

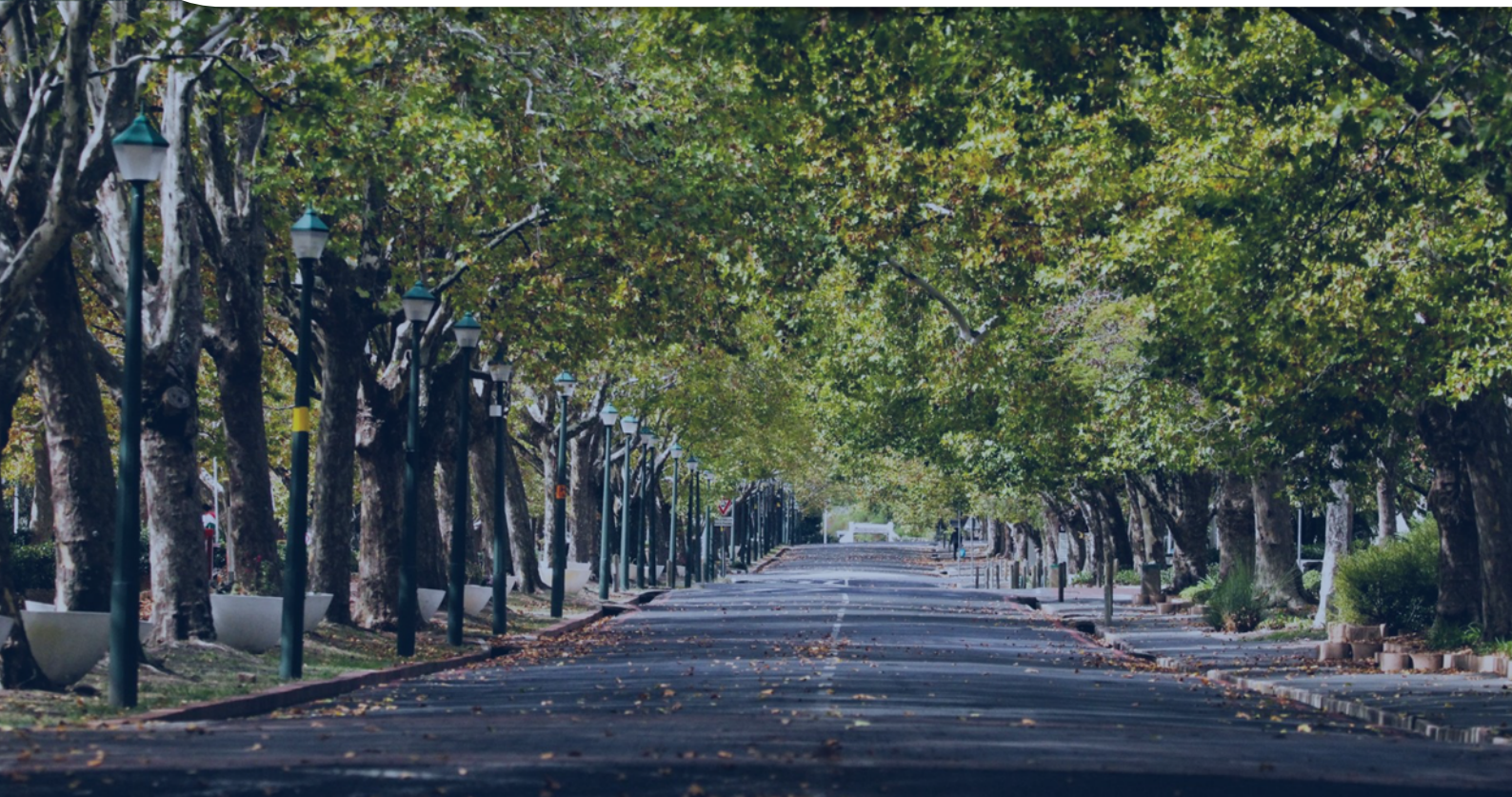
Stellenbosch Local Municipality



Capital Expenditure Framework

Capital Expenditure Framework

2026/27





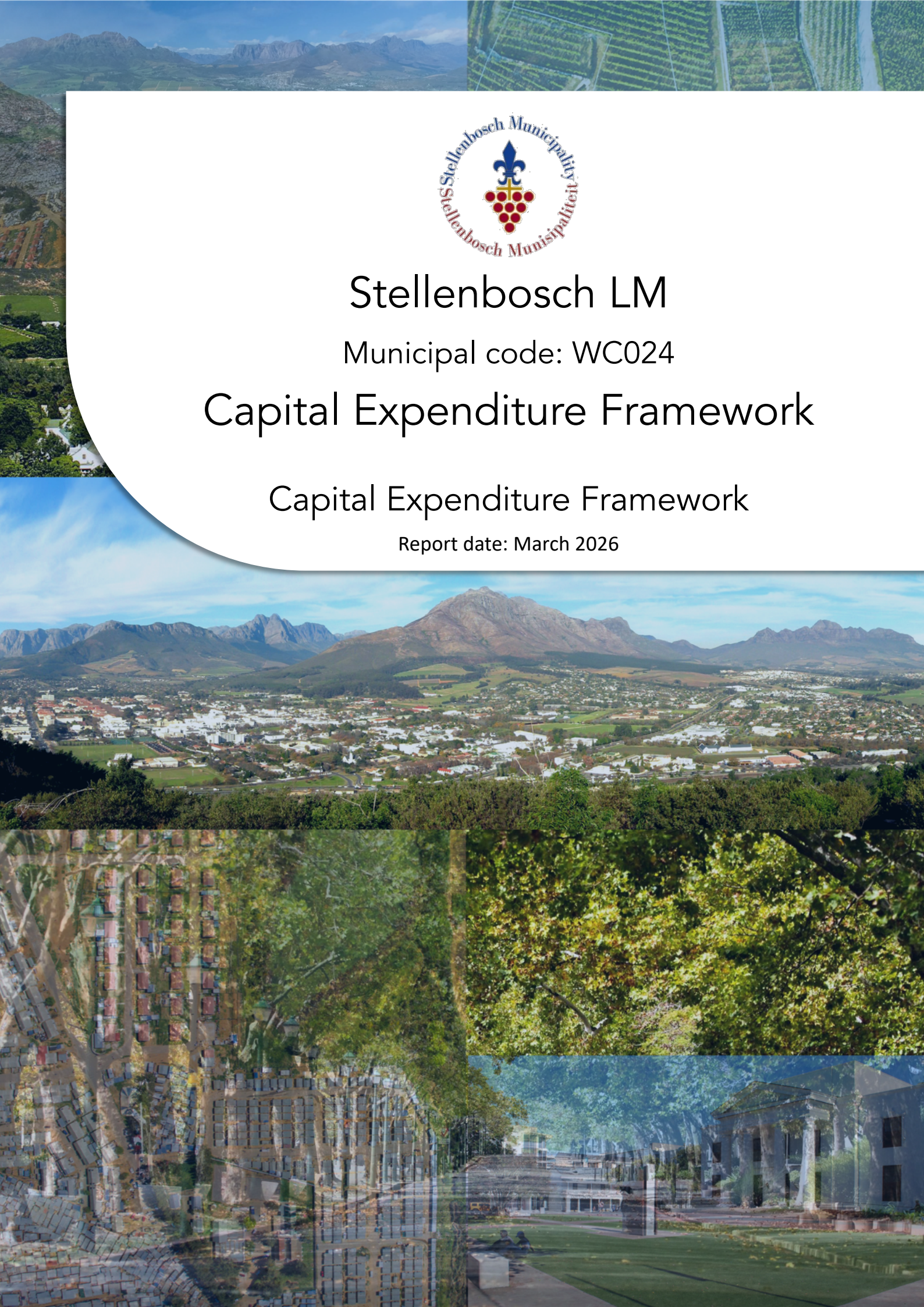
Stellenbosch LM

Municipal code: WC024

Capital Expenditure Framework

Capital Expenditure Framework

Report date: March 2026



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Nomenclature / Abbreviations

CEF	Capital Expenditure Framework
CPM	Capital Prioritisation Model
CSIR	Council for Scientific and Industrial Research
ESG	Environmental, Social, and Governance
IDP	Integrated Development Plan
ICT	Information and Communication Technology
IUDF	Integrated Urban Development Framework
LTFM	Long-Term Financial Model
LTFP	Long-Term Financial Plan
MFMA	Municipal Finance Management Act
MTREF	Medium-Term Revenue and Expenditure Framework
NDP	National Development Plan
PDA	Priority Development Area
SDBIP	Service Delivery and Budget Implementation Plan
SDF	Spatial Development Framework
SPLUMA	Spatial Planning and Land Use Management Act
LED	Local Economic Development
MP	Master Plan

Introduction

1 Introduction

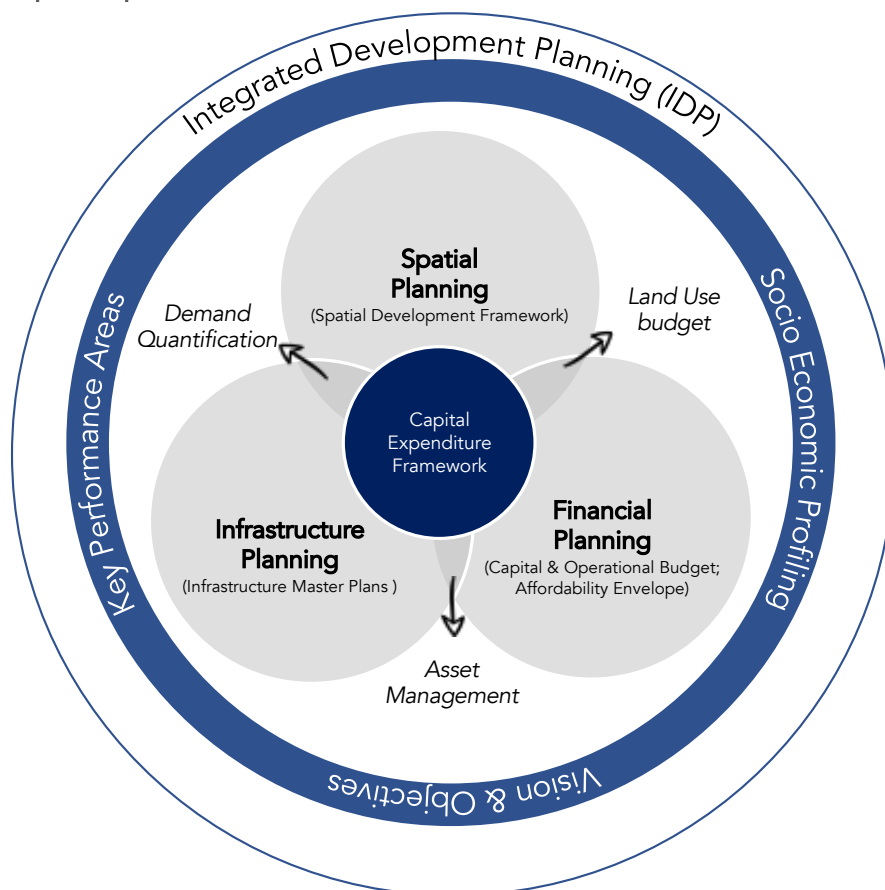
1.1 What is a Capital Expenditure Framework

According to the Department of Cooperative Governance and Traditional Affairs (COGTA) guidelines, a Capital Expenditure Framework (CEF) is a consolidated, high-level view of a municipality's long-term infrastructure investment needs. It ensures that infrastructure priorities are spatially aligned with municipal strategic objectives, budgetary realities, and development plans. The framework is grounded in principles of sustainability, financial feasibility, and strategic alignment, balancing immediate infrastructure needs with long-term development goals, the relationships between these spheres of planning and principles is illustrated in Figure 1–1.

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) mandates the inclusion of a CEF within a municipality's Spatial Development Framework (SDF). Specifically, Section 21(n) of SPLUMA requires that an SDF "determine a Capital Expenditure Framework for the municipality's development programmes, depicted spatially." This legislative requirement underscores the importance of integrating spatial planning with financial planning, ensuring that the spatial strategies articulated in the SDF are implemented through practical and affordable infrastructure investments.

A Capital Expenditure Framework links spatial development strategies with budgetary constraints and infrastructure demands. It provides a transparent mechanism for prioritising projects, promoting the efficient allocation of resources, and aligning capital expenditure with the municipality's long-term strategic vision.

Figure 1–1: The Capital Expenditure Framework within the built environment context



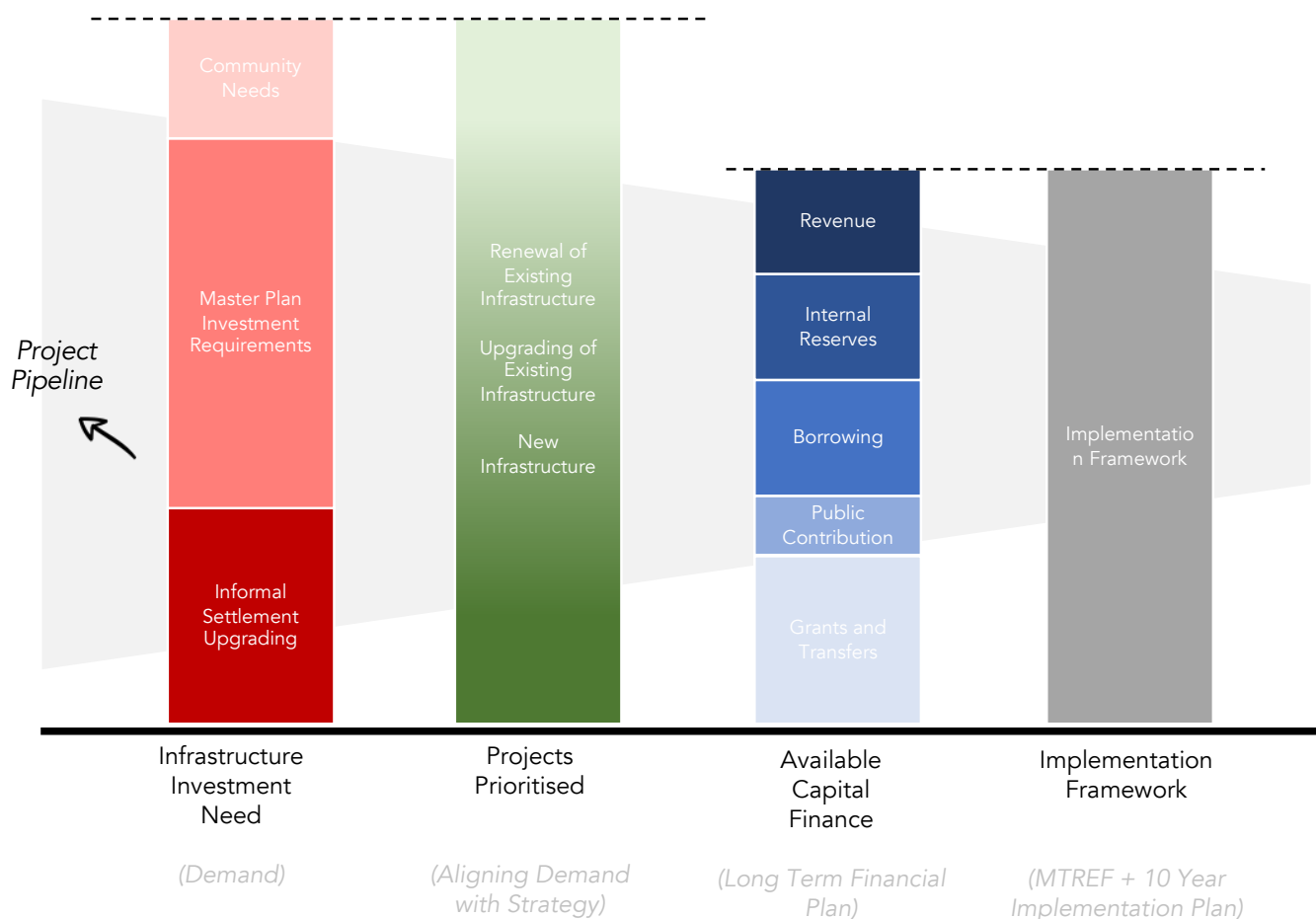
1.2 Aim of Capital Expenditure Framework

The aim of a Capital Expenditure Framework (CEF) is to create a structured and strategic approach to municipal infrastructure expenditure. The CEF is intended to align the municipality's spatial development strategies with its financial resources and capacity, ensuring that long-term growth and development objectives are achievable, and informs operational activities of a municipality.

A CEF aims to provide a municipality with the means to inform financial planning with infrastructure planning and spatial priorities identified in the Spatial Development Framework (SDF). It aims, furthermore, to establish a clear methodology for municipalities to evaluate, prioritise, and inform implementation processes of infrastructure projects within their affordability envelope, supporting both immediate and long-term development goals.

From Figure 1–2 one can see the illustration that infrastructure investment need, expressed as projects, usually exceeds available capital finance, and therefore it is an imperative for municipalities to partake in a prioritisation process to determine which projects are best aligned with the strategy of the municipality, together with a budget scenario process to determine which projects are affordable and should be implemented when.

Figure 1–2: Relationship between infrastructure investment needs, affordability envelope, prioritisation process, and budget scenario process



1.3 Objectives of Capital Expenditure Framework

The key objectives of a CEF is to:

- Socio-economic trends: Understand the socio-economic trends in a municipality over the long term;
- Quantify Infrastructure Needs: Assess and detail the municipality's long-term infrastructure requirements based on an SDF-informed land use budget, infrastructure standards, anticipated socio-economic growth, existing infrastructure, and backlogs;
- Align with the Spatial Development Framework (SDF): Translate the spatial vision and strategic priorities outlined in the SDF into priority development areas which informs prioritisation practices;
- Consolidate Infrastructure Demand: Create a comprehensive list of infrastructure projects across various sectors in line with the municipality's mandate, reflecting the municipality's overall infrastructure demands;
- Contextualise Financial Affordability: Integrate the municipality's affordability envelope, derived from the Long-Term Financial Model (LTFM), to ensure infrastructure expenditure are financially sustainable over the planning horizon;
- Facilitate Prioritisation: Establish a framework to evaluate and rank projects based on strategic alignment, socio-economic impact, and spatial targeting amongst others, ensuring that resources are allocated to the most critical and impactful projects;
- Determine a Budget Scenario: Offer a structured, evidence-based approach to infrastructure planning and budgeting, improving decision-making processes and accountability to stakeholders - amongst others, to indicate project-level responses per asset type per functional area;
- Enable Spatial Transformation: Direct infrastructure investments toward spatial transformation goals, focusing on reducing inequalities, improving access to services, and promoting inclusive economic growth, and;
- Bridge Short-Term and Long-Term Planning: Ensure a coherent link between the short-term MTREF cycles, Medium-term Integrated Development Plan (IDP) cycles and the municipality's long-term development vision, embedding sustainability and foresight into the planning process.

1.4 Role of the Capital Expenditure Framework as a policy instrument

The Capital Expenditure Framework (CEF) is a cornerstone of municipal planning, grounded in South Africa's legislative framework and designed to bridge the gap between long-term spatial development strategies and actionable infrastructure expenditure. The concept of the CEF was formalised under the Spatial Planning and Land Use Management Act (SPLUMA, Act 16 of 2013), specifically in Section 21(n), which mandates municipalities to determine a spatially referenced CEF as part of their Spatial Development Framework (SDF). This legislative requirement reflects the increasing emphasis on aligning planning and budgeting processes to address developmental challenges effectively.

Historically, the Constitution of South Africa laid the foundation for this alignment in Section 153, which directs municipalities to prioritise the basic needs of communities while promoting socio-economic development through structured planning and budgeting. The Integrated Development Plan (IDP) was

introduced as a mechanism to achieve this in the Local Government Transition Act (Act 209 of 1993), evolving through subsequent legislation, including the Municipal Systems Act (MSA, Act 32 of 2000). The MSA established the IDP as the principal planning instrument of local government, requiring it to incorporate a comprehensive financial plan and a Spatial Development Framework. This integration ensures that municipal resources are allocated effectively to achieve the long-term developmental vision.

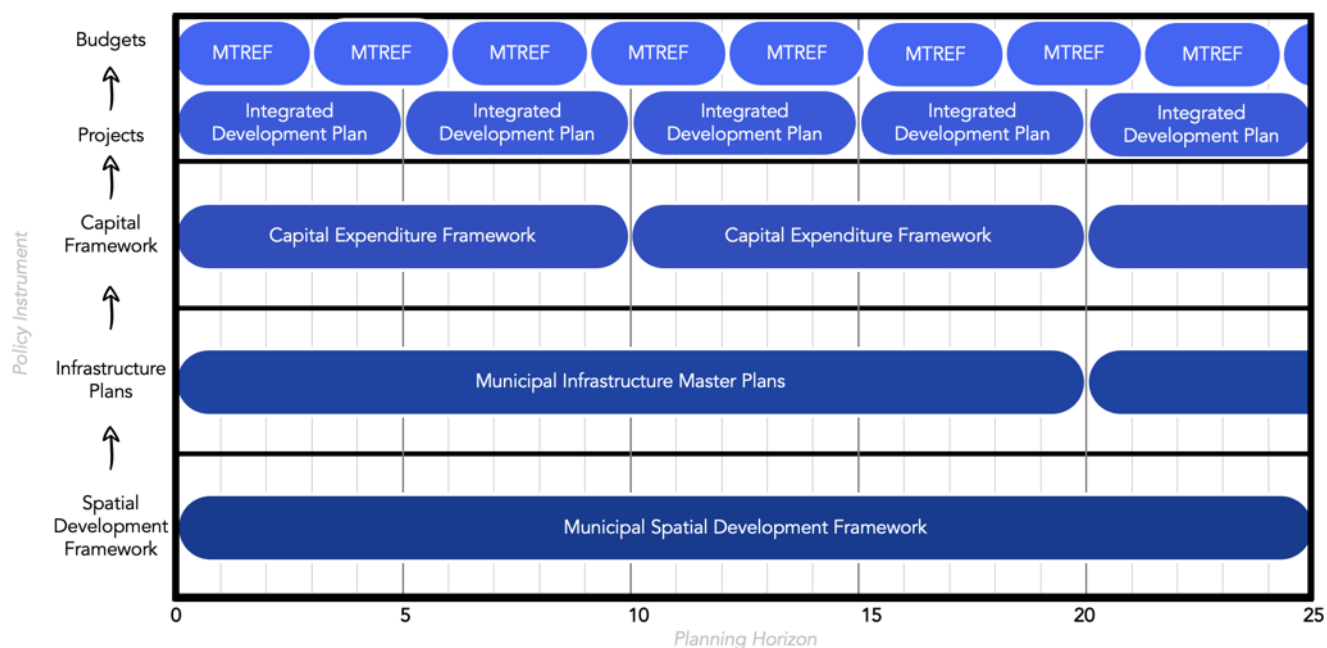
The CEF builds on these legislative imperatives by operationalising the SDF within the IDP framework. As a long-term (10-year) planning tool, the CEF quantifies infrastructure needs, consolidates them into prioritised project pipelines, and aligns them with the municipality's financial capacity as outlined in the Long-Term Financial Plan (LTFP). It ensures that infrastructure investments are not only spatially targeted but also financially sustainable, bridging the divide between visionary spatial strategies and practical implementation.

The CEF also plays a vital role in South Africa's Local Government Accountability Cycle, a governance framework defined by the Municipal Finance Management Act (MFMA, Act 56 of 2003). This cycle integrates planning, budgeting, and reporting processes to ensure transparency, accountability, and alignment with development priorities. Through informing the IDP, and so the Medium-Term Revenue and Expenditure Framework (MTREF), as well as the Service Delivery and Budget Implementation Plan (SDBIP), the CEF enables municipalities to stabilise their decision-making processes. It provides a consistent rationale for allocating resources, ensuring that both short-term operational needs and long-term developmental objectives are addressed.

Importantly, the CEF institutionalises long-term planning practices within municipalities. It encourages decision-makers to adopt a forward-looking perspective that considers future growth patterns, socio-economic trends, and financial constraints. This approach reduces the reactive nature of municipal budgeting, replacing it with proactive, evidence-based strategies that support equitable service delivery and spatial justice.

The CEF is a transformative policy instrument that integrates spatial, financial, and infrastructure planning within the legislative and operational frameworks of municipal governance. It strengthens the IDP as the single most strategic document of municipalities, ensures alignment with the SDF, and guides resource allocation through the MTREF and SDBIP. Through its structured and integrated approach, the CEF enables municipalities to achieve their developmental mandates while ensuring financial sustainability and fostering spatial transformation.

Figure 1–3: The relationship between policy instruments effecting the spatial form



1.5 Structure of this Capital Expenditure Framework

The structure of this report is outlined below to guide the reader through the key components of the Capital Expenditure Framework (CEF) and its alignment with municipal planning processes as well as the norms and standards of the CEF.

Table 1-1: Structure of this Capital Expenditure Framework

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 1: Inception and Information Gathering	Phase 1	To provide a contextualisation to the Capital Expenditure Framework. This phase comprises the inception process of the CEF as well as the information gathering process in which a comprehensive integrated infrastructure investment framework, or portfolio of projects, is collated.
Part 2: Functional Area and Spatial Category for Investment Planning Profiling and Spatial Demand Quantification	Phase 2a	This part introduces functional areas for priority investment which are defined and mapped to indicate the spatial strategy depicted in the MSDF (linked to the MSDF proposals). The identified functional areas are used to determine the future population, housing, and land demand based on existing socio-economic and related data which is used in the spatial demand quantification component.
Part 3: Infrastructure demand	Phase 2b	This part determines the investment requirements for each functional area, including operational and maintenance costs per asset class. The goal is to compare the optimal infrastructure requirements scenario with the known infrastructure demand based on current planning frameworks.
Part 4: Affordability Envelope	Phase 3	This part is a reflection of the municipality's financial health and long-term financial plan. Primarily it includes the results of the re-application of the long-term financial plan to determine the appropriate affordability envelope.
Part 5: Prioritisation and Budget Scenario	Phase 4	This part has a prioritisation framework that considers spatial, engineering, and financial factors to calculate a composite score indicating each project's relative importance in the pipeline. It also applies this framework to the budget fit process to determine how to allocate capital within the affordability envelope per project for the next 10 years.

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 6: Capital Expenditure Programme	Phase 5	This part is a breakdown of the 10-year capital expenditure framework. Essentially, it analyses the fitted project pipeline in terms of spatial alignment, asset type alignment, and other attributes to ultimately verify that the 10-year capital expenditure framework is in line with the strategic intent of the prioritisation framework and the MSDf objectives.
Part 7: Institutional Arrangements and Project Closeout	Phase 6	This phase comprises of a concluding chapter to the CEF, this part aims to identify areas of enhancement that will render the CEF not only as a compliance document but to solidify institutional change around the alignment of planning, engineering, and financial practices – with the ultimate aim to improve service delivery. Furthermore this phase contains a final close-out report detailing the project timeline and conclusions drawn.

Summary of CEF Components



Capital Expenditure Framework Summary

2026/27 CEF

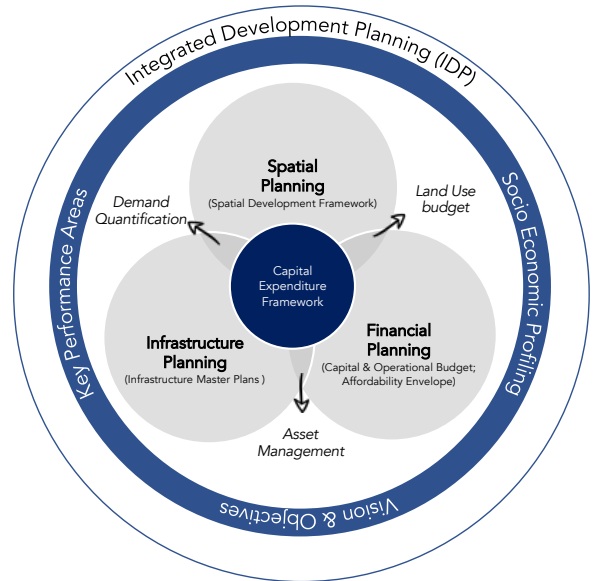


Purpose of the Capital Expenditure Framework

A Capital Expenditure Framework (CEF), required by the Spatial Planning and Land Use Management Act, 2013 (SPLUMA), is a strategic tool that integrates a municipality's long-term infrastructure expenditure with its spatial and financial planning.

Embedded within the Spatial Development Framework (SDF), the CEF ensures that infrastructure priorities align with municipal budgets and development goals, providing a structured, transparent approach to managing capital investment. Linking financial planning with spatial strategies, it helps municipalities allocate resources efficiently while ensuring that infrastructure development supports broader sustainability and growth objectives.

The purpose of a CEF is to create a systematic framework for evaluating and prioritising infrastructure projects within the constraints of available financial resources. It promotes coordinated decision-making, enabling municipalities to plan infrastructure investments that are both sustainable and aligned with long-term development strategies.



Socio Economic Profiling



Functional Areas



Demand Quantification



Portfolio of Projects



Long Term Financial Model



Prioritisation Framework

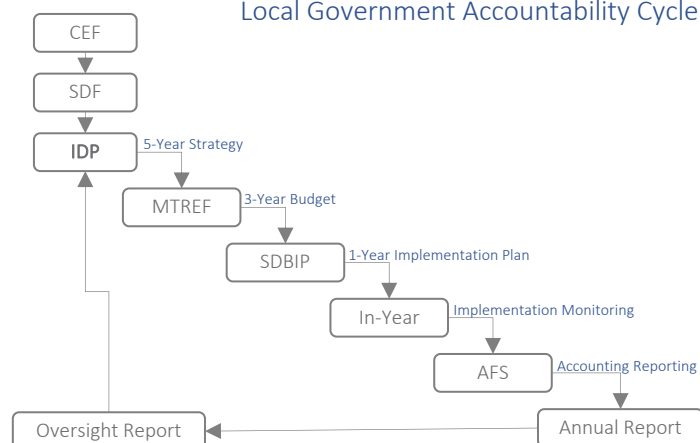


Budget Scenario

Objectives

- Analyse Socio-Economic Trends:** Assess long-term socio-economic dynamics to inform municipal planning.
- Quantify Infrastructure Needs:** Define infrastructure requirements based on land use budgets, growth projections, and existing backlogs.
- Align with the SDF:** Translate spatial strategies into priority development areas to guide infrastructure investment.
- Ensure Financial Sustainability:** Integrate affordability considerations from the LTFM to maintain fiscal feasibility.
- Facilitate Strategic Prioritisation:** Establish a framework to rank projects based on impact, spatial targeting, and alignment with development goals.

Local Government Accountability Cycle





Socio Economic Profile Report Summary

2026/27 CEF - Component 2 of 9



Purpose of the Component

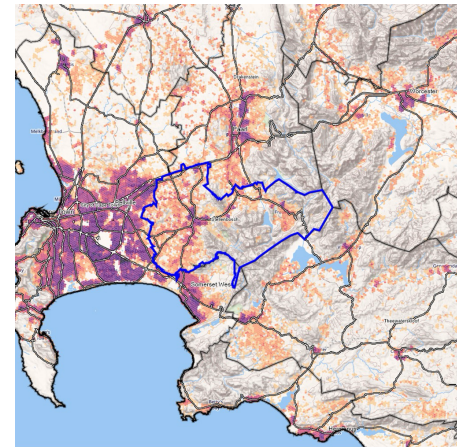
This report establishes a socio-economic baseline to support long-term infrastructure planning and investment prioritisation within the municipality. By analysing socio-economic trends and spatial dynamics, it provides a foundation for assessing functional areas, estimating infrastructure demand, and informing the budgeting process. Given the limited quantification in existing Spatial Development Frameworks (SDFs), the report strengthens evidence-based planning by integrating socio-economic profiling into the Capital Expenditure Framework (CEF). It identifies structural challenges affecting infrastructure development and ensures capital investment decisions are aligned with growth projections and service delivery needs. The findings contribute to a comprehensive and structured approach to municipal financial and spatial planning.

What to expect from this Report

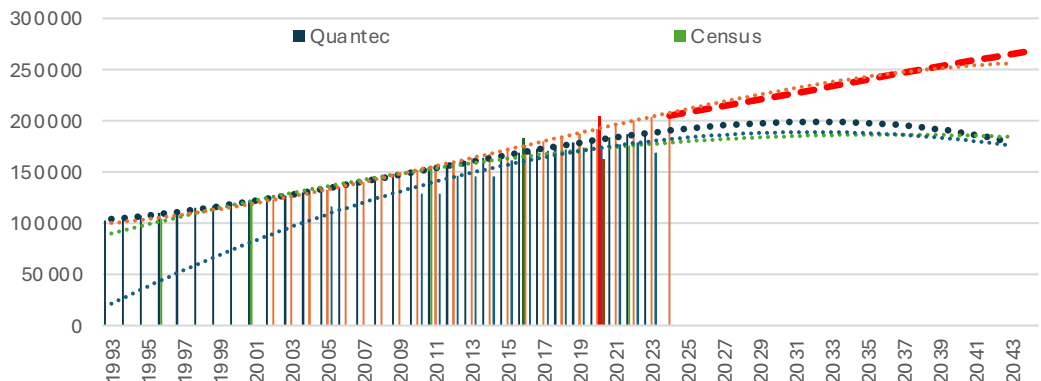
- ✓ Population Characteristics
- ✓ Household Dynamics
- ✓ Migration Trends
- ✓ Education and Employment Statistics
- ✓ Land Use and Settlement Patterns
- ✓ Infrastructure and Service Access
- ✓ Community and Social Facilities
- ✓ Economic and Industrial Indicators
- ✓ Municipal Performance and Governance

Salient Points:

- Population growth is 2% while the high poverty rate affects sixty-seven per cent of households.
- Unemployment at 10.72% creates a high risk for the future municipal revenue collection base.
- The indigent household proportion of 16.5% requires robust and consistent billing integrity programs.
- The sixty-seven percent poverty classification requires careful evaluation of future service level affordability.



Household Growth Scenarios



Concluding Remarks

Rapid household formation outpaces population growth, creating density-driven infrastructure connection problems necessitating prioritised neighbourhood-level investments to maintain service standards

Large indigent populations combined with unemployment create high risks for revenue collection, requiring robust billing integrity programs to protect the municipality.

Economic strategies must prioritise movement efficiency within high-value visitor and hospitality precincts to support the diversified local trade and business-support sectors.



Functional Area Report Summary

2026/27 CEF - Component 3 of 9



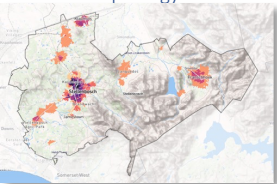
Purpose of the Component

This report defines Functional Areas to guide infrastructure planning and investment. By analyzing socio-economic trends and spatial dynamics, it strengthens evidence-based planning within the Capital Expenditure Framework (CEF). It identifies service demand, growth projections, and investment priorities, ensuring alignment with Spatial Development Frameworks (SDFs) and financial constraints. The findings support a structured, strategic approach to municipal planning and equitable resource allocation

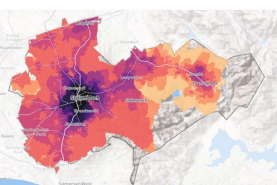
What to expect from this Report

- ✓ Urban Morphology Index
- ✓ Social Facilities Coverage Index
- ✓ Demographic Distribution Index
- ✓ Economic Drivers Index
- ✓ Urban Transect Modelling Results
- ✓ Functional Area Profiles
- ✓ Service Access per Functional Area
- ✓ Land Cover per Functional Area
- ✓ Dwelling Frame per Functional Area

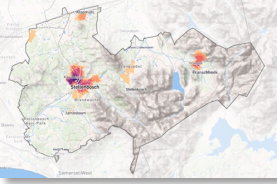
Urban Morphology Index



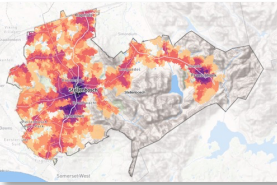
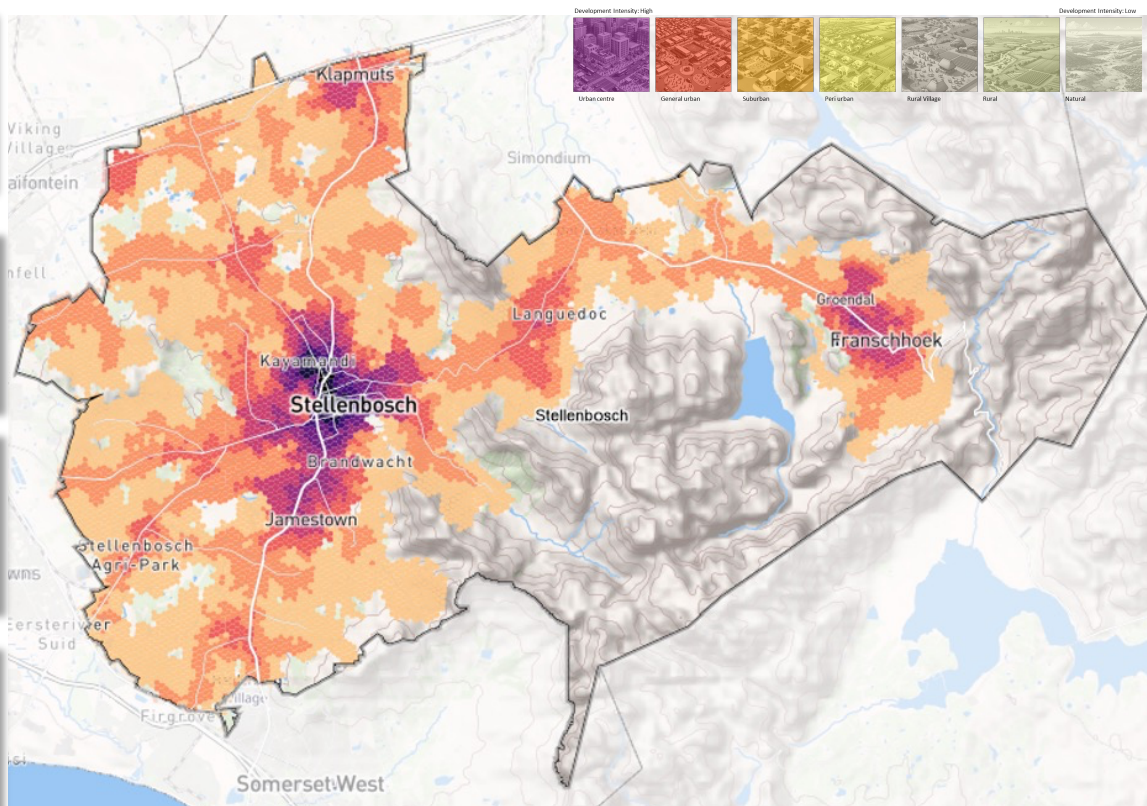
Social Facilities Index



Demographic Index



Economic Index



Concluding Remarks

Strict Urban Edge adherence is essential to prevent unsustainable rural sprawl while protecting high-value agricultural land through node-oriented capital investment strategies.

Infrastructure investments should concentrate on infill and intensification within serviceable nodes where bulk capacity exists, avoiding the funding of passive spatial ambition.

Project spatial data must be reconciled with municipal typologies to improve indicator-based profiling and resolve mismatches in technical prioritisation and reporting.



Demand Quantification Report Summary

2026/27 CEF - Component 4 of 9



Purpose of the Component

This report quantifies service demand by identifying three main drivers of investment need: existing service backlogs, infrastructure renewal requirements, and growth-driven demand from new households and economic expansion.

To assess long-term investment needs, the report analyses population-based demand, the affordability implications of Level of Service (LOS) choices, and land use impacts on capital and operating costs. Treating the municipality as an integrated system, it aligns spatial planning with financial realities, offering a structured framework for resource allocation and service delivery. This comprehensive approach supports sustainable infrastructure decisions that meet both current and future municipal demands.

What to expect from this Report

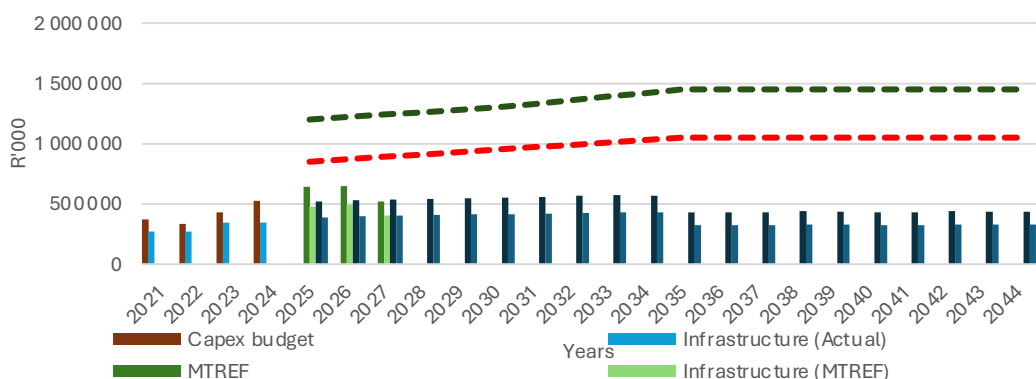
- ✓ Service Delivery Mandate
- ✓ Addressing Infrastructure Backlogs
- ✓ Demand Created Through Growth
- ✓ Population Growth as a Basis for Modelling
- ✓ Modelling Outcomes & Financial Summaries
- ✓ Assessing Service Access & Growth Demand
- ✓ Future Infrastructure Demand
- ✓ Future Land Requirements
- ✓ Impact of Policy on Financial Sustainability

Salient Points:

- Maintenance at R86.6 million remains materially below depreciation levels of R204.5 million annually.
- Renewals represent the single largest capital expenditure component within the infrastructure demand envelope.
- Bulk electricity purchases at 77.8% exceed the seventy per cent norm and compress margins.
- Selective growth horizons limit core service capital expenditure to roughly R285 million per year.

