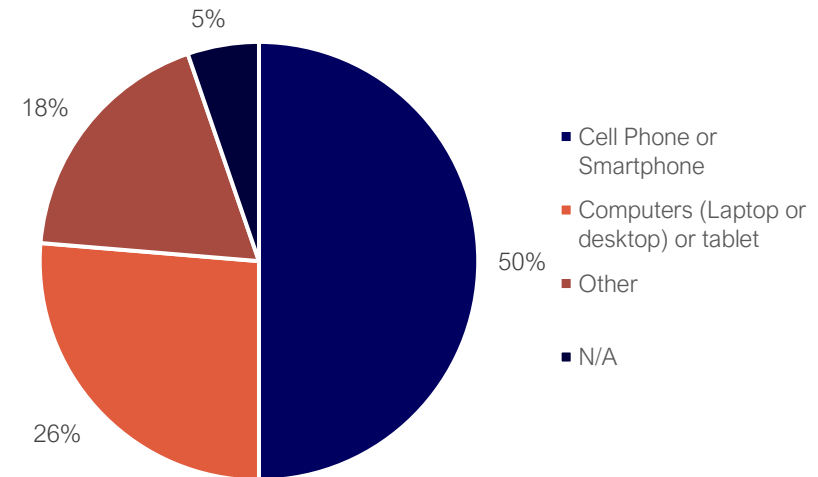


Figure 60: Use of technology in business

Most businesses indicated that they use technology to aid them in running their business. Most used technology is a cell phone or smartphone (50%/19). Several respondents also indicated that they use a computer or tablet (26%/10). Several respondents indicated 'Other' under this response technology (18%/7), and a number did not respond (5%/2).

3.5. Challenges

Businesses face several different kinds of challenges when operating in George Blake Street. The main challenges indicated by businesses were safety (24%) and noise (18%). A significant proportion of businesses indicated that they do not face any issues (16%). Other significant concerns included low customers (10%), no access to services (10%), shelter (8%), and weather (8%). Less frequently reported challenges included competition (2%), lack of permits (2%), and smoking (2%). This question was presented with the opportunity to select more than one issue – most businesses only indicated one issue (25), but 8 respondents did indicate two or more issues.

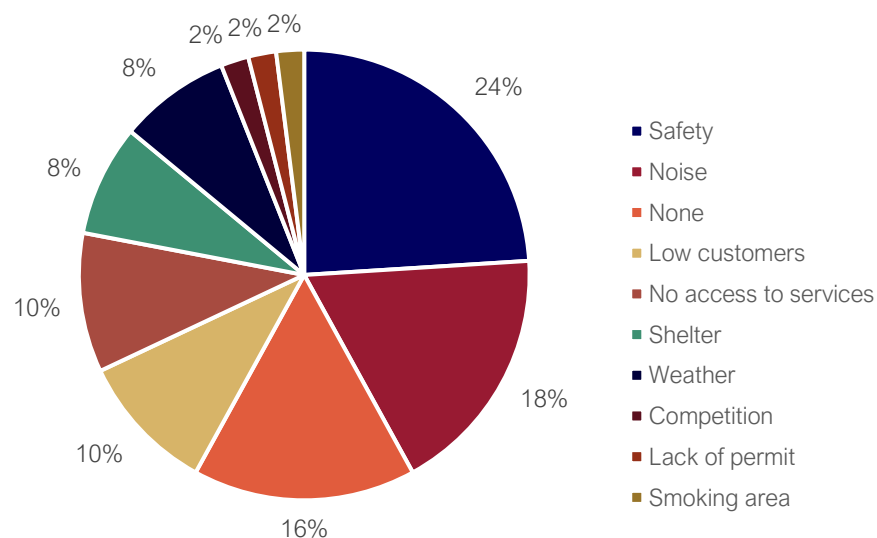


Figure 61: Challenges faced by business

Table 15: Total unique responses, challenges faced by business

None	5
One	25
Two	7
Three	1

Respondents indicated the interventions and changes they would prioritise most. The three priority interventions that businesses indicated were shelter (24%), security (22%), and services (20%). A number of businesses did not indicate any changes they wished to see (9%). Some businesses indicated that they wanted access to toilets (7%) or access to water (7%). Other concerns related to addressing public nuisance behaviours (2%), the cleanliness of the area (2%), and access to infrastructure (2%).