Service Population										
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	3 091	6 214	9 367	12 552	15 767	19 014	22 291	25 600	28 940	32 244
Average Stand Size										
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	681	682	693	689	691	695	693	691	695	694
Total Customer Units										
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	1 193	2 424	3 664	4 924	6 198	7 452	8 742	10 049	11 372	12 641
Cumulative Opex Implication (R'000)										
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	40 644	82 496	125 380	168 180	211 665	254 938	298 513	342 956	388 380	431 600

Total Capex Requirements



Concluding Remarks

Asset renewal must be elevated as a primary objective because the Council is currently consuming its physical assets faster than replacement.

Repairs and maintenance proxies remain materially below depreciation levels, indicating a critical need to shift strategic focus toward system reliability and preservation.

All large-scale infrastructure projects must include fully funded post-commissioning operational expenditure plans to manage the substantial long-term operating impact tail.



What to expect from this Report

- ✓ Comprehensive Review of informants
- ✓ Compilation of Extracted Projects
- ✓ Temporal Analysis of Project Requirements
- ✓ Departmental Requirements
- ✓ Asset Type Breakdown
- ✓ Geospatial Assessment of Project Locations

Number of Projects

 266

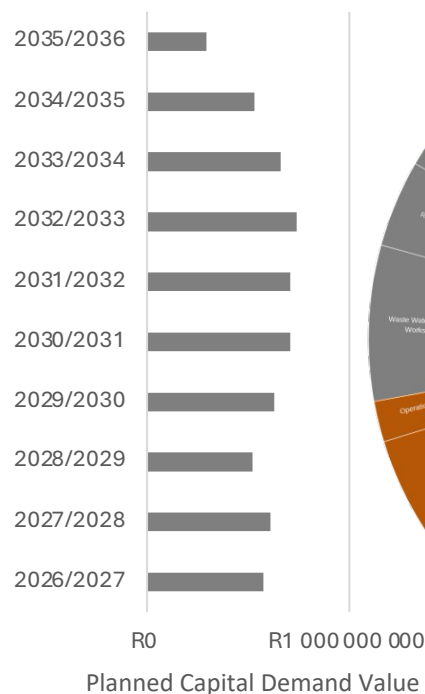
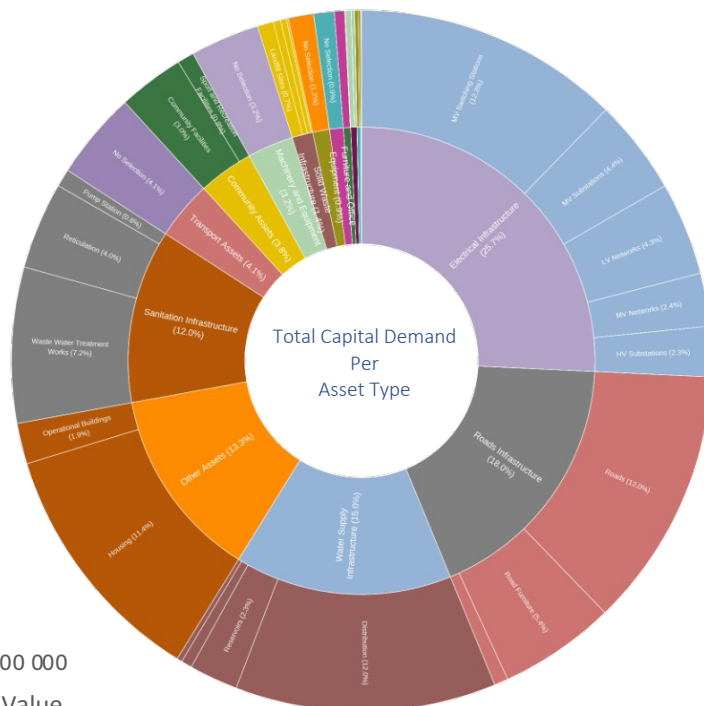
Total Capital Demand

 R 5 979 830 789

Spatially Referenced

 97%

- Infrastructure Services represent 74% of total capital demand across more than 160 projects.
- Four engineering departments account for over 60% of total municipal capital demand.
- Transport services form a key secondary category, supporting municipal mobility and economic activity.
- Housing development is the largest non-engineering category, reflecting commitment to spatial transformation.



Concluding Remarks

Demand within Infrastructure Services highlights comparatively limited capital programming in other municipal functions, suggesting a need to strengthen project development capacity across other service departments.

A noticeable front-loading pattern is observed with demand concentrated in earlier years, requiring careful operational expenditure planning to ensure long-term municipal sustainability.

The portfolio's tapering in outer years suggests a continued requirement for regular master plan reviews to maintain a robust and credible future project pipeline.



Long-Term Financial Model & Affordability Envelope Report Summary

2026/27 CEF - Component 6 of 9



Purpose of the Component

What to expect from this Report

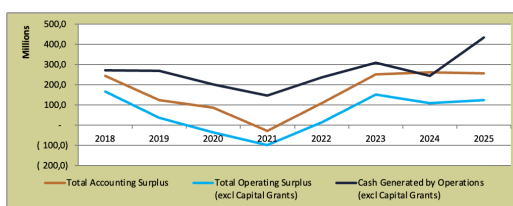
This report presents the findings from an independent financial assessment and a long-term financial model to support the Capital Expenditure Framework (CEF). The Long-Term Financial Strategy aims to ensure the municipality's future financial sustainability by recommending policies based on historical performance and operating context, forecasting cash flows and affordable capital expenditure. Its key outcome is defining the municipality's 10-year affordability envelope and capital funding mix, detailed in the subsequent section.

- ✓ Long-Term Financial Model Overview
- ✓ Historical Financial Analysis
- ✓ Financial Forecast Outcomes
- ✓ Scenario-Based Projections
- ✓ Long Term Financial Model Forecast
- ✓ Affordability Envelope Assessment

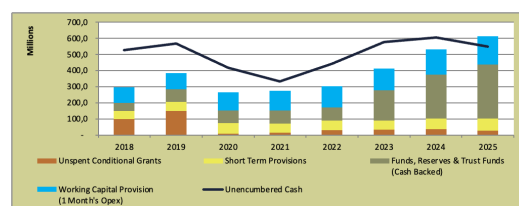
Salient Points:

- A 95% collection rate assumption underpins the municipality's long-term fiscal planning baseline.
- Bad debt provisions exceed aged debtor balances, reflecting prudent credit risk management.
- The 10-year affordable capital investment envelope is estimated at approximately R5.9 billion.

Analysis of surpluses and deficits



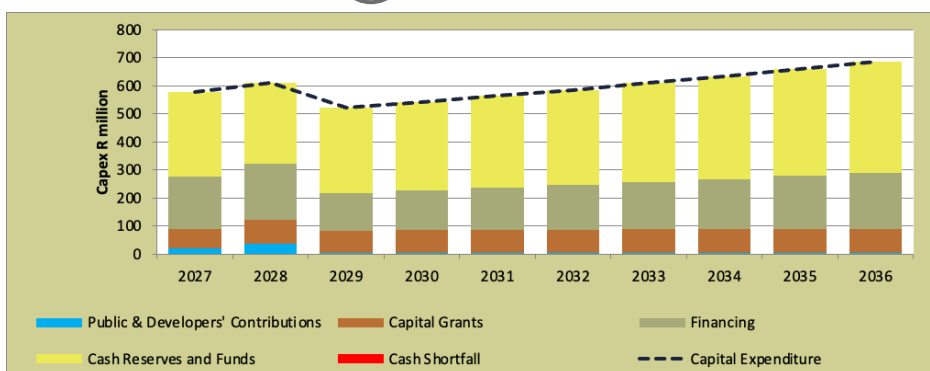
Minimum liquidity requirements



LTFM Scenario Outcome

2026/27 – 2035/36 Affordability Envelope

R5 911 million



Concluding Remarks

Financial sustainability depends on maintaining collection rates near ninety-seven percent, as scenario modelling shows that a decline toward the ninety-five percent benchmark would materially weaken the municipality's cash position and reduce the affordable

High receivables impairment coverage signals that a significant portion of billed revenue remains uncertain, requiring quarterly monitoring dashboards linking losses to decision-making.

The municipality should explore alternative financing mechanisms for infrastructure while balancing own-reserve utilisation with borrowing to protect long-term liquidity.



Capital Prioritisation Framework Report Summary

2026/27 CEF - Component 7 of 9



Purpose of the Component

What to expect from this Report

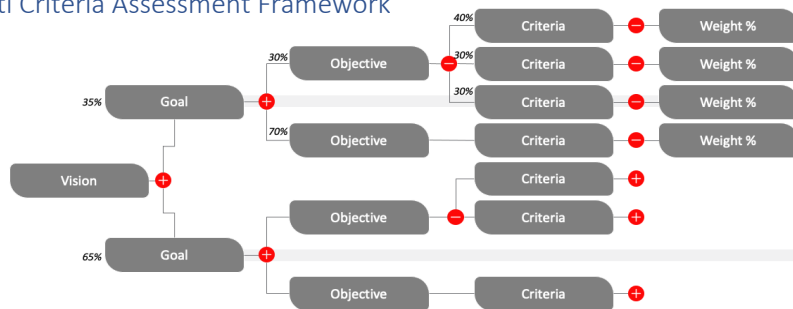
Prioritisation within a Capital Expenditure Framework involves ranking investment projects by strategic importance to efficiently allocate limited resources and achieve organisational goals in the budget scenario. It employs multi-criteria assessment frameworks to systematically evaluate projects across dimensions like financial, spatial, economic, social, technical and environmental alignment. Each project is scored against weighted criteria, producing an overall rank to guide prioritisation, tailored to the organisation's objectives. This approach enhances decision-making, allowing the municipality to balance trade-offs, ensuring optimal resource use and improve alignment with strategic priorities.

- ✓ Prioritisation Rationale
- ✓ Strategic Documentation & Informants
- ✓ Prioritisation Criteria
- ✓ Prioritisation Tool
- ✓ Multi-Criteria Assessment Framework
- ✓ Prioritisation Results per Theme
- ✓ Project Distribution Analysis
- ✓ Project Score Spread per Department
- ✓ Spatial Project Score Spread

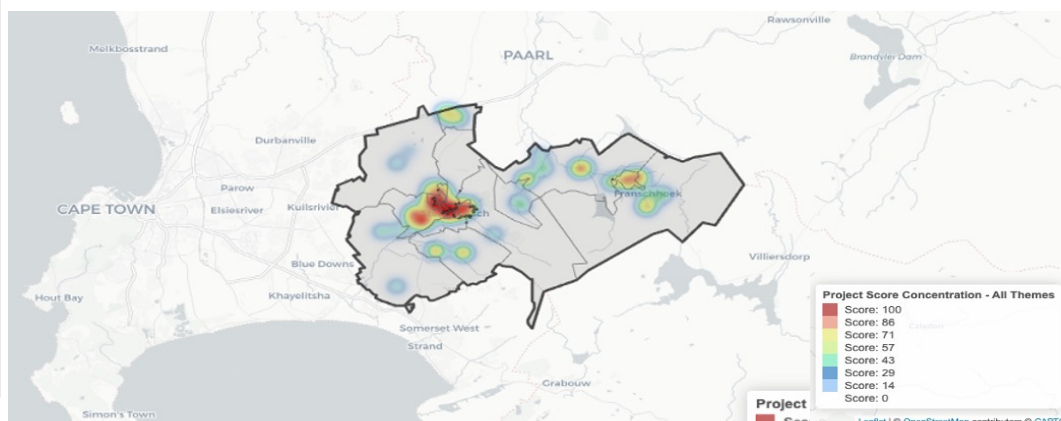
Salient Points:

- Few projects achieve very high scores, confirming the framework's rigorous evaluation criteria.
- Infrastructure Services projects score highest, confirming strong alignment with core strategic infrastructure priorities.
- Most projects score moderately, requiring sequencing within the affordability envelope and implementation pipeline.
- Lower-scoring projects reflect weaker alignment and may require deferral or further planning refinement.

Multi Criteria Assessment Framework



SDF Aligned Spatial Score Distribution



Concluding Remarks

Future cycles should adopt lifecycle sufficiency constraints, ranking projects higher where they demonstrably reduce total lifecycle costs per household or business.

Score distribution shows only five projects exceed 60 points, confirming demanding thresholds for exceptional strategic alignment.

Future cycles should adopt lifecycle sufficiency constraints, ranking projects higher where they demonstrably reduce total lifecycle costs.



Budget Scenario & Expenditure Programme Report Summary

2026/27 CEF - Component 8 of 9



Purpose of the Component

This report outlines the budget scenario process, a crucial component of annual capital planning that ensures efficient resource allocation within the 10-year Capital Expenditure Framework (CEF) and, when optimally applied, informs the draft budget. By aligning modelled demand, planned expenditure, and affordability, it facilitates integrated and informed financial decision-making, building on insights from preceding reports.

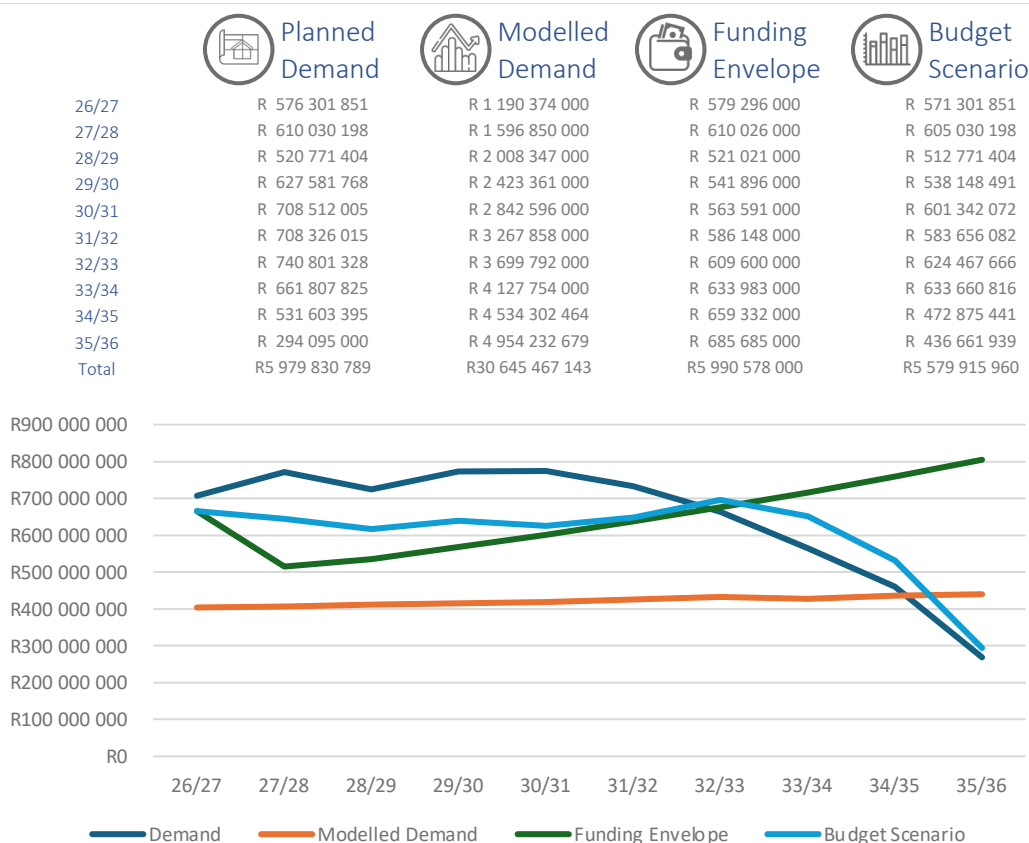
The report's primary output is a 10-year project pipeline, serving as a foundation for downstream actions in the Local Government Accountability Cycle. Additionally, it provides a long-term perspective on potential project realities, supporting strategic planning and fiscal sustainability.

What to expect from this Report

- ✓ Budget Scenario Rule set Discussion
- ✓ Budget Scenario Input
- ✓ Budget Scenario Spatial Distribution Analysis
- ✓ Budget Scenario Asset Type Analysis
- ✓ Budget Scenario Departmental Analysis
- ✓ Project Based 10-year Expenditure Framework

Salient Points:

- Project sequencing ensures the capital programme remains aligned with the municipality's affordability envelope.
- MTREF allocations of R571.3m, R605.0m, and R512.8m support stable capital implementation across three years.
- New asset creation at 28.82% exceeds the 10–20% benchmark, reflecting ongoing infrastructure expansion needs.
- Renewal investment at 9.47% remains below the 15% benchmark, requiring continued asset lifecycle monitoring.



Concluding Remarks

Pronounced front-loading of the budget addresses urgent backlogs but creates operational risks that must be managed through disciplined long-term commitment management.

Proactive fiscal strategies are required to prevent the continued deferral of high-priority projects postponed due to the significant 44.55% fitted-with-delay portfolio burden.

Approximately R1.86 billion of identified demand remains outside the affordability envelope, necessitating careful evaluation of lower-scoring initiatives for potential strategic exclusion.



MTREF Budget Scenario Report Summary

2026/27 CEF - Component 9 of 9



Purpose of the Component

The Medium-Term Revenue and Expenditure Framework (MTREF) is a three-year rolling budget tool that shapes municipal spending within an affordability framework, integrated into the Capital Expenditure Framework (CEF). This section details the MTREF Budget Scenario Results, showing how capital projects align with strategic goals, financial capacity, and spatial priorities, based on the Capital Expenditure Programme (CEP). It projects expenditure across years, departments, asset types, and functional areas, balancing immediate and long-term needs through data-driven prioritisation.

As a dynamic model, the budget scenario can adapt annually to new data, priorities, and funding, ensuring ongoing refinement within the iterative CEF and MTREF processes.

What to expect from this Report

- ✓ MTREF Budget Scenario Analysis
- ✓ MTREF Budget Scenario Temporal View
- ✓ MTREF Budget Scenario per Department
- ✓ MTREF Budget Scenario per Asset Type
- ✓ MTREF Budget Scenario per Functional Area
- ✓ MTREF Budget Scenario vs Historic MTREFs

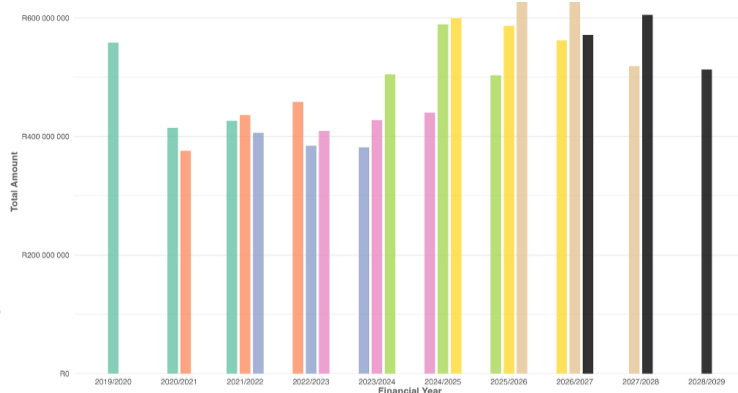
Salient Points:

- R1.69 billion is allocated across 2026/27–2028/29, reflecting disciplined alignment with affordability constraints.
- Expenditure is balanced across three years at 33.82%, 35.82%, and 30.36% respectively.
- Infrastructure Services receive R1.31 billion, representing 77.7% of total MTREF capital investment.
- Electricity, water, and sanitation together account for over 55% of total MTREF investment.

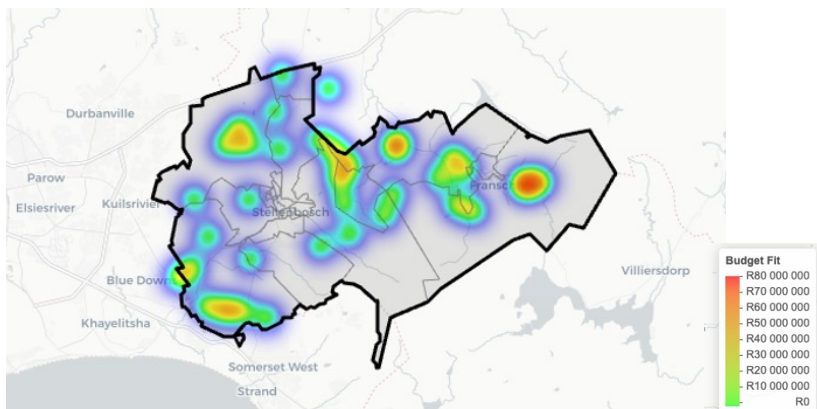


MTREF Trend

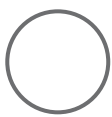
- 19/20 MTREF
- 20/21 MTREF
- 21/22 MTREF
- 22/23 MTREF
- 23/24 MTREF
- 24/25 MTREF
- 26/27 MTREF Scenario



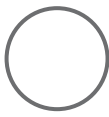
Spatial Targeting



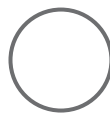
Concluding Remarks



The MTREF demonstrates strong spatial planning maturity, with the majority of projects spatially mapped, enabling effective alignment between infrastructure investment and municipal development strategy.



The capital programme reflects a balanced emphasis on upgrading existing infrastructure, strengthening the municipality's capacity to enhance service reliability whilst extending asset lifespans.



Moderate MTREF growth compared to historical trends demonstrates disciplined alignment with the municipality's long-term financial model, supporting fiscally sustainable infrastructure delivery.

Recommendations Per Component

3 2026/2027 Capital Expenditure Framework Recommendations

3.1 Contextualisation

The Capital Expenditure Framework (CEF) is informed by a series of structured reports, each offering specialised insights, observations, and recommendations to support the municipality's long-term infrastructure planning and financial sustainability. These reports cover multiple facets of municipal operations, addressing spatial, financial, socio-economic, and institutional factors that shape capital investment priorities. While each report delves into specific subject matter, together they form a cohesive framework that enhances strategic decision-making and responsible capital expenditure planning.

Beyond the technical analysis contained within individual reports, several cross-cutting recommendations and institutional observations emerge, highlighting key considerations for improving municipal efficiency, financial discipline, and infrastructure alignment. This section presents a high-level synthesis of these insights, ensuring that critical takeaways from each report are captured within the broader CEF structure.

To provide a structured recap of the components of this framework, the following table summarises the focus areas of each report and their relevance to the overall Capital Expenditure Framework.

Table 3-1: Components of this Capital Expenditure Framework

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 1: Inception and Information Gathering	Phase 1	To provide a contextualisation to the Capital Expenditure Framework. This phase comprises the inception process of the CEF as well as the information gathering process in which a comprehensive integrated infrastructure investment framework, or portfolio of projects, is collated.
Part 2: Functional Area and Spatial Category for Investment Planning Profiling and Spatial Demand Quantification	Phase 2a	This part introduces functional areas for priority investment which are defined and mapped to indicate the spatial strategy depicted in the MSDF (linked to the MSDF proposals). The identified functional areas are used to determine the future population, housing, and land demand based on existing socio-economic and related data which is used in the spatial demand quantification component.
Part 3: Infrastructure demand	Phase 2b	This part determines the investment requirements for each functional area, including operational and maintenance costs per asset class. The goal is to compare the optimal infrastructure requirements scenario with the known infrastructure demand based on current planning frameworks.
Part 4: Affordability Envelope	Phase 3	This part is a reflection of the municipality's financial health and long-term financial plan. Primarily it includes the results of the re-application of the long-term financial plan to determine the appropriate affordability envelope.
Part 5: Prioritisation and Budget Scenario	Phase 4	This part has a prioritisation framework that considers spatial, engineering, and financial factors to calculate a composite score indicating each project's relative importance in the pipeline. It also applies this framework to the budget fit process to determine how to allocate capital within the affordability envelope per project for the next 10 years.
Part 6: Capital Expenditure Programme	Phase 5	This part is a breakdown of the 10-year capital expenditure framework. Essentially, it analyses the fitted project pipeline in terms of spatial alignment, asset type alignment, and other attributes to ultimately verify that the 10-year capital expenditure framework is in line with the strategic intent of the prioritisation framework and the MSDF objectives.

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 7: Institutional Arrangements and Project Closeout	Phase 6	This phase comprises of a concluding chapter to the CEF, this part aims to identify areas of enhancement that will render the CEF not only as a compliance document but to solidify institutional change around the alignment of planning, engineering, and financial practices – with the ultimate aim to improve service delivery. Furthermore this phase contains a final close-out report detailing the project timeline and conclusions drawn.

3.2 Socio-Economic Profiling

Stellenbosch faces a structural "connections problem" where household formation significantly outpaces general population growth, leading to a rise in settlement density. The municipality must respond to this demographic shift by prioritising neighbourhood-level infrastructure and additional service connections per capita to maintain current service standards. Growth strategies should explicitly guide spatial form toward higher-density, node-oriented development to ensure the fiscal sustainability of long-term network maintenance.

The substantial indigent population, representing 16.5% of households, combined with a 10.72% unemployment rate, creates a medium-to-high risk for future revenue collection and municipal billing stability. Protecting the municipality's cash position requires the immediate implementation of a revenue quality program that focuses on billing integrity, aggressive arrears segmentation, and consistent enforcement.

Economic diversification has been a strength of the region, yet the local economy remains sensitive to the performance of trade and business-support functions. Development strategies must prioritise the functionality and movement efficiency of economic precincts to support the visitor and hospitality economy, which provides leisure services at scale.

3.3 Functional and Priority Area Profiling

Spatial investment must strictly adhere to the Urban Edge strategy to prevent unsustainable rural sprawl and protect the municipality's high-value agricultural land. The municipality should focus its capital on infill and intensification within serviceable nodes where bulk infrastructure capacity is already established, rather than funding passive spatial ambition.

The simplicity of the current three-category functional area framework (Rural, Rural Node, Urban Node) may reduce analytical resolution and mask underlying service delivery mismatches. Reconciling these municipal typologies with project-derived spatial data is essential to improve indicator-based profiling and technical prioritisation.

Large allocations to "Farm" areas within the current MTREF, which dramatically exceed 10-year proportions, require rigorous strategic justification. These investments must be clearly linked to supporting wine estate operations and the specific infrastructure needs of the agricultural economic base.

3.4 Demand Quantification

Asset renewal must be elevated as the primary strategic objective to stabilise the municipality's operating base, particularly as the Council is currently consuming its assets faster than they are being restored.

Maintenance proxies remain materially below depreciation levels, signalling a critical need to shift focus from service expansion to system reliability and asset preservation.

A policy-led exercise is required to define "acceptable" service levels and quantify the resulting backlogs using an auditable, data-driven methodology. This process must address network-wide public infrastructure, which currently drives the majority of both capital and future operating exposure.

Capital programming must be managed as a joint CAPEX–OPEX instrument to account for the substantial "operating tail" associated with high-service-level networks. The municipality should enforce a formal requirement that all large-scale projects include fully funded post-commissioning operational expenditure plans.

Demand management should be anchored in connection-led growth logic, ensuring that land release and zoning progressions are staged behind proven operating affordability and institutional delivery capacity.

3.5 Portfolio of Projects

The strong concentration of demand within Infrastructure Services (approximately 74% of total demand) confirms the municipality's continued focus on strengthening core engineering infrastructure. While this reflects a robust technical project pipeline, it also highlights comparatively limited capital programming within other strategic and administrative functions. Departments with smaller capital portfolios may therefore require targeted institutional support to translate their mandates into viable capital projects that contribute to broader municipal objectives.

The dominance of electrical, water, sanitation, and transport infrastructure within the portfolio reflects the municipality's prioritisation of essential service delivery systems. Continued strengthening of sector planning frameworks and infrastructure master plans will ensure that project identification remains credible and aligned with long-term spatial development strategies across the full ten-year planning horizon.

Project data maturity within the portfolio remains strong, with the vast majority of projects spatially referenced and linked to functional areas. This enables effective alignment between capital investment decisions and spatial development priorities. However, the tapering of project identification in the outer planning years indicates that more frequent master plan updates and infrastructure demand reviews will be required to sustain a credible long-term project pipeline.

Project readiness can be further strengthened through the development of a structured project preparation pipeline. Strengthening feasibility preparation, design readiness, and procurement planning will reduce implementation delays, minimise year-end unspent balances, and improve overall stability in capital programme execution.

3.6 Long-Term Financial Model & Affordability Envelope

Financial sustainability within the long-term financial model is tested against a 95% collection rate scenario, representing the conservative threshold at which the municipality can continue sustaining its

financial position. The modelling demonstrates that maintaining collection performance at or above this level remains critical to preserving the affordable capital investment trajectory. Although the municipality currently achieves a collection rate above this benchmark, any sustained deterioration below the 95% level would place immediate pressure on cash balances, constrain the affordable capital envelope, and weaken the municipality's ability to fund critical infrastructure. The municipality should therefore continue consolidating its liquidity position through prudent utilisation of reserves while maintaining a balanced funding mix between internal resources, borrowing, and grant funding.

Revenue risk indicators highlight the importance of closely monitoring revenue performance across key services. Although impairment coverage adequately provides for aged debtor balances, a portion of billed revenue cannot be regarded as fully bankable for long-term funding assumptions. Continued monitoring of electricity and water revenue performance, including loss management and billing accuracy, should therefore remain a priority. Strengthened reporting mechanisms linking revenue recovery initiatives to both operational management and capital planning processes will improve financial resilience.

The updated 10-year affordability envelope of approximately R5.9 billion defines the municipality's sustainable capital investment capacity over the planning horizon. Maintaining this investment envelope ensures that liquidity ratios, gearing levels, and debt service obligations remain within National Treasury benchmark ranges. Preserving these prudential limits protects the municipality's financial stability while maintaining borrowing capacity to support future infrastructure expansion.

Strategic infrastructure growth should therefore continue to be phased and financially disciplined. Sustained fiscal prudence, strengthened revenue management, and a balanced capital funding mix will allow the municipality to progressively expand its capital programme while maintaining resilience across the planning horizon.

3.7 Capital Prioritisation Framework

The Capital Prioritisation Model (CPM) should be institutionalised as a standing component of the annual budget cycle to ensure resources are consistently allocated to the most impactful projects. The framework effectively differentiates strategic service delivery from purely operational administrative requirements, as demonstrated by the strong performance of Infrastructure Services.

Future prioritisation cycles must adopt a "lifecycle sufficiency" constraint, ranking projects higher where they demonstrably reduce lifecycle costs per household or business served. Hard affordability gates should be applied to all projects above a defined value threshold to prevent the advancement of projects with unsustainable operational implications.

The high degree of spatial mapping allows for sophisticated location-based prioritisation, but urgent resolution of coordinate deficits in MTREF projects is required to validate compliance with Urban Edge objectives.

Criteria for prioritisation should be periodically reviewed to better weight contemporary imperatives such as climate adaptation, digital infrastructure, and renewable energy pathways.

3.8 Budget Scenario and Capital Expenditure Programme

The MTREF capital programme demonstrates a balanced distribution across the three-year planning horizon, rather than pronounced front-loading. This phased approach supports stable infrastructure implementation while ensuring that expenditure remains aligned with the municipality's financial affordability envelope. The presence of projects scheduled in outer years highlights the importance of sustained long-term fiscal planning to progressively bring high-priority projects into the funded capital programme.

The municipality should continue monitoring the balance between infrastructure and non-infrastructure investment, ensuring that adequate resources support institutional capacity, digital systems, and climate-related planning functions. Relatively modest allocations to categories such as Stormwater Infrastructure and Information and Communication Infrastructure indicate potential opportunities to strengthen future investment supporting climate resilience and smart municipal management.

Continued refinement of spatial classification within the MTREF budget will further strengthen the credibility of spatial targeting and ensure that infrastructure investment clearly aligns with the municipality's spatial development priorities and settlement hierarchy.

Renewal investment remains comparatively modest relative to typical industry benchmarks and therefore requires ongoing validation against infrastructure condition assessments and long-term asset lifecycle management requirements. Strengthening asset management practices will assist in balancing the need for infrastructure expansion with the preservation of existing municipal assets.

Optimising limited financial resources will require adaptive capital planning and systematic reprioritisation of projects over time. Maintaining flexibility within the capital programme will ensure continued alignment with spatial transformation objectives, equitable service delivery, and long-term municipal financial sustainability.

Institutional Arrangements

4 Institutional Arrangements

4.1 Contextualisation

A Capital Expenditure Framework (CEF) provides a structured approach to guiding municipal capital investments over the long term. However, it is essential to recognise that the capital budgeting process is inherently dynamic. Economic conditions, policy priorities, financial constraints, and service delivery needs evolve over time, necessitating periodic updates and refinements to the CEF. The effectiveness of the CEF, therefore, lies not in its ability to prescribe fixed infrastructure investment decisions, but rather in its adaptability to emerging municipal realities and strategic shifts.

While the CEF captures a snapshot of capital investment priorities at a given moment, it should not be seen as a static document. Instead, it serves as a strategic reference framework, offering decision-makers a high-level roadmap that must remain responsive to shifting local demands, infrastructure requirements, and external funding opportunities. New infrastructure needs may emerge, funding sources may shift, and external investment trends may influence municipal priorities. A well-structured CEF, therefore, ensures that municipalities have the institutional flexibility to adjust their capital planning strategies while maintaining financial sustainability and alignment with long-term development objectives.

To maintain relevance and effectiveness, municipalities should embed the CEF within existing legislated governance structures, financial oversight mechanisms, and spatial planning processes. Rather than existing as an isolated planning tool, the CEF should function as an active decision-support mechanism, integrated into multi-year budgeting processes (MTREF), Integrated Development Plans (IDPs), and the Municipal Spatial Development Framework (MSDF). This institutional embeddedness enhances the municipal capacity to adapt investment priorities in response to socio-economic changes, infrastructure demands, and legislative requirements.

Furthermore, national policy instruments such as the Integrated Urban Development Framework (IUDF) and Municipal Finance Management Act (MFMA) reinforce the need for alignment between municipal capital planning, financial forecasting, and spatial transformation objectives. Municipalities that embed their CEF into broader strategic frameworks benefit from stronger financial predictability, enhanced infrastructure delivery coordination, and improved access to external funding mechanisms.

The contextualisation of the CEF lies in its institutional integration and strategic adaptability. By ensuring that capital expenditure planning is continuously reviewed and aligned with municipal reporting structures, financial policies, and service delivery imperatives, municipalities can safeguard the long-term sustainability and impact of their infrastructure investments.

4.2 Linking with Existing Municipal Reporting Structures

Effective capital expenditure planning requires seamless integration between the Capital Expenditure Framework (CEF) and existing municipal reporting structures. Municipalities operate within a regulated governance environment where financial planning, spatial development, and service delivery must align with national, provincial, and municipal reporting cycles. Embedding the CEF within these structures

ensures that capital investments are strategic, financially viable, and aligned with long-term municipal development goals.

A well-integrated CEF enhances coordination between municipal departments, providing a structured mechanism to link capital budgeting, financial forecasting, infrastructure investment, and service delivery mandates. This alignment is particularly crucial given the multi-year nature of capital planning, which often spans beyond a single budget cycle and must remain adaptable to changing economic conditions, evolving municipal priorities, and funding availability.

At a minimum, the CEF must align with three key municipal reporting mechanisms:

- The Local Government Accountability Cycle – Ensuring that capital investment decisions are informed by Integrated Development Plan (IDP) priorities, Medium-Term Revenue and Expenditure Framework (MTREF) budgets, and municipal performance monitoring requirements.
- National Treasury Business Processes – Integrating the CEF into financial reporting frameworks such as the Municipal Standard Chart of Accounts (mSCOA), Budget Reporting Regulations, and long-term financial sustainability assessments.
- Periodic Review Processes – Establishing structured review and update cycles to ensure that the CEF remains relevant, aligns with infrastructure backlogs, service delivery needs, and financial sustainability imperatives.

4.2.1 Local Government Accountability Cycle

A municipality's ability to strategically plan, budget, and implement infrastructure projects is rooted in the Local Government Accountability Cycle, which establishes the processes and reporting mechanisms necessary for effective governance. This cycle, as defined by the Municipal Finance Management Act (MFMA), 2003, and other legislative instruments, ensures transparency, fiscal responsibility, and alignment between municipal financial planning and service delivery objectives.

The Capital Expenditure Framework (CEF), as a long-term planning tool, must be embedded within this accountability cycle to ensure that capital investment decisions align with municipal development priorities, budgetary realities, and performance evaluation mechanisms. By integrating the CEF within the accountability cycle, municipalities can effectively transition long-term infrastructure priorities into actionable, budgeted capital projects while maintaining compliance with financial management regulations and oversight processes. The Local Government Accountability Cycle consists of six interrelated components:

- Integrated Development Plan (IDP) – Defines the municipality's strategic vision and development priorities over a five-year period.
- Medium-Term Revenue and Expenditure Framework (MTREF) Budget – Translates IDP priorities into a structured three-year municipal budget, guiding resource allocation for operational and capital expenditure.
- Service Delivery and Budget Implementation Plan (SDBIP) – Establishes quarterly and monthly implementation targets for service delivery and capital project execution.

- In-Year Reporting – Provides monthly, quarterly, and mid-year financial and non-financial performance reports, ensuring budget adherence and project progress tracking.
- Annual Financial Statements and Annual Reports – Reflects the municipality's financial position, budget implementation progress, and service delivery outcomes.
- Oversight Reporting – A council-led review process that ensures accountability and informs subsequent planning cycles.

a. Integrated Development Plan (IDP)

The Integrated Development Plan (IDP) serves as the strategic roadmap guiding municipal development over a five-year period. It integrates spatial, economic, and social planning, ensuring that municipal objectives align with national and provincial policy frameworks. The Capital Expenditure Framework (CEF) plays a fundamental role in the IDP by providing a structured, evidence-based approach to prioritising long-term infrastructure investments. By identifying critical infrastructure needs, service delivery gaps, and financial feasibility, the CEF informs the capital projects included in the IDP, ensuring that planned infrastructure development is financially sustainable and aligned with municipal growth objectives. Without this alignment, municipalities risk unfunded mandates, misaligned priorities, and ineffective service delivery.

b. Medium-Term Revenue and Expenditure Framework (MTREF) Budget

The Medium-Term Revenue and Expenditure Framework (MTREF) translates IDP priorities into a structured three-year municipal budget, setting the parameters for both capital and operational expenditure. The CEF directly informs the MTREF by ensuring that infrastructure investments are phased over multiple years, preventing overcommitment of financial resources while maintaining fiscal discipline. By linking capital projects identified in the CEF to budget projections in the MTREF, municipalities can better allocate own-source revenues, grant funding, and external financing to meet long-term infrastructure needs. This structured integration ensures that large-scale infrastructure projects receive consistent funding over multiple budget cycles, avoiding delays and incomplete projects due to funding shortfalls.

c. Service Delivery and Budget Implementation Plan (SDBIP)

The Service Delivery and Budget Implementation Plan (SDBIP) acts as the operational tool that converts budgetary allocations into tangible service delivery outputs. It details the quarterly and monthly implementation targets for capital and operational projects, ensuring alignment with IDP priorities and MTREF allocations. The CEF strengthens the SDBIP by providing a long-term infrastructure roadmap, enabling municipalities to structure their capital programs in a phased, implementable manner. This results in realistic project timelines, clear performance indicators, and predictable cash flow requirements, reducing inefficiencies and improving the overall execution of infrastructure development plans.

d. In-Year Reporting

The in-year reporting system ensures that municipalities continuously track financial performance and project implementation, providing monthly, quarterly, and mid-year financial and non-financial reports.

The CEF enhances this reporting process by establishing long-term performance benchmarks for capital projects, enabling municipalities to assess whether infrastructure investments are progressing according to strategic plans and financial forecasts. By integrating CEF indicators into in-year reporting mechanisms, municipalities can identify budget deviations, project delays, and service delivery challenges early on, allowing for corrective measures to be implemented before they escalate.

e. Annual Financial Statements and Annual Reports

The Annual Financial Statements and Annual Reports provide a comprehensive review of municipal financial health, infrastructure spending, and service delivery performance. The CEF directly contributes to this reporting process by ensuring that capital expenditure remains aligned with long-term financial projections and strategic priorities. By comparing actual infrastructure investments against planned CEF targets, municipalities can evaluate financial sustainability, assess infrastructure performance, and refine investment strategies. This alignment strengthens municipal transparency, ensuring that stakeholders, including council members, National Treasury, and the public, can evaluate whether capital spending supports economic growth, spatial transformation, and service delivery improvements.

f. Oversight Reporting

The final component of the accountability cycle involves municipal council oversight and governance reviews to ensure that capital investments and financial decisions align with the municipality's strategic vision. The CEF informs this oversight process by providing a clear framework for assessing capital project viability, funding efficiency, and long-term service delivery impact. By embedding CEF-driven investment priorities within municipal oversight mechanisms, councils and regulatory bodies can hold decision-makers accountable, ensuring that infrastructure spending is transparent, effective, and supports sustainable municipal development.

4.2.2 Periodic Review: Integrated Development Plan Process Plan Alignment

The Capital Expenditure Framework (CEF) is a dynamic planning instrument that must remain adaptable to municipal priorities, financial conditions, and evolving infrastructure demands. As municipalities operate in a changing environment, periodic reviews of the CEF ensure that it remains relevant, actionable, and aligned with broader integrated development, financial sustainability, and service delivery objectives. Without regular assessment and refinement, municipalities risk investing in projects that may no longer be financially feasible, strategically aligned, or responsive to shifting service delivery needs.

To maintain its relevance, the CEF review process must be synchronised with the Integrated Development Plan (IDP) process plan annually. This alignment ensures that capital planning and budgeting processes influence each other rather than existing in isolation. The IDP serves as the municipality's overarching development strategy, while the CEF translates this strategy into a structured, long-term capital investment framework. When the IDP undergoes its annual review, the CEF should also be assessed to determine whether capital investment priorities need to be adjusted based on infrastructure performance, funding availability, or new strategic considerations. Additionally, updates to the Medium-Term Revenue

and Expenditure Framework (MTREF) should reflect any adjustments made to the CEF, ensuring that long-term investment planning aligns with budgetary realities.

The effectiveness of periodic reviews must be measurable to provide municipalities with the necessary insights for informed decision-making. This is best achieved by integrating Key Performance Indicators (KPIs) into the CEF review process. Municipalities should track the capital budget utilisation rate to measure the percentage of planned capital expenditure that has been successfully implemented. A high utilisation rate indicates efficient financial management and project execution, while a low rate may signal bottlenecks in implementation. The project implementation rate serves as another important metric, measuring the number of completed projects against those originally planned in the CEF. If implementation rates are low, it may indicate project delays, inefficiencies, or budgetary constraints that need to be addressed in the review process.

Another critical measure is spatial targeting effectiveness, which evaluates whether infrastructure investments are being made in alignment with the municipality's Spatial Development Framework (SDF). This ensures that capital spending supports spatial transformation objectives, particularly in areas where infrastructure backlogs exist. Additionally, municipalities should assess funding sustainability, examining the extent to which capital projects rely on stable, long-term funding sources. A well-reviewed CEF should reflect a realistic financing strategy, ensuring that capital projects are not planned in excess of available financial resources.

For a periodic review process to be effective, it must be structured, data-driven, and inclusive. Municipalities should start by assessing emerging infrastructure needs, financial constraints, and service delivery gaps. This should be followed by an evaluation of capital project performance, analysing expenditure trends and risk factors that may impact implementation. A review of financial and spatial planning alignment is also necessary, ensuring that updates to the CEF remain consistent with the IDP, MTREF, and SDF. Engagement with key municipal stakeholders—including financial managers, planners, infrastructure specialists, and community representatives—provides further validation of capital investment priorities. The final step is the formalisation of the revised CEF, ensuring that the updated framework is embedded into municipal financial planning, budget cycles, and development processes and strategies.

4.3 Towards Continued CEF Maintenance

Ensuring the long-term sustainability of municipal infrastructure investments requires a proactive approach to continued maintenance, asset management, and financial planning. While the Capital Expenditure Framework (CEF) focuses on strategic investment and capital development, it must also account for the ongoing maintenance and lifecycle management of municipal assets. Without adequate planning for infrastructure upkeep, municipalities risk service delivery failures, financial inefficiencies, and asset deterioration, which ultimately erode the value of capital investments.

A well-structured maintenance strategy ensures that newly developed and existing infrastructure assets remain functional, efficient, and financially sustainable. This requires municipalities to embed maintenance planning within the CEF, ensuring that capital investments are funded not only for construction but also for long-term operation, maintenance, and renewal. By integrating planned

maintenance strategies into budgeting, reporting, and operational planning, municipalities can reduce infrastructure backlogs, optimise service delivery, and extend asset lifespans.

This section explores the key institutional mechanisms necessary for municipalities to achieve effective CEF maintenance.

4.3.1 Capital Planning Forum

A Capital Planning Forum (CPF) serves as a critical structure within the municipality, ensuring collaborative development, implementation, and oversight of the Capital Expenditure Framework (CEF). Given that capital planning is a multi-disciplinary process, the CPF fosters a structured approach to decision-making by bringing together key municipal departments, particularly Finance, Engineering, and Town Planning, to align capital investment priorities with strategic development objectives.

The CPF ensures that the CEF is not developed in isolation but rather through an integrated and cross-departmental approach that reflects the municipality's infrastructure needs, budget realities, and spatial priorities. It provides a formalised platform to streamline capital project identification, prioritisation, and budgeting while also ensuring that the process remains dynamic and responsive to emerging needs and municipal priorities.

a. Why Establish a Capital Planning Forum?

The CPF strengthens internal coordination by embedding capital planning into the Local Government Accountability Cycle, enabling:

- Stronger interdepartmental collaboration, ensuring that Finance, Engineering, and Planning departments work towards a unified capital investment strategy.
- Enhanced alignment between long-term financial planning and spatial planning, ensuring projects are both fiscally sustainable and spatially justifiable.
- A structured approach to capital project selection and prioritisation, reducing ad-hoc decision-making and ensuring that projects are vetted using objective criteria.
- Greater transparency and accountability, as the CPF serves as a platform for tracking progress, reporting on capital investment performance, and refining the CEF over time.

b. Structuring the Capital Planning Forum

To operate effectively, the CPF should be structured as a multi-departmental working group with clear roles and responsibilities assigned across departments. A recommended composition of the CPF includes:

- Chairperson: A senior municipal official, often from the Finance or Planning department, responsible for facilitating CPF meetings and ensuring accountability.
- Core Members: Representatives from Engineering (water, roads, electricity, etc.), Finance, Town Planning, and key service delivery units.

- Technical Support Staff: GIS specialists, asset management officials, and financial analysts supporting data-driven decision-making.

c. Key Functions of the CPF

The CPF should be responsible for managing and coordinating all aspects of capital expenditure planning within the municipality. The following key functions define its role:

- Process Management
 - Facilitate the municipality's annual capital budget planning process, ensuring integration with the IDP and MTREF.
 - Manage all stages of capital planning, from data collection to council approval.
 - Identify areas where capital planning practices can be improved, ensuring efficiency in project selection and resource allocation.
- Project Identification
 - Review infrastructure needs, integrating data from master plans, sector plans, and community engagement processes.
 - Guide departments in submitting capital project proposals, ensuring projects are well-defined and supported by accurate data.
 - Ensure all projects include key attributes, such as project location, cost estimates, and funding sources, in line with CEF standards.
- Project Prioritisation
 - Develop and apply transparent criteria to assess and rank projects, ensuring alignment with strategic goals, financial feasibility, and service delivery priorities.
 - Ensure that projects are prioritised based on need, affordability, and long-term sustainability rather than political or ad-hoc decision-making.
 - Validate prioritisation outcomes with technical stakeholders, ensuring broad agreement on investment decisions.
- Budget Development
 - Align CEF priorities with the Long-Term Financial Model (LTFM), ensuring that investment scenarios match the municipality's financial capacity.
 - Prepare the MTREF capital budget, ensuring that prioritisation feeds directly into municipal budgeting.
 - Conduct scenario planning exercises, exploring different funding and implementation strategies to optimise capital investment.
- Stakeholder Engagement and Communication
 - Serve as a platform for structured engagement with council, departments, and external partners, ensuring shared ownership of the CEF.

- Provide regular updates on capital investment progress, keeping all stakeholders informed.
- Foster collaboration across departments, ensuring cross-functional integration in capital planning.
- **Monitoring and Evaluation**
 - Track and review project implementation against approved budgets and strategic objectives.
 - Identify delays, budget overruns, or inefficiencies, making recommendations for corrective action.
 - Provide annual reporting on capital expenditure performance, informing future capital planning decisions.

4.3.2 System Support

Effective capital planning and infrastructure maintenance require municipalities to leverage robust financial management systems that support long-term project prioritisation, budgeting, and expenditure tracking. National Treasury mandates that all municipalities adopt core Financial Management Systems (FMS) that adhere to a series of standardised business processes, ensuring transparency, efficiency, and compliance with financial regulations. These systems serve as the backbone of municipal financial governance, integrating budgeting, planning, expenditure control, and reporting mechanisms into a centralised digital framework.

Particularly relevant to the Capital Expenditure Framework (CEF) is the Integrated Development Plan (IDP) and Strategic Planning Business Process, which ensures that long-term infrastructure investments align with development priorities, financial sustainability, and service delivery goals. As part of this process, municipalities must have the technical capability to manage a prioritised portfolio of capital projects, ensuring that infrastructure investments are not only strategically identified but also systematically funded and monitored over multiple years.

National Treasury has outlined that core Financial Management Systems must provide municipalities with the ability to manage a long-term, prioritised portfolio of projects within a dedicated sub-module of the FMS. This feature enables municipalities to track capital expenditure across multiple budget cycles, assess project viability, and align financial commitments with revenue projections. By ensuring that their FMS includes CEF-specific functionalities, municipalities can enhance their capital planning capacity, improve financial forecasting accuracy, and strengthen oversight on infrastructure spending.

Municipalities should proactively assess and upgrade their financial management systems to include these functionalities, ensuring compliance with National Treasury's financial planning requirements. This will enable them to institutionalise data-driven decision-making, streamline infrastructure investment tracking, and improve coordination between capital planning, maintenance, and financial reporting.

4.4 Towards an Improved Data Ecosystem

The Capital Expenditure Framework (CEF) is inherently data-intensive, requiring municipalities to rely on accurate, comprehensive, and well-structured data to drive informed decision-making, financial planning, and infrastructure prioritisation. Given the complexity of capital investment planning, municipalities must ensure that the quality, consistency, and accessibility of their data ecosystems are continuously improved.

The CEF provides a structured framework for municipalities to identify gaps in input data, enhance data governance, and implement standardised data management practices.

A well-functioning data ecosystem is essential for municipalities to effectively integrate long-term capital investment planning with financial sustainability and spatial development objectives. This requires an ongoing focus on three key data elements:

- Population Data – Ensuring that demographic trends and service delivery needs are accurately captured to inform infrastructure investment priorities.
- Financial Data – Aligning budget allocations, funding sources, and expenditure tracking to ensure financial sustainability in capital planning.
- Capital Project Data – Enhancing project tracking, costing, and implementation monitoring to improve execution efficiency and accountability.

Strengthening these core data components enables municipalities to enhance the credibility, effectiveness, and transparency of their CEF processes, leading to more efficient capital planning, improved service delivery, and better alignment with national and provincial financial frameworks.

4.4.1 Maintenance on Input Data

A structured approach to data maintenance is critical for municipalities to ensure the accuracy and reliability of infrastructure investment decisions. Municipalities must prioritise standardising and centralising infrastructure data, creating a single, integrated platform that consolidates spatial, financial, and project-related information. This will allow for the seamless integration of data across municipal departments, improving coordination in capital project planning, budgeting, and implementation.

Another key aspect of data maintenance is the review and modernisation of outdated infrastructure planning instruments. Many municipalities still rely on legacy master plans and sectoral infrastructure strategies that may not reflect current service delivery realities, population growth trends, or evolving spatial development priorities. By updating and aligning these planning instruments, municipalities can ensure that capital investment decisions are based on the most relevant and accurate information available.

4.4.2 Current Data Cleanup

Municipalities must implement frequent project pipeline data assessments to ensure that capital projects remain aligned with financial sustainability and strategic planning objectives. A structured approach to data cleanup will improve decision-making accuracy and capital project execution efficiency. Key areas that require continuous assessment include:

- Spatial Information: Ensuring that capital project locations are accurately mapped (Longitude & Latitude).
- Project Costing: Verifying that infrastructure project cost estimates are realistic and market-related.

- **Implementation Timelines:** Regularly reviewing project planned implementation timelines and actual progress to ensure that capital projects remain on schedule, identifying delays, and addressing any bottlenecks in execution.
- **mSCOA Alignment:** Ensuring that all capital project records adhere to the Municipal Standard Chart of Accounts (mSCOA) classification framework, improving transparency, reporting accuracy, and regulatory compliance.

4.5 Concluding Remark

The Institutional Arrangements outlined in this section provide a structured foundation for municipalities to effectively plan, implement, and manage capital expenditure in a way that ensures long-term financial sustainability, spatial transformation, and improved service delivery. By embedding the Capital Expenditure Framework (CEF) within municipal governance, financial management, and spatial planning processes, municipalities can enhance decision-making, accountability, and investment efficiency.

A well-integrated CEF aligns with the Local Government Accountability Cycle, National Treasury business processes, and periodic review mechanisms, ensuring that capital investments are financially viable, strategically prioritised, and effectively monitored. The structured approach to infrastructure maintenance and system support, along with a focus on data integrity and continuous improvement, reinforces the importance of evidence-based planning and resource optimisation.

Ultimately, municipalities that institutionalise the CEF as a core decision-support tool will be better positioned to navigate financial uncertainties, optimise infrastructure investments, and align capital projects with broader developmental objectives. The success of municipal capital planning will not be measured by fixed infrastructure targets alone but by the ability to adapt to changing conditions, integrate across governance structures, and deliver sustainable, impactful urban development for communities. The fundamental institutional arrangements can, therefore be summarised as follows:

- Establish a Capital Planning Forum (CPF) to foster collaboration across departments and ensure structured oversight of the CEF.
- Integrate the CEF into municipal governance structures such as the Integrated Development Plan (IDP), Medium-Term Revenue and Expenditure Framework (MTREF), and Service Delivery and Budget Implementation Plan (SDBIP).
- Update the 10-year CEF and a 3-year capital programme to guide long-term infrastructure planning and ensure eligibility for funding mechanisms.
- Implement system support by adopting Financial Management Systems (FMS) that enable long-term project tracking and alignment with municipal financial planning.
- Improve the municipal data ecosystem by standardising, centralising, and regularly updating infrastructure-related data to ensure accuracy and relevance.
- Conduct periodic annual reviews of the CEF in sync with the IDP process plan.
- Plan for continued infrastructure data maintenance to ensure long-term sustainability.

Project List



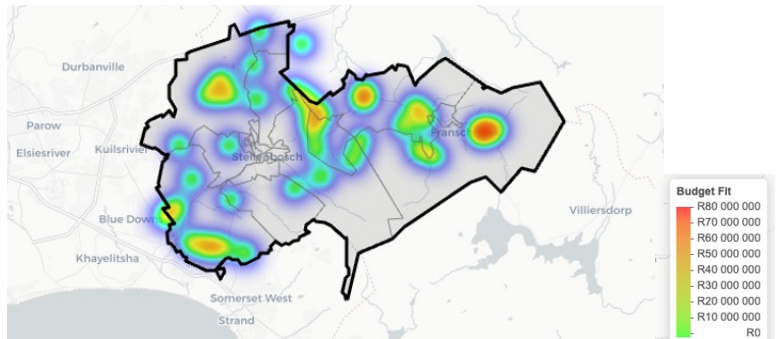
Project Implementation Pipeline

2026/27 - 2035/36 CEF



About the Project Implementation Pipeline

The Project Implementation Pipeline provides a structured roadmap for executing capital projects over a defined period. It ensures that prioritised infrastructure investments transition smoothly from planning to execution, aligning with budget availability, regulatory approvals, and municipal strategic goals. By sequencing projects based on readiness, funding, and impact, the pipeline enhances efficiency, accountability, and long-term service delivery sustainability.



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Number of Projects

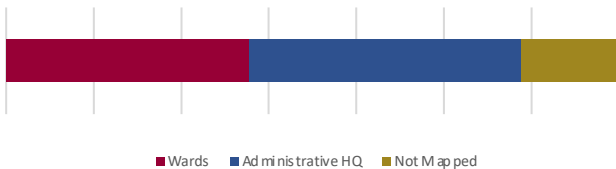
R 5 979 830 789

Total 10-year Budget

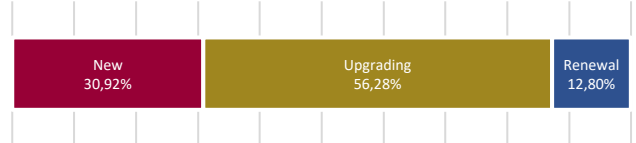
100%

% of Multi-year Projects

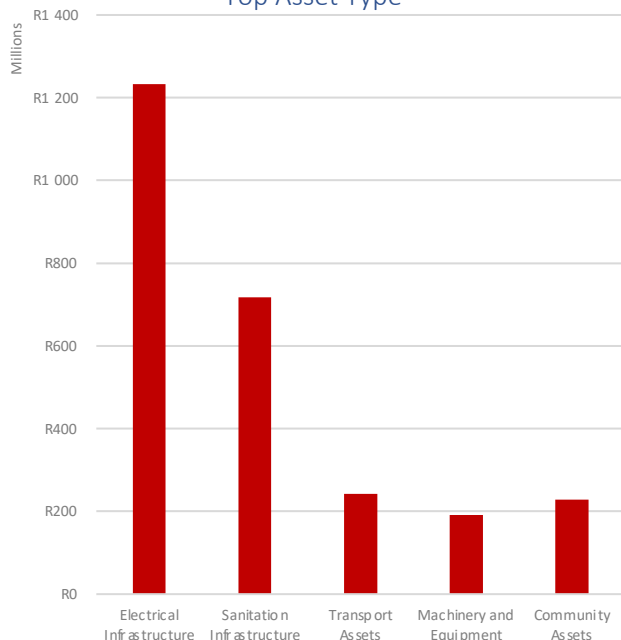
Project Spatialisation



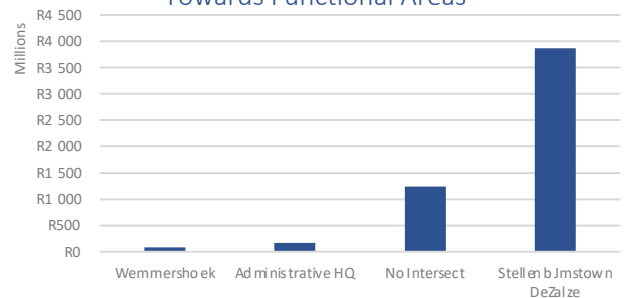
mSCOA Action Classification



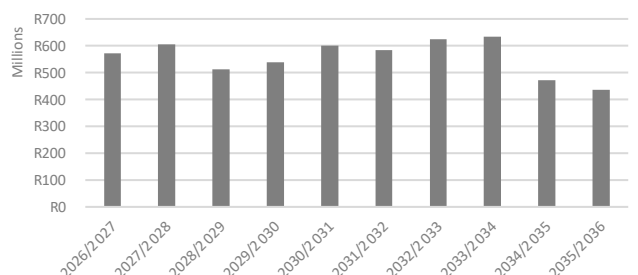
Top Asset Type



Towards Functional Areas



2027/27 - 2035/36



Project List

Unit	Department	Project Name	Project Score	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Total
Community and Protection Services	Cemeteries	Calcatta Memorial Park	21	R3,043,478	R0	R0	R20,000,000	R10,000,000	R10,000,000	R70,000	R40,000	R40,000	R40,000	R43,233,478
Community and Protection Services	Cemeteries	Vehicle Fleet: Cemeteries	24	R1,000,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
Community and Protection Services	Community Development	Upgrading: Early Childhood Development Centres on Municipal Land	11	R2,173,913	R2,608,696	R6,500,000	R0	R0	R0	R0	R2,500,000	R3,000,000	R7,000,000	R23,782,609
Community and Protection Services	Community Development	Social Relief Distress Vehicle	11	R0	R0	R0	R0	R0	R0	R0	R0	R500,000	R0	R500,000
Community and Protection Services	Community Development	Furniture, Tools & Equipment: Comm Development	18	R50,000	R60,000	R70,000	R0	R0	R0	R0	R50,000	R60,000	R70,000	R360,000
Community and Protection Services	Community Services: Library Services	Upgrade Stellenbosch Library	26	R0	R0	R0	R0	R0	R0	R0	R4,339,483	R4,339,483	R0	R8,678,966
Community and Protection Services	Community Services: Library Services	Library Books	29	R200,000	R210,000	R21,000	R210,000	R210,000	R220,000	R1,867,540	R1,867,540	R0	R0	R4,806,080
Community and Protection Services	Community Services: Library Services	Vehicles	24	R0	R300,000	R0	R0	R0	R0	R0	R300,000	R0	R0	R600,000
Community and Protection Services	Community Services: Library Services	Furniture, Tools and Equipment: Idas Valley	18	R0	R0	R0	R0	R0	R0	R0	R30,000	R530,000	R0	R560,000
Community and Protection Services	Community Services: Library Services	Upgrading: Cloetesville Library	22	R0	R0	R0	R0	R0	R0	R0	R450,000	R0	R0	R450,000
Community and Protection Services	Community Services: Library Services	Furniture, Tools & Equipment: Pniel Library	22	R0	R35,000	R20,000	R0	R0	R0	R0	R35,000	R20,000	R0	R110,000
Community and Protection Services	Community Services: Library Services	Furniture, Tools and Equipment: Kayamandi	22	R0	R10,000	R0	R0	R0	R0	R0	R10,000	R0	R0	R20,000
Community and Protection Services	Director: Community & Protection Services	Furniture, Tools & Equipment : Protection Services	26	R0	R400,000	R0	R0	R0	R0	R0	R400,000	R0	R0	R800,000
Community and Protection Services	Disaster Management	Vehicle fleet: Disaster Management	23	R0	R5,000,000	R0	R0	R0	R0	R0	R5,000,000	R0	R1,000,000	R11,000,000
Community and Protection Services	Disaster Management	Re tarring of the Stellenbosch fire station drill yard	30	R1,000,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
Community and Protection Services	Environmental Management: Implementation	Specialized Equipment: Workshop	24	R0	R0	R0	R0	R0	R0	R0	R3,000,000	R0	R0	R3,000,000
Community and Protection Services	Environmental Management: Implementation	Vehicle Fleet: Workshop	24	R0	R0	R0	R0	R0	R0	R0	R1,200,000	R0	R0	R1,200,000
Community and Protection Services	Environmental Management: Implementation	Furniture, Tools & Equipment: Environmental Management	22	R200,000	R0	R250,000	R0	R0	R0	R0	R200,000	R0	R250,000	R900,000
Community and Protection Services	Environmental Management: Implementation	Furniture, Tools & Equipment: Air and Noise Control	22	R0	R0	R150,000	R0	R0	R0	R0	R150,000	R0	R200,000	R500,000
Community and Protection Services	Environmental Management: Urban Forestry	Furniture, Tools & Equipment: Urban Forestry	22	R0	R2,000,000	R1,000,000	R0	R0	R0	R0	R2,000,000	R1,000,000	R2,000,000	R8,000,000
Community and Protection Services	Environmental Management: Urban Forestry	Specialized equipment: Urban Forestry	28	R0	R2,500,000	R0	R0	R0	R2,500,000	R0	R0	R0	R2,000,000	R7,000,000
Community and Protection Services	Environmental Management: Urban Forestry	Fencing :Urban Forestry	19	R1,500,000	R0	R0	R0	R0	R0	R0	R1,500,000	R0	R0	R3,000,000
Community and Protection Services	Environmental Management: Urban Forestry	Vehicle Fleet : Urban Foestry	19	R1,200,000	R0	R0	R0	R0	R0	R0	R1,200,000	R0	R0	R2,400,000
Community and Protection Services	Environmental Management: Urban Forestry	Design and implement electronic Urban Forestry management tool	32	R0	R500,000	R0	R0	R0	R500,000	R0	R0	R0	R400,000	R1,400,000
Community and Protection Services	Fire and Rescue Services	Fire Station - Jamestown	13	R0	R3,650,000	R20,826,675	R0	R0	R0	R0	R0	R0	R0	R24,476,675
Community and Protection Services	Fire and Rescue Services	Specialized Vehicles: Fire	29	R0	R0	R3,000,000	R0	R0	R3,000,000	R0	R5,000,000	R0	R10,000,000	R21,000,000
Community and Protection Services	Fire and Rescue Services	Rescue equipment	23	R1,000,000	R0	R1,000,000	R0	R0	R1,000,000	R0	R1,000,000	R0	R0	R4,000,000
Community and Protection Services	Fire and Rescue Services	Furniture, Tools & Equipment: Fire	22	R500,000	R100,000	R1,000,000	R0	R0	R0	R0	R500,000	R100,000	R1,000,000	R3,200,000
Community and Protection Services	Fire and Rescue Services	Vehicle fleet: Fire Services	29	R0	R1,000,000	R0	R0	R0	R1,000,000	R0	R1,000,000	R0	R0	R3,000,000
Community and Protection Services	Halls	Upgrading of Halls	23	R1,000,000	R500,000	R500,000	R1,500,000	R0	R500,000	R0	R600,000	R0	R0	R4,600,000
Community and Protection Services	Halls	Vehicle Fleet: Halls	24	R500,000	R500,000	R0	R700,000	R900,000	R0	R0	R0	R0	R0	R2,600,000
Community and Protection Services	Halls	Furniture, Tools & Equipment: Halls	8	R200,000	R250,000	R250,000	R0	R0	R0	R0	R200,000	R250,000	R250,000	R1,400,000
Community and Protection Services	Law Enforcement and Security	Install and Upgrade CCTV/ LPR Cameras In WC024	28	R2,500,000	R2,500,000	R3,000,000	R3,000,000	R3,000,000	R5,000,000	R3,000,000	R3,000,000	R5,000,000	R3,000,000	R33,000,000
Community and Protection Services	Law Enforcement and Security	Vehicle Fleet: Law Enforcement	24	R3,000,000	R3,000,000	R3,000,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R26,500,000
Community and Protection Services	Law Enforcement and Security	Install Computerized Access Security Systems and CCTV Cameras At Municipal Buildings	28	R2,000,000	R1,500,000	R1,500,000	R1,000,000	R900,000	R850,000	R800,000	R750,000	R700,000	R650,000	R10,650,000
Community and Protection Services	Law Enforcement and Security	Law Enforcement Tools and Equipment	26	R1,500,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R8,250,000
Community and Protection Services	Law Enforcement and Security	Neighborhood Watch Safety equipment	28	R500,000	R500,000	R500,000	R500,000	R0	R0	R0	R0	R0	R0	R2,000,000
Community and Protection Services	Law Enforcement and Security	Security Upgrades	28	R0	R250,000	R250,000	R0	R0	R250,000	R250,000	R250,000	R250,000	R250,000	R2,500,000
Community and Protection Services	Law Enforcement and Security	Furniture, Tools & Equipment: Law Enforcement	22	R0	R200,000	R200,000	R0	R0	R0	R0	R200,000	R200,000	R200,000	R1,000,000
Community and Protection Services	Law Enforcement and Security	K9 Unit	29	R869,565	R0	R0	R0	R0	R0	R0	R0	R0	R0	R869,565
Community and Protection Services	Parks and Cemeteries	Beautification of Parks and Cemeteries	32	R1,865,261	R869,565	R1,000,000	R0	R600,000	R700,000	R400,000	R400,000	R400,000	R400,000	R6,634,826
Community and Protection Services	Parks and Cemeteries	Fencing :Parks and Gardens	28	R1,869,565	R869,565	R1,000,000	R200,000	R0	R0	R0	R500,000	R300,000	R500,000	R5,239,130
Community and Protection Services	Parks and Cemeteries	Purchase of Specialised Vehicles	24	R1,200,000	R0	R0	R1,000,000	R0	R0	R1,300,000	R0	R500,000	R0	R4,000,000
Community and Protection Services	Parks and Cemeteries	Upgrading of Parks	33	R200,000	R0	R500,000	R200,000	R1,000,000	R1,000,000	R0	R0	R0	R0	R2,900,000
Community and Protection Services	Parks and Cemeteries	Furniture, Tools & Equipment: Parks & Cemetries	28	R300,000	R200,000	R500,000	R300,000	R200,000	R200,000	R200,000	R200,000	R300,000	R300,000	R2,700,000
Community and Protection Services	Parks and Cemeteries	Vehicle Fleet: Parks & Cemeteries	25	R0	R1,000,000	R0	R0	R0	R0	R0	R1,000,000	R0	R500,000	R2,500,000
Community and Protection Services	Parks and Cemeteries	Urban Greening: Beautification: Main Routes and Tourist Routes	33	R200,000	R200,000	R200,000	R200,000	R250,000	R250,000	R200,000	R200,000	R200,000	R200,000	R2,100,000
Community and Protection Services	Sports Grounds and Picnic Sites	Upgrade of Sport Facilities	23	R3,200,000	R3,700,000	R4,200,000	R4,000,000	R4,700,000	R4,700,000	R5,300,000	R5,300,000	R300,000	R300,000	R35,700,000
Community and Protection Services	Sports Grounds and Picnic Sites	Specialized Vehicles: Sports	38	R700,000	R1,200,000	R1,200,000	R0	R1,500,000	R0	R2,000,000	R0	R0	R0	R6,600,000
Community and Protection Services	Sports Grounds and Picnic Sites	Fencing: Sport Grounds (WC024)	15	R1,300,000	R500,000	R500,000	R0	R0	R0	R0	R1,300,000	R500,000	R500,000	R4,600,000
Community and Protection Services	Sports Grounds and Picnic Sites	Furniture, Tools & Equipment: Sports	22	R350,000	R400,000	R400,000	R0	R0	R0	R0	R350,000	R400,000	R400,000	R2,300,000
Community and Protection Services	Sports Grounds and Picnic Sites	Re-Surface of Netball/Tennis Courts	42	R400,000	R400,000	R500,000	R0	R550,000	R0	R0	R0	R0	R0	R1,850,000
Community and Protection Services	Sports Grounds and Picnic Sites	Jonkershoek Picnic Site	37	R300,000	R200,000	R200,000	R0	R200,000	R200,000	R0	R200,000	R200,000	R200,000	R1,700,000
Community and Protection Services	Sports Grounds and Picnic Sites	Recreational Equipment Sport	45	R100,000	R300,000	R300,000	R200,000	R0	R0	R400,000	R0	R100,000	R100,000	R1,500,000
Community and Protection Services	Sports Grounds and Picnic Sites	Installation of cricket nets	38	R250,000	R150,000	R150,000	R0	R150,000	R0	R150,000	R0	R0	R0	R850,000
Community and Protection Services	Traffic Services	Replacement of vehicles	14	R2,500,000	R2,500,000	R0	R0	R0	R0	R0	R2,500,000	R2,500,000	R0	R10,000,000
Community and Protection Services	Traffic Services	Traffic Fleet	15	R1,500,000	R1,500,000	R1,500,000	R0	R0	R0	R0	R1,500,000	R3,000,000	R0	R9,000,000
Community and Protection Services	Traffic Services	Specialized Vehicles: Traffic	24	R0	R3,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R3,000,000
Community and Protection Services	Traffic Services	Furniture, Tools & Equipment: Traffic Services	28	R350,000	R200,000	R0	R0	R200,000	R0	R0	R200,000	R0	R0	R950,000
Corporate Services	Information and Communications Technology (ICT)	Upgrade and Expansion of IT Infrastructure Platforms	28	R2,000,000	R2,000,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R1,500,000	R1,500,000	R1,500,000	R21,000,000
Corporate Services	Information and Communications Technology (ICT)	Server Storage expansion and upgrades	28	R2,000,000	R2,000,000	R1,000,000	R2,000,000	R2,000,000	R2,000,000	R1,000,000	R3,000,000	R2,000,000	R2,000,000	R19,000,000
Corporate Services	Information and Communications Technology (ICT)	Purchase and Replacement of Computer/software and Peripheral devices	22	R2,500,000	R3,500,000	R2,000,000	R0	R0	R0	R0	R2,500,000	R3,500,000	R2,000,000	R16,000,000
Corporate Services	Information and Communications Technology (ICT)	Fibre Optic Implementation	20	R3,000,000	R2,500,000	R2,500,000	R0	R0	R0	R0	R3,000,000	R2,500,000	R2,500,000	R16,000,000
Corporate Services	Information and Communications Technology (ICT)	Upgrading Communication Network	36	R1,500,000	R2,250,000	R1,100,000	R1,500,000	R1,500,000	R1,500,000	R1,500,000	R1,000,000	R1,000,000	R1,000,000	R13,850,000
Corporate Services	Information and Communications Technology (ICT)	ICT Cable Reticulation and Management	60	R1,000,000	R1,500,000	R500,000	R500,000	R1,000,000	R1,000,000	R500,000	R1,000,000	R1,500,000	R1,500,000	R10,000,000
Corporate Services	Properties and Municipal Building Maintenance	Structural Maintenance/Upgrade: Beltana	25	R30,000,000	R0	R0	R4,000,000	R4,000,000	R4,000,000	R0	R0	R0	R0	R42,000,000
Corporate Services	Properties and Municipal Building Maintenance	Traffic Offices	23	R1,000,000	R7,000,000	R7,000,000	R0	R0	R0	R0	R9,000,000	R9,000,000	R0	R33,000,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading: Main Office Complex	30	R250,000	R5,000,000	R10,000,000	R0	R0	R0	R0	R0	R0	R0	R15,250,000
Corporate Services	Properties and Municipal Building Maintenance	Structural Improvement: General	45	R0	R0	R2,000,000	R2,000,000	R2,000,000	R2,000,000	R0	R0	R0	R0	R8,000,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading: Law Enforcement Offices	30	R2,500,000	R2,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R5,000,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading and conversion of Fire House to a Training Centre	25	R0	R400,000	R1,500,000	R0	R0	R0	R0	R400,000	R1,500,000	R0	R3,800,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading Fencing	13	R300,000	R500,000	R500,000	R0	R0	R0	R0	R300,000	R500,000	R500,000	R2,600,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading: Admin Building and Community Halll	26	R2,250,000	R250,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,500,000
Corporate Services	Properties and Municipal Building Maintenance	Structural Upgrade: Heritage Building	40	R400,000	R1,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R1,900,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of New Office Space: Ryneveld Street	25	R1,600,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1,600,000
Corporate Services	Properties and Municipal Building Maintenance	Furniture, Tools & Equipment: Property Management PC_0196	28	R0	R250,000	R500,000	R0	R0	R0	R0	R250,000	R250,000	R250,000	R1,500,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of Office Space: Community Services (Urban Forestry)	42	R1,000,000	R0	R80,000	R0	R0	R0	R0	R0	R0	R0	R1,080,000
Corporate Services	Properties and Municipal Building Maintenance	Kayamandi: Upgrading of Makapula Hall	22	R500,000	R0	R0	R0	R0	R0	R0	R500,000	R0	R0	R1,000,000
Corporate Services	Properties and Municipal Building Maintenance	Furniture, Tools & Equipment: Property Management PC_0371	20	R0	R0	R0	R0	R0	R0	R0	R250,000	R250,000	R250,000	R750,000
Corporate Services	Properties and Municipal Building Maintenance	Airconditioners	23	R200,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R200,000
Corporate Services	Properties and Municipal Building Maintenance	La Motte Fire Station	36	R100,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R100,000
Financial Services	Financial Management Services	Vehicle Fleet: FMS	22	R2,500,000	R1,000,000	R0	R0	R0	R0	R0	R2,500,000	R1,000,000	R0	R7,000,000
Financial Services	Financial Management Services	Furniture, Tools & Equipment: FS	22	R100,000	R90,000	R100,000	R100,000	R100,000	R10					

Unit	Department	Project Name	Project Score	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Total
Infrastructure Services	Electrical Services	Jan Marais Upgrade: Remove Existing Tx and replace with 20MVA	43	R16,900,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R16,900,000
Infrastructure Services	Electrical Services	Vehicles: Electrical Services	54	R350,000	R0	R0	R0	R3,800,000	R3,800,000	R5,985,000	R0	R0	R0	R13,935,000
Infrastructure Services	Electrical Services	Substation 66kV equipment (Golf.)	38	R1,590,341	R1,457,812	R1,749,375	R1,924,313	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R13,644,652
Infrastructure Services	Electrical Services	Substation 66kV equipment (Jan Marais)	38	R1,590,341	R1,457,812	R1,749,375	R1,924,312	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R13,644,651
Infrastructure Services	Electrical Services	Substation 66kV equipment (Main s	38	R1,590,341	R1,457,812	R1,749,375	R1,924,312	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R13,644,651
Infrastructure Services	Electrical Services	Substation 66kV equipment (Markotter)	38	R397,585	R1,457,812	R1,749,375	R1,924,312	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R12,451,895
Infrastructure Services	Electrical Services	Demand Side Management Geyser Control	50	R500,000	R3,500,000	R3,500,000	R400,000	R400,000	R400,000	R420,000	R400,000	R417,600	R0	R9,937,600
Infrastructure Services	Electrical Services	Streetlights R304	39	R1,000,000	R7,816,990	R0	R0	R0	R0	R0	R0	R0	R0	R8,816,990
Infrastructure Services	Electrical Services	SCADA Implementation	34	R4,000,000	R4,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R8,000,000
Infrastructure Services	Electrical Services	Automatic Meter Reader	50	R484,000	R532,400	R585,640	R644,204	R708,624	R708,624	R900,307	R945,322	R986,916	R0	R6,496,037
Infrastructure Services	Electrical Services	Battery Storage systems and rooftop PV for critical plants	34	R3,000,000	R3,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R6,000,000
Infrastructure Services	Electrical Services	Cable Network: Franschhoek	39	R5,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R5,000,000
Infrastructure Services	Electrical Services	Furniture, Tools and Equipment: Electrical Services	42	R0	R403,151	R443,466	R487,812	R536,593	R536,593	R681,742	R715,829	R747,326	R0	R4,552,512
Infrastructure Services	Electrical Services	Switchgear Substation Cascade	42	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Papegaairand	42	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Technopark	42	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Welgevonden	42	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Replace Ineffective Meters	50	R100,000	R500,000	R402,628	R442,890	R487,179	R487,179	R618,961	R649,909	R678,505	R0	R4,367,251
Infrastructure Services	Electrical Services	Switvhgear Substation Kayamandi	42	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Blake 2	30	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Paradykskloof	30	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation van der Stel	26	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Battery Storage systems and rooftop PV for critical buildings	34	R3,452,580	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,452,580
Infrastructure Services	Electrical Services	Turnkey - EPC of Hybrid inverter with Battery Storage Systems at Stellenbosch Community Buildings	32	R3,210,185	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,210,185
Infrastructure Services	Electrical Services	Integrated National Electrification Programme	43	R0	R321,957	R321,957	R321,957	R321,957	R321,957	R338,054	R354,957	R370,575	R0	R2,673,371
Infrastructure Services	Electrical Services	Replace Control Panels 66 kV & Circuit breakers	39	R2,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R2,500,000
Infrastructure Services	Electrical Services	Energy Balancing - Metering and Mini-Substations	58	R0	R500,000	R250,000	R250,000	R250,000	R250,000	R262,500	R275,625	R287,752	R0	R2,325,877
Infrastructure Services	Electrical Services	Meter Panels	50	R250,000	R250,000	R250,000	R250,000	R250,000	R250,000	R262,500	R250,000	R261,000	R0	R2,