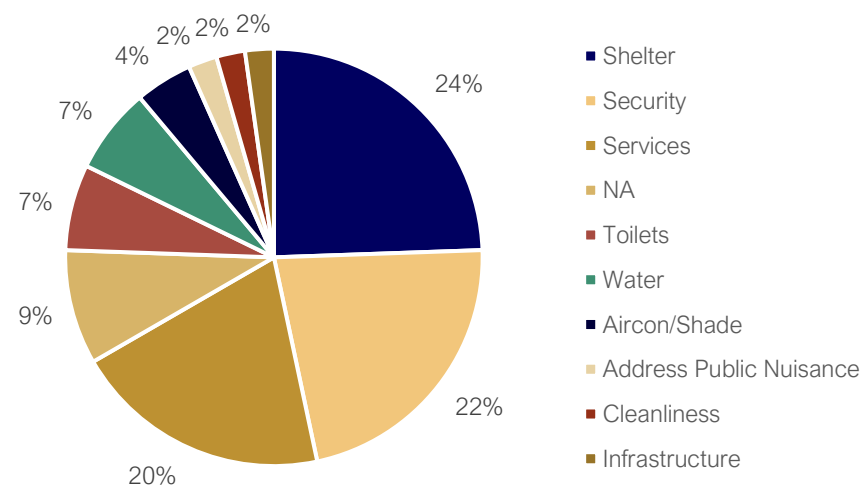


Figure 62: Prioritised changes

Participants were able to provide multiple responses to the question about prioritised changes. Table 2 indicates the number of unique responses provided. Most participants indicated one option (24), while some indicated two (6) or three (1). Some participants did not indicate changes that they want to see (5).

Table 16: Total Unique Responses, Prioritised Changes

None	5
One	24
Two	6
Three	1

Annexure E: Recommended Street Trees for the Municipality of Stellenbosch

SCIENTIFIC TREE NAME	COMMON NAME	Height	Width	Canopy Shape	Paving
<i>Quercus nigra</i>	"Water Oak"	15 – 20m	12-18m	round, half-open crown	Tolerates no paving
<i>Quercus palustris</i>	"Pin Oak"	20 – 25m	12-15m	broad spherical, later rounded, half-open crown	Tolerates no paving
<i>Celtis africana</i>	"White Stinkwood"	12 – 25m		Dense, semi-circular	Appropriate for large open spaces, as well as streets and avenues
<i>Searsia pendulina</i>	"White Karee"	4 – 9m		Drooping branches	Appropriate street tree
<i>Nuxia floribunda</i>	"Forest Elder"	3 – 10m (can grow to 25m)		dense and rounded	
<i>Olea europaea</i>	"Wild Olive"	5 - 10m	8-12m	round to fan-shaped, dark, dense crown, capricious growing	Tolerates no paving
<i>Rhus pendulina</i>	"Yellow Wood"				
<i>Harpephyllum caffrum</i>	"Wild Plum"	15m			
<i>Combretum erythrophyllum</i>	"River Bushwillow"	6 – 9m		spreading	<ul style="list-style-type: none"> • Good trees for next to driveways and on pavements as their roots are not likely to lift paving. • May be planted along stream and riverbanks to bind the soil.
<i>Sideroxylon inerme</i>	"White Milkwood"	10 – 15m			
<i>Podocarpus henkelii</i>	"Yellow Wood"	20 – 30m			Good choice for an avenue
<i>Ekebergia capensis</i>	"Cape Ash"				
<i>Illex mitis</i>	"Cape Holly"	10 – 25 m		rounded	