Unit	Department	Project Name	Project Score	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Total
Infrastructure Services	Waste Management: Solid Waste Management	Major Drop-Offs: Construction - Franschoek	31	R1,000,000	R5,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R6,000,000
Infrastructure Services	Waste Management: Solid Waste Management	Upgrade Material Recovery Facility	35	R500,000	R4,300,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R5,800,000
Infrastructure Services	Waste Management: Solid Waste Management	Waste Minimization Projects	33	R0	R0	R500,000	R0	R0	R500,000	R1,000,000	R1,000,000	R1,000,000	R0	R4,000,000
Infrastructure Services	Waste Management: Solid Waste Management	Mini Waste drop-off facilities	33	R500,000	R200,000	R0	R0	R0	R0	R0	R0	R0	R0	R700,000
Infrastructure Services	Waste Management: Solid Waste Management	Waste containers	33	R200,000	R200,000	R0	R200,000	R0	R0	R0	R0	R0	R0	R600,000
Infrastructure Services	Waste Management: Solid Waste Management	Furniture, Tools & Equipment: Solid Waste	72	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R0	R450,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Extention Of WWTW: Stellenbosch	53	R0	R0	R36,250,000	R46,200,000	R36,250,000	R20,000,000	R45,000,000	R10,000,000	R0	R1,000,000	R194,700,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Sewerpipe Replacement	57	R10,000,000	R5,000,000	R5,000,000	R11,000,000	R11,000,000	R15,000,000	R20,000,000	R20,000,000	R30,000,000	R30,000,000	R152,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of WWTW: Klapmuts	37	R30,272,850	R2,500,000	R30,000,000	R30,000,000	R0	R0	R0	R0	R0	R0	R92,772,850
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of WWTW Wemmershoek	37	R1,000,000	R0	R0	R24,000,000	R60,000,000	R0	R0	R0	R0	R0	R85,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Dorp Street Bulk Sewer Upgrade	49	R0	R0	R0	R2,500,000	R0	R500,000	R5,000,000	R40,000,000	R0	R0	R48,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Construction of New Dwarsriver Sewer Pumpstation.	37	R1,500,000	R15,000,000	R20,000,000	R0	R0	R0	R0	R0	R0	R0	R36,500,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade/Relocation of Stellenbosch Package Plants to Onderpapegaaiberg Reservoir/Treatment site	36	R0	R0	R0	R0	R0	R500,000	R5,000,000	R10,000,000	R5,000,000	R0	R20,500,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Specialized Vehicles: Sanitation	53	R3,000,000	R3,000,000	R3,000,000	R0	R0	R0	R0	R0	R8,000,000	R0	R17,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Pond rehabilitation and pond pumping systems construction WWTW	52	R250,000	R4,100,000	R0	R0	R1,000,000	R10,000,000	R0	R0	R0	R0	R15,350,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of Dwarsriver Bulk Sewer network and pump lines	39	R0	R2,000,000	R2,000,000	R10,000,000	R0	R0	R0	R0	R0	R0	R14,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Sewer Pumpstation & Telemetry Upgrade	48	R3,750,000	R1,500,000	R2,500,000	R1,500,000	R500,000	R0	R1,000,000	R0	R1,000,000	R500,000	R12,250,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Update Sewer Masterplan	24	R1,500,000	R750,000	R1,500,000	R1,500,000	R500,000	R500,000	R500,000	R500,000	R1,500,000	R500,000	R9,250,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Refurbish Plant & Equipment - Raithby WWTW	37	R1,000,000	R8,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R9,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Compilation of Water Service Development Plan (tri-annually)	37	R1,000,000	R815,000	R500,000	R500,000	R500,000	R500,000	R750,000	R750,000	R750,000	R750,000	R6,815,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Vehicles: Sanitation	29	R1,000,000	R0	R1,250,000	R0	R0	R1,000,000	R0	R2,000,000	R0	R1,000,000	R6,250,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Furniture, Tools & Equipment: Sanitation	32	R200,000	R400,000	R500,000	R350,000	R350,000	R350,000	R250,000	R250,000	R350,000	R350,000	R3,350,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade Laboratory Equipment	44	R0	R250,000	R250,000	R0	R0	R0	R0	R0	R0	R0	R500,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Vlottenburg Outfall Sewer: Construction of Digteby Sewerpipe	34	R50,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R50,000
Infrastructure Services	Water and Wastewater Services: Water	Waterpipe Replacement	57	R10,000,000	R10,000,000	R10,000,000	R40,000,000	R45,000,000	R45,000,000	R45,000,000	R50,000,000	R55,000,000	R55,000,000	R365,000,000
Infrastructure Services	Water and Wastewater Services: Water	Uniepark & Helshoogte Storage and Supply scheme	35	R1,000,000	R1,000,000	R0	R1,000,000	R40,000,000	R80,000,000	R80,000,000	R40,000,000	R0	R0	R243,000,000
Infrastructure Services	Water and Wastewater Services: Water	Upgrade of IdasValley WTP	36	R1,500,000	R40,000,000	R10,000,000	R0	R0	R0	R0	R0	R0	R0	R51,500,000
Infrastructure Services	Water and Wastewater Services: Water	Upgrade and Replace Water Meters	47	R6,000,000	R7,000,000	R7,000,000	R3,000,000	R3,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R46,000,000
Infrastructure Services	Water and Wastewater Services: Water	New Onderpapegaaiberg Reservoir	36	R0	R0	R0	R0	R0	R750,000	R15,000,000	R25,000,000	R0	R0	R40,750,000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe and Reservoir: Stellenbosch	41	R30,890,632	R8,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R38,890,632
Infrastructure Services	Water and Wastewater Services: Water	New Reservoir & Pipeline: Vlottenburg	38	R15,985,498	R18,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R33,985,498
Infrastructure Services	Water and Wastewater Services: Water	Water Conservation & Demand Management	40	R2,000,000	R2,500,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R28,500,000
Infrastructure Services	Water and Wastewater Services: Water	Specialized Vehicles: Water	42	R3,000,000	R3,000,000	R6,000,000	R0	R0	R7,000,000	R0	R8,000,000	R0	R0	R27,000,000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe: Cloetesville/ Idas Valley	44	R24,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R24,000,000
Infrastructure Services	Water and Wastewater Services: Water	Reservoirs and Dam Safety	48	R1,250,000	R2,000,000	R3,000,000	R4,000,000	R2,000,000	R3,000,000	R0	R1,000,000	R2,000,000	R3,000,000	R21,250,000
Infrastructure Services	Water and Wastewater Services: Water	Water Telemetry Upgrade	35	R2,000,000	R3,000,000	R0	R0	R1,000,000	R5,000,000	R0	R0	R2,500,000	R2,500,000	R16,000,000
Infrastructure Services	Water and Wastewater Services: Water	Chlorination Installation: Upgrade	56	R500,000	R0	R0	R0	R7,500,000	R6,500,000	R0	R0	R0	R0	R14,500,000
Infrastructure Services	Water and Wastewater Services: Water	Vehicles: Water	26	R3,000,000	R2,000,000	R750,000	R1,500,000	R0	R0	R0	R1,000,000	R2,000,000	R2,000,000	R12,250,000
Infrastructure Services	Water and Wastewater Services: Water	Update Water Masterplan	48	R1,250,000	R1,500,000	R1,500,000	R1,500,000	R500,000	R500,000	R500,000	R500,000	R1,500,000	R1,500,000	R10,750,000
Infrastructure Services	Water and Wastewater Services: Water	Dwarsriver Bulk Supply Augmentation and Network Upgrades	41	R0	R0	R500,000	R3,500,000	R1,500,000	R0	R0	R0	R0	R0	R5,500,000
Infrastructure Services	Water and Wastewater Services: Water	Furniture, Tools & Equipment: Water	46	R200,000	R200,000	R250,000	R250,000	R300,000	R300,000	R300,000	R300,000	R300,000	R300,000	R2,700,000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Upgrades Franschoek	43	R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500,000
Municipal Manager	Municipal Manager	Furniture, Tools & Equipment: MM	22	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R0	R540,000
Planning and Economic Development	Building Control	Furniture, Tools & Equipment: Building Control	76	R150,000	R150,000	R180,000	R190,000	R200,000	R200,000	R225,000	R225,000	R150,000	R0	R1,670,000
Planning and Economic Development	Development Planning	Furniture, Tools and Equipment: Spatial Planning	44	R80,000	R85,000	R90,000	R90,000	R95,000	R95,000	R95,000	R100,000	R100,000	R0	R830,000
Planning and Economic Development	Economic Development & Tourism	Restoration of Landbou Saal	46	R1,612,500	R537,500	R0	R0	R0	R0	R0	R0	R0	R0	R2,150,000
Planning and Economic Development	Economic Development & Tourism	Furniture, Tools & Equipment: LED	70	R80,000	R80,000	R85,000	R85,000	R90,000	R95,000	R95,000	R95,000	R95,000	R0	R800,000
Planning and Economic Development	Housing Administration	Flats: Interior Upgrading - Kayamandi	23	R6,300,000	R4,700,000	R0	R0	R0	R0	R0	R6,300,000	R4,700,000	R0	R22,000,000
Planning and Economic Development	Housing Administration	Upgrading of Lapland waste water	23	R4,000,000	R2,000,000	R0	R0	R0	R0	R0	R4,000,000	R2,000,000	R0	R12,000,000
Planning and Economic Development	Housing Administration	Vehicles fleet : Housing Administration	19	R1,000,000	R0	R0	R0	R0	R0	R0	R2,200,000	R0	R0	R3,200,000
Planning and Economic Development	Housing Administration	Upgrading of Flats: General	38	R3,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,000,000
Planning and Economic Development	Housing Administration	Furniture, Tools & Equipment: Housing Administration	26	R170,000	R180,000	R190,000	R195,000	R200,000	R210,000	R220,000	R230,000	R250,000	R0	R1,845,000
Planning and Economic Development	Housing Administration	Kayamandi Hostels	23	R1,613,913	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1,613,913
Planning and Economic Development	Housing Development	Adam Tas Corridor Precinct 10	35	R0	R8,695,652	R20,000,000	R0	R10,000,000	R23,000,000	R48,465,000	R24,000,000	R48,465,000	R24,000,000	R206,625,652
Planning and Economic Development	Housing Development	La Motte Old Forest Station (±430 services & ±430 units)	35	R0	R3,260,870	R6,521,739	R0	R0	R3,750,000	R29,000,000	R29,000,000	R29,000,000	R29,000,000	R129,532,609
Planning and Economic Development	Housing Development	Jamestown: Housing (Phase 4)	33	R0	R0	R0	R0	R0	R0	R0	R27,200,000	R27,200,000	R27,200,000	R81,600,000
Planning and Economic Development	Housing Development	Erf 64, Kylemore	33	R0	R0	R0	R0	R0	R8,000,000	R15,000,000	R15,800,000	R15,800,000	R15,800,000	R70,400,000
Planning and Economic Development	Housing Development	Jamestown: Housing (Phase 2 & 3)	38	R4,347,826	R13,913,043	R0	R42,640,000	R0	R0	R0	R0	R0	R0	R60,900,869
Planning and Economic Development	Housing Development	Franschhoek Meerlust: Bosdorp (±200 services & ±200 units)	34	R0	R0	R0	R0	R0	R6,000,000	R6,000,000	R15,800,000	R0	R0	R27,800,000
Planning and Economic Development	Housing Development	Erf 7001 Cloetesville (380) FLISP	35	R6,956,522	R6,956,522	R0	R0	R0	R0	R0	R0	R0	R0	R13,913,044
Planning and Economic Development	Housing Development	Housing projects	31	R320,000	R330,000	R340,000	R350,000	R360,000	R370,000	R380,000	R390,000	R0	R0	R2,840,000
Planning and Economic Development	Housing Development	Furniture, Tools & Equipment: Housing Development	18	R150,000	R80,000	R85,000	R0	R0	R0	R0	R150,000	R80,000	R85,000	R630,000
Planning and Economic Development	Housing Development	ISSP Kayamandi	23	R0	R434,782	R0	R0	R0	R0	R0	R0	R0	R0	R434,782
Planning and Economic Development	IHS: Informal Settlements	Access to Basic Services	34	R1,000,000	R1,000,000	R1,500,000	R1,500,000	R1,500,000	R2,500,000	R2,500,000	R3,000,000	R0	R0	R14,500,000
Planning and Economic Development	IHS: Informal Settlements	Klapmuts Emergency Housing	38	R3,000,000	R3,000,000	R3,000,000	R0	R0	R0	R0	R0	R0	R0	R9,000,000
Planning and Economic Development	IHS: Informal Settlements	Rehabilitation of Langrug Dam and Engineering Services	38	R0	R0	R0	R1,500,000	R1,050,000	R1,050,000	R2,000,000	R2,000,000	R0	R0	R7,600,000
Planning and Economic Development	IHS: Informal Settlements	Furniture, Tools & Equipment: Informal Settlements	37	R50,000	R50,000	R51,000	R51,000	R51,000	R51,000	R51,000	R51,000	R51,000	R0	R457,000
Planning and Economic Development	Town Planning	Furniture, Tools & Equipment: Town Planning	66	R95,000	R100,000	R110,000	R120,000	R130,000	R140,000	R150,000	R160,000	R150,000	R0	R1,155,000
Grand Total				R576,301,851	R610,030,198	R520,771,404	R545,148,491	R608,342,072	R590,656,082	R631,467,666	R640,660,816	R479,875,441	R443,661,939	R5,646,915,960

Annexure



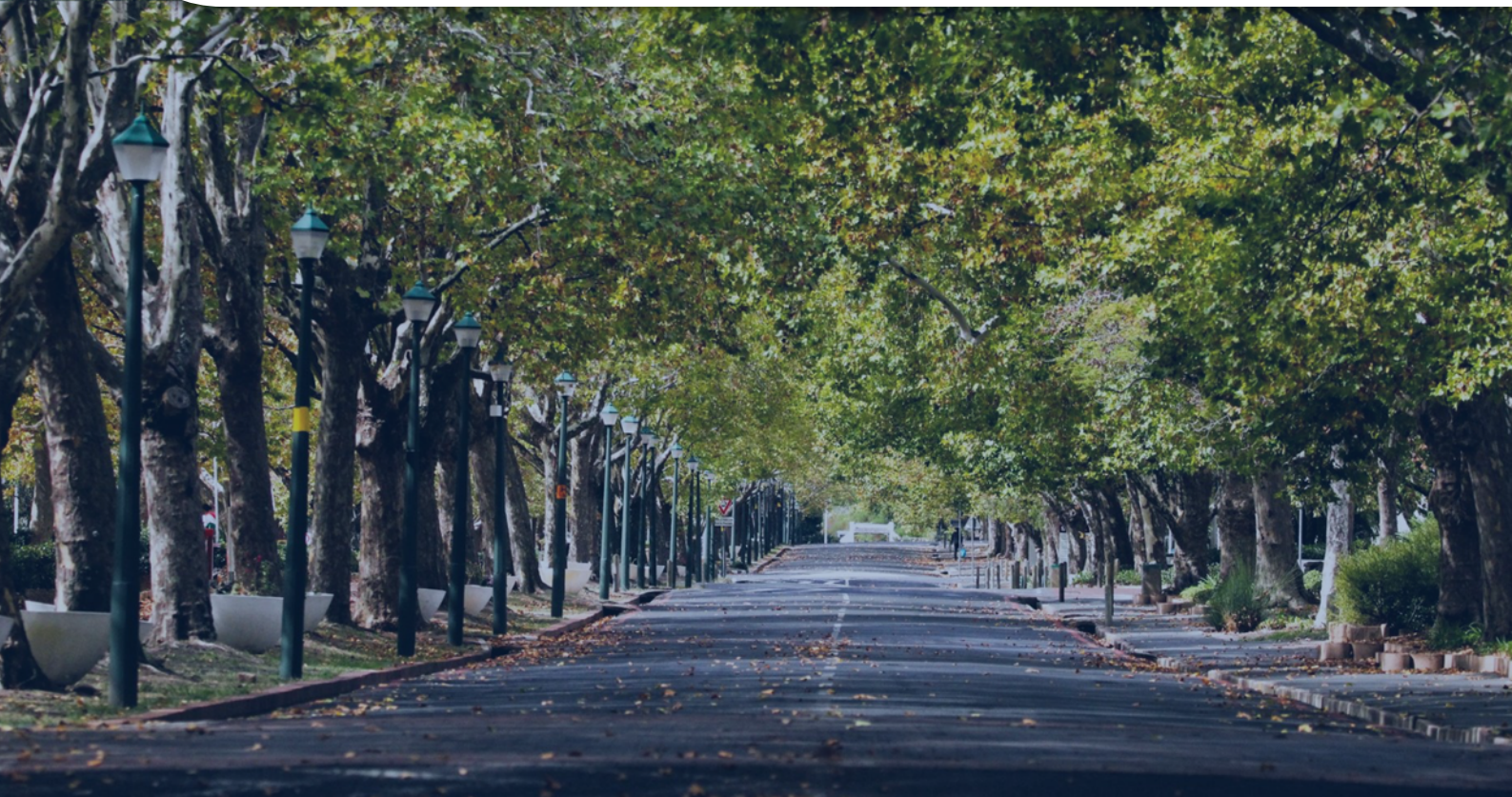
Stellenbosch Local Municipality



Capital Expenditure Framework

Socio Economic Profiles

2026/27





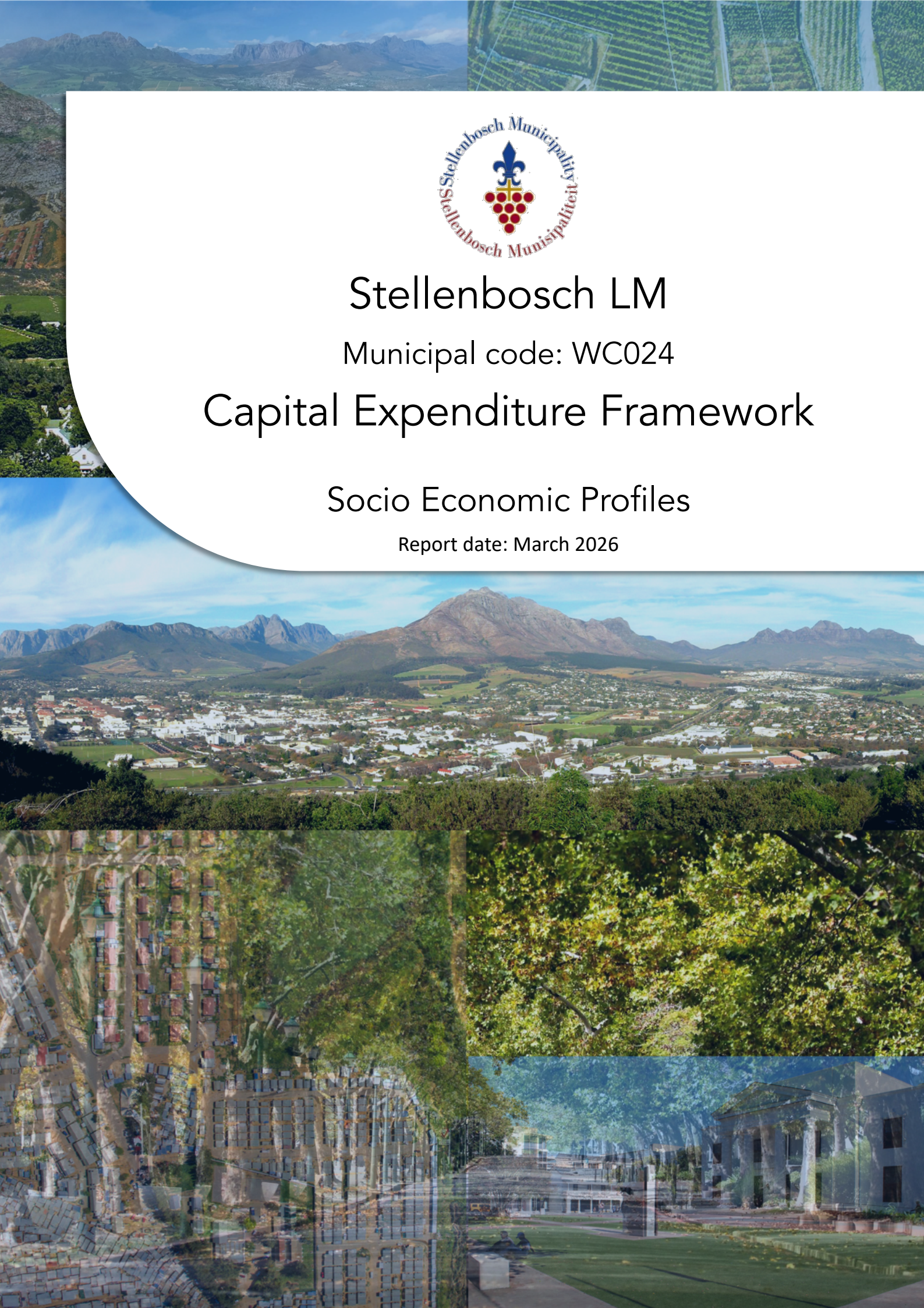
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Municipal code: WC024

Capital Expenditure Framework

Socio Economic Profiles

Report date: March 2026



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Nomenclature / Abbreviations

CEF	Capital Expenditure Framework
CPM	Capital Prioritisation Model
CSIR	Council for Scientific and Industrial Research
ESG	Environmental, Social, and Governance
IDP	Integrated Development Plan
ICT	Information and Communication Technology
IUDG	Integrated Urban Development Grant
IUDF	Integrated Urban Development Framework
LTFM	Long-Term Financial Model
LTFP	Long-Term Financial Plan
MFMA	Municipal Finance Management Act
MTREF	Medium-Term Revenue and Expenditure Framework
NDP	National Development Plan
PDA	Priority Development Area
SDBIP	Service Delivery and Budget Implementation Plan
SDF	Spatial Development Framework
SPLUMA	Spatial Planning and Land Use Management Act
LED	Local Economic Development
MP	Master Plan

Locality and context of the municipality



Location and the context of the municipality

LEGEND

- Area of assessment
- Provincial boundaries
- District boundaries
- Local municipality boundaries



Notes on data, the use and presentation thereof

Spatial analysis and profiling areas depend on quality, detail and geographical data sets. The challenge is to present and use data in such a way that it conveys a message based on facts. The analyst's duty and skill are to combine different datasets and extract value from the process.

There are three challenges to overcome. The first is that data represents a picture at a specific time. These time or date differences make direct comparisons very challenging. Secondly, data have a particular granularity depending on the spatial scale in which the data was generated or presented. This makes the disaggregation of data to a more advanced level of granularity more challenging. The third issue is that related data are generated from different bases, often for different purposes. For example, what is the difference between a family unit, a household or a residential customer in a municipality? They are all related and might even be the same, but they have different interpretations, whether one does social, economic, or financial analyses.

There are three basic ways to overcome these challenges. The first is mapping to do pattern recognition within the timeframe of rates of change. For example, quoting the Census 2011 number of population values can no longer be valid in 2022. However, a map depicting the distribution of population language majorities may still allow the spatial analyst to make every valid observation and essential conclusion because these patterns are slow to change. Secondly, the approach is to do trend analysis by plotting temporal data and then statistically calculating and determining the trend the data values represent at different points in time. Finally, the third option is spatial or numerical cross-comparisons between different and unrelated datasets to draw inferences on trends and outcomes developing in the area.

The approach remains to find the most recent and credible data but to supplement it with historical or comparative data to extract the maximum value from the data. As a word of caution, simply quoting a figure is meaningless if it is not put in context or if the implications thereof are assessed.

The use of place names

Place names used in this document are the place names reflected in official national and provincial datasets. Official names are designated through the South African Geographical Names Council. The official governing body of South Africa advises the central government's executive branch (in the form of the Minister of Arts and Culture) on new geographical names and the changing of existing ones. The South African Geographical Names Act 118 of 1998 established the Council. We are aware that there are often discrepancies between official and local names. Using official names is practical and should not be construed as disrespecting local names, customs and traditions.

Phase 1

Introduction

1 Part 1: Introduction

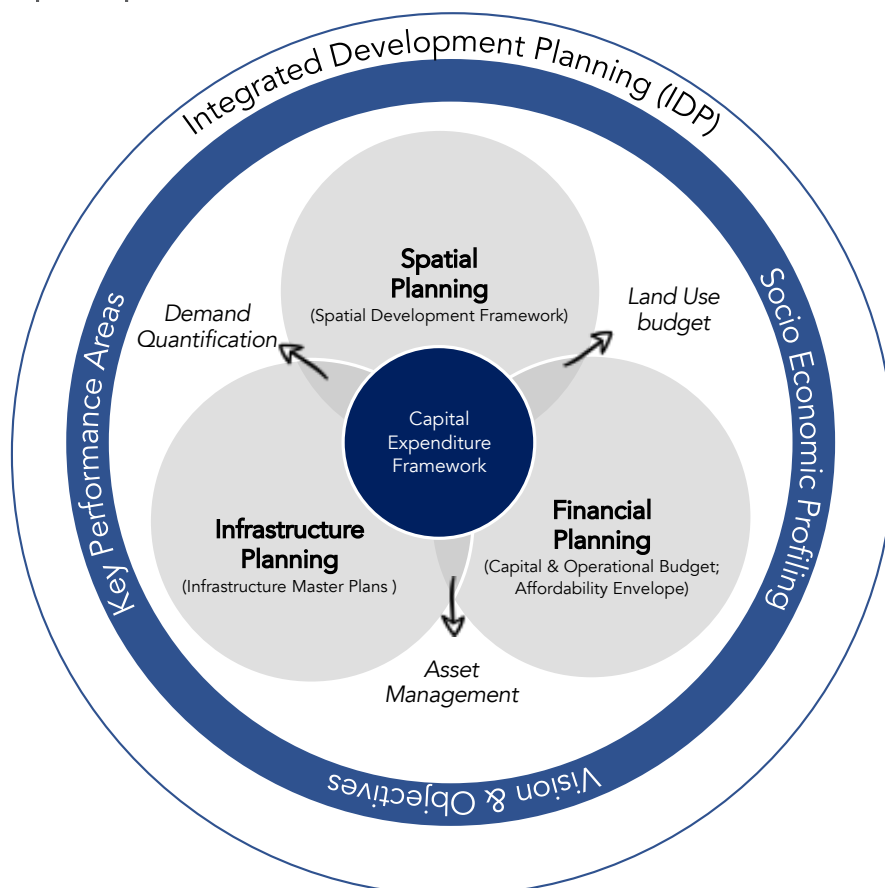
1.1 What is a Capital Expenditure Framework

According to the Department of Cooperative Governance and Traditional Affairs (COGTA) guidelines, a Capital Expenditure Framework (CEF) is a consolidated, high-level view of a municipality's long-term infrastructure investment needs. It ensures that infrastructure priorities are spatially aligned with municipal strategic objectives, budgetary realities, and development plans. The framework is grounded in principles of sustainability, financial feasibility, and strategic alignment, balancing immediate infrastructure needs with long-term development goals, the relationships between these spheres of planning and principles is illustrated in Figure 1–1.

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) mandates the inclusion of a CEF within a municipality's Spatial Development Framework (SDF). Specifically, Section 21(n) of SPLUMA requires that an SDF "determine a Capital Expenditure Framework for the municipality's development programmes, depicted spatially." This legislative requirement underscores the importance of integrating spatial planning with financial planning, ensuring that the spatial strategies articulated in the SDF are implemented through practical and affordable infrastructure investments.

A Capital Expenditure Framework links spatial development strategies with budgetary constraints and infrastructure demands. It provides a transparent mechanism for prioritising projects, promoting the efficient allocation of resources, and aligning capital expenditure with the municipality's long-term strategic vision.

Figure 1–1: The Capital Expenditure Framework within the built environment context



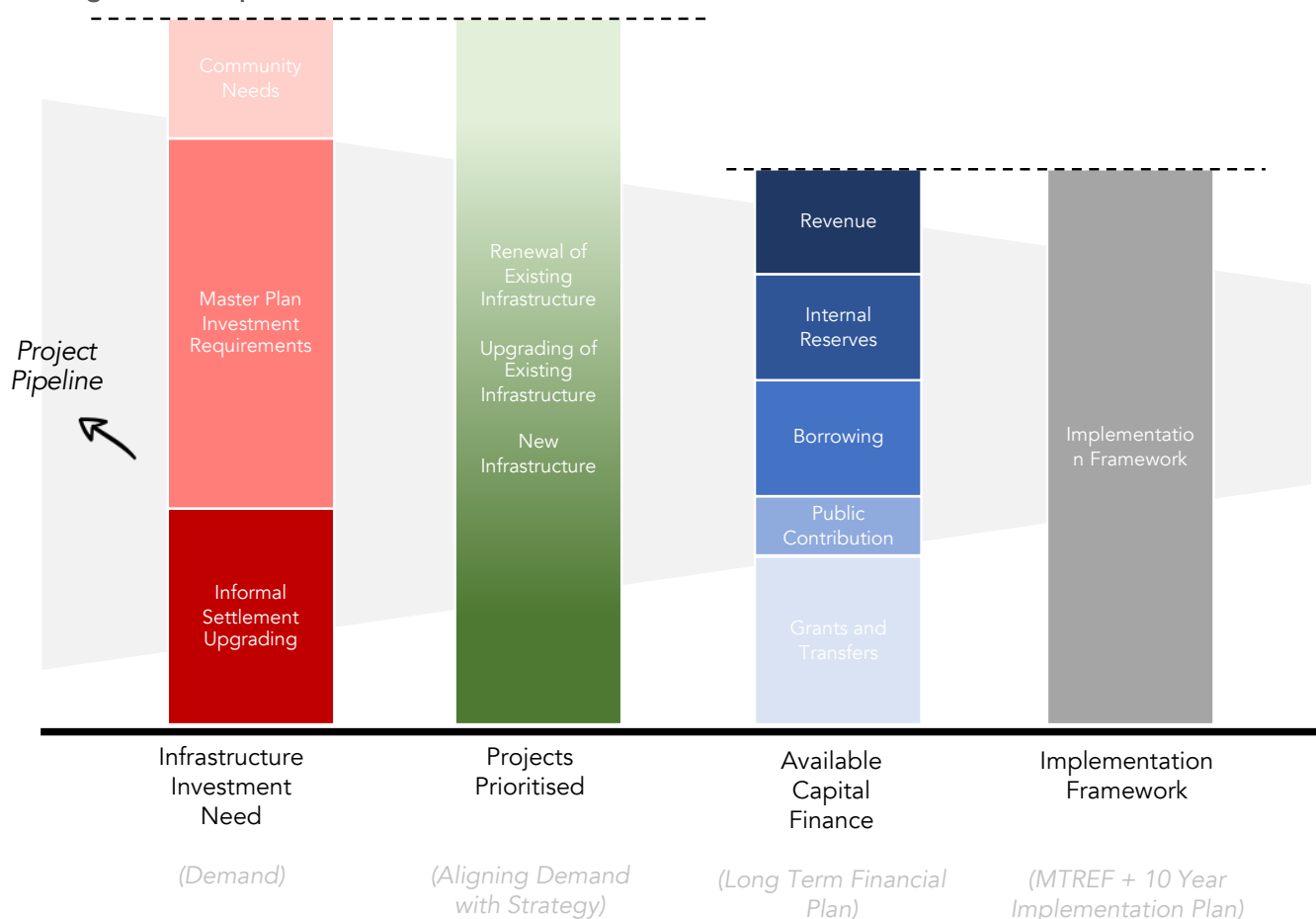
1.2 Aim of Capital Expenditure Framework

The aim of a Capital Expenditure Framework (CEF) is to create a structured and strategic approach to municipal infrastructure expenditure. The CEF is intended to align the municipality's spatial development strategies with its financial resources and capacity, ensuring that long-term growth and development objectives are achievable, and informs operational activities of a municipality.

A CEF aims to provide a municipality with the means to inform financial planning with infrastructure planning and spatial priorities identified in the Spatial Development Framework (SDF). It aims, furthermore, to establish a clear methodology for municipalities to evaluate, prioritise, and inform implementation processes of infrastructure projects within their affordability envelope, supporting both immediate and long-term development goals.

From Figure 1–2 one can see the illustration that infrastructure investment need, expressed as projects, usually exceeds available capital finance, and therefore it is an imperative for municipalities to partake in a prioritisation process to determine which projects are best aligned with the strategy of the municipality, together with a budget scenario process to determine which projects are affordable and should be implemented when.

Figure 1–2: Relationship between infrastructure investment needs, affordability envelope, prioritisation process, and budget scenario process



1.3 Objectives of Capital Expenditure Framework

The key objectives of a CEF is to:

- Socio-economic trends: Understand the socio-economic trends in a municipality over the long term;
- Quantify Infrastructure Needs: Assess and detail the municipality's long-term infrastructure requirements based on an SDF-informed land use budget, infrastructure standards, anticipated socio-economic growth, existing infrastructure, and backlogs;
- Align with the Spatial Development Framework (SDF): Translate the spatial vision and strategic priorities outlined in the SDF into priority development areas which informs prioritisation practices;
- Consolidate Infrastructure Demand: Create a comprehensive list of infrastructure projects across various sectors in line with the municipality's mandate, reflecting the municipality's overall infrastructure demands;
- Contextualise Financial Affordability: Integrate the municipality's affordability envelope, derived from the Long-Term Financial Model (LTFM), to ensure infrastructure expenditure are financially sustainable over the planning horizon;
- Facilitate Prioritisation: Establish a framework to evaluate and rank projects based on strategic alignment, socio-economic impact, and spatial targeting amongst others, ensuring that resources are allocated to the most critical and impactful projects;
- Determine a Budget Scenario: Offer a structured, evidence-based approach to infrastructure planning and budgeting, improving decision-making processes and accountability to stakeholders - amongst others, to indicate project-level responses per asset type per functional area;
- Enable Spatial Transformation: Direct infrastructure investments toward spatial transformation goals, focusing on reducing inequalities, improving access to services, and promoting inclusive economic growth, and;
- Bridge Short-Term and Long-Term Planning: Ensure a coherent link between the short-term MTREF cycles, Medium-term Integrated Development Plan (IDP) cycles and the municipality's long-term development vision, embedding sustainability and foresight into the planning process.

1.4 Role of the Capital Expenditure Framework as a policy instrument

The Capital Expenditure Framework (CEF) is a cornerstone of municipal planning, grounded in South Africa's legislative framework and designed to bridge the gap between long-term spatial development strategies and actionable infrastructure expenditure. The concept of the CEF was formalised under the Spatial Planning and Land Use Management Act (SPLUMA, Act 16 of 2013), specifically in Section 21(n), which mandates municipalities to determine a spatially referenced CEF as part of their Spatial Development Framework (SDF). This legislative requirement reflects the increasing emphasis on aligning planning and budgeting processes to address developmental challenges effectively.

Historically, the Constitution of South Africa laid the foundation for this alignment in Section 153, which directs municipalities to prioritise the basic needs of communities while promoting socio-economic development through structured planning and budgeting. The Integrated Development Plan (IDP) was introduced as a mechanism to achieve this in the Local Government Transition Act (Act 209 of 1993),

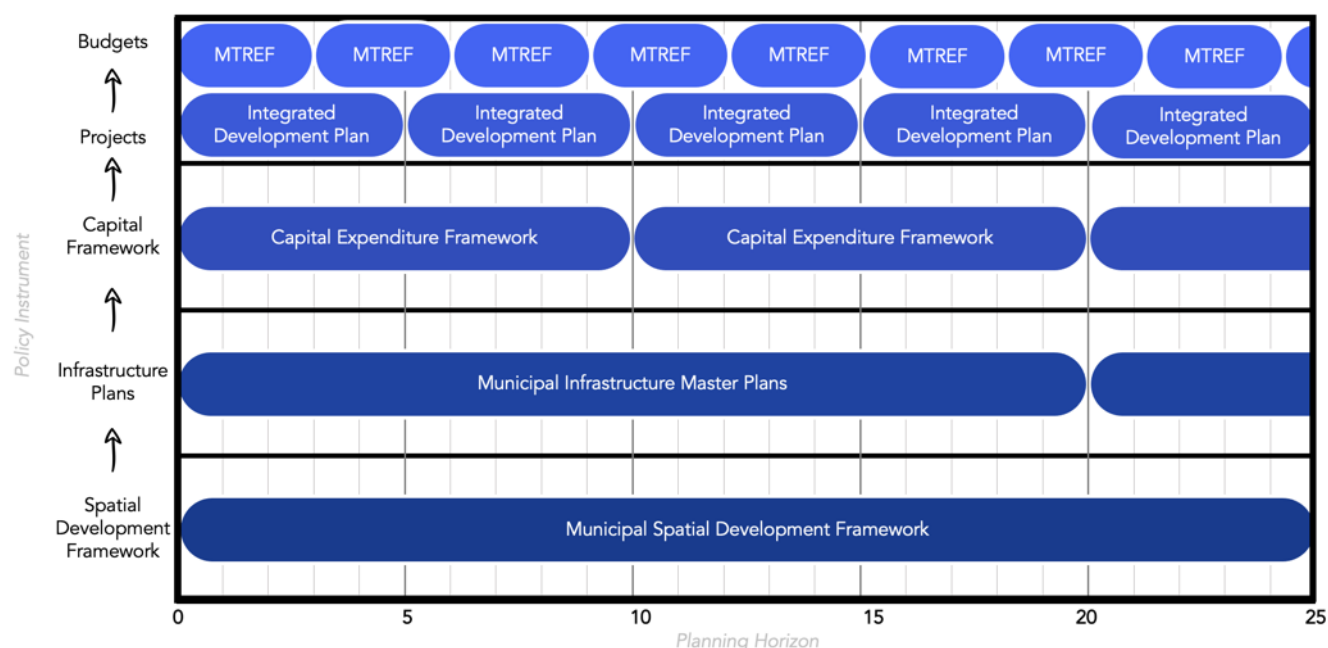
evolving through subsequent legislation, including the Municipal Systems Act (MSA, Act 32 of 2000). The MSA established the IDP as the principal planning instrument of local government, requiring it to incorporate a comprehensive financial plan and a Spatial Development Framework. This integration ensures that municipal resources are allocated effectively to achieve the long-term developmental vision. The CEF builds on these legislative imperatives by operationalising the SDF within the IDP framework. As a long-term (10-year) planning tool, the CEF quantifies infrastructure needs, consolidates them into prioritised project pipelines, and aligns them with the municipality's financial capacity as outlined in the Long-Term Financial Plan (LTFP). It ensures that infrastructure investments are not only spatially targeted but also financially sustainable, bridging the divide between visionary spatial strategies and practical implementation.

The CEF also plays a vital role in South Africa's Local Government Accountability Cycle, a governance framework defined by the Municipal Finance Management Act (MFMA, Act 56 of 2003). This cycle integrates planning, budgeting, and reporting processes to ensure transparency, accountability, and alignment with development priorities. Through informing the IDP, and so the Medium-Term Revenue and Expenditure Framework (MTREF), as well as the Service Delivery and Budget Implementation Plan (SDBIP), the CEF enables municipalities to stabilise their decision-making processes. It provides a consistent rationale for allocating resources, ensuring that both short-term operational needs and long-term developmental objectives are addressed.

Importantly, the CEF institutionalises long-term planning practices within municipalities. It encourages decision-makers to adopt a forward-looking perspective that considers future growth patterns, socio-economic trends, and financial constraints. This approach reduces the reactive nature of municipal budgeting, replacing it with proactive, evidence-based strategies that support equitable service delivery and spatial justice.

The CEF is a transformative policy instrument that integrates spatial, financial, and infrastructure planning within the legislative and operational frameworks of municipal governance. It strengthens the IDP as the single most strategic document of municipalities, ensures alignment with the SDF, and guides resource allocation through the MTREF and SDBIP. Through its structured and integrated approach, the CEF enables municipalities to achieve their developmental mandates while ensuring financial sustainability and fostering spatial transformation.

Figure 1–3: The relationship between policy instruments effecting the spatial form



1.5 Structure of this Capital Expenditure Framework

The structure of this report is outlined below to guide the reader through the key components of the Capital Expenditure Framework (CEF) and its alignment with municipal planning processes as well as the norms and standards of the CEF.

Table 1-1: Structure of this Capital Expenditure Framework

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 1: Inception and Information Gathering	Phase 1	To provide a contextualisation to the Capital Expenditure Framework. This phase comprises the inception process of the CEF as well as the information gathering process in which a comprehensive integrated infrastructure investment framework, or portfolio of projects, is collated.
Part 2: Functional Area and Spatial Category for Investment Planning Profiling and Spatial Demand Quantification	Phase 2a	This part introduces functional areas for priority investment which are defined and mapped to indicate the spatial strategy depicted in the MSDF (linked to the MSDF proposals). The identified functional areas are used to determine the future population, housing, and land demand based on existing socio-economic and related data which is used in the spatial demand quantification component.
Part 3: Infrastructure demand	Phase 2b	This part determines the investment requirements for each functional area, including operational and maintenance costs per asset class. The goal is to compare the optimal infrastructure requirements scenario with the known infrastructure demand based on current planning frameworks.
Part 4: Affordability Envelope	Phase 3	This part is a reflection of the municipality's financial health and long-term financial plan. Primarily it includes the results of the re-application of the long-term financial plan to determine the appropriate affordability envelope.
Part 5: Prioritisation and Budget Scenario	Phase 4	This part has a prioritisation framework that considers spatial, engineering, and financial factors to calculate a composite score indicating each project's relative importance in the pipeline. It also applies this framework to the budget fit process to determine how to allocate capital within the affordability envelope per project for the next 10 years.

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 6: Capital Expenditure Programme	Phase 5	This part is a breakdown of the 10-year capital expenditure framework. Essentially, it analyses the fitted project pipeline in terms of spatial alignment, asset type alignment, and other attributes to ultimately verify that the 10-year capital expenditure framework is in line with the strategic intent of the prioritisation framework and the MSDf objectives.
Part 7: Institutional Arrangements and Project Closeout	Phase 6	This phase comprises of a concluding chapter to the CEF, this part aims to identify areas of enhancement that will render the CEF not only as a compliance document but to solidify institutional change around the alignment of planning, engineering, and financial practices – with the ultimate aim to improve service delivery. Furthermore this phase contains a final close-out report detailing the project timeline and conclusions drawn.

Phase 2a

Socio Economic Profiles

2 Demography & housing¹

The basis for assessment is expected changes in the municipality's demographic profile. The core of this assessment is the relationship between population and households as the basis of the council's customer base.

A range of factors impacts the demographic profile of the municipality. These factors interact horizontally and, importantly, have a hierarchical relationship with national, provincial and regional demographics. Therefore, variables are analysed on a comparative basis by exploring relationships between demographic variables and the demographics' relationship with economic development.

2.1 Basic population characteristics

Population dynamics, such as changes in population size, structure and distribution, and the associated demographic factors of births, deaths, and migration, affect all facets of human life. Planners in every sector should carefully examine the population attributes of their planning areas and address their sector plans regarding the relevant population issues. This report provides the necessary base data to draw inferences about the municipality's population dynamics.

2.1.1 Population and gender

The total population is the starting point. For any planning assessment, the total population is fundamental to the current and long-term demand for services and facilities. The table below shows the population for the four census periods and Community Survey 2016 with a gender split. The 2020 figures are derived from WorldPop.org open-source data. From the time-related figures, inferences can be drawn on population growth or decline. Gender also serves as a proxy for economic conditions. Generally speaking, male absenteeism can indicate that a municipality is shedding workers, while a surplus of males might indicate that the area is attracting migrant labour and, hence, higher expectations regarding economic growth and job creation. The table on age groups below will shed more light on this matter.

Table 2: Population and gender

	1996	2001	2011	2016	2020	2022
Males	51,208	57,862	76,133	89,929	99,717	85,071

¹ The reports shows the data for Census 2022 that is currently available. The figures for 2020, applicable, comes from WorldPop.org data.

	1996	2001	2011	2016	2020	2022
Females	53,392	61,138	79,508	92,956	100,581	90,339
Population density (p/ha)	1.14	1.39	1.82	2.14	2.3	2.05
Total Population	104,600	119,001	155,641	182,886	200,642	175,411

2.1.2 Population groups

Population groups need not be a central issue in development analysis. However, the composition of the local population might help explain current dynamics based on historical population settlement patterns.

Table 3: Population groups

	1996	2001	2011	2016	2022
Black	16,241	24,231	43,716	80,690	64,902
White	27,024	26,231	28,738	22,790	40,819
Coloured	59,003	68,269	81,261	79,226	66,315
Indian/Asian	264	269	620	181	842
Other	2,068	NA	1,307	NA	2,449
Unspecified	NA	NA	NA	NA	85
Total	104,600	119,001	155,641	182,886	175,411

2.1.3 Age groups

Statistics South Africa

Age groups are significant in any demographic assessment. The population's age structure directly indicates the long-term demand for community and social services, housing and infrastructure. The table below only reflects four age categories. The first category is the preschool population, and the second category is the extent of the school population, the third category is the economically active population, and the last group is the elderly population.

Table 4: Age groups

	1996		2001		2011		2016		2022 ²	
	Male	Female	Male	Female	Male	Female	Male	Female		
<5	5,679	5,527	8,008	7,858	5,735	5,812	7,318	7,754	13,267	
5 to 20	15,403	16,104	19,802	20,730	17,528	18,213	23,169	22,224	36,332	
20 to 65	27,777	28,708	45,413	46,874	32,522	34,303	56,073	58,595	114,782	
>65	1,636	2,411	2,910	4,047	2,078	2,811	3,368	4,383	11,024	
Unspecified	714	642	0		0		0		0	
Total	51,208	53,392	57,862	61,138	76,133	79,508	89,929	92,956	85,071	90,339
	104,600		119,001		155,641		182,886		175,411	

In considering age groups, the 20 to 65-year cohort is very significant. The male-female ratio in this age group is important. As explained above, male absenteeism or a male surplus is a good proxy for migrant labour. Furthermore, the number of women in this age group also indicates the expected number of households in an area. However, one should treat such a figure with care. For example, the proxy is not as accurate in KwaZulu-Natal as, for example, it is in Limpopo, as polygamous marriage customs are more prevalent in KwaZulu-Natal.

WorldPop Demographic data

The next table was compiled from WorldPop data and shows age and gender per age category. It is a finer breakdown, as shown below, and aligns with significant age cohorts in the municipality.

Table 5: Breakdown of Demographics 2020

Age Group	Description	Male	Female	Total
0 - 5	Preschool age	7,646	7,588	15,234
6 - 13	Primary school age	11,809	11,918	23,726

² No gender breakdown given per age group

Age Group	Description	Male	Female	Total
14 - 18	Secondary school age	8,118	8,708	16,826
19 - 35	Young adults	33,558	33,489	67,047
36 - 65	Adults	33,523	33,063	66,586
66 - 75	Senior adults	3,628	4,037	7,665
75 and up	Elderly	1,435	1,779	3,558
Total		99,717	100,581	200,642

2.1.4 Population – Comparative data from different sources

This section draws from a range of population data for different years from various sources. Our system integrates a range of reputable population datasets to ensure comprehensive, accurate, and up-to-date demographic information. The following sources are utilised:

- StatsSA (Statistics South Africa): Includes Census data (collected every 10 years), Community Survey data (mid-cycle demographic snapshots), and Mid-Year Population Estimates (annual estimates based on demographic modelling).
- Quantec EasyData: A commercial database providing processed and modelled South African demographic and socioeconomic data, derived from official sources such as StatsSA and supplemented with consistent time series formatting.
- WorldPop: A global open-access population dataset providing high-resolution (typically 100m or 1km) gridded population estimates, using geospatial modelling based on census data and ancillary inputs.
- WorldPop Projection (Beta): A forward-looking version of the WorldPop dataset, offering experimental population projections using machine learning and spatial modelling approaches, aligned with global demographic trends.
- Kontur Meta: A global population dataset created from aggregated mobile data and open sources, providing high-resolution population counts at a 400m hex grid level, designed for near real-time spatial analysis.
- LandScan: Developed by Oak Ridge National Laboratory, LandScan offers global population distribution data at approximately 1km resolution, representing ambient (average over 24 hours) population estimates using a combination of census and geospatial data.

Table 6: Summary of population changes

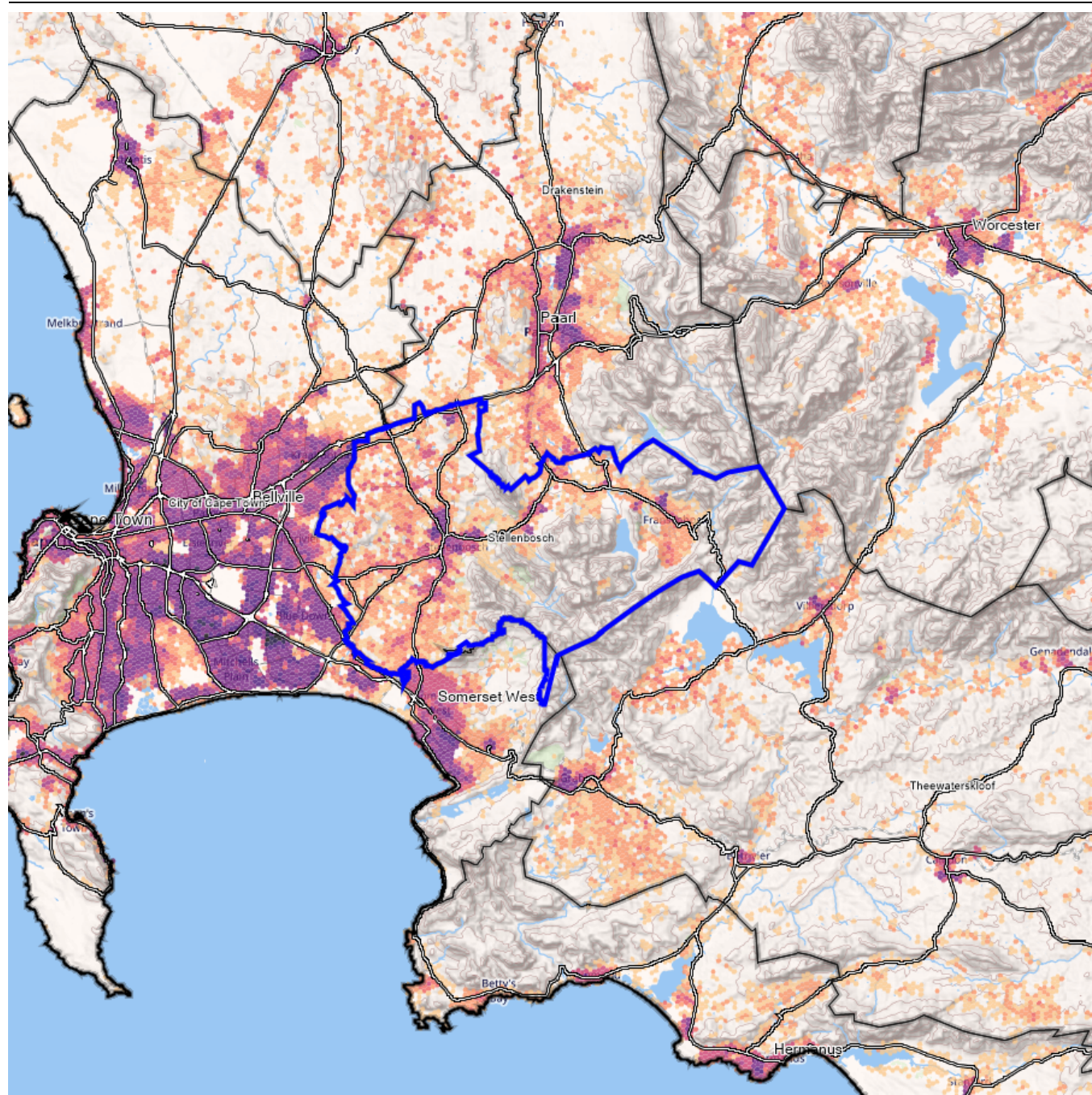
Year	Census	Community survey	Midyear population estimates	Quantec	WorldPop	WorldPop projection (BETA)	Kontur	Meta	LandScan
1993				108,700					
1994				111,526					
1995				113,711					
1996	104,600			116,423					
1997				119,112					
1998				122,051					
1999				124,133					
2000				127,563					71,594
2001	119,001			129,396					
2002			123,173	132,015					
2003			126,136	134,365					
2004			129,314	137,671					
2005			132,675	141,502					116,569
2006			136,180	143,302					
2007			139,849	147,235					
2008			143,702	152,623					
2009			147,723	156,623					
2010			151,875	160,501					129,029
2011	155,641		156,058	164,156					128,748
2012			159,869	167,123					146,678
2013			163,802	170,165					146,050

Year	Census	Community survey	Midyear population estimates	Quantec	WorldPop	WorldPop projection (BETA)	Kontur	Meta	LandScan
2014			167,825	173,907					169,355
2015			171,956	175,702	131,431	170,288			161,657
2016		182,886	176,178	179,043		173,454			169,355
2017			180,027	182,717		173,043			170,715
2018			183,857	186,249		175,148			172,433
2019			187,797	189,720		176,695			172,703
2020			191,821	192,837	204,934	178,784	185,330	161,932	175,908
2021			195,837	195,374		180,632	168,919		177,521
2022	175,411		199,852	198,485		511,690	164,664		177,897
2023			203,978	198,707		184,372	207,681		168,105
2024			208,273	200,906	179,151	185,739			
2025						187,355			
2026						188,773			
2027						190,500			
2028						191,248			
2029						193,050			
2030						194,675			

When using and interpreting population data from diverse sources like StatsSA, Quantec, WorldPop, and others, it's important to understand the methodological, spatial, and temporal differences that can impact accuracy, comparability, and suitability for specific use cases. The key Considerations for Use and Interpretation.

- **Data Source and Methodology***: Each dataset is built using different methodologies, ranging from direct enumeration (e.g., Census) to modelled estimates (e.g., WorldPop, LandScan). Understanding how the data was collected and processed is essential for correct interpretation.
- **Spatial Resolution**: Datasets vary in spatial granularity—from national or subnational aggregates (e.g., Quantec, StatsSA) to high-resolution gridded data (e.g., WorldPop, Kontur). High-resolution data enables fine-scale analysis but may involve greater modelling assumptions.
- **Temporal Relevance**: Population figures reflect different points in time. Some are periodic (e.g., the Census every 10 years), while others are updated annually or continuously modelled. Always verify the reference year and update frequency.
- **Population Definitions**: Be aware of what is being measured—de facto (present at time of enumeration), de jure (usual residence), or ambient population (average over 24 hours). For example, LandScan represents ambient population, while Census data typically reflects de jure populations.
- **Modelled vs. Observed Data**: Modelled datasets (e.g., WorldPop, LandScan) use statistical and geospatial modelling, which may introduce uncertainty, especially in data-scarce regions. These should be validated or triangulated where possible.
- **Data Licensing and Usage Rights**: Some datasets (e.g., Quantec) are commercial or restricted, while others (e.g., WorldPop, Kontur) are open-access. Ensure compliance with licensing conditions.
- **Uncertainty and Accuracy**: All datasets have inherent uncertainty. Consider error margins, especially in projections and interpolated data, and avoid over-interpreting precision in modelled outputs.

Map 1: Population in 2020



Population 2020

LEGEND

Numer of Persons

- 0 - 1
- 1 - 10
- 10 - 50
- 50 - 100
- 100 - 500
- 500 - 1000
- 1000 - 5000
- 5000 - 7500
- 7500 - 10000
- 10000 - 25000



2.1.5 Language groups

Language groups display robust spatial patterns in South Africa. These patterns and distributions affect education, labour markets, and relations. However, its impact on the demand for community services, infrastructure and social facilities is insignificant for the planner.

Table 7: Language groups

	1996	2001	2011	2016
Afrikaans	80,742	88,197	99,324	91,958
English	7,265	8,332	10,616	11,933
Ndebele	436	36	225	236
Sepedi	10	78	143	5
Sesotho	514	1,156	1,784	1,948
Siswati	7	30	48	4
Tsonga	8	54	103	9
Tswana	29	54	538	21
Venda	3	27	65	5
Xhosa	13,244	20,193	30,554	71,170
Zulu	45	147	369	214
Other	2,296	696	11,873	5,382
Total	104,600	119,001	155,641	182,886

2.1.6 Mid-year estimates - Population and households

The table below shows the population and household mid-year estimates released by StatsSA. It is the first time that StatSA has released population and household estimates at a local municipality level. However, midyear estimates for 2021 were only released at a provincial level.

Table 8: Mid-year population estimates

	Total estimated population	Total estimated households
2002	123,173	33,207

	Total estimated population	Total estimated households
2003	126,136	34,049
2004	129,314	34,953
2005	132,675	35,907
2006	136,180	36,932
2007	139,849	37,899
2008	143,702	38,915
2009	147,723	40,004
2010	151,875	41,150
2011	156,058	42,322
2012	159,869	43,289
2013	163,802	44,300
2014	167,825	45,349
2015	171,956	46,480
2016	176,178	47,692
2017	180,027	48,682
2018	183,857	49,696
2019	187,797	50,774

The table below shows the population and household estimates based on the mid-year population estimates of StatsSA. These estimates and projects must be used in the context of the census results and other verifiable estimates available.

Table 9: Population projections based on the mid-year population and household estimates

	Total estimated population	Total estimated households
2020	191,821	51,906

	Total estimated population	Total estimated households
2021	195,837	53,069
2022	199,852	54,143
2023	203,978	55,261
2024	208,273	56,485

2.1.7 Population – long-term change 1996 to 2022

The preceding sections provide a range of **population** data for different years. This section shows the population change in the area between 1996 and 2022.

Table 10: Summary of population changes from 1996 to 2022

Population and households	
Population (1996):	105,404
Population (2022):	175,411
Population Change	71,092
Population Density (People/Ha - 2022):	2.05

Map 2: Population change 1996 to 2020



Population change from 1996 to 2020

LEGEND

Number of persons

- 12720 - -5000
- 5000 - -1000
- 1000 - -500
- 500 - -10
- 10 - 10
- 10 - 50
- 50 - 500
- 500 - 1000
- 1000 - 5000
- 5000 - 13486



2.2 Household characteristics

Population numbers relate to the demand for community and or social facilities. On the other hand, households determine the demand for infrastructure and housing. Furthermore, many planning indicators are measured regarding household sizes and densities.

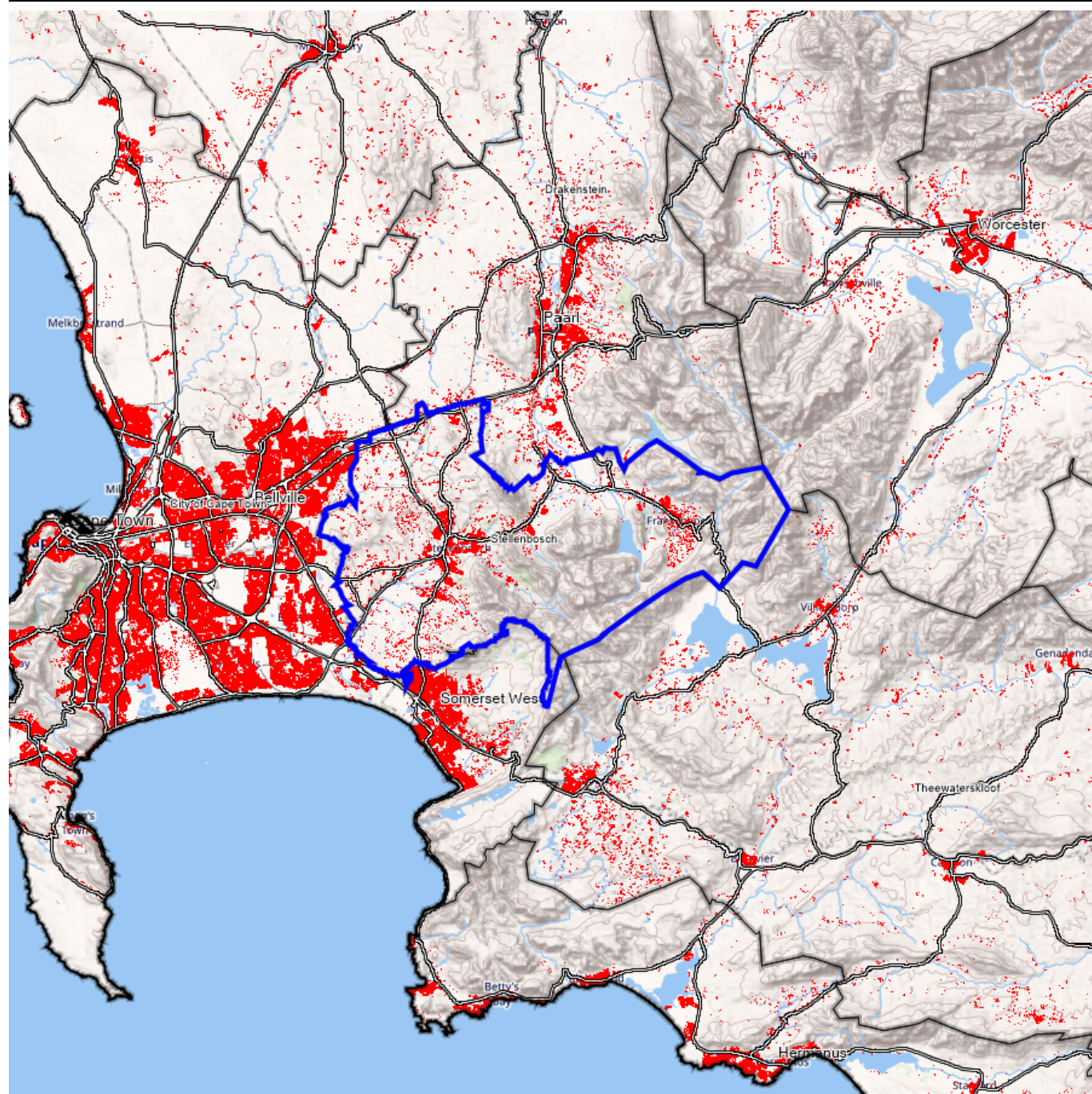
2.2.1 Households, size and density

Households are usually assessed in the context of the total population, resulting in density ratios and household sizes. The number of households determines the overall demand for infrastructure services and housing. Household density is an essential indicator of settlement efficiency and is important in urban planning and development strategies. Household size impacts the extent of consumption of goods and services. One should note that housing support strategies have affected household formation to the extent that there are often different rates of change between households and populations. The basic household profile for the assessment area is shown in the table below.

Table 11: Total households, size and density

	1996	2001	2011	2016	2022
Total households	26,147	35,170	43,322	55,338	59,626
Household density 0.29 (households/ha)		0.41	0.51	0.65	0.70
Ave household size	4.00	3.38	3.59	3.30	3

Map 3: Google Open Buildings - Building structures



Building Structures 2021

LEGEND

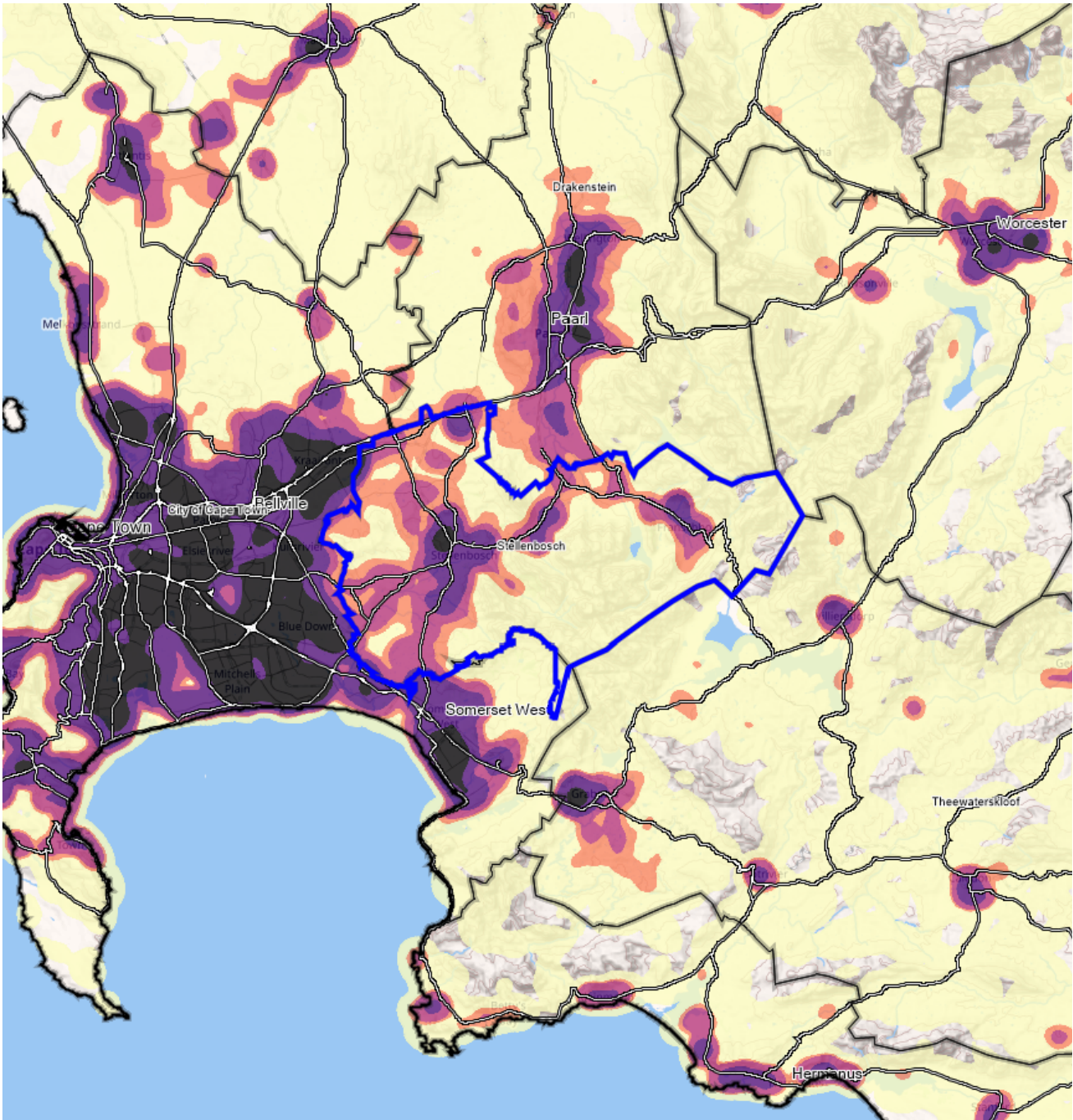
The building structures in the municipality

- Building structures



sdsa

Map 4: Building Structures per km2 (kernel densities)



Building Units per km²

LEGEND

Building Units per km²

Kernel density shows the density of features in a neighbourhood around those features. Unlike point mapping, which focuses on mapping the location of individual events, hotspot mapping focuses on highlighting areas with a higher than average incidence of events. These have come to be known as 'hotspots.'



2.2.2 Head of household

Gender is an important aspect of any **development** environment. The gender of household heads relates to many socio-economic and cultural practices and factors. Therefore, the data below should be interpreted within the context of the environment that is being assessed.

Table 12: Head of household by gender

	1996	2001	2011	2016	2022
Male head of household	19,174	23,213	28,314	34,988	Not available
Female head of household	6,843	11,957	15,008	20,350	Not available
Unspecified	130	0	0	0	Not available
Total	26,147	35,170	43,322	55,338	59,626

2.2.3 Household income

Household income is used as one of the main poverty indicators in South Africa. Social support and subsidy systems are often based on household income parameters. When comparing household income, it is important to discount the impact of inflation. The figures in the table below were adjusted to 2011 Rand values. These figures are not available from the Community Survey 2016.

Table 13: Household income per month in 2011 Rand values

Income group (Rands)	1996	2001	2011	2022
<1200	3,574	8,492	13,498	Not available
1 200 – 2 000	38	3,766	4,362	Not available
2 000 – 5 000	163	4,206	7,151	Not available
5000 – 10 000	791	6,601	7,376	Not available
10 000 – 20 000	2,040	8,210	5,096	Not available
20 000 – 50 000	7,578	2,572	3,678	Not available
>50 000	11,966	1,323	2,161	Not available
Total	26,147	35,170	43,322	59,626

The following income comparisons can be drawn between the Censuses:

Table 14: Household income indicators per month in 2011 Rand values

	1996	2001	2011	2022
Total income in the municipality (per month)	902,806,078	221,519,308	459,513,986	Not available
Income per capita (per month)	8,631	1,862	2,952	Not available
Income per ha (per month)	9,871	2,595	5,383	Not available
Ave household income (per month)	34,611	11,567	10,600	Not available

2.2.4 Dwelling type

Housing backlogs and the demand for housing were and will always remain an issue in South Africa's development and social support strategies. The following table shows the different dwelling types in the municipality under assessment.

Table 15: Dwelling type

	1996	2001	2011	2016	2022
Traditional	467	768	254	371	398
House made of bricks/Formal	14,130	18,685	24,807	31,722	52063.05
Flat	3,026	2,959	4,353	1,456	Not reported
Multiple housing	2,509	1,198	2,643	2,812	Not reported
Dwelling in backyard	1,185	554	445	290	Not reported
Room/ granny flat	700	265	279	208	Not reported
Informal	2,937	3,480	7,500	16,261	7051.01
Informal dwelling in backyard	601	1,111	2,443	2,092	Not reported
Other	591	6,150	598	124	114

	1996	2001	2011	2016	2022
Total	26,147	35,170	43,322	55,338	59626.06

2.2.5 Dwelling ownership

Dwelling ownership data must be treated with circumspect. The data from the census below is based on the occupant's perceptions. There are many ownership systems available. If ownership is interpreted as freehold ownership in terms of a title deed, most areas in South Africa are excluded from this form of ownership. This applies to tribal land and many of the townships in South Africa that were surveyed but never proclaimed. The table below reflects the position as reported in the censuses.

Table 16: Dwelling ownership³

Tenure	2001	2011	2016	2022
Rented	8,547	12,997	10,387	Not available
Owned but not yet paid off	4,533	4,313	4,625	Not available
Occupied rent-free	8,211	12,568	10,345	Not available
Owned and fully paid off	7,848	11,086	23,619	Not available
Other	6,031	2,357	6,362	Not available
Total	35,170	43,322	55,338	59626.06

■

³ 1996 census data is not comparable to the 2001 and 2011 census and Community Survey 2016 does not provide this information.

Households, buildings and structures comparative data

To support accurate spatial and demographic analysis, our system integrates both household and building count datasets from authoritative and high-resolution sources. The following datasets are used:

- Household Data Sources
 - StatsSA Census: Provides comprehensive data on household counts, types, and characteristics collected every 10 years through a nationwide enumeration.
 - StatsSA Community Survey: A large-scale household survey conducted between censuses, offering mid-cycle updates on household demographics and living conditions.
 - StatsSA Mid-Year Population Estimates: Annual estimates that include modelled household numbers based on demographic trends and census benchmarks.
 - StatsSA Dwelling Frame: A geo-referenced database of known dwelling structures across South Africa, used as a sampling frame for surveys and censuses.
 - Quantec Regional Data: A commercial dataset that includes processed and harmonised household statistics at regional levels, sourced from StatsSA and enriched with historical time series.
- Building Count Data Sources
 - Eskom Spot Building Counts: A high-resolution spatial dataset developed by Eskom, providing precise counts and locations of buildings, particularly in rural and electrified areas. This initiative was terminated and flowed into the SatsSA Dwelling Frame initiative.
 - WorldPop Building Counts: Modelled building footprint data derived from satellite imagery and population distribution modelling, helpful in estimating settlement density and infrastructure needs.
 - Google Open Buildings (v3): A global dataset of building footprints extracted from high-resolution satellite imagery using machine learning, offering accurate building outlines and metadata (e.g., area, confidence).
 - Overture: A collaborative open data project that includes validated, harmonised building footprints and points of interest, designed for consistency and integration across platforms.

The table below shows the details for the area under assessment

Table 17: Summary of household and building changes

Year	Household data				Total building structures				
	StatsSA Census	StatsSA Community survey	StatsSA Mid-year population estimates	StatsSA Dwelling Frame	Quantec Regional Data	Eskom Spot Building Counts	WorldPop building counts	Google Open Buildings(v3)	Overture
1993						28,841			

Year	Household data				Total building structures				
	StatsSA Census	StatsSA Community survey	StatsSA Mid-year population estimates	StatsSA Dwelling Frame	Quantec Regional Data	Eskom Spot Building Counts	WorldPop building counts	Google Open Buildings(v3)	Overture
1994					29,812				
1995					30,620				
1996	26,147				30,620				
1997					32,464				
1998					33,429				
1999					34,148				
2000					35,194				
2001	35,170				35,825				
2002			33,207		36,633				
2003			34,049		37,339				
2004			34,953		38,295				
2005			35,907		39,359				
2006			36,932		39,813	25,389			
2007			37,899		40,910	26,091			
2008			38,915		42,417	26,690			
2009			40,004		43,551	29,467			
2010			41,150		44,634	29,672			
2011	43,322		42,322		45,607	29,719			
2012			43,289	14,652	46,369	31,468			
2013			44,300		47,152	31,645			

Year	Household data				Total building structures				
	StatsSA Census	StatsSA Community survey	StatsSA Mid-year population estimates	StatsSA Dwelling Frame	Quantec Regional Data	Eskom Spot Building Counts	WorldPop building counts	Google Open Buildings(v3)	Overture
2014			45,349		48,156				
2015			46,480	35,339	48,561				
2016		55,338	47,692		49,453				
2017			48,682	34,858	50,433				
2018			49,696		51,371				
2019			50,774		52,300				
2020			51,906	37,015	53,187		68,155	99,906	78,735
2021			53,069		53,883				
2022	59,626		54,143		54,693				
2023			55,261		54,725				
2024			56,485		55,324				

When interpreting household and building count data, it's essential to be aware of specific technical, methodological, and contextual factors that can influence the accuracy, comparability, and usefulness of the data. Below is a list of key considerations specific to these data types:

- Definition of a household or building
 - Household definitions can vary slightly across surveys (e.g. number of people, shared meals, or shared living arrangements).
 - Building definitions may include only structures with roofs, exclude incomplete or mobile structures, or vary based on use (residential vs. non-residential).
- Source and methodology
 - StatsSA household data is derived from enumerated surveys and censuses, while Quantec processes and models this data for regional consistency.

- Building datasets (e.g., Google Open Buildings, WorldPop) use satellite imagery and machine learning—results depend on image quality, classification algorithms, and training data.
- Coverage and completeness
 - Some datasets (e.g., Eskom Spot Building Counts) may have stronger rural or electrified area coverage, while others (e.g., Google Open Buildings) are more complete in urban areas.
 - Dwelling Frames may not capture recent informal or unregistered developments.
- Spatial Resolution and Accuracy
 - Satellite-based building data may have high spatial resolution but can misclassify non-buildings (e.g. rocks, vehicles).
 - GPS accuracy, projection systems, and boundary definitions can affect data alignment between datasets.
- Data Confidence and Uncertainty
 - Some datasets (e.g., Google Open Buildings) include confidence scores. Lower confidence may indicate potential errors in classification.
 - Modelled estimates (e.g., WorldPop building counts) carry inherent uncertainty, especially in under-surveyed areas.

3 Migration

Migration is an important issue in a country where urbanisation is pivotal in long-term development strategies and where the local economy is open.

3.1 Country of origin

Migration into the municipality from abroad is shown in the following table.

Table 18: Migration - country of origin

Migration	1996	2001	2011	2016	2022
RSA Origin	95,077	117,832	139,524	179,540	Not available
SADC	794	379	1,850	2,450	Not available
Rest of Africa	49	61	373	59	Not available
Europe	875	569	483	624	Not available
Asia	71	30	123	54	Not available
Oceania	16	21	33	31	Not available
North America	29	72	21	4	Not available
South America	15	36	43	1	Not available
Unspecified/Other	7,673	NA	13,192	122	Not available
Total	104,600	119,001	155,641	182,886	175,411

3.2 Province of previous residence

This section describes the movement of people within South Africa to the municipality.

Table 19: Province of previous residence

Migration	1996	2001	2011	2016	2022
Eastern Cape	4,132	3,929	4,372	2,411	Not available
Free State	331	699	352	180	Not available
Gauteng	1,559	2,005	2,277	810	Not available

Migration	1996	2001	2011	2016	2022
KwaZulu-Natal	384	790	698	212	Not available
Limpopo	46	162	181	3	Not available
Mpumalanga	65	260	226	845	Not available
Northern Cape	496	884	431	6	Not available
North West	140	382	160	200	Not available
Western Cape	53,590	109,130	133,405	176,805	Not available
Unspecified/Other	43,856	759	13,539	1,414	Not available
Total	104,600	119,001	155,641	182,886	175,411

4 Education

Education is pivotal in the development process. Skill levels are derivatives of levels of education. The next table shows the profile of the highest level of education for the area.

Table 20: The highest level of education

	1996	2001	2011	2016	2022
Under 5	9,239	9,586	22,169	Not reported	Not reported
No school	10,248	7,979	4,430	17,609	2,652
Some Primary	Not reported	Not reported	Not reported	Not reported	6,731
Primary	28,836	36,539	39,535	46,959	3,934
Some Secondary	Not reported	Not reported	Not reported	Not reported	35,427
Secondary	25,294	31,564	43,554	60,477	Not reported
Matric	16,008	19,573	27,110	36,324	37,651
Post matric	4,289	5,808	7,168	7,343	28,608
Graduate	4,008	4,112	3,813	4,479	
Post-graduate	2,121	3,482	6,978	5,380	
Other	4,556	357	883	4,315	1,035
Total	104,600	119,001	155,641	182,886	175,411

5 Employment

Employment and unemployment are the most challenging aspects of the South African development environment. The following table shows how employment and related factors have changed since 1996.

Table 21: Employment within the municipality

Employment	1996	2001	2011	2022
Employed	40,126	44,185	56,910	Not available
Unemployed	4,892	9,013	10,177	Not available
Discouraged	1,001	1,148	2,731	Not available
Not economically active	23,940	18,190	42,648	Not available
< 15 years	27,198	46,465	0	Not available
Unspecified/Other	7,444	NA	43,176	Not available
Total	104,600	119,001	155,641	175,411

6 Summary and conclusions: Demography and housing

The demographic and housing profile shows a municipality that expanded strongly over the long term, with growth translating into a larger service base, rising settlement intensity, and steadily increasing demand for housing and bulk infrastructure. Over the full period from the mid-1990s to the most recent census, the population grew at an average annual rate of about 2.0% per year, while the number of households grew faster at about 3.2% per year. This widening gap between household growth and population growth is consistent with ongoing household formation and declining average household size, which typically drives up demand for serviced stands, dwelling units, and network capacity even when population growth moderates. The overall trend is therefore toward a larger, more spatially concentrated customer base, with pressures shifting from “more people” to “more households” and the associated need for additional connections, internal reticulation, solid waste services, and access to adequate housing opportunities.

Basic population characteristics point to a municipality that became more densely settled and economically “pull-oriented” for a substantial portion of the period, followed by a more mixed recent signal that requires careful interpretation. The gender split remains broadly balanced with a slight female majority, suggesting a relatively stable resident population rather than an overwhelmingly male, temporary labour influx; however, the planning implication is not the absence of migration, but rather that in-migration is likely family-based and linked to longer-term settlement decisions, which increases demand for schools, clinics, and family-sized housing. Population density increased markedly over time, indicating intensification of settlement patterns and potentially more efficient service delivery footprints in some areas, but also greater strain on existing infrastructure if upgrades lag behind growth. The composition of population groups shifted in ways that suggest changing settlement dynamics and potentially changing housing market segments, with growth in historically underrepresented groups during the expansion phase and a more diversified profile later on. The age structure signals a strong and expanding working-age base over time, alongside a clear rise in the older cohort, meaning the municipality must plan simultaneously for economic opportunity (jobs, skills, transport access, land for enterprise) and for social service needs associated with ageing (health services, accessible public environments, and appropriate housing options). Youth and school-age cohorts remain significant, reinforcing the need for ongoing investment in education-related infrastructure and safe, affordable neighbourhood environments. Language patterns show a historically dominant language group remaining prominent while other languages expanded strongly, consistent with internal migration and urbanisation dynamics; for planners, this matters less as a direct driver of infrastructure demand, and more as a signal for how municipal communication, community engagement, and service access should be designed to be inclusive and effective.

Household characteristics and housing conditions show the clearest “service delivery” story: household numbers rose faster than the population, and average household size declined, meaning the municipality needs more housing units, more service connections, and more neighbourhood-level infrastructure per person than before. Household density increased over time, which can support more efficient network provision and public transport potential in well-located areas, but also increases the urgency of maintaining and upgrading ageing infrastructure and managing local

congestion, stormwater impacts, and public space quality. The head-of-household profile indicates rising female-headed households across earlier periods, which often correlate with differentiated vulnerability and access constraints and typically require housing and basic services strategies that are sensitive to affordability, safety, and proximity to livelihoods and social services. The housing stock shifted toward a stronger formal/brick housing base over time, suggesting consolidation and some improvement in housing quality, but the trajectory of informal dwellings points to a period of significant growth in informality up to the mid-2010s, followed by a reduction by the most recent census—still leaving a material informality footprint and therefore an ongoing need for upgrading, serviced sites, and incremental housing strategies. The small traditional dwelling component remained comparatively limited and stable, implying that the dominant housing challenge is not traditional settlement per se, but rather the balance between formal provision, affordability, and the pace of household formation. Tenure data (where available) shows a shift away from a simple rent/own binary toward a mix of arrangements, with growth in fully paid-off occupancy and continued relevance of rent-free occupation and other tenure forms, which is typical in contexts where formal title, township establishment histories, and varied settlement typologies coexist. Income indicators (noting the data gaps and reporting changes) suggest a municipality experiencing structural changes over time, where poverty and low-income households remain a critical concern while higher income segments also emerge, implying a dual housing market: continued demand for subsidised and affordable housing on the one hand, and growing demand for gap and market housing on the other—each with different implications for land release, bulk capacity, and location efficiency.

Migration trends reinforce the interpretation of a municipality shaped primarily by internal South African movement rather than international inflows, while still showing that cross-border migration exists and increased during the period for which data are available. The overwhelming share of residents originates within South Africa, with a smaller but notable component from the SADC region and other parts of the world, indicating some labour and opportunity-driven migration, but not at a scale that eclipses domestic mobility. Interprovincial patterns show movement dominated by within-province origins, alongside contributions from other provinces that fluctuate over time, consistent with changing economic conditions, shifting opportunity structures, and household relocation decisions as the municipality urbanised and expanded. From a planning perspective, the most important implication is that migration is likely to continue to shape settlement growth in specific nodes and corridors rather than evenly across the municipality, intensifying pressure in hotspots where housing affordability, job access, and service availability align. This reinforces the need for spatially targeted infrastructure investment, proactive land assembly and release in well-located areas, and upgrading approaches that match how people actually settle—often incrementally and close to livelihoods. It also underscores the importance of maintaining credible, regularly updated local demographic monitoring, because even modest changes in net migration can materially affect household formation and housing demand.

Education indicators show a strong long-term shift toward higher educational attainment, despite changes in how categories are reported over time. The overall trend is a reduction in the share of residents with no schooling and growth in the share achieving matric and post-matric qualifications, pointing to improving human capital and an expanding base of residents with the potential to

participate in more diverse labour markets. At the same time, the persistence of large cohorts with only partial primary or secondary education implies that the skills pipeline remains uneven, with a meaningful portion of the population still vulnerable to exclusion from higher-productivity employment. For municipal planning, this has two linked implications: first, social infrastructure planning must continue to support early childhood development, schooling capacity, and safe access to education across settlements; second, local economic development strategies need to align with the evolving skills profile by supporting work-integrated learning, vocational pathways, and partnerships that translate education gains into employment outcomes. Education trends also intersect directly with housing: as educational attainment rises, household aspirations and housing preferences diversify, increasing demand for a broader mix of housing typologies and better located neighbourhoods with reliable services, while affordability constraints still anchor a large segment of demand in subsidised and incremental housing solutions.

Employment data, while incomplete for the most recent census year in this section, suggests that labour market pressure remains a central development challenge even as the number of employed people increased over the longer period. Unemployment and discouragement also rose in earlier periods alongside growth in the non-economically active population, indicating that job creation has not kept pace with the expanding working-age cohort and that labour absorption is a binding constraint on socio-economic outcomes. This pattern is typical where urbanisation and in-migration increase the labour supply faster than local economic restructuring can generate stable employment, and where participation dynamics are influenced by education, household responsibilities, and broader macroeconomic conditions. For service delivery and capital planning, the implications are significant: persistent unemployment constrains household ability to pay for services, increases reliance on subsidies and indigent support, and can elevate risks around revenue collection, informal service connections, and the sustainability of operating budgets. It also increases demand for municipal interventions that support access to opportunity—such as reliable transport routes, well-located affordable housing, serviced land for small enterprise, and public environment improvements that enable local trade. In practical terms, the municipality's infrastructure and housing strategy should be treated not only as a response to growth, but as an economic platform: prioritising investments that improve location efficiency, reduce household transport costs, support densification where infrastructure can carry it, and direct upgrading and serviced sites toward areas that connect residents to jobs, education, and public services.

7 Economic development indicators

This section contains economic data from Quantec's (www.quantec.co.za) regional indicator database. The base data covers the period from 1993 to 2019. For practical considerations, only key data elements for 2018 are provided in this report. Due to technical constraints, the data is based on 2011 municipal demarcations. If the municipality profiled in this report had significant boundary changes, such as amalgamations or subdivided in 2016, the data must be used cautiously.

7.1.1 Gross value added (GVA)

GVA is a measure of the value of economic production. GVA thus adjusts gross domestic product (GDP) by the impact of subsidies and taxes (tariffs) on products.

Table 22: Gross value added at basic prices (R'million)

	Agriculture	Mining	Manufacturing	Utilities	Construction	Trade	Logistics	Business services	Community services	Government services	Total
2015	902	20	2758	178	771	2504	1452	3855	1870	878	15188
2020	1011	17	2377	163	609	2385	1402	4295	1793	909	14961
2023	1007	16	2492	155	587	2600	1841	4657	1842	884	16082

7.1.2 Location quotient – the drivers in the local economy

The location quotient (also called a basic/non-basic ratio) is a ratio between employment within a sub-sector of the economy divided by the total employment within the local/regional/national economy. A ratio greater than one suggests that the specific economy employs proportionally more people within the local economy than the economy it is being compared to. As a result, it generates more than what can be consumed locally, and the sector is thus a net exporting sector. This implies that it generates income for the local economy (i.e. a comparative advantage and key driver). The opposite is then true for ratios smaller than one.

Comparing location coefficients (basic/non-basic ratios) over different time periods is important for understanding how a region's economic structure and competitiveness evolve. The basic/non-basic ratio represents the proportion of a region's economic activity that is driven by exports (basic activities) versus local consumption (non-basic activities).

The tables below shows the coefficients for 2015, 2020 and 2023, The purpose of these figures are:

- **Track Economic Changes:** By comparing these ratios over time, analysts can track shifts in a municipality's economic base. A rising basic/non-basic ratio may indicate increasing export-driven growth, suggesting that the region is becoming more competitive and integrated into global markets.

- **Identify Structural Shifts:** Changes in the ratio can signal shifts in the local economy—such as the growth or decline of key industries—that impact employment, wages, and overall economic health.

The value of this analysis lies in the fact that it helps policymakers assess whether economic development strategies are working, and whether industries that are driving growth are becoming more or less reliant on external markets. Furthermore, investors can use this data to assess the future potential of a region. A high and rising basic ratio could suggest an economy with strong export potential, making it attractive for investment, and, lastly, it provides insights into the sustainability of local growth. A heavy reliance on non-basic activities might signal economic fragility or over-dependence on local demand. In short, comparing these ratios over time helps gauge a region's economic health, its integration into broader markets, and the long-term sustainability of its growth.

Table 23: Location quotient – the drivers in the local economy 2015

	Agriculture	Mining	Manufacturing	Utilities	Construction	Trade	Logistics	Business services	Community services	Government services
District	0.63	0.9	1.07	0.63	0.82	1.05	1.05	1.11	1.03	0.99
Provincial	1.54	0.63	1.2	0.49	0.92	1.05	0.86	0.86	1.07	0.99
National	2.39	0.02	1.31	0.41	1.31	1.05	1.06	0.86	0.75	0.99

Table 24: Location quotient – the drivers in the local economy 2020

	Agriculture	Mining	Manufacturing	Utilities	Construction	Trade	Logistics	Business services	Community services	Government services
District	0.62	0.96	1.1	0.63	0.81	1.08	1.17	1.07	1	1
Provincial	1.45	0.66	1.15	0.51	0.97	1.08	0.95	0.86	1	1
National	2.08	0.02	1.26	0.42	1.38	1.08	1.14	0.86	0.7	1

Table 25: Location quotient – the drivers in the local economy 2023

	Agriculture	Mining	Manufacturing	Utilities	Construction	Trade	Logistics	Business services	Community services	Government services
District	0.62	0.97	1.11	0.62	0.81	1.08	1.18	1.04	0.98	0.99

	Agriculture	Mining	Manufacturing	Utilities	Construction	Trade	Logistics	Business services	Community services	Government services
Provincial	1.45	0.68	1.1	0.52	0.99	1.08	1.03	0.86	0.97	0.99
National	2.08	0.02	1.24	0.42	1.4	1.08	1.25	0.86	0.65	0.99

7.1.3 Tress index based on 22 sectors of the Standard Industrial Classification

The size of the economy and sectors driving the local economy are important. However, the vulnerability of the local economy is equally important, and the ability of the economy to sustain itself through economic cycles will determine sustainability at many levels of development and operations. Economic diversity is one of the significant factors that determine risk. It simply implies that the more diverse an economy is, the more resilient it is when one or more sectors are affected by external change and pressures on the local economy. Diversity in an economy is measured through the tress index. A tress index of zero represents a completely diversified economy. On the other hand, the higher the index (closer to 100), the more concentrated or vulnerable the region's economy is to exogenous variables, such as adverse climatic conditions, commodity price fluctuations, etc

Table 26: Level of specialisation in the local economy

1995	2000	2005	2010	2015	2020	2021	2022	2023
53.4	52.8	50.4	48.9	47.4	49	49.6	49.7	49.8

8 Summary and conclusions: Economic development indicators

The gross value added profile shows an economy whose overall output grew only modestly across the period, with a clear shift in what drives that output. Ignoring the 2020 figures, the total economy trends upward from the mid-2010s to the early 2020s, but at a relatively slow pace, resulting in an average annual growth rate of about 0.7% over the period. Under that calm headline, the structure changes: activity linked to distribution and a modernising services base strengthens over time, with logistics and business services showing the most consistent upward momentum (about 3.0% and 2.4% per year respectively), alongside steady, low growth in trade (about 0.5% per year) and gradual improvement in agriculture (about 1.4% per year). In contrast, construction and manufacturing weakened over the same period (roughly -3.4% and -1.3% per year), suggesting that fixed investment and industrial output did not keep pace with expansion in the service-and-movement economy. Community-related services remain broadly stable with a slight softening, and government services are essentially flat. The planning implication is that the municipality's economic trajectory is increasingly shaped by mobility, market access, and business-support functions rather than by a strong expansion of building activity or industrial production, meaning that land use management, transport efficiency, freight-friendly routes, and reliable utilities become as important to economic performance as traditional industrial zoning or greenfield expansion.

The location quotient results reinforce this structural interpretation by showing where the municipality holds a comparative advantage relative to the district, province, and national economy, and how stable those advantages are. Comparing 2015 with 2023 (and ignoring 2020), the local economy's strongest "export base" signals remain centred on manufacturing and trade, with logistics and business services also staying above the threshold that indicates net-exporting capacity at the district comparison level; this suggests a local economy that not only serves its own residents but also supplies goods, distribution, and services beyond its boundaries. Over time, the advantage in logistics strengthens, pointing to an increasing role as a movement-and-connection economy, while the advantage in business services remains positive but narrows slightly, implying slower relative gains in higher-value services compared to peers. Agriculture appears relatively underrepresented in the district economy, but becomes a strong comparative advantage relative to the province and especially the national economy, indicating that the municipality's agricultural base is more significant than typical South African averages, even if it is not the dominant driver within its immediate district context. Mining remains marginal across comparisons, and community services trend from slightly above to around (or just below) the "self-sufficiency" threshold, implying that these services largely track local demand rather than exporting capacity. Overall, the ratios are notably stable across time, which signals an economy that is not rapidly reindustrialising or diversifying into entirely new specialisations, but is gradually deepening an established structure, particularly around logistics, trade, and business-support functions, so development strategies should prioritise improving competitiveness in these areas (movement efficiency, precinct functionality, skills alignment, and service reliability) rather than relying on a single "big bet" sectoral shift.

The Tress index shows that the municipality's economy became progressively more diversified from the mid-1990s through the mid-2010s, reducing vulnerability to shocks concentrated in a single

sector, but that this diversification plateaued and partially reversed thereafter. The long downward trend through the mid-2010s indicates improving resilience and a broader mix of activity, typically associated with greater stability in municipal revenues, labour markets, and household livelihoods. From the mid-2010s onward, the index rises again and then levels out, indicating a mild increase in concentration, still more diversified than the mid-1990s baseline, but less steadily improving than before. Read with the GVA and location quotient patterns, the most plausible interpretation is not a sudden collapse into a one-sector economy, but a relative strengthening of a few leading functions (notably logistics and business services) while weaker sectors (like construction and parts of manufacturing) lose share, producing a slightly more concentrated profile. For spatial and infrastructure planning, this means resilience will depend on protecting the enabling conditions of the leading sectors, transport and freight performance, stable utilities, safe and functional commercial/industrial areas, and workforce development, while also pursuing deliberate diversification actions that broaden the base (enterprise support, value-chain development linked to agriculture and manufacturing niches, and investment attraction that complements the logistics-and-trade platform rather than competing with it).

9 Land cover and settlement footprints

9.1 Land cover

This section deals with land cover. The dataset has been derived from multi-seasonal Landsat 8 imagery, using operationally proven, semi-automated modelling procedures developed specifically for this dataset's generation based on repeatable and standardised modelling routines. The data is presented at 30m a resolution, and as a result, the accuracy of the query results is affected accordingly.

The following table lists the extent of land cover in the municipality. The results are expressed as hectares covered by a category. The data for 1990 and 2014 are directly comparable. However, the categories were changed for the 2018 and 2022 land cover. The outcomes must be compared only with great caution.

9.1.1 Land cover for natural elements

Table 27: Landcover4: Natural elements

Landcover category	Extent of cover 1990 (ha)	Extent of cover 2014 (ha)	Extent of cover 2018 (ha)	Extent of cover 2022 (ha)
Erosion dongas				
Waterbodies	3512.96	3708.57	2774.14	2772.11

9.1.2 Land cover for primary economic activities

Table 28: Landcover5: Primary economic activities

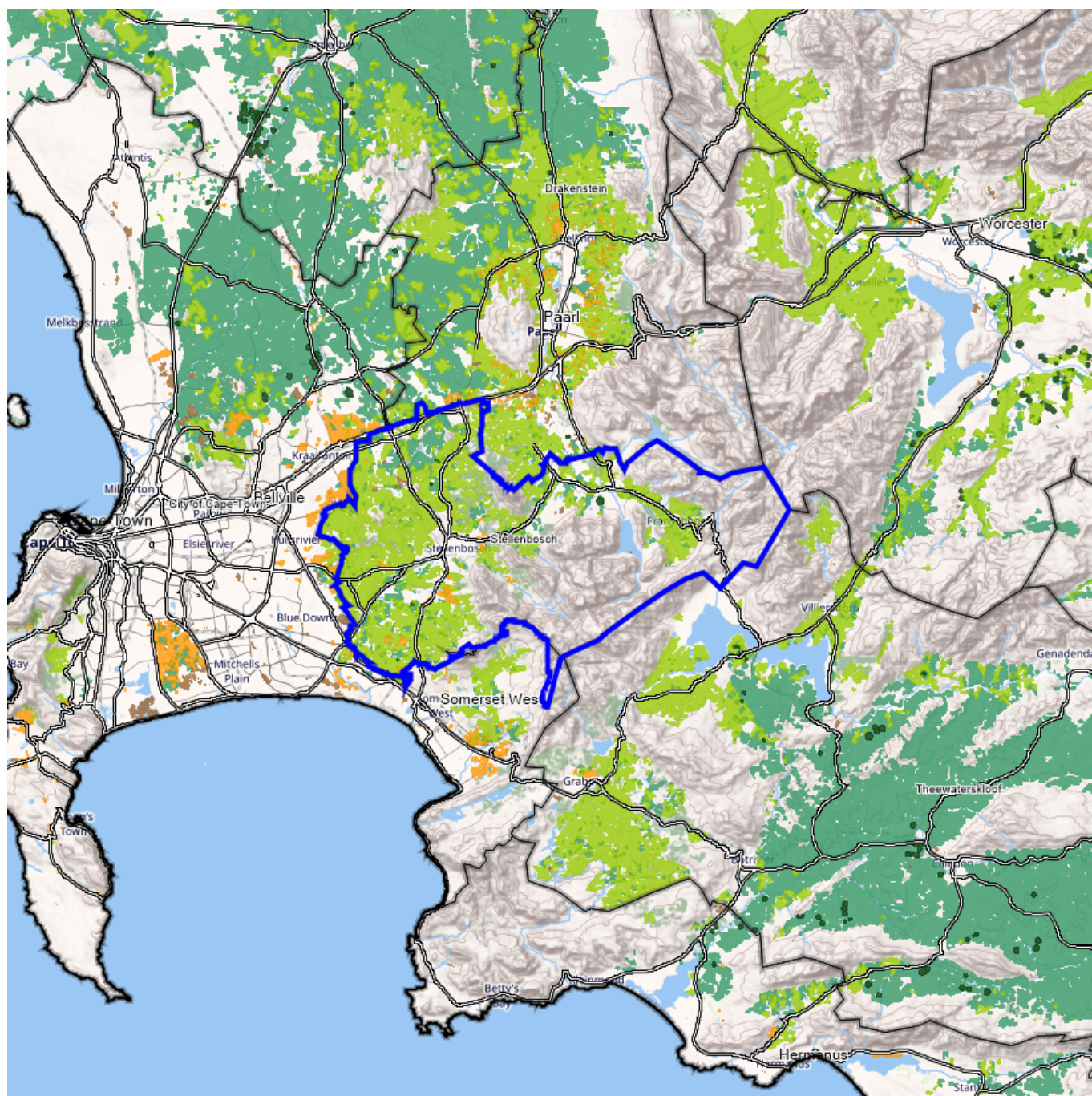
Landcover category	Extent of cover 1990 (ha)	Extent of cover 2014 (ha)	Extent of cover 2018 (ha)	Extent of cover 2022 (ha)
Cultivated commercial fields	4215.32	3992.55	7638.2	7749.17
Cultivated commercial pivot		84.11	150.36	149.64

⁴ No data against a category implies that in a particular land cover category does not occur the assessment area.

⁵ No data against a category implies that in a particular land cover category does not occur the assessment area.

Landcover category	Extent of cover 1990 (ha)	Extent of cover 2014 (ha)	Extent of cover 2018 (ha)	Extent of cover 2022 (ha)
Cultivated orchard and vines	19689.81	19435.35	16064.86	16447.76
Sugarcane				
Smallholdings	188.18	421.09	274.47	260.21
Subsistence farming				
Forests & Plantations	8017.84	3010.11	3725.48	9632.93
Mining		61.63	61.44	45.17

Map 5: Land cover – Primary activities



Land cover – Primary activities 2014

LEGEND

	Cultivated commercial fields		Indigenous forests
	Cultivated commercial pivots		Woodlots clear-felled
	Cultivated orchards		Woodlots mature
	Cultivated pineapples		Urban small holdings
	Cultivated vines		Mining
	Sugarcane		
	Subsistence farming		



9.1.3 Land cover for human settlement

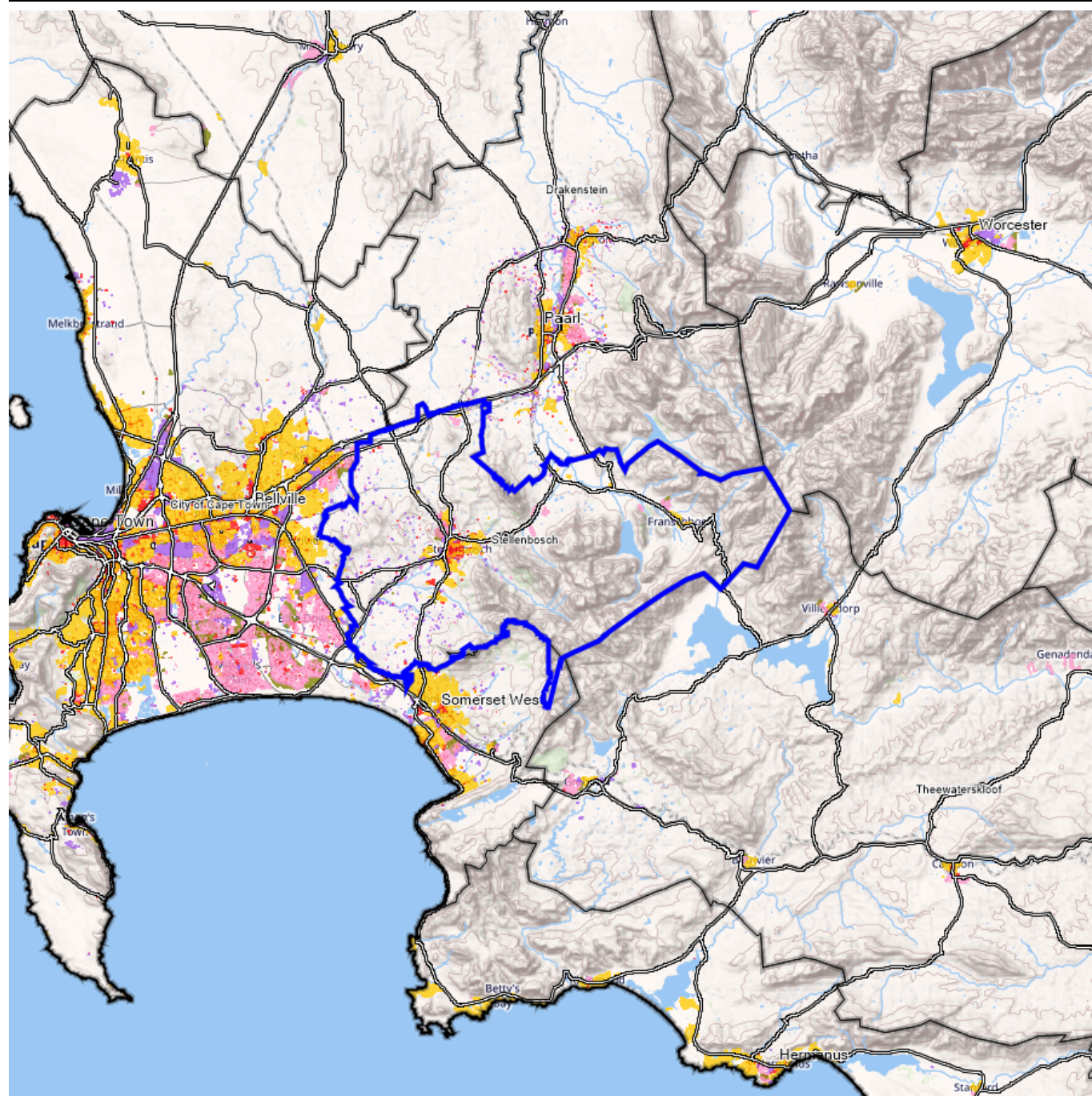
The data for 1990 and 2014 are directly comparable. However, the categories were changed for the 2018 and 2022 land cover. The 2014, 2018 and 2022 outcomes must be compared only with great caution.

Table 29: Landcover6: Human settlement

Land cover category	Extent of cover 1990 (ha)	Extent of cover 2014 (ha)	Extent of cover 2018 (ha)	Extent of cover 2022 (ha)
Urban built-up	24.06	34.24	37.32	3915.56
Urban commercial	339.57	349.73	65.36	526.98
Urban industrial	484.27	431.75	90.65	802.51
Urban residential	990.32	954.85	1778.38	1981.64
Urban townships	393.13	481.06	Not included (“Urban Residential”)	Applicable under (“Urban Residential”)
Urban informal	1.27	51.53	53.82	61.98
Rural villages			600.21	542.45
Urban sports and golf	288.44	390.86	277.53	320.26
School and sports grounds	132.96	102.58		

⁶ No data against a category implies that in a particular land cover category does not occur the assessment area.

Map 6: Land cover – Human settlement



Land cover – Urban activities

LEGEND

- Commercial
- Industrial
- Residential
- Township
- Informal settlement
- Rural settlement



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9.2 Building based data

In the realm of spatial planning in South Africa, integrating new, open, and inclusive data presents a transformative opportunity. This report uses advanced data and methodologies within the Global Human Settlement Layer (GHSL) framework to assess and comprehend humanity's impact, resource accessibility, and risk exposure. By employing the GHSL framework, governments, organizations, and individuals can derive actionable insights for informed decision-making.

The GHSL project, spearheaded by the European Commission's Joint Research Centre, is a pivotal initiative addressing the need for spatially detailed information on population and settlements. At the core of the GHSL framework are three pillars aligning with recent advancements in the scientific-technological landscape:

- **Abundance of Open Data:** The GHSL framework leverages a remarkable surge in free and open data, incorporating Earth Observation from satellites such as Landsat and Copernicus Sentinel and volunteered geographic information from platforms like OpenStreetMap. This vast pool of global-scale data forms the foundation for comprehensive analyses.
- **Technological Advancements in Data Processing:** Accompanying the data surge is a substantial boost in data technology, encompassing online cloud storage, high-performance computing for efficient processing, and methodological development through artificial intelligence and machine learning. These technological enhancements enable the GHSL framework to deliver accurate and timely insights.
- **Promotion of Open Collaboration:** The GHSL framework promotes open collaboration, emphasizing coordinated and sustained data sharing. Initiatives like the Group on Earth Observations (GEO) are vital in establishing infrastructure for improved research, policy-making, decisions, and actionable measures. This collaborative approach enhances the efficacy of spatial planning initiatives in line with international agreements such as the 2030 Development Agenda, the Sendai Framework for Disaster Risk Reduction, the Sustainable Development Goals, the Paris Climate Agreement, and the New Urban Agenda.

In this context, the GHSL framework emerges as a cornerstone for effective monitoring and strategic planning, fostering a data-driven approach to address the complex challenges of spatial planning in South Africa.

It is important to note that the data shows all structures with no distinction between residential and non-residential structures.

9.2.1 Building surface area (m2)

Building coverage data plays a crucial role in urban and spatial planning, providing essential information about the distribution, density, and usage of buildings within a given area. The ability to measure changes in coverage over time is equally significant for several reasons.

Firstly, building coverage data aids in understanding the current state of urban development and land utilization. By analyzing the spatial distribution of buildings, planners can identify patterns, trends, and areas of concentration. This information is invaluable for making informed decisions about zoning, infrastructure development, and resource allocation. Secondly, monitoring changes in building coverage allows planners to assess the impact of urban development projects and policies. This includes tracking the expansion of built-up areas, identifying redevelopment areas, and evaluating the effectiveness of land-use regulations. Understanding these changes is essential for adapting plans and policies to accommodate the evolving needs of a growing population and changing economic conditions.

Furthermore, building coverage data is essential for assessing the environmental impact of urban development. It helps in evaluating factors such as the extent of impervious surfaces, green space distribution, and overall environmental sustainability. This information is vital for implementing measures to mitigate the environmental effects of urbanization, such as managing stormwater runoff and preserving natural habitats.

In summary, building coverage data and measuring changes in coverage are essential tools for informed decision-making in urban and spatial planning. They provide valuable insights into current urban patterns, help assess the effectiveness of planning policies, and enable proactive adjustments to accommodate the dynamic nature of urban development while considering environmental sustainability.

Table 30: Total building surface area in the area (m2)

	1995	2015	2020
Building surface (m2)	7,785,950	12,594,736	14,455,728

The next three maps show the average building coverage per hectare for 2015 and 2020 and the difference in coverage between the two years.

(Note: Due to the scale and extent of municipal areas, the spatial extent of the building surface data is not always clear.)

Map 7: SA Building Surface Area 2015 (m²/ha)



SA Building Surface Area 2015 (m²/ha)

LEGEND

- 1 - 10
- 10 - 100
- 100 - 200
- 200 - 500
- 500 - 1000
- 1000 - 2000
- 2000 - 5000
- 5000 - 7000
- 7000 - 9000
- 9000 - 10000



Map 8: SA Building Surface Area 2020 (m²/ha)



SA Building Surface Area 2020 (m²/ha)

LEGEND

- 1 - 10
- 10 - 100
- 100 - 200
- 200 - 500
- 500 - 1000
- 1000 - 2000
- 2000 - 5000
- 5000 - 7000
- 7000 - 9000
- 9000 - 10000



sdsa

Map 9: SA Building Surface Area Change from 2015 to 2020 (m²/ha)



SA Building Surface Area Change from 2015 to 2020 (m²/ha)

LEGEND

- 0 - 1
- 1 - 500
- 500 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 4000
- 4000 - 5000
- 5000 - 6000
- 6000 - 7000
- 7000 - 8333



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9.2.2 Building Volume (m3)

Utilizing building volumes per hectare (ha) in spatial planning is a critical aspect that offers nuanced insights into urban development, guiding planners in optimizing space, enhancing infrastructure efficiency, and fostering sustainable environments. Measuring building volumes per hectare provides a more comprehensive understanding of spatial utilization than surface-level coverage alone. This metric accounts for horizontal and vertical dimensions, offering a three-dimensional perspective on urban density. This nuanced approach is crucial for optimizing land use in increasingly dense urban environments.

The importance of building volumes per hectare lies in its ability to inform urban planners about the intensity of development within specific areas. High building volumes suggest vertical growth, indicating efficient land use and potentially reducing urban sprawl. On the other hand, low building volumes may signal underutilization of space, prompting planners to explore strategies for densification and mixed-use development.

Spatial planning benefits significantly from considering building volumes per hectare when assessing infrastructure requirements and understanding how vertical density aids in evaluating the demand for services such as transportation, utilities, and public amenities. Efficient vertical development can alleviate pressure on horizontal expansion, contributing to more sustainable, compact, and accessible urban environments. Moreover, the three-dimensional perspective offered by building volumes per hectare is instrumental in creating visually appealing and cohesive urban landscapes. Striking a balance between horizontal and vertical development ensures that cities evolve with aesthetic coherence, fostering a sense of place and community.

Analyzing building volumes per hectare in environmental sustainability facilitates more accurate assessments of energy efficiency, green space preservation, and overall ecological impact. It enables planners to integrate green infrastructure effectively, promoting biodiversity and mitigating the urban heat island effect.

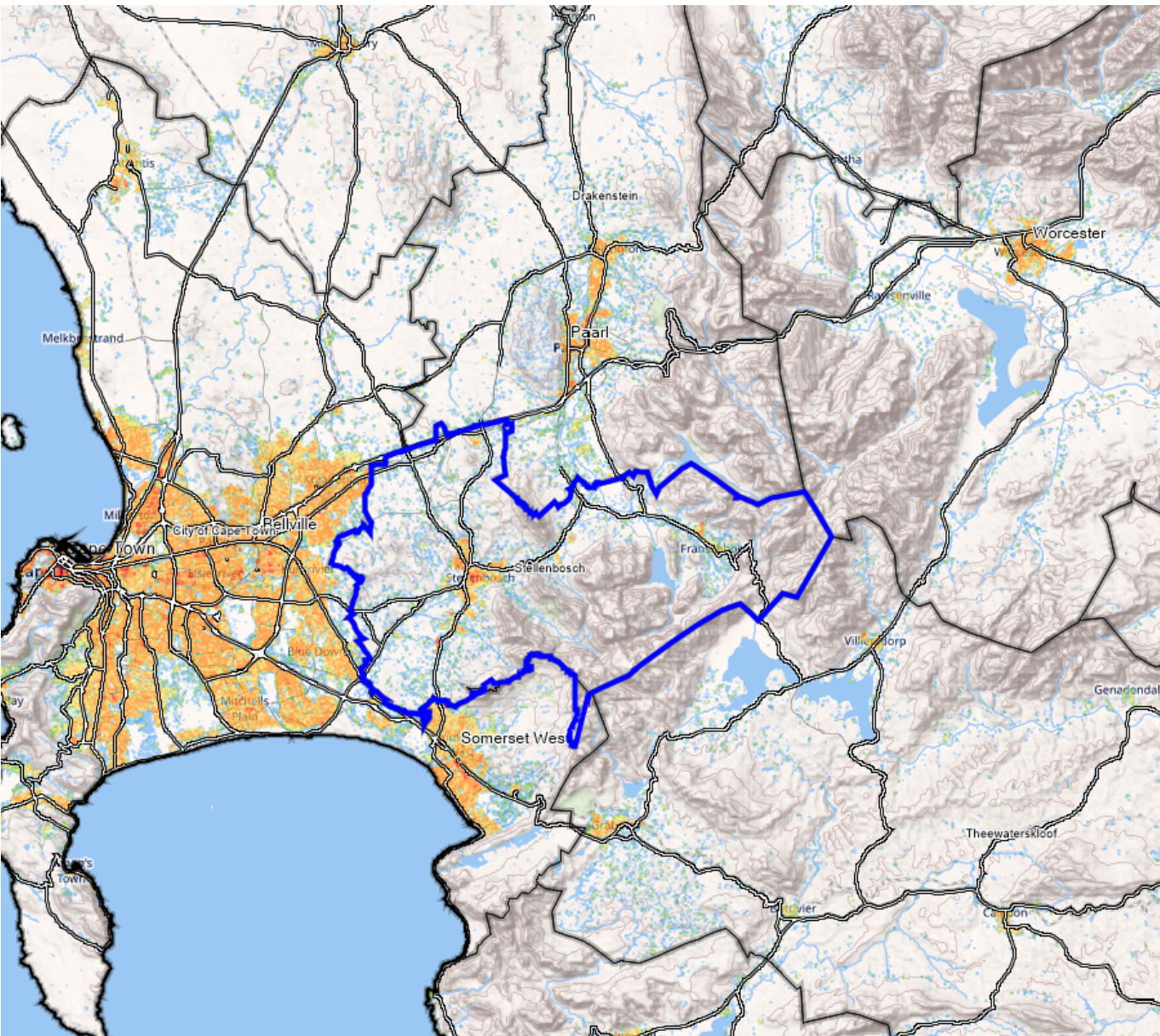
Table 31: Total building volume in the area (m³)

	1995	2015	2020
Building volume (m³)	45,567,792	67,877,587	73,256,654

The following three maps show the average building volume per hectare for 2015 and 2020 and the difference between the two years.

(Note: Due to the scale and extent of municipal areas, the spatial extent of the building volume data is not always clear.)

Map 10: SA Building Volume 2015 (m³/ha)



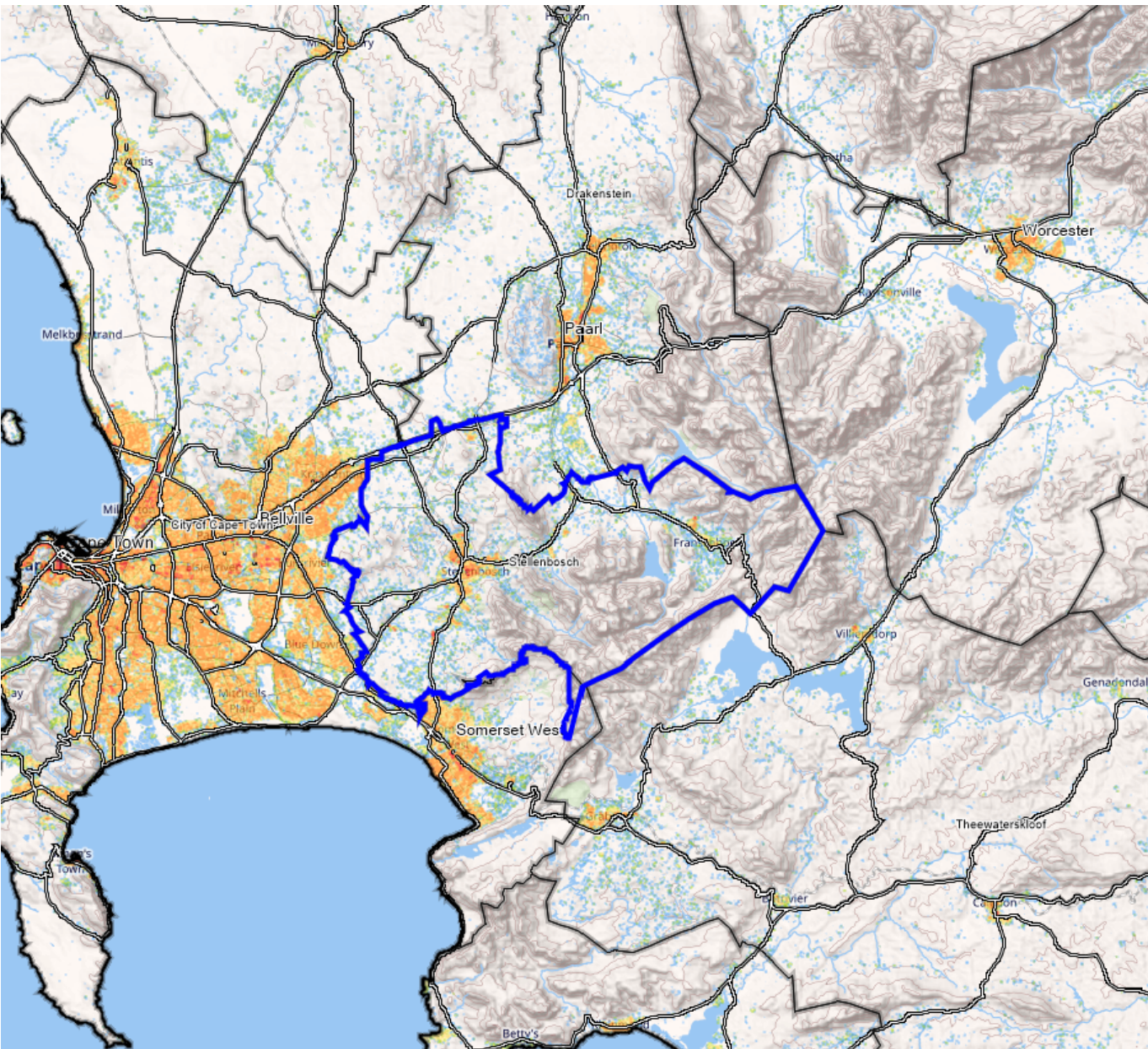
SA Building Volume 2015 (m³/ha)

LEGEND

- 0 - 27
- 27 - 1000
- 1000 - 2000
- 2000 - 5000
- 5000 - 10000
- 10000 - 25000
- 25000 - 50000
- 50000 - 100000
- 100000 - 250000
- 250000 - 577796



Map 11: SA Building Volume 2020 (m³/ha)



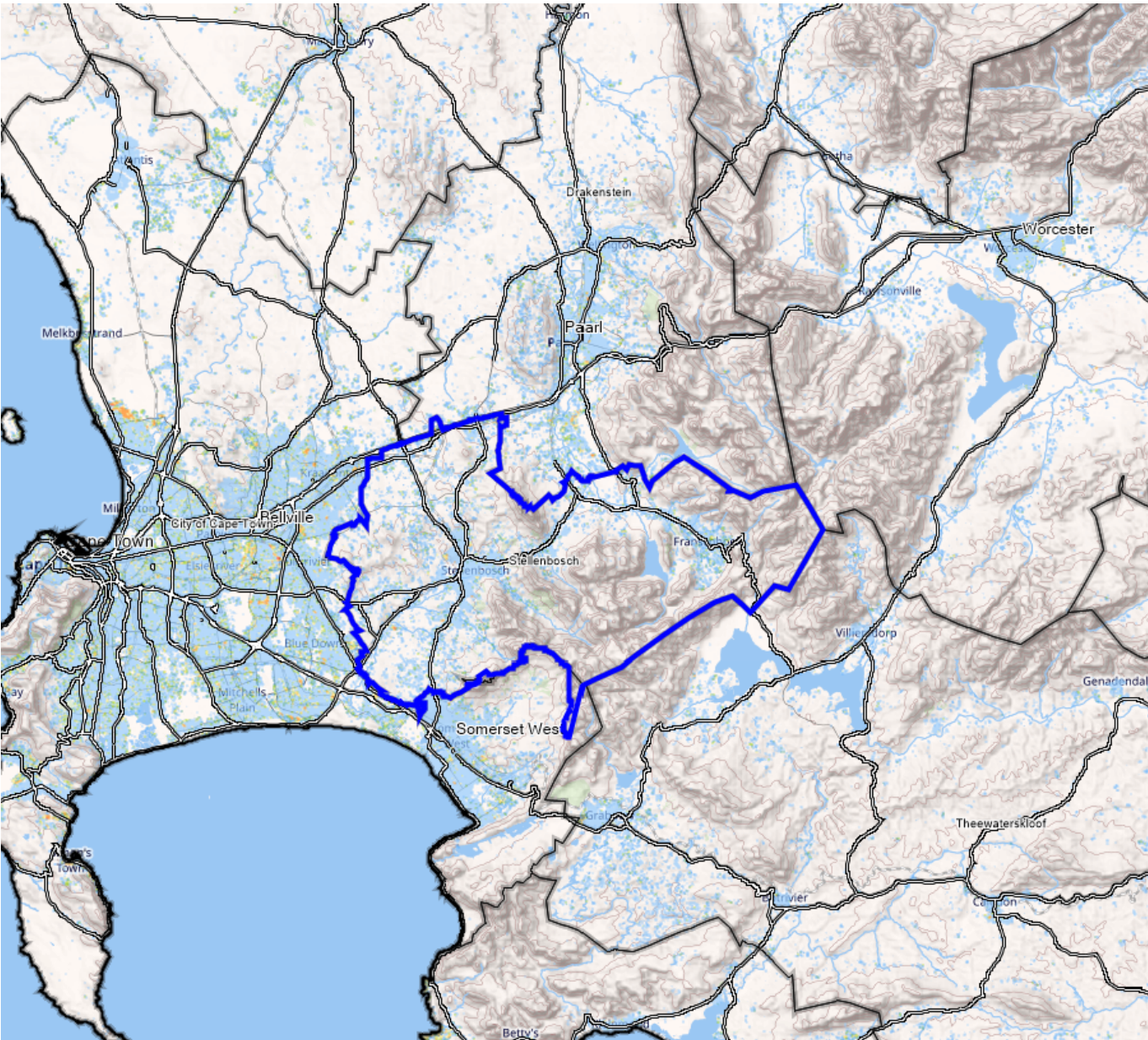
SA Building Volume 2020 (m³/ha)

LEGEND

- 0 - 27
- 27 - 1000
- 1000 - 2000
- 2000 - 5000
- 5000 - 10000
- 10000 - 25000
- 25000 - 50000
- 50000 - 100000
- 100000 - 250000
- 250000 - 577796



Map 12: SA Building Volume Change from 2015 to 2020 (m³/ha)



SA Building Volume Change from 2015 to 2020 (m³/ha)

LEGEND

- 0 - 27
- 27 - 500
- 500 - 1000
- 1000 - 2000
- 2000 - 5000
- 5000 - 10000
- 10000 - 50000
- 50000 - 100000
- 100000 - 150000
- 150000 - 291053



sdsa

9.2.3 Average building height (m)

In spatial planning, data on average building heights per hectare (ha) is a pivotal tool, bridging the gap between surface coverage and three-dimensional volumes. This metric contributes nuanced insights that are indispensable for optimizing urban landscapes, fostering sustainable development, and ensuring efficient land use.

Understanding the average building heights per hectare is crucial for achieving a balanced and visually harmonious urban environment. While surface coverage and building volumes provide essential information, incorporating average building heights enriches the spatial planning process by offering a detailed perspective on vertical development. This consideration helps avoid monotony in the skyline, promotes architectural diversity, and contributes to creating aesthetically pleasing urban spaces. Moreover, data on average building heights per hectare is instrumental in optimizing urban density. Balancing horizontal and vertical growth is vital to preventing urban sprawl and preserving green spaces. By analyzing the height dimension, planners can encourage responsible vertical development, which, when integrated with appropriate infrastructure and amenities, enhances accessibility and promotes walkable, compact city layouts.

Considering average building heights per hectare also plays a crucial role in infrastructure planning. Taller buildings may necessitate different transportation and utility considerations than lower structures. This data informs decisions on transportation networks, water and sewage systems, and energy distribution, ensuring that infrastructure is tailored to the specific demands of the urban form.

Environmental sustainability is another area where average building heights per hectare data proves invaluable. By understanding the vertical dimension of development, planners can strategically incorporate green roofs, rooftop gardens, and sustainable building practices, contributing to improved energy efficiency, biodiversity, and overall ecological resilience.

Incorporating data on average building heights per hectare in spatial planning enriches decision-making by adding a vertical dimension to surface coverage and building volume considerations. This holistic approach enables planners to create dynamic, visually appealing, and sustainable urban environments that efficiently utilize available space while respecting the natural and built environment.

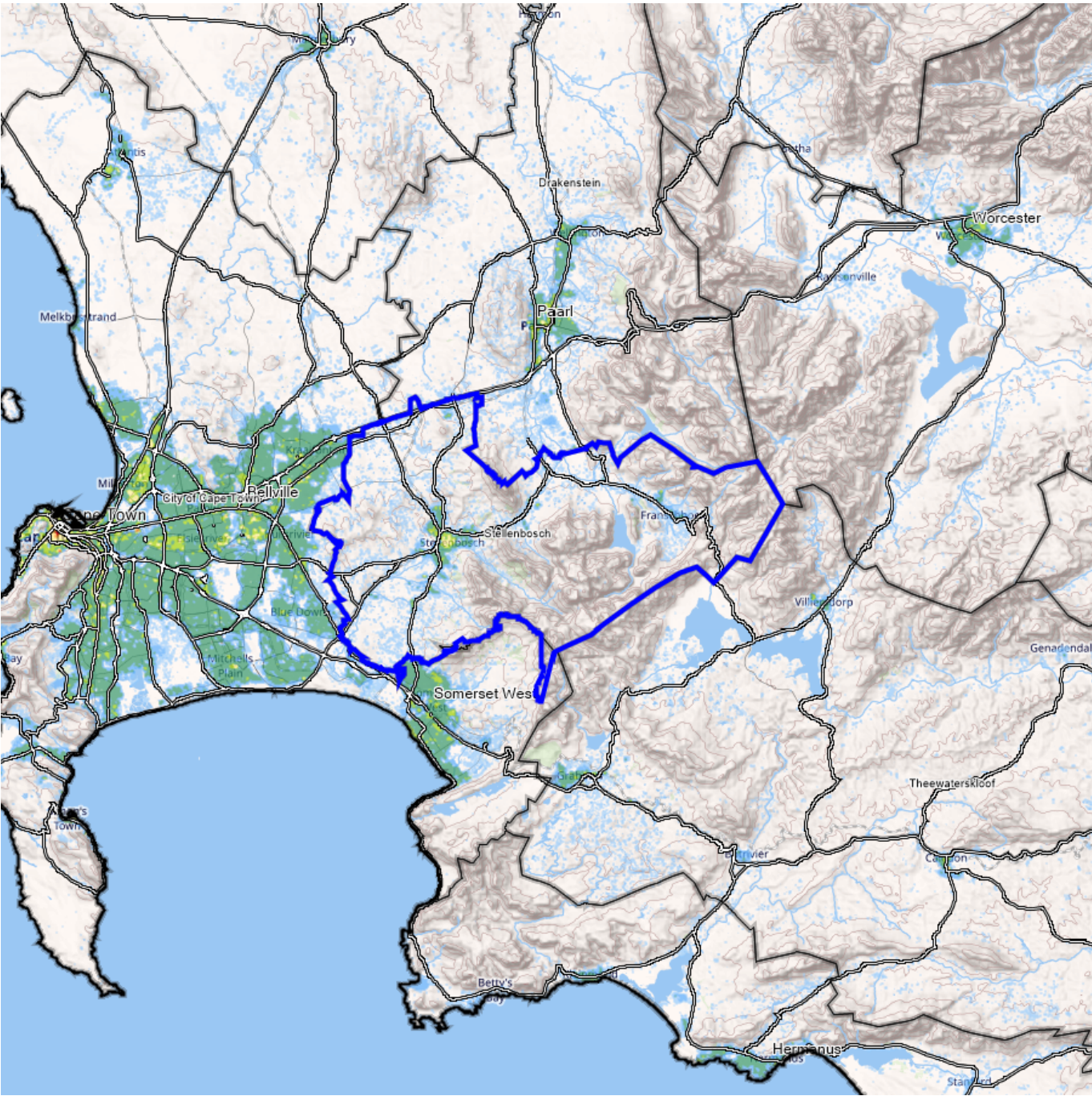
Table 32: Total building height in the area (m)

	1995	2015	2020
Average building height (m)	5.85	5.39	5.07

The following three maps show the average building height per hectare for 2015 and 2020 and the difference between the two years.

(Note: Due to the scale and extent of municipal areas, the spatial extent of the height data is not always clear.)

Map 13: SA Building Average Height 2015 (average m/ha)



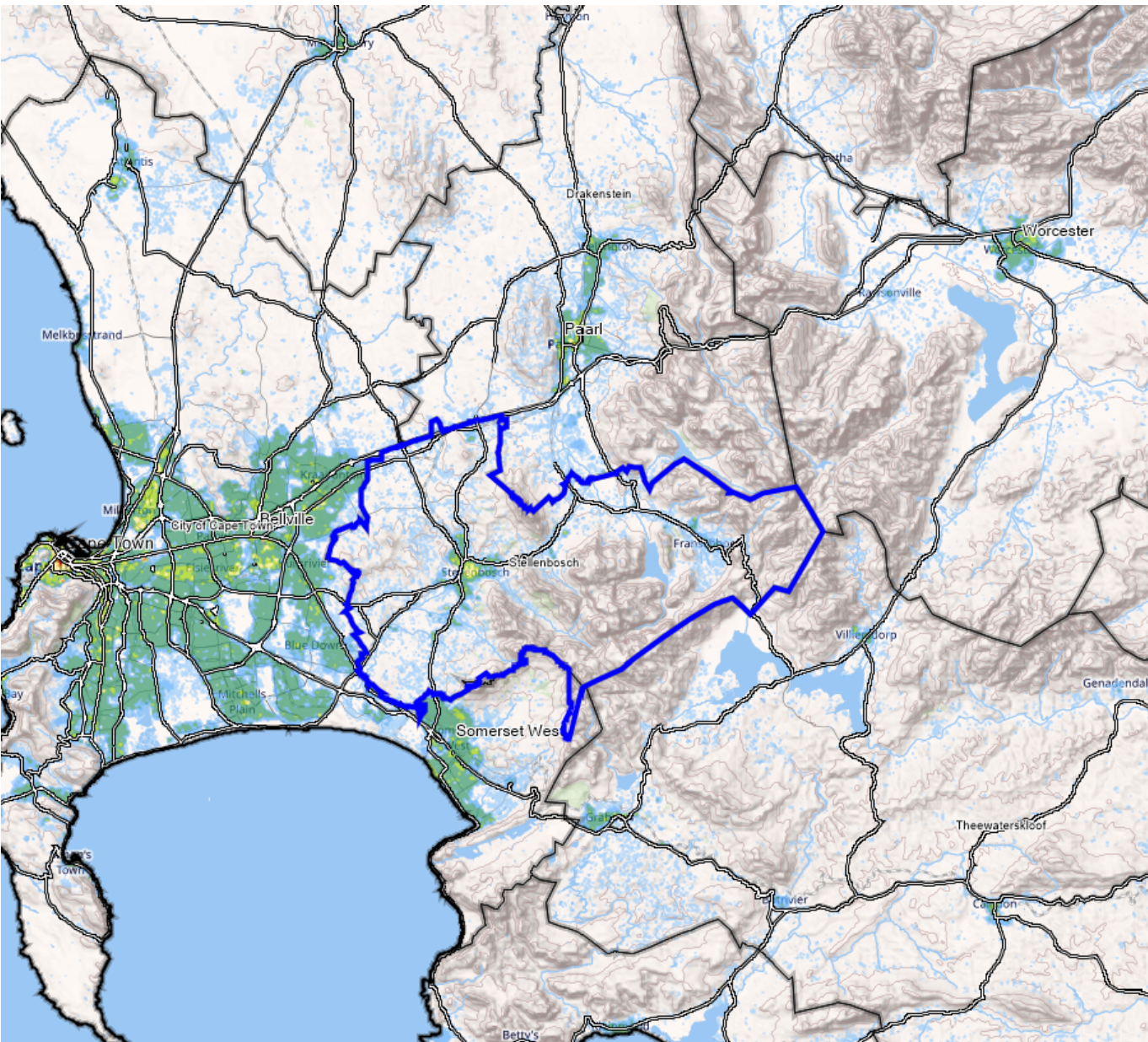
SA Building Average Height 2015 (average m/ha)

LEGEND

- 2.5 - 3
- 3 - 6
- 6 - 9
- 9 - 12
- 12 - 18
- 18 - 24
- 24 - 30
- 30 - 45
- 45 - 75
- 75 - 106



Map 14: SA Building Average Height 2020 (average m/ha)



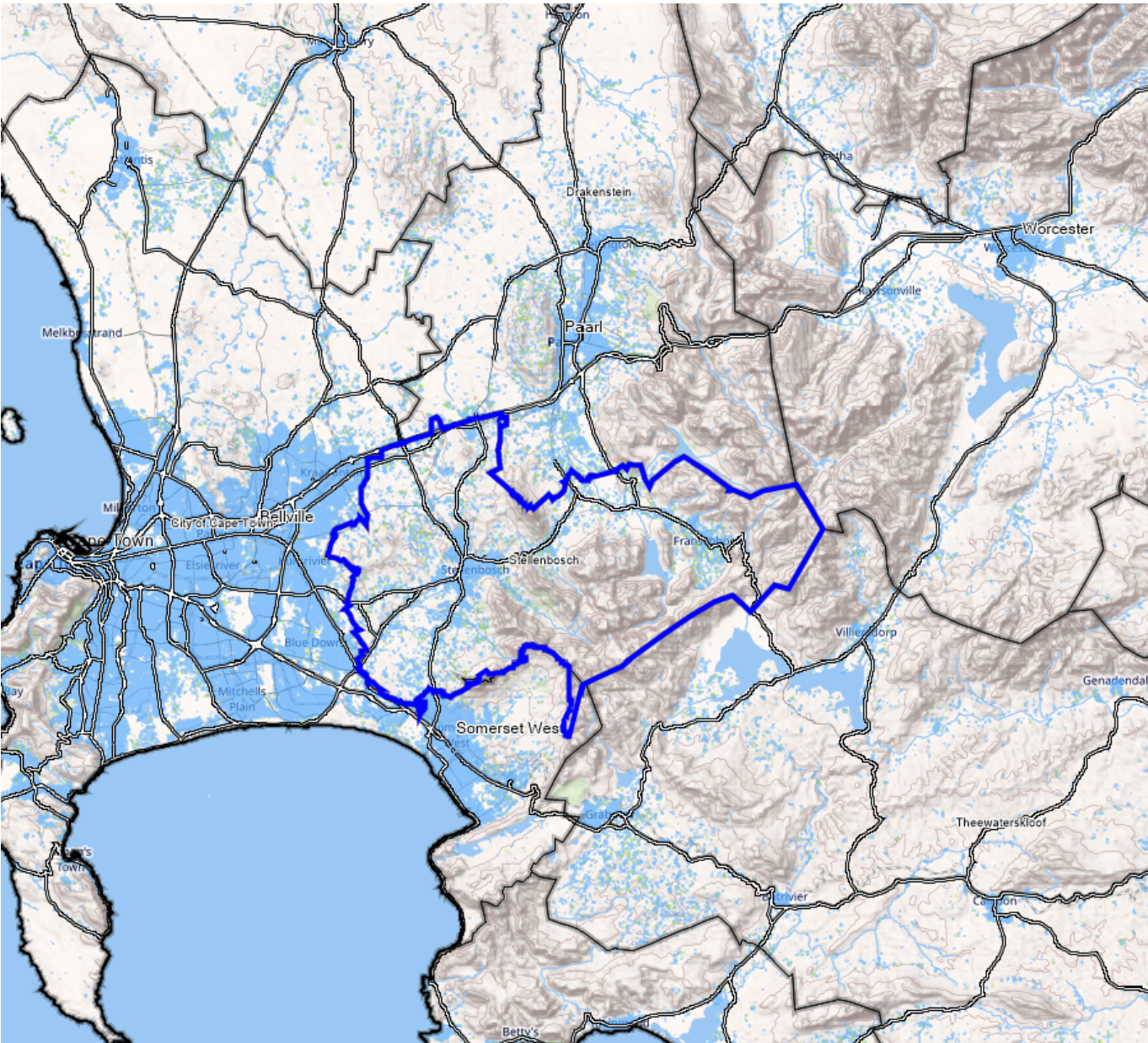
SA Building Average Height 2020 (average m/ha)

LEGEND

- 2,5 - 3
- 3 - 6
- 6 - 9
- 9 - 12
- 12 - 18
- 18 - 24
- 24 - 30
- 30 - 45
- 45 - 75
- 75 - 106

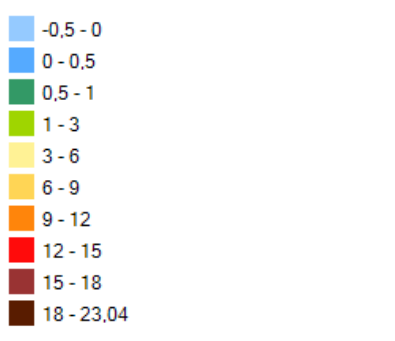


Map 15: SA Building Average Height Change 2015 to 2020 (average m/ha)



SA Building Height Change 2015 to 2020 (Average m/ha)

LEGEND



9.3 Points of interest summary

MapIT (<https://mapit.co.za/>) classifies points of interest into 227 categories. It is not practical to do a listing in a report, and the categories were reclassified to reflect 17 report categories. The tables below show the instances for the 17 report categories. However, the points of interest included under each category are also listed. It is possible to extract specific points of interest showing commercial names and addresses if necessary.

9.3.1 Primary economic activities

Table 33: Primary economic activities

Report category	Count	MapAble Category 1	MapIT Points of Interest included	Instances in the area
Agriculture		Agriculture	Agricultural	75
Mining		Mining	Mining/quarrying	0

9.3.2 Offices, retail, entertainment and commercial

Table 34: Offices, retail, entertainment and commercial

Report category	Count	MapAble Category 1	MapIT Points of Interest included	Instances in the area
Commercial and Industrial		Commercial	Construction/property, construction material/equipment, transportation/storage	597
		Filling station	Filling station	
		Industrial	Manufacturing, winery	
Office and retail		Business services	Advertising, airlines, atm, bank, car service station, company, conference centre, estate agents, exchange, financial/business services other, it/communication, legal tax, motoring organisation/technical centre/club	1530
		NGO	NGO	
		Office	Office complex/industrial complex	
		Retail	African restaurant, American restaurant, Asian restaurant, betting station, books/media, British restaurant, car	

Report category	Count MapAble Category 1	MapIT Points of Interest included	Instances in the area
		dealer, car rental, car wash, catering, Chinese restaurant, clothing/accessories, coffeeshop/cafeteria, computer/computer supplies, consumer electronics/electrics, convenience store, deli/sandwich restaurant, doughnut shop, european restaurant, farm stall, fast food, food and drink, french restaurant, garden centre/nursery, german restaurant, greek restaurant, home improvement businesses, import/export/distributors, Indian restaurant, international restaurant, internet cafe, Italian restaurant, market/informal market, Mexican restaurant, middle eastern restaurant, mobile phone, optician, other restaurants, personal services, pizzeria, pub, retail other, seafood restaurant, shopping centre, South American Caribbean restaurant, sports shop, steak restaurant, supermarket/hypermarket, sushi bar, travel agents, vegetarian restaurant	
Entertainment	Entertainment	Amusement/theme park, casino, cinema, entertainment centre, nightlife, theatre/concert hall	

9.3.3 Multiple residential

Table 35: Multiple residential

Report category	Count MapAble Category 1	MapIT Points of Interest included	Instances in the area
Multiple residential		Estates/residential controlled access areas, flats, hostels, retirement village, townhouse complexes	157

9.3.4 Community and social facilities

Table 36: Community and social facilities

Report category	Count MapAble Category 1	MapIT Points of Interest included	Instances in the area
	Association	Association, marina/yacht club	247

Report category	Count MapAble Category 1	MapIT Points of Interest included	Instances in the area
Community facility	Cemetery/Crematorium	Cemetery/crematorium	105
	Community facility	Animal welfare, community centre, community service, library, postal service	
	Court	Court	
	Embassy Consulate	or Embassy/consulate	
	Health facility	Healthcare services, hospital/clinic, hospital/clinic with a casualty, pharmacy/dispensary	
	Medical service	Dentist, doctor, veterinary	
	Religious	Christian, Eastern, Jewish, Muslim, unknown religion	
	Safety security	and Emergency services, fire station, police station, security	
Education	Pre-school	Pre-primary school	105
	School	Primary school, school, secondary school	
	School	Combined school	
	Tertiary	Adult education facility, other college, tertiary institution	

9.3.5 Government, Infrastructure and Transport

Table 37: Government, infrastructure and transport

Report category	Count MapAble Category 1	MapIT Points of Interest included	Instances in the area
Government	Government	Correctional facility, government/municipal office, military structure/site, traffic department	79
Infrastructure	Infrastructure	Dam, reservoir, river crossing, tower, utility	15

Report category	Count MapAble Category 1	MapIT Points of Interest included	Instances in the area
Transport	Transport	Airfield, airport, airport international, airport terminal, 64 bridge/tunnel, bus station, ferry, harbour, helipad, international border post, parking area, parking garage, railway station, rest area, taxi rank, toll plaza, truck stop, tunnel, weigh station	

9.3.6 Tourism, recreation, accommodation and natural features

Table 38: Tourism, recreation, accommodation and natural features

Report category	Count MapAble Category 1	MapIT Points of Interest included	Instances in the area
Tourism	Tourist Attractions	Battlefield, cultural centre, graves, historical monument, 69 museum, place of interest, planetarium/exploratorium/observatory, statue/plaque/memorial, tourist information, viewpoint	
Accommodation	Accommodation	Bed and breakfast, campsite/caravanpark, hotel/motel, 381 lodge, other accommodation, resort/spa, rest camp	
Natural	Natural	Bay, cape, cave, cove, dune, estuary/delta, 231 hill/mountain/mountain range, island, lagoon, location, marsh/swamp/vlei, mineral/hot springs, pan, pass, plain/flat, plateau, rapids, reef, ridge, rocks, summit, valley, water hole, well/oasis	
Parks recreation	and Parks recreation	and Botanical garden, forest, national park, park, park gate, 30 picnic site, reserve, zoo/aquarium	
Sport recreation	and Sport recreation	and 4x4trail/activity, adventure sport, athletics, baseball, 84 basketball, beach, boat launch ramp, bowls, cricket, dancesport, equestrian, fishing, fitness/recreation centre, golf, hiking, hockey, ice skating, mountain bike trail, multisport venue/complex/centre, netball, other, race track equestrian, race track motorsport, rugby, soccer, stadium, swimming, tennis, watersport	

9.4 Summary and conclusions: Land and settlement footprint

Land cover results provide a broad, municipality-wide picture of environmental assets and how the landscape is used, but the interpretation needs to remain grounded in the dataset's limitations: 30 m resolution and changes in category definitions between earlier and later land-cover vintages. With that in mind, the most defensible trend for natural elements is that water coverage appears broadly stable over the long term, with only modest fluctuations that could reflect seasonal conditions, inter-annual rainfall variability, dam and wetland dynamics, or classification sensitivity rather than a clear directional shift. The practical planning takeaway is less about “change in water area” and more about recognising that surface water remains a persistent structuring element of the municipal landscape and should continue to be treated as both a constraint and an opportunity: a constraint in terms of flood risk, riparian buffers, and infrastructure protection, and an opportunity in terms of ecological functioning, recreation, and water-security planning.

The primary economic land-cover categories indicate a municipality that remains strongly shaped by productive landscapes, yet shows internal rebalancing across different agricultural forms and land uses over time. The older comparable period suggests that orchard/vine-type cultivation is a long-standing backbone land use, while cultivated field agriculture becomes more prominent in the later land-cover outputs, which may reflect real shifts in agricultural practice, intensification, or classification differences that separate “fields” more distinctly than before. Smallholding-type land uses show signs of expansion in the earlier comparable period, followed by a modest contraction thereafter, consistent with consolidation pressures, changes in the land market, or the conversion of peri-urban agricultural smallholdings into other uses. The most striking “apparent” change is in forests and plantations, which shows a large swing between periods; given the category changes and the known sensitivity of plantation mapping to spectral and seasonal variation, this should be read cautiously as a signal that plantation/woody cover is spatially dynamic and potentially clustered, rather than as a definitive measure of net gain or loss. Mining-related land cover remains marginal in the dataset, reinforcing the idea that extraction has a smaller land-cover footprint than agriculture and settlement. Overall, the economic interpretation is that the municipality’s rural production base is still substantial and spatially defining, and land-use management should prioritise the protection of high-value agricultural areas, the servicing and logistics connections that support the agri-value chain, and careful handling of land-use transitions in peri-urban fringes where productive land and settlement pressures tend to collide.

The human-settlement land-cover outputs show a clear direction of travel toward an expanding and more complex settlement footprint, but the most reliable comparison is between the earlier directly comparable years, while the later years should be treated as indicative patterns rather than precise “before/after” change. In the comparable period, the settlement system shows incremental expansion of urban activities overall, a strengthening residential footprint, and a marked growth in informal settlement land cover from a very small base, signalling that the urbanisation process has included both formal consolidation and informality-driven growth. Over the same period, township-type categories expand, aligning with continued household formation and likely ongoing outward growth of established settlement areas. Recreation-related urban land (such as sports and golf) also

increases, suggesting either real expansion of such facilities, improved identification in the classification, or both; school and similar grounds show a softer signal and may reflect classification differences and the difficulty of cleanly separating these land uses at 30 m resolution. In the later land-cover outputs, the settlement categories shift substantially, and one category shows a step-change that is far more consistent with redefinition than sudden real-world urban expansion; the correct inference here is that the municipality's built environment is now being captured differently, and any detailed change analysis needs either harmonised categories or a consistent reclassification approach. Even with that caveat, the planning implication remains strong: settlement land uses have broadened and intensified over time, and the municipality should expect continued pressure on well-located land, infrastructure networks, and the environmental interface, especially where informal settlement growth and residential expansion occur near economic corridors, service nodes, or constrained landscapes.

The building-based dataset provides a more direct lens on built-form intensity than land-cover categories alone, as it captures the scale of structures across the municipal space without attempting to label their functions. Ignoring the 2020 values as requested, the long-term trend from the mid-1990s to the mid-2010s is one of substantial growth in total building footprint, translating into a sustained rise in impervious coverage and built-up intensity across the municipality. Over that period, the implied average annual growth rate in building surface area is about 2.4%, consistent with a municipality steadily adding structures and expanding the physical fabric of settlements. This has direct infrastructure consequences: increased runoff and stormwater burden, greater maintenance requirements for roads and drainage systems, greater demand for network capacity, and a growing need to protect and manage ecological corridors and open space as settlement footprints intensify. Spatially, the mapping approach (building surface per hectare) is particularly valuable for identifying where densification is occurring versus where growth is largely expansive, which is critical for targeting capital investment, sequencing bulk upgrades, and prioritising infill and redevelopment in areas where infrastructure can carry additional load.

Building volume, again excluding 2020, increases in step with building surface but adds an important nuance: it reflects the "three-dimensional" intensity of development and therefore the functional load that built form can place on local systems. The implied average annual growth rate in total building volume is about 2.0%, reinforcing that the municipality has been intensifying its built form in aggregate, though not necessarily through a strong shift toward verticality. This matters because the same amount of additional floor space can be delivered through different urban forms with very different infrastructure and mobility outcomes. A volume increase driven mainly by more low-rise buildings tends to imply greater land consumption, longer networks per household or per job, and greater transport distances, while a volume increase driven by more compact multi-storey development can support shorter trips and more efficient service provision. The dataset, therefore, provides a practical basis for distinguishing where the municipality is growing "outward" versus "upward," and where future spatial policy should encourage consolidation, mixed use, and corridor reinforcement to reduce long-term operating burdens.

Average building height provides the clearest signal about the form of growth. Ignoring 2020, the average height declines modestly from the mid-1990s to the mid-2010s, implying an average annual decline of about 0.4%. In other words, even as the municipality adds building footprint and volume overall, the built form becomes slightly more horizontal on average, consistent with predominantly low-rise expansion, incremental settlement growth, and a built environment dominated by single- to two-storey structures rather than substantial vertical densification. This pattern is important for planning because it tends to increase the spatial footprint of growth and push up the per-capita cost of infrastructure over time, especially where expansion occurs in fragmented patches that are expensive to service. It also has design and resilience implications: lower-rise, dispersed growth can reduce certain risks associated with high-rise systems, but it typically increases reliance on private transport, stretches municipal service coverage, and makes it harder to deliver efficient public transport and walkable access to jobs and services unless growth is carefully channelled into nodes and corridors. The combined surface/volume/height story therefore points to a municipality that is building more, spreading more, and only marginally intensifying vertically, suggesting that future policy levers should focus on location efficiency, infill incentives, and infrastructure-led densification in appropriate areas rather than continuing a predominantly extensive pattern.

The points-of-interest summary adds a functional “service and amenity” layer that helps interpret settlement footprints beyond physical cover, indicating where the economy and daily life are concentrated and what types of destinations residents and firms rely on. The dominant pattern is that office, retail, and business-service type destinations far outnumber other categories, which aligns with an economy whose everyday functioning is anchored in commerce, personal services, finance, and professional activities, supported by a substantial commercial/industrial destination layer tied to construction, logistics-related activity, and manufacturing-linked functions. The accommodation and tourism-related categories are also strongly represented, suggesting a meaningful visitor economy and a settlement system that provides hospitality and leisure services at scale. Community and social facilities are present across a wide spread, indicating an established base of civic, religious, health, safety, and association infrastructure, while education-related destinations form an important component of the social facility landscape, consistent with a municipality where access to schooling and education infrastructure remain key service-delivery concerns. Government, transport, and infrastructure points are present but comparatively fewer in number, which is typical because these assets are fewer, larger, and more network-based rather than “many small sites.” The overall planning implication is that the municipality has a relatively mature service economy footprint with strong retail and office presence, a visible visitor/accommodation layer, and a broad spread of social facilities, so capital investment should be targeted toward strengthening the accessibility and quality of the key functional areas (movement corridors, town centres, commercial clusters, and tourism precincts), closing gaps in social facility access where residential expansion is occurring, and aligning land-use management with the reality that economic activity is increasingly shaped by clusters of destinations rather than single land-use zones.

Service access to Infrastructure

10 Access to infrastructure services

Access to infrastructure services is a driving force for the betterment of all communities in South Africa. It is a core function of government, and since 1994, access to services for previously disadvantaged communities has been emphasised to the extent that it has become the driving force of most government delivery policies. Initial approaches were to meet the health requirements of the World Health Organisation, hence the adoption of the so-called RDP standards later referred to as access to basic services. However, these policies have evolved over time for many reasons, to the extent that many of the services currently contemplated by the government at all levels exceed the initial norms and standards.

10.1 Access as reported in the national census data

The way that access to services was presented in the four available censuses varies from one another. Annexure B gives a summary of how the different services have been categorised into basic, intermediate and full services to allow for comparison between the censuses.

10.1.1 Water services

Water services have been a very high priority in service delivery strategies over the past two decades. It is one of the key Millennium Goals adopted in 2000, which stated that countries should aim to halve the proportion of people without access to safe drinking water and basic sanitation by 2015. In terms of these goals, at least 50% of households should have access to at least basic services.

The table below shows the access to water has changed.

Table 39: Access to water services

		Full	Intermediate	Basic	Below Basic	None	Total
1996	Total	19,575	2,794	2,879	660	240	26,147
	%	74.86 %	10.69 %	11.01 %	2.52 %	0.92 %	100 %
2001	Total	25,010	4,067	2,706	3,142	245	35,170
	%	71.11 %	11.56 %	7.69 %	8.93 %	0.70 %	100 %
2011	Total	31,327	3,522	6,234	1,835	404	43,322
	%	72.31 %	8.13 %	14.39 %	4.24 %	0.93 %	100 %
2016	Total	37,230	2,459	12,865	2,588	196	55,338

		Full	Intermediat e	Basic	Below Basic	None	Total
	%	67.28 %	4.44 %	23.25 %	4.68 %	0.35 %	100 %
2022	Total	51,511	2,690	4,611	814	Not reported	59,626
	%	86.39 %	4.51 %	7.73 %	1.37 %	Not reported	100 %

10.1.2 Sanitation services

Access to appropriate sanitation services is a very high health priority. Although sanitation services receive a high priority from the government, there are always challenges, and this service has not achieved the same level of success as improved access to water services. This section shows the sanitation access for the municipal area.

Table 40: Access to sanitation services

		Full	Intermediat e	Basic	Below Basic	None	Total
1996	Total	21,954	NA	NA	2,347	1,846	26,147
	%	83.96 %	NA	NA	8.97 %	7.06 %	100 %
2001	Total	31,137	113	596	1,067	2,257	35,170
	%	88.53 %	0.32 %	1.69 %	3.03 %	6.42 %	100 %
2011	Total	39,432	319	206	2,331	1,034	43,322
	%	91.02 %	0.74 %	0.47 %	5.38 %	2.39 %	100 %
2016	Total	54,078	95	1	692	472	55,338
	%	97.72 %	0.17 %	0.00 %	1.25 %	0.85 %	100 %
2022	Total	57,703	183	72	1,851	Not reported	59,626
	%	96.77 %	0.31 %	0.12 %	3.10 %	Not reported	100 %

10.1.3 Electricity services

Although electricity does not have the same implications for health as water and sanitation, access to electricity is essential for general development, especially education. Access to electricity was, therefore, always a high priority. The table below shows how access to electricity has changed since 1996. This table is based on access to lighting as a proxy for access to electricity.

Table 41: Access to electricity services

		Full access	Intermediate access	No access	Total
1996	Total	23,523	NA	2,624	26,147
	%	89.96 %	NA	10.04 %	100 %
2001	Total	32,365	NA	2,804	35,170
	%	92.03 %	NA	7.97 %	100 %
2011	Total	40,296	NA	3,026	43,322
	%	93.02 %	NA	6.98 %	100 %
2016	Total	51,367	68	3,903	55,338
	%	92.82 %	0.12 %	7.05 %	100 %
2022	Total	57,775	283	1,567	59,626
	%	96.90 %	0.47 %	2.63 %	100 %

10.1.4 Refuse removal

Solid waste management and refuse removal are important for health and environmental considerations. The table below shows how access to refuse removal services was reported in the previous three censuses.

Table 42: Access to refuse removal services

		Full	Intermediate	Basic	Below Basic	None	Total
1996	Total	19,937	256	2,419	2,629	906	26,147

		Full	Intermediat e	Basic	Below Basic	None	Total
	%	76.25 %	0.98 %	9.25 %	10.05 %	3.46 %	100 %
2001	Total	28,647	561	1,320	4,443	2,257	35,170
	%	81.45 %	1.60 %	3.75 %	12.63 %	0.57 %	100 %
2011	Total	37,678	1,068	1,346	2,044	1,187	43,322
	%	86.97 %	2.46 %	3.11 %	4.72 %	2.74 %	100 %
2016	Total	39,812	4,127	8,554	1,555	1,290	55,338
	%	71.94 %	7.46 %	15.46 %	2.81 %	2.33 %	100 %
2022	Total	52,033	488	3,817	3,286	Not reported	59,626
	%	87.27 %	0.82 %	6.40 %	5.51 %	Not reported	100 %

10.1.5 Road network

Access to road services is not recorded in the censuses. The next table shows the available road data for the municipality.

Table 43: Road services in the municipality

Road type	Paved (km)	road Unpaved (km)	road Total length (km)
Major road (National Major roads of a country, including all freeways)	25.24	N/A	25.24
Main road (Provincial roads and major city through routes)	192.62	0.00	192.62
Secondary road (Secondary roads including slipways)	19.77	5.19	24.95
Suburban road (Formal suburban roads including slipways)	584.44	42.38	626.82

Road type	Paved (km)	road Unpaved (km)	road Total length (km)
Informal roads (Alleys, Access ways, roads in informal settlements and squatter camps, farm and other small dirt roads)	18.19	818.40	836.59
Tracks (Non-routable roads: including 4x4 tracks)	N/A	N/A	208.96
Trails (Pedestrian walkways in cities and towns, walking and hiking trails)	N/A	N/A	0.00
Totals	844.34	865.97	1,919.27

10.2 Access as reported in the Non-Financial Census of municipalities

StatsSA releases a non-financial census of municipalities showing the position at the end of June of each year. The date coincides with the end of the municipal financial year. The census provides information that serves as a framework for policymakers and other stakeholders for analysis, planning and monitoring in terms of service delivery of water, electricity, solid waste management, sewerage and sanitation.

In using the data, one should consider that:

- This publication is not necessarily comparable with the Stats SA population census of 2011, the community survey of 2016, and/or household survey data, mainly due to:
 - The data source is municipalities as opposed to households.
 - The different definitions of 'household'. Most municipalities do not have a system for identifying multiple households served by one billing unit or delivery point.
 - Different reporting periods.
- The term 'consumer unit' or 'billing unit' (as used by the municipality for their recording purposes) is not directly comparable with other Stats SA household-based surveys.

Table 44: Number of consumer units receiving services from municipalities

	Water	Sanitation	Electricity	Solid waste
2017	48008	41235	48008	48008
2018	52225	41298	52374	49072
2019	52225	41298	52696	49072
2020	52235	41298	52723	49072

	Water	Sanitation	Electricity	Solid waste
2021	53374	43904	52723	49300
2022	54309	48681	52723	49649

One should note that in instances with no data for water and sanitation services, the municipality is not the Water Service Provider in terms of the Water Services Act of 1997 (Act 108 of 1997). In these cases, the District Municipality is usually the WSDP. This is usually the case in the Eastern Cape, Kwa Zulu Natal and Limpopo.

Table 45: Number of consumer units receiving free basic services

	Water	Sanitation	Electricity	Solid waste
2017	5686	5686	5686	5686
2018	6453	6453	11670	6453
2019	6817	6817	6817	6817
2020	2291	2291	2291	2291
2021	7283	7283	7283	7283
2022	4681	4681	4982	4681

11 Summary and conclusions: Access to infrastructure

Water access shows a clear long-term improvement in overall service levels, but with an important mid-period dynamic in which the expansion of the household base appears to have outpaced the immediate conversion of all connections to the highest service standard. Across earlier censuses, full-service access remains the dominant category but dips in relative terms, while basic access rises, consistent with rapid household formation, settlement expansion, and the extension of minimum service packages to new areas as an interim step. According to the most recent census, the pattern shifts decisively toward a much higher share of households enjoying full-service access and a much smaller “below basic” footprint, indicating that the municipality has not only expanded coverage but also upgraded service levels over time. The remaining risk implied by the distribution is that any residual pockets of lower service are likely concentrated in more marginal settlement areas, often informal or peri-urban, where reticulation extensions, capacity constraints, and topographic or distance factors tend to delay upgrades. From a planning perspective, the trajectory is positive, but future capital planning should focus on targeted backlog mopping-up and on reinforcing bulk capacity and system reliability so that higher coverage translates into consistent quality and continuity of supply.

Sanitation access is similarly high overall and improves strongly over time, but the trend is best described as “near-universal improved access with a persistent residual problem” rather than a perfectly linear improvement. Earlier periods show a meaningful minority still reliant on inadequate or no sanitation, followed by a strong shift toward full-service outcomes as the dominant norm, indicating sustained investment and the effective rollout of improved systems. In the most recent census, full-service sanitation remains very high, but the reappearance of a larger “below basic” component (with the “none” category not reported) suggests either data categorisation effects, settlement growth pressure, infrastructure performance issues in certain areas, or slower upgrading in specific pockets. The practical implication is that sanitation remains a higher-risk service than water because it is more sensitive to household density, network integrity, maintenance, and informal settlement dynamics; even small shares of inadequate sanitation have disproportionate public health and environmental consequences. Capital planning should therefore prioritise the identification of remaining low-service clusters, the condition and capacity of sewer networks and treatment works, and the operational resilience of sanitation systems in fast-growing or environmentally sensitive areas.

Electricity access shows steady improvement toward near-universal coverage, with a clear reduction over time in households reporting no access. The pattern is consistent with a municipality that has progressively extended electrification to most residential areas and tightened the remaining gaps, which typically yields strong development co-benefits in education, household productivity, safety, and overall quality of life. The small remaining “no access” share implied by the latest census is likely associated with informal settlements, remote rural dwellings, or areas where connections lag behind household growth. For infrastructure strategy, the key shift now moves from “expanding access” to “ensuring adequacy and reliability,” especially given rising household counts, changing energy use patterns, and the potential growth in small enterprise demand. This means future priorities are likely to include network reinforcement, reducing technical and non-technical losses, ensuring safe connections in informal areas, and planning for distributed energy options where grid extension or capacity upgrades are constrained.

Refuse removal and solid waste services show long-term improvement but remain more volatile and sensitive to reporting changes than the other basic services, and the data itself signals a measurement issue in the latest census output. Earlier censuses show a gradual strengthening of full-service coverage and shrinking of the lowest-access categories, followed by a mid-period dip where the share recorded as full service declines while intermediate and basic categories increase, an outcome that often reflects rapid settlement growth, service model changes (for example communal collection points or varying collection frequency), and the difficulty of providing uniform waste services in dispersed or informal areas. In the most recent census, the totals and implied shares are internally inconsistent, strongly suggesting a definitional or reporting anomaly rather than an actual increase in refuse removal beyond the number of households. The robust conclusion is therefore that solid waste services have generally expanded but remain uneven, with some areas likely still reliant on lower-standard arrangements. For municipal operations and capital planning, waste services require integrated investment: vehicle fleets and transfer capacity, route optimisation, formalisation of collection in growing settlements, and the protection of environmental assets through effective disposal and recycling systems. The highest risk is that uneven waste coverage tends to concentrate environmental and public health burdens in precisely the areas already facing service deficits.

Road access is not captured in the censuses, but the road network profile indicates a municipality with a substantial overall network, where a large share of the length is unpaved and informal roads and tracks make up a significant component of connectivity. The presence of strong national and main road infrastructure provides a strategic backbone for regional access and economic movement, while the extensive suburban and local road system reflects established settlement patterns. However, the dominance of unpaved segments in informal roads and parts of the local network signals high ongoing maintenance liabilities, access vulnerability during adverse weather, and service delivery challenges in settlements that rely on low-standard roads for emergency response, refuse collection, and public transport operations. From a spatial planning perspective, this network structure reinforces two priorities: first, targeted upgrading of key unpaved links that function as critical service corridors into settlements; and second, the management of informal access routes in fast-growing areas to prevent uncontrolled sprawl while still enabling basic mobility and service reach. Road investment strategy should therefore be explicitly linked to settlement footprint dynamics and to the location of backlogs in water, sanitation, and waste services, because road standards often determine the practicality and cost of extending and maintaining those services.

The non-financial census of municipalities provides a complementary operational view by tracking municipal “consumer units” rather than households, typically showing an increase in the number of serviced connections over time and offering a useful lens on service reach from a municipal recording perspective. Across the period presented, consumer units receiving water, sanitation, electricity, and solid waste services generally increase, consistent with both population/household growth and a wider service footprint. The pattern also shows that sanitation connections, in particular, may lag or behave differently relative to other services, which is common when sanitation infrastructure depends more heavily on bulk capacity, topography, and treatment works performance. Importantly, the document’s caution about definitional differences matters for interpretation: consumer units can undercount multiple households behind a single billing point, and therefore the municipal series should be used to understand direction

and system workload rather than as a one-to-one proxy for household access rates. For planning, the key value is that rising consumer units imply growing operating demands—more meters, more maintenance points, more collection routes, more fault responses—which must be matched by operating budgets, asset management capacity, and renewal planning if service reliability is to be sustained as coverage expands.

Free basic services data highlights a second critical service-delivery dynamic: indigent support and affordability are not static, and the recorded number of consumer units receiving free basic services fluctuates sharply over time. This kind of volatility typically reflects changes in indigent policy, registration drives, billing system updates, verification processes, and sometimes fiscal constraints that influence how municipalities apply subsidies. The planning implication is that affordability pressure and social support needs remain significant even when physical access is high, and that the municipality's ability to sustain universal service quality depends not only on infrastructure rollout but also on revenue management, accurate customer databases, and credible indigent targeting. For capital expenditure planning, this matters because high or rising free basic service loads can tighten operating margins and reduce the funding available for asset renewal and upgrades, making it essential to align infrastructure investment with realistic long-term operating and maintenance capacity. In practical terms, the municipality should treat the service-access story as "maturing infrastructure with residual backlog and affordability stress," and prioritise the next phase of investment toward reliability, targeted gap closure in hard-to-serve areas, and system strengthening that reduces lifecycle costs while protecting the gains already made in expanded access.

Access to Social and community facilities

12 Education facilities

Education facilities include primary, secondary, and intermediate schools, as listed in the National Department of Education database. Generally, the queries list educational facilities within the area.

Table 46: Education Facilities

School Type	Number of Schools	Total Learners	Total Teachers	Learners/Education
Primary	30	19957	725	27.53
Secondary	14	12193	483	25.24
Intermediate	3	736	37	19.89
Combined	6	2775	273	10.16

12.1 Health Facilities

A distinction is made between public and private health facilities in the assessment.

Table 47: Health Facilities

Type of Facility	Number of Facilities
Public Facilities	12
Private Facilities	1

12.2 SAPS Stations

The municipality's total number of SAPS stations and precincts is described below. One should note that police precincts do not align with municipal boundaries.

Table 48: SAPS stations and precincts

Number of SAPS stations	Number of SAPS precincts
5	14

12.3 Lower Courts

The courts of South Africa are the civil and criminal courts responsible for the administration of justice in South Africa. There are 2 lower courts in the municipality.

Map 16: Primary and secondary educational facilities



Educational facilities

LEGEND

- P Primary schools
- S Secondary schools
- C Combined schools
- I Intermediate schools
- E Early Childhood Development Centres
- S Special needs education



Map 17: Health facilities



Health Facilities

LEGEND

- C Clinic
- C Community Health Centre
- H District Hospital
- H Health Post
- M Medical Centre
- C National Central Hospital
- P Provincial Tertiary Hospital
- H Regional Hospital
- C Satellite Clinic



Map 18: Safety and security



Safety and security

LEGEND

SAPS



Police Station



Police Precinct Boundary



sdsa

Map 19: Lower Courts



Lower Courts

LEGEND

Lower courts

- B Branch court
- D Detached court
- M Magistrate court
- P Periodical court



13 Summary and conclusions: Access to community and social facilities

Education facilities indicate a reasonably established schooling network with a strong emphasis on primary provision and a substantial secondary component, which is consistent with a municipality that must serve both a large child population and a continuing pipeline into youth and working-age cohorts. The distribution suggests that primary schools form the broad base of access, while secondary schools provide the next tier at fewer sites, implying that secondary learners are likely drawn from wider catchments and may face longer travel distances and greater reliance on transport. The intermediate and combined school categories add flexibility to the overall system, potentially serving smaller settlements, transitional grades, or specific local needs, and they can be particularly important in dispersed or peri-urban areas where standalone secondary provision is not always viable. The learner-to-teacher ratios across school types are broadly in the mid-range, typical of functioning public systems, with combined schools showing notably smaller ratios, which may indicate smaller enrolments per site, different staffing models, or less pressure relative to other categories. From a planning and service delivery perspective, the key trend signal is not simply the number of facilities, but the implied pressure points: primary provision carries the highest total learner load and therefore tends to drive demand for classroom expansion, safe pedestrian access, scholar transport management, and supporting community infrastructure; secondary provision, with fewer sites and high enrolment, tends to drive transport, safety, and facility condition priorities. The maps referenced for education facilities are therefore critical for identifying spatial gaps, areas where settlement growth has outpaced school location patterns, and for prioritising land reservation and expansion opportunities in fast-growing residential zones.

Health facilities show a service landscape heavily reliant on the public system, with a limited private footprint, suggesting that the majority of residents depend on public clinics and related services for primary healthcare. The number of public facilities relative to the municipality's settlement footprint implies a network designed for broad coverage, but the adequacy of access will hinge on spatial distribution, travel times, and facility capacity rather than facility count alone. A minimal private presence often correlates with affordability constraints and a patient load concentrated in public facilities, which can translate into longer waiting times and greater operational strain, especially in areas with rapid household growth, informal settlement expansion, or high burdens of disease and injury. For planning purposes, the most important implication is that capital and operational coordination with the health sector must focus on where population growth and settlement densification are occurring, ensuring that clinic catchments remain reasonable, emergency response is not compromised by road access limitations, and facility upgrades keep pace with changing demand. The health facilities map serves as a practical tool for identifying underserved pockets and aligning municipal infrastructure investments, particularly roads, lighting, stormwater, water reliability, and sanitation, with the functioning of the health network.

Safety and security coverage, as reflected in the number of SAPS stations and precincts, indicates a structured policing presence but also highlights a common governance reality: functional policing geographies do not neatly align with municipal boundaries. The relationship between stations and precincts suggests that operational areas are subdivided for management and response, which can improve coverage but can also complicate coordination for municipal planning, especially when growth areas sit near the edges of precinct boundaries or when rapidly changing settlement footprints create

new safety hotspots. The practical trend signal is that safety planning must be spatially targeted: policing presence alone does not guarantee perceived or actual safety if settlement growth outpaces patrol capacity, if informal areas remain poorly lit or poorly accessible, or if economic nodes experience rising opportunity-driven crime. The safety and security map is therefore central for integrating municipal actions that materially influence policing effectiveness, improved street lighting, maintained road access, clear addressing and wayfinding, formalisation of key routes in informal settlements, and the design of public environments that reduce risk through visibility and activity. In this sense, safety outcomes are closely linked to infrastructure investment choices and settlement management, rather than relying solely on SAPS resourcing.

Lower court provision is limited to a small number of facilities, which is typical because courts serve larger catchments and operate as higher-order services in the settlement hierarchy. The implication is that access to justice is likely concentrated in one or two nodes, requiring travel for many residents and placing a premium on transport connectivity, public safety around the court precincts, and the availability of complementary services such as legal aid, policing coordination, and administrative functions. The courts map helps determine whether courts are located within the primary urban centres or in locations less accessible to the widest share of residents. From a planning standpoint, the trend is toward increasing reliance on a few strategic civic nodes as the municipality grows: as population and households expand and socio-economic pressures evolve, the demand for justice-related services can rise, and the performance of these facilities becomes more dependent on the quality of supporting municipal infrastructure and the functionality of the surrounding precinct.

Municipal institutional indicators

This section describes the overall performance of the municipality based on various indicators.

14 Audit Outcomes

Three months after the end of every municipal financial year, the Auditor General of South Africa (AGSA) receives financial statements from municipalities to express various audit opinions that relate mainly to financial affairs. This process primarily serves to deter poor financial management and misuse of municipal funds, which could strengthen accountability and enhance municipal service delivery and clean administration.

Table 49: Municipal Audit Outcomes

Financial Year	Audit outcome
FY 2010/11	Unqualified with findings
FY 2011/12	Unqualified with findings
FY 2012/13	Unqualified with findings

Financial Year	Audit outcome
FY 2013/14	Unqualified with findings
FY 2014/15	Unqualified with no findings
FY 2015/16	Unqualified with no findings
FY 2016/17	Unqualified with no findings
FY 2017/18	Unqualified with findings
FY 2018/19	Unqualified with findings
FY 2019/20	Audit not finalised at legislated date
FY 2020/21	Unqualified with no findings
FY 2021/22	Unqualified with no findings
FY 2022/23	Unqualified with no findings

14.1 Non-financial municipal indicators

StatsSA conducts an annual municipal census to determine non-financial performance indicators. The results reflect the position at the end of a municipal financial year. This survey covers selected non-financial information for all municipalities. The census provides information that can serve as a framework for policymakers and other stakeholders to analyse, plan and monitor service delivery of water, electricity, solid waste management, sewerage and sanitation, indigent households and employment.

The information is collected annually from all municipalities through questionnaires. Inaccuracies may occur because of imperfections in reporting by municipalities. Every effort is made to reduce errors to a minimum by carefully designing the questionnaire, undertaking pilot studies/workshops and editing processes. Results are generally comparable between financial years.

14.1.1 Employment indicators

The following tables show key employment statistics.

14.1.2 Councillors and the Executive

Table 50: Number of councillors

	Fulltime		Part-time		Vacant posts	Total (Including vacancies)
	Male	Female	Male	Female		
2017	5	3	19	15	0	42
2018	7	4	18	13	0	42
2019	8	4	15	15	0	42
2020	3	1	22	16	0	42
2021	6	3	16	17	0	42
2022	6	3	16	17	0	42

Table 51: Executive mayor and mayor positions

	Fulltime		Part-time		Vacant posts	Total (Including vacancies)
	Male	Female	Male	Female		
2017	1	0	0	0	0	1
2018	0	1	0	0	0	1
2019	0	1	0	0	0	1
2020	1	0	0	0	0	1
2021	0	1	0	0	0	1
2022	0	1	0	0	0	1

14.1.3 Staffing and Employment

The non-financial census of municipalities by StatsSA reports the following data.

14.1.4 Manager and total employment

Table 52: Managerial positions according to Section 56 of the Local Government Municipal System Act, 2000 (Act No.32 of 2000)

	Fulltime		Part-time		Vacant posts	Total (Including vacancies)
	Male	Female	Male	Female		
2017	5	2	0	0	0	7
2018	4	2	0	0	1	7
2019	4	2	0	0	0	6
2020	5	0	0	0	1	6
2021	4	2	0	0	0	6
2022	4	2	0	0	0	6

Table 53: Managerial positions according to Organogram (excluding Section 56 managers)

	Fulltime		Part-time		Vacant posts	Total (Including vacancies)
	Male	Female	Male	Female		
2017	41	22	0	0	6	69
2018	41	22	0	0	6	69
2019	28	11	1	2	11	53
2020	11	2	0	0	40	53
2021	10	4	0	0	39	53
2022	10	4	0	0	39	53

Table 54: Employment positions, including managerial positions

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2017	1087	0	109	1196

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2018	1119	0	91	1210
2019	1105	97	104	1306
2020	1078	94	145	1317
2021	1143	50	39	1232
2022	1143	50	80	1273

14.1.5 Departmental staffing and employment

Table 55: Employment positions excluding managerial positions in Community and Social Services

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2017	47	0	3	50
2018	123	0	5	128
2019	177	9	9	195
2020	Not reported	Not reported	Not reported	Not reported
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

Table 56: Employment positions excluding managerial positions in Finance and Administration

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2017	141	0	16	157
2018	208	0	33	241
2019	250	80	62	392
2020	Not reported	Not reported	Not reported	Not reported

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

Table 57: Employment positions excluding managerial positions in Electricity

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2017	74	0	9	83
2018	73	0	4	77
2019	68	1	3	72
2020	Not reported	Not reported	Not reported	Not reported
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

Table 58: Employment positions excluding managerial positions in Environmental Protection

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2017	0	0	0	0
2018	40	0	0	40
2019	21	0	4	25
2020	Not reported	Not reported	Not reported	Not reported
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

Table 59: Employment positions excluding managerial positions in Health

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2017	0	0	0	0
2018	0	0	0	0
2019	0	0	0	0
2020	Not reported	Not reported	Not reported	Not reported
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

Table 60: Employment positions excluding managerial positions in Public Safety

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2017	186	0	10	196
2018	197	0	2	199
2019	180	0	5	185
2020	Not reported	Not reported	Not reported	Not reported
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

Table 61: Employment positions excluding managerial positions in Road Transport

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2017	101	0	9	110
2018	98	0	7	105
2019	90	1	2	93

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2020	Not reported	Not reported	Not reported	Not reported
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

Table 62: Employment positions excluding managerial positions in Sport and Recreation

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2017	142	0	14	156
2018	48	0	15	63
2019	16	0	1	17
2020	Not reported	Not reported	Not reported	Not reported
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

Table 63: Employment positions excluding managerial positions in Waste Management

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2017	62	0	10	72
2018	57	0	6	63
2019	56	3	0	59
2020	Not reported	Not reported	Not reported	Not reported
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

Table 64: Employment positions excluding managerial positions in Waste Water Management

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2017	62	0	10	72
2018	80	0	8	88
2019	137	0	2	139
2020	Not reported	Not reported	Not reported	Not reported
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

Table 65: Employment positions excluding managerial positions in Water Management

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2017	96	0	10	106
2018	126	0	4	130
2019	59	0	5	64
2020	Not reported	Not reported	Not reported	Not reported
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

Table 66: Employment positions excluding managerial positions in Other

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2017	106	0	12	118
2018	0	0	0	0
2019	6	0	0	6
2020	Not reported	Not reported	Not reported	Not reported

	Fulltime	Part-time	Vacant posts	Total (Including vacancies)
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

14.1.6 Service access indicators

Table 67: Responsibility for providing services under the powers and functions

	Water	Sanitation	Electricity	Solid waste
2017	Yes	Yes	Yes	Yes
2018	Yes	Yes	Yes	Yes
2019	Yes	Yes	Yes	Yes
2020	Not reported	Not reported	Not reported	Not reported
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

Table 68: Responsibility for providing services outsourced or commercialised

	Water	Sanitation	Electricity	Solid waste
2017	Not applicable	Not applicable	Not applicable	Not applicable
2018	Not applicable	Not applicable	Not applicable	Not applicable
2019	Not applicable	Not applicable	Not applicable	Not applicable
2020	Not applicable	Not applicable	Yes	Not applicable
2021	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported

Table 69: Number of consumer units receiving services from municipalities

	Water	Sanitation	Electricity	Solid waste
2017	48008	41235	48008	48008
2018	52225	41298	52374	49072
2019	52225	41298	52696	49072
2020	52235	41298	52723	49072
2021	53374	43904	52723	49300
2022	54309	48681	52723	49649

Table 70: Number of consumer units receiving water services

	Number of domestic consumer units served through a delivery point				Total number of domestic consumer units receiving water services	Total number of non-domestic consumer units receiving water services
	Inside the yard	Less than 200m from yard	More than a 200m from yard	Total number of domestic consumer units receiving water services		
2017	39044	6231	1830	47105	903	48008
2018	41623	9699	0	51322	903	52225
2019	41623	9699	0	51322	903	52225
2020	41633	9699	0	51332	903	52235
2021	41716	10504	0	52220	1154	53374
2022	44909	8214	0	53123	1186	54309

Table 71: Number of consumer units receiving sanitation services

	Flush toilets connected to public sewerage system	Flush toilets connected to septic tank	Bucket system	Ventilated improved pit latrines	Other	Total number of domestic consumer units receiving sanitation services	Total number of non- domestic consumer units receiving sanitation services	Total number of consumer units receiving sanitation services
2017	37939	1079	0	0	1193	40211	1024	41235
2018	38027	1079	0	0	1267	40373	925	41298
2019	38027	1079	0	0	1267	40373	925	41298
2020	38027	1079	0	0	1267	40373	925	41298
2021	41716	1079	0	0	184	42979	925	43904
2022	44909	1079	0	0	184	46172	2509	48681

14.1.7 Service delivery policy indicators

The following table indicates to which services a free basic service policy applies.

Table 72: Has the municipality implemented free basic service policies?

	Water	Sanitation	Electricity	Solid waste
2017	Yes	Yes	Yes	Yes
2018	Yes	Yes	Yes	Yes
2019	Yes	Yes	Yes	Yes
2020	Yes	Yes	Yes	Yes
2021	Yes	Yes	Yes	Yes
2022	Yes	Yes	Yes	Yes

Table 73: Domestic units receiving free basic services

	Water	Sanitation	Electricity	Solid waste
2017	5686	5686	5686	5686
2018	6453	6453	11670	6453
2019	6817	6817	6817	6817
2020	2291	2291	2291	2291
2021	7283	7283	7283	7283
2022	4681	4681	4982	4681

Table 74: Mechanisms to provide free basic services to indigent households for Water

	Technical approach	Geographic approach	Broad-based approach	Self-targeting approach	Consumption-based approach	Property value-based approach	Targeting based plot approach	Other on techniques size (Includes all approaches except self-targeting)
2018	Not applicable	Not applicable	Not applicable	Yes	Not applicable	Not applicable	Not applicable	Not reported
2019	Not applicable	Not applicable	Not applicable	Yes	Not applicable	Not applicable	Not applicable	Not reported
2020	Not applicable	Not applicable	Not applicable	Yes	Not applicable	Not applicable	Not applicable	Not reported
2021	Not reported	Not reported	Not reported	Yes	Not reported	Not reported	Not reported	Not applicable
2022	Not reported	Not reported	Not reported	Yes	Not reported	Not reported	Not reported	Not applicable

Table 75: Mechanisms to provide free basic services to indigent households for Sanitation

	Technical approach	Geographic approach	Broad-based approach	Self-targeting approach	Consumption-based approach	Property value-based approach	Targeting based plot approach	Other on techniques size (Includes all approaches except self-targeting)
2018	Not applicable	Not applicable	Not applicable	Yes	Not applicable	Not applicable	Not applicable	Not reported
2019	Not applicable	Not applicable	Not applicable	Yes	Not applicable	Not applicable	Not applicable	Not reported
2020	Not applicable	Not applicable	Not applicable	Yes	Not applicable	Not applicable	Not applicable	Not reported
2021	Not reported	Not reported	Not reported	Yes	Not reported	Not reported	Not reported	Not applicable
2022	Not reported	Not reported	Not reported	Yes	Not reported	Not reported	Not reported	Not applicable

Table 76: Mechanisms to provide free basic services to indigent households for Electricity

	Technical approach	Geographic approach	Broad-based approach	Self-targeting approach	Consumption-based approach	Property value-based approach	Targeting based plot approach	Other on techniques size (Includes all approaches except self-targeting)
2018	Not applicable	Not applicable	Not applicable	Yes	Not applicable	Not applicable	Not applicable	Not reported
2019	Not applicable	Not applicable	Not applicable	Yes	Not applicable	Not applicable	Not applicable	Not reported
2020	Not applicable	Not applicable	Not applicable	Yes	Not applicable	Not applicable	Not applicable	Not reported

	Technical approach	Geographic approach	Broad-based approach	Self-targeting approach	Consumption-based approach	Property value-based approach	Targeting based plot approach	Other on techniques size (Includes all approaches except self-targeting)
2021	Not reported	Not reported	Not reported	Yes	Not reported	Not reported	Not reported	Not applicable
2022	Not reported	Not reported	Not reported	Yes	Not reported	Not reported	Not reported	Not applicable

Table 77: Mechanisms to provide free basic refuse removal services to indigent households

	Technical approach	Geographic approach	Broad-based approach	Self-targeting approach	Consumption-based approach	Property value-based approach	Targeting based plot approach	Other on techniques size (Includes all approaches except self-targeting)
2018	Not applicable	Not applicable	Not applicable	Yes	Not applicable	Not applicable	Not applicable	Not reported
2019	Not applicable	Not applicable	Not applicable	Yes	Not applicable	Not applicable	Not applicable	Not reported
2020	Not applicable	Not applicable	Not applicable	Yes	Not applicable	Not applicable	Not applicable	Not reported
2021	Not reported	Not reported	Not reported	Yes	Not reported	Not reported	Not reported	Not applicable
2022	Not reported	Not reported	Not reported	Yes	Not reported	Not reported	Not reported	Not applicable

Table 78: Monthly income cut-off points to identify indigent households

	R1 600 and below	Between R1 601 and R3 380	R3 Above R3 380
2018	Not applicable	Not applicable	Yes
	R1 780 and below	Between R1 780 and R3 560	R3 Above R3 560
2019	Not applicable	Not applicable	Yes
	R1 860 and below	Between R1 860 and R3 720	R3 Above R3 720
2020	Not applicable	Yes	Not applicable
	R1 980 and below	Between R1 980 and R3 3960	R3 Above R3 3960
2021	Not applicable	Yes	Not applicable
	R1 985 and below	Between R1 985 and R3 3970	R3 Above R3 3970
2022	Not applicable	Yes	Not applicable

Table 79: Number of indigent households benefiting from an indigent support system

	Indigent households identified	Beneficiaries			
		Water	Electricity	Sanitation	Refuse removal
2017	5686	5686	5686	5686	5686
2018	11670	6453	11670	6453	6453
2019	6817	6817	6817	6817	6817
2020	2291	2291	2291	2291	2291
2021	7283	7283	7283	7283	7283
2022	4982	4681	4982	4681	4681

14.1.8 Policy frameworks and agreements

Table 80: Policy frameworks and agreements in place.

	IDP submitted	WSDP submitted	Monitoring for water quality	Integrated waste management plan	Monitoring for effluent discharges	Funding agreement with Eskom	HIV/AIDS policy
2017	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2018	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2019	Yes	Yes	Yes	Not applicable	Yes	Yes	Yes
2020	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported
2021	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported
2022	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported

15 Summary and conclusions: Municipal non-financial indicators

Audit outcomes show a generally strong and improving trajectory of financial governance, with the municipality consistently achieving unqualified audit opinions over the period and progressively reducing findings in multiple consecutive years. The pattern suggests that internal controls and financial reporting stabilised notably in the mid-2010s, after which a short phase of regression occurred, during which findings re-emerged, followed by a return to clean outcomes in the most recent completed years. The single year where the audit was not finalised by the legislated date stands out as an administrative and compliance risk signal rather than a change in the audit opinion itself, and it highlights that timeliness can become a vulnerability even when audit quality is otherwise maintained. The planning implication is that the municipality's financial management platform is comparatively credible for service delivery and capital budgeting, but that periodic slippage in findings and audit timeliness can still undermine procurement confidence, delay project implementation, and increase the risk of conditional grant underperformance if not proactively managed. Overall, the trend supports a view of improving institutional reliability, which is a key enabler for multi-year infrastructure programmes and for maintaining public trust in delivery.

Political governance indicators, as reflected in councillor and executive mayor reporting, show a stable overall structure and staffing complement over time, with shifts in gender representation that indicate gradual diversification of leadership roles. Councillor numbers remain constant, implying institutional continuity in the political oversight structure, while the balance between full-time and part-time councillors fluctuates, suggesting adjustments in how the municipality configures political work allocation rather than changes in representation itself. Executive leadership shows alternation in gender across years, which is less a performance signal than an indicator of changing political leadership composition and the municipality's capacity to support leadership transitions without destabilising the overall governance system. From a service delivery standpoint, the main issue is that stable political structures can support consistent prioritisation and budget alignment, while shifts in leadership can introduce changes in emphasis, which makes it important that long-term capital programmes are anchored in adopted plans and objective prioritisation criteria rather than being overly personality- or term-dependent.

Senior management stability appears comparatively strong at the Section 56 level, with a small complement that remains largely filled and only occasional vacancies. This stability is important because Section 56 roles typically drive administrative accountability, institutional performance, and delivery coordination, and sustained occupancy supports continuity in budgeting, contract management, and intergovernmental engagement. In contrast, the wider managerial cohort (excluding Section 56) shows a pronounced deterioration in staffing completeness over time, with a sharp rise in vacancies and a sustained period where the majority of posts are recorded as vacant. This is a significant institutional risk trend: high vacancy rates at the middle-management level often translate into weaker project preparation, slower procurement and contract oversight, reduced maintenance planning, and less effective performance management across departments. The municipality's ability to convert budgets into delivery outcomes is frequently constrained more by these "engine room" capabilities than by the presence of top leadership alone, so the trend signals a need to stabilise the organisational structure, fill critical posts, and reduce reliance on acting arrangements that can dilute accountability.

Total employment positions (including managerial roles) exhibit fluctuating staffing levels and persistent vacancies, with a notable peak in overall post totals in the late 2010s, followed by a period of higher volatility. The presence and persistence of vacancies are the most important trend signals, because they point to capacity constraints that can manifest as service response delays, weaker customer management, and backlogs in routine operations—particularly in technical services, where skills are scarce. The emergence of part-time employment positions in later years suggests changes in staffing models, potentially reflecting budget pressures, shifting service models, or attempts to increase flexibility. For capital expenditure planning, this matters directly: infrastructure delivery depends on credible in-house client capacity to plan, procure, supervise, and operate assets, and high vacancy rates can lead to under-spending, poor-quality workmanship, incomplete projects, and higher lifecycle costs. The institutional story in the employment tables therefore reads as “stable top layer, fragile middle layer,” a common pattern in municipalities that often requires targeted organisational development rather than simply increasing headcount.

Departmental staffing trends (where reported) suggest significant restructuring and expansion in certain functions during the late 2010s, but their usefulness is constrained by the abrupt loss of departmental detail in later years. Where data exist, community and social services and finance/administration show strong increases in staffing and a rise in vacancies, pointing to growing functional scope and possibly a response to service and governance demands, as well as to recruitment or retention challenges. Technical departments such as electricity, roads, waste, wastewater, and water management show changes that imply rebalancing of operational capacity, with some functions expanding rapidly in the reported years, while others contract or fluctuate. The absence of reporting after 2019 prevents a clear reading of whether these changes were consolidated, reversed, or simply reclassified, but the broader implication remains: municipal delivery capability is uneven across functions and may be exposed in key technical services if staffing is not stable. In practical terms, the trend flags the need for a “critical skills” approach, ensuring that core engineering, project management, financial controls, and operations roles are filled and retained, because these are the roles most tightly linked to infrastructure performance and compliance outcomes.

Service responsibility and service model indicators suggest that the municipality positions itself as directly responsible for core services in the years where reporting is available, with limited reliance on outsourcing or commercialisation, except for a specific electricity-related indication in one year. This implies a predominantly in-house service delivery model, which can support accountability and integration across services, but also increases the municipality’s exposure to internal capacity constraints, fleet and plant availability, and maintenance backlogs. The main trend signal is less about a shift to outsourcing and more about the consistency of being the service authority/provider, which elevates the importance of internal asset management, preventative maintenance systems, and operational budgeting. The missing reporting in later years is itself a governance signal: when institutional data becomes patchy, it becomes harder for stakeholders to monitor performance and for the municipality to demonstrate credibility, which can affect planning confidence and external support.

Consumer unit trends show a steady rise in the number of connections or service points recorded across water, sanitation, electricity, and solid waste over time, which aligns with household growth and

expanding service footprints. The composition of water service points shows a strong dominance of on-site or “inside yard” provision, with the remaining share largely within a short-distance threshold and virtually no households recorded beyond the farthest threshold in later years, indicating that access is increasingly formalised and proximate, even where full internal connections may not exist. Sanitation service points are dominated by flush systems connected to sewerage, with septic systems forming a smaller but persistent component and minimal presence of lower-tier technologies, implying that the municipality’s sanitation platform is relatively formal and network-based. A notable recent jump in non-domestic sanitation consumer units stands out as a structural change, potentially reflecting improved registration, economic activity, or refinements to the billing system, and it has operational implications because non-domestic demand can materially affect network loads and maintenance requirements. The overall trend is of growing system workload and a broader customer base, which increases the importance of lifecycle renewal planning and of ensuring that operating budgets and technical capacity scale with connection growth, not just with capital rollouts.

Free basic services policy indicators show consistent formal adoption across all major services throughout the period, signalling an institutional commitment to indigent support and affordability. The operational data, however, indicates that the number of recorded beneficiaries fluctuates sharply year-to-year, which is a strong sign that indigent registration, verification, policy thresholds, or billing system practices are changing rather than the underlying poverty profile swinging dramatically. This volatility is important because it influences municipal revenue stability and the sustainability of service delivery: large swings in the recorded indigent base can create budgeting uncertainty, complicate tariff modelling, and affect the municipality’s ability to fund maintenance and renewal. The targeting approach is consistently self-targeting across multiple services, suggesting a policy design that relies on household application/registration rather than geographic or property-based proxies. This can improve fairness but also raises the stakes for effective administration and outreach. The indigent income threshold trends show that the municipality adjusts its cut-offs over time, implying periodic recalibration to local socio-economic conditions, inflation, and policy alignment. This is appropriate in principle but requires strong communication and consistent implementation to avoid exclusion errors or administrative churn.

Policy frameworks and agreements reported for the earlier years indicate a relatively mature compliance posture, with key planning and sectoral instruments in place and core monitoring functions recorded as active. This suggests an institutional environment that, at least in the reported years, has a formal governance architecture to support integrated planning, compliance with water services, waste management, and public health policy commitments. The latter absence of reporting again becomes the main trend signal: missing data does not necessarily mean missing policies, but it does weaken transparency and can mask implementation gaps. For strategic planning and capital programming, the implication is that the municipality appears to have the foundational governance systems needed to deliver, but that sustaining performance will depend on rebuilding the middle-management capacity layer, stabilising staffing vacancies, improving the consistency of non-financial reporting, and aligning indigent support administration with financial sustainability, so that the municipality can maintain clean governance outcomes while scaling service delivery and infrastructure investment.

Strategic and cross-cutting issues

This section draws together the main threads from the demographic and housing profile, economic structure, land cover and settlement change, infrastructure access, social facilities, and institutional capacity to identify the cross-cutting strategic issues that will most influence service delivery performance and capital expenditure outcomes. While each section describes a specific domain, they are tightly interconnected in practice: rapid household growth changes infrastructure demand faster than population growth; settlement footprint expansion and informality shape the cost and feasibility of network upgrades; economic structure influences the municipality's revenue base and ability to fund operations and renewals; and institutional capacity determines whether budgets translate into delivered projects. The ten issues below, therefore, focus on the highest-leverage constraints and enablers, those that, if addressed, most improve the municipality's ability to provide reliable services, close backlogs, and deliver credible, financially sustainable capital programmes.

Household growth outpacing population growth (the "connections problem")

The most structural driver across the entire assessment is that households have been increasing faster than the population, alongside declining household size and rising settlement density. This creates a service-delivery reality in which demand for connections (water meters, sanitation connections, electricity points, refuse collection routes) grows faster than "people-based" planning assumptions. For capital expenditure planning, this shifts the centre of gravity from simply expanding bulk capacity to also expanding the number and spatial reach of reticulation-level connections and the supporting operating systems. It increases the cost of service provision per additional resident and raises the priority of network densification strategies, infill-friendly land release, and incremental upgrading where formal township establishment cannot keep pace. If this dynamic is not explicitly incorporated into forecasting, the municipality risks chronic "infrastructure lag," where reported access appears high but actual service reliability deteriorates due to overloaded local systems. The capex implication is that multi-year investment plans must be built around household projections and connection growth, with explicit funding for reticulation extensions, pressure management, valve and meter programmes, and the renewal of ageing local networks, rather than just headline bulk projects.

Settlement footprint expansion and the cost of low-rise, dispersed growth

Land cover and building-based indicators point to a built environment that has expanded materially over time, with growth largely horizontal rather than vertically intensive. This pattern tends to drive higher lifecycle costs: longer pipe runs per household, more road kilometres to maintain per serviced area, and higher energy and transport burdens for residents and the municipality. It also makes service delivery more fragile because dispersed areas are harder to maintain and to respond to during disruptions. For capital planning, the cross-cutting issue is the need to manage spatial form as a financial strategy. Infrastructure investment should be used to reinforce a more compact, corridor-and-node-oriented development pattern, prioritising upgrades where densities and demand justify them, and sequencing development so that new growth areas are opened only where bulk and reticulation capacity exist. In practice, this means using the SDF, land-use management, and infrastructure master plans as a single, enforceable growth-management package, supported by capital budgeting rules that favour infill, consolidation, and upgrading over scattered greenfield expansion.

Residual informality and uneven service standards despite high overall access

Across water, sanitation, electricity, and refuse removal, the long-term direction is improved access, but the patterns show that remaining deficits are likely concentrated in specific pockets, often informal settlements, peri-urban fringes, and areas with poor road access. These pockets drive disproportionate health, environmental, and reputational risks, and they also inflate costs because incremental servicing and emergency responses are more expensive than planned network extensions. The sanitation profile in particular signals that even small shortfalls have outsized impacts, while refuse removal data hints at unevenness and measurement challenges that often accompany service delivery in rapidly changing settlement environments. The capex implication is that “backlog eradication” must be reframed as “targeted gap closure plus upgrading of interim services,” with clear, spatially explicit programmes: informal settlement upgrading (in-situ where possible), prioritised service corridors, communal-to-full service progression, and the alignment of service upgrades with land regularisation and tenure pathways. Without this integrated approach, the municipality risks repeatedly funding short-term fixes rather than durable solutions.

Bulk capacity and system reliability now matter more than coverage

As access approaches near-universal levels for several services, the binding constraint shifts from coverage to reliability, quality, and asset condition. High service access is not equivalent to reliable service if bulk systems, treatment works, pump stations, and main networks are operating near capacity or are inadequately maintained. Water and sanitation improvements will stall, and public trust will erode, if interruptions, leak losses, sewer spills, and plant failures become more frequent as the customer base expands. For capital expenditure planning, this demands a deliberate pivot toward asset management: renewal programmes, condition assessments, pressure and leakage reduction, sewer rehabilitation, treatment capacity upgrades, and standby power/resilience investments. It also requires protecting operating budgets for maintenance, because deferred maintenance can lead to larger future capex needs and higher emergency costs. The strategic issue is therefore to balance new infrastructure expansion with systematic renewal and reliability investments that safeguard the gains already achieved.

Road and access constraints undermine the effectiveness of all other services

The road network profile shows a municipality with an extensive network and a large component of unpaved and informal roads, particularly in the areas that are typically hardest to serve. Roads are a cross-cutting “enabler service”: they determine whether refuse collection can occur regularly, whether maintenance crews can reach assets, whether emergency services and health access are reliable, and whether upgrading projects can be implemented efficiently. Poor access increases operating costs and delays, and raises the capex cost of extending services (because construction logistics, stormwater management, and stabilisation requirements increase). The capex implication is that the municipality should treat targeted road upgrading, especially key unpaved links and access spines into growth and informal areas, as part of the infrastructure backlog response, not as a separate transport agenda. A prioritised “service access road” programme can be one of the highest-return investments because it multiplies the effectiveness of spending in water, sanitation, solid waste, health response, and public safety.

Economic structure shapes revenue resilience and infrastructure affordability

The economy shows slow overall growth but a strengthening role for logistics, trade, and business services, alongside weakening construction and some manufacturing softness. This matters for service delivery because it influences municipal revenue stability, the affordability of tariffs for households and businesses, and the future spatial pattern of demand. A logistics- and trade-oriented economy places pressure on roads, freight routes, industrial precinct services, and reliable electricity and water supply. At the same time, slow growth constrains how much the municipality can rely on expanding its own revenue to fund upgrades and renewals. The strategic issue is to align capital investment with the sectors that underpin the local economy, protecting competitive enabling infrastructure in key corridors and nodes, while avoiding “white elephant” projects that assume rapid growth. Capex planning should incorporate a clear affordability and revenue lens: lifecycle costs, ability to recover costs through tariffs, and the municipal fiscal capacity to operate and maintain assets over time.

Social facility access must track settlement change, not legacy location patterns

Education and health facility networks appear established, but their adequacy depends on spatial distribution relative to where households are growing. As residential footprints expand and densify in particular areas, facilities (especially secondary schools and public health services) can become overstretched, and the burden shifts to transport systems and safety risks for learners and patients. Since the private health footprint is limited, the public system carries most demand and is therefore more sensitive to municipal infrastructure performance (roads, lighting, stormwater, water reliability). The cross-cutting issue is that social facilities are not “standalone sector assets”; they require municipal enabling infrastructure and safe accessibility. Capex planning should therefore integrate social facility catchment analysis with settlement growth hotspots, ensuring land is reserved for expansions where needed, and prioritising municipal infrastructure upgrades around schools and clinics to improve functionality, safety, and access.

Safety, public order, and the built environment are mutually reinforcing

The safety and security profile indicates an established policing presence, but functional precinct boundaries do not align neatly with municipal planning areas, and policing effectiveness is heavily shaped by the physical environment. Informal settlement layouts, poor lighting, poor road access, weak addressing systems, and degraded public spaces can undermine response times and increase crime opportunities. This directly affects service delivery because unsafe environments reduce staff effectiveness, increase vandalism and theft of infrastructure, and raise operational costs (security, repairs, downtime). The capex implication is that a portion of infrastructure spending must be dedicated to “crime-sensitive design”: public lighting, rationalised street layouts in upgrading areas, secure infrastructure compounds, improved access routes, and the design of active public environments in key nodes. Treating safety as a spatial and infrastructure issue, rather than only a policing issue, can materially improve service sustainability and protect municipal assets.

Institutional capacity constraints, especially at middle management, threaten delivery

Audit outcomes suggest generally credible financial governance, but the staffing indicators reveal a critical delivery risk: severe and persistent vacancies in the broader managerial layer. This is the layer that typically drives project preparation, procurement oversight, contract management, performance monitoring, and operational coordination. Even with good audits, high vacancies can produce under-

spending, delays, poor-quality work, weak maintenance planning, and increased reliance on consultants without strong municipal client capability. The strategic issue is that institutional capacity is a capex constraint: without stabilising the “engine room,” capital plans remain aspirational. The practical implication is that the municipality should prioritise filling critical posts related to infrastructure delivery (engineering, PMO, SCM, contract management, asset management, billing, and customer management) and establish delivery support mechanisms to address vacancies. Capacity-building should be treated as an investment with measurable delivery outcomes, not as overhead.

Affordability, indigent policy volatility, and operating sustainability

Free basic services are consistently implemented, but beneficiary numbers fluctuate sharply, indicating administrative churn, shifting thresholds, or database and verification issues. This matters because operating sustainability underpins capital sustainability: if revenue collection is unstable or indigent targeting is inconsistent, the municipality will struggle to fund maintenance and renewal, leading to service failures and escalating future capex. Volatility can also signal gaps in customer data systems and in the alignment between billing units and actual households, which undermines both planning and financial management. The capex implication is that “infrastructure delivery” must include investments in enabling systems, such as customer databases, metering, loss reduction, revenue management, indigent registration processes, and transparent policy communication. Stabilising the indigent system and improving billing accuracy can unlock operating space for maintenance and co-funding of capital programmes, directly improving service reliability and reducing lifecycle costs.

Taken together, these issues point to a single strategic conclusion for service delivery and capital planning: the municipality has achieved major gains in access and governance credibility, but the next phase of development will be determined by whether it can manage household-driven demand growth, guide settlement form toward affordability, close residual pockets of informality, and shift from “coverage expansion” to “system reliability and renewal”, all while strengthening middle-management delivery capacity and stabilising operating sustainability through better customer and indigent systems.

Annexure A. Data extraction and data mining

This report is based on queries generated from the MapAble® database by Spatial Data Services NPC. The data sources are indicated in the table below. All the data utilised is in the public domain and can be sourced from the respective data custodians.

The bulk of the data comes from census data from Statistics South Africa. Each census is queried at the smallest data level at which a census was released. The 1996 census was released at the enumerator area (EA) level while the 2001 census was only released at a sub-place level. A sub-place consists of a number of EAs. The 2011 census was released as a small area layer (SAL). Small areas are larger than EA's but smaller than sub-places. It is important to note that the censuses are not consistent insofar as data categories are concerned.

Data partitioning is used in MapAble® to determine values for the selected areas. Data partitioning calculates the proportional ratios of underlying data sets (data linked to polygons such as EA's or sub-places) within a selected query area (municipality, municipality, farm portion, etc.). Data partitioning is used to overcome the need for information on census demographics for areas that are not consistent with the standard boundaries themselves, or as the case in this report, where boundaries change from time to time and area profiles are not directly comparable. The proportions are based on the area of the intersecting themes.

Data partitioning allows for comparisons between datasets, which each have their own unique demarcations, and data that is not necessarily spatially comparable or compatible.

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Table 4: Population and gender	Statistics South Africa. Census data for 1996, 2001, 2011 and 2022 Statistics South Africa. Community Survey 2016 www.worldpop.org
Table 5: Population groups	Statistics South Africa. Census data for 1996, 2001, 2011 and 2022 Statistics South Africa. Community Survey 2016
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Table 7: Breakdown of demographics 2020	www.wordpop.org
Table 8: Language groups	Statistics South Africa. Census data for 1996, 2001, 2011 and 2022 Statistics South Africa. Community Survey 2016
Table 9: Mid-year population estimates	Statistics South Africa, P0302 - Mid-year population estimates, 2020 Publication date & time: 09 July 2020
Table 10: Population projections based on the mid-year population and household estimates	Statistics South Africa, P0302 - Mid-year population estimates, 2020 Publication date & time: 09 July 2020
Table 11: Summary of population changes from 1996 to 2022	Calculated by SDSA
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Table 13: Head of household by gender	Statistics South Africa. Census data for 1996, 2001, 2011 and 2022 Statistics South Africa. Community Survey 2016
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Annexure B. Classification of service access data from the censuses

This annexure shows how **census** data was classified in order to be represented as access to different access categories used in national service delivery policies.

Water services

Census 1996		Census 2001		Census 2011		Community Survey Census 2016		Survey Census 22	
Piped water in dwelling	Full	Piped water inside dwelling	Full	Piped (tap) water inside dwelling/institution	Full	Piped (tap) water inside dwelling/institution	Full	Piped (tap) water inside dwelling	Full
Piped water on site	Intermediate	Piped water inside yard	Intermediate	Piped (tap) water inside yard	Intermediate	Piped (tap) water inside yard	Intermediate	Piped (tap) water inside yard	Intermediate
Public tap	Basic	Piped water on community stand distance < 200m from dwelling	Basic	Piped (tap) water on community stand: distance less than 200m from dwelling/institution	Basic	Piped (tap) water on community stand: distance less than 200m from dwelling/institution	Basic	Piped (tap) water on community stand	Basic
Water-carrier/tanker	Below basic	Piped water on community stand distance > 200m from dwelling	Below basic	Piped (tap) water on community stand: distance between 200m and	Below basic	Piped (tap) water on community stand: distance between 200m and	Below basic	No access to piped (tap) water	Below basic

Census 1996		Census 2001		Census 2011		Community Survey 2016	
				500m from dwelling/institution		500m from dwelling/institution	
Borehole/rainwater tank/well	Below basic	Borehole	Below basic	Piped (tap) water on community stand: distance between 500m and 1000m (1km) from dwelling/institution	Below basic	Piped (tap) water on community stand: distance between 500m and 1000m (1km) from dwelling/institution	Below basic
Dam/river/stream/spring	None	Spring	Below basic	Piped (tap) water on community stand: distance greater than 1000m (1km) from dwelling/institution	Below basic	Piped (tap) water on community stand: distance greater than 1000m (1km) from dwelling/institution	Below basic
Other	None	Rain-water tank	Below basic	No access to piped	None	No access to piped	None

Census 1996	Census 2001	Census 2011	Community Survey Census 2016	Census 22
		(tap) water	(tap) water	
Unspecifi ed/ Dummy	Dam/poo l/stagnan t water	Unspecifi ed	Unspecifi ed	None
	River/stre am	Not applicabl e	Not applicabl e	None
	Water vendor			Basic

Sanitation services

Census 1996	Census 2001	Census 2011	Community Survey Census 2016	Census 22
Flush or Full chemical toilet	Flush Full toilet (connecte d to sewerage system)	Flush Full toilet (connecte d to sewerage system)	Flush Full toilet (connecte d to sewerage system)	Flush Full toilet
Pit latrine Below basic	Flush Full toilet (with septic tank)	Flush Full toilet (with septic tank)	Flush Full toilet (with septic tank)	Chemical Basic toilet
Bucket Below latrine basic	Chemical Intermedi toilet ate	Chemical Intermedi toilet ate	Chemical Intermedi toilet ate	Pit toilet Below basic
None of None the above	Pit latrine Basic with ventilatio n (VIP)	Pit toilet Basic with ventilatio n (VIP)	Pit toilet Basic with ventilatio n (VIP)	Bucket Below toilet basic

Census 1996	Census 2001		Census 2011		Community Survey 2016	Census 22			
Unspecified/Dummy	None	Pit latrine without ventilation	Below basic	Pit toilet without ventilation	Below basic	Pit toilet without ventilation	Below basic	Other	Intermediate
		Bucket latrine	Below basic	Bucket toilet	Below basic	Bucket toilet	Below basic	None	Below basic
		None	None	Other	Below basic	Other	Below basic		
				Unspecified	None	Unspecified	None		
				Not applicable	None	Not applicable	None		
			None	None	None	None			

Electricity services

Census 1996		Census 2001		Census 2011		Community Survey 2016		Census 22	
Electricity Full direct from authority		Electricity Full		Electricity Full		Electricity Full		Electricity Full	
Electricity Full from other source		Gas	None	Gas	None	Gas	None	Gas	None
Gas	None	Paraffin	None	Paraffin	None	Paraffin	None	Paraffin	None
Paraffin	None	Candles	None	Candles (not a valid option)	None	Candles (not a valid option)	None	Wood	None

Census 1996		Census 2001		Census 2011		Community Survey	Census 22 2016		
Candles	None	Solar	Full	Solar	Full	Solar	Intermedi ate	Coal	None
Other	None	Other	None	None	None	None	None	Animal dung	None
Unspecifi ed/ Dummy	None			Unspecifi ed	None	Unspecifi ed	None	Solar	Intermed iate
								Other	None

Refuse removal services

Census 1996		Census 2001		Census 2011		Community Survey	Census 22 2016		
Removed by local authority at least weekly	Full	Removed by local authority at least once a week	Full	Removed by local authority/private company at least once a week	Full	Removed by local authority/private company at least once a week	Full	Removed by local authority/private company /community members at least once a week	Full
Removed by local authority less often	Intermedi ate	Removed by local authority less often	Intermedi ate	Removed by local authority/private company less often	Intermedi ate	Removed by local authority/private company less often	Intermedi ate	Removed by local authority/private company /community members less often	Intermedi ate

Census 1996		Census 2001		Census 2011		Community Survey Census 22 2016			
Communal refuse dump	Basic	Communal refuse dump	Basic	Communal refuse dump	Basic	Communal refuse dump	Basic	Communal refuse dump	Below basic
Own refuse dump	Below basic	Own refuse dump	Below basic	Own refuse dump	Below basic	Own refuse dump	Below basic	Communal container/central collection point	Basic
No rubbish disposal	None	No rubbish disposal	None	No rubbish disposal	None	No rubbish disposal	None	Own refuse dump	Below basic
Other	None			Other	None	Other	None	Dump or leave rubbish anywhere (no rubbish disposal)	Below basic
Unspecified/ Dummy	None			Unspecified	None	Unspecified	None	Other	Below basic
				Not applicable	None	Not applicable	None		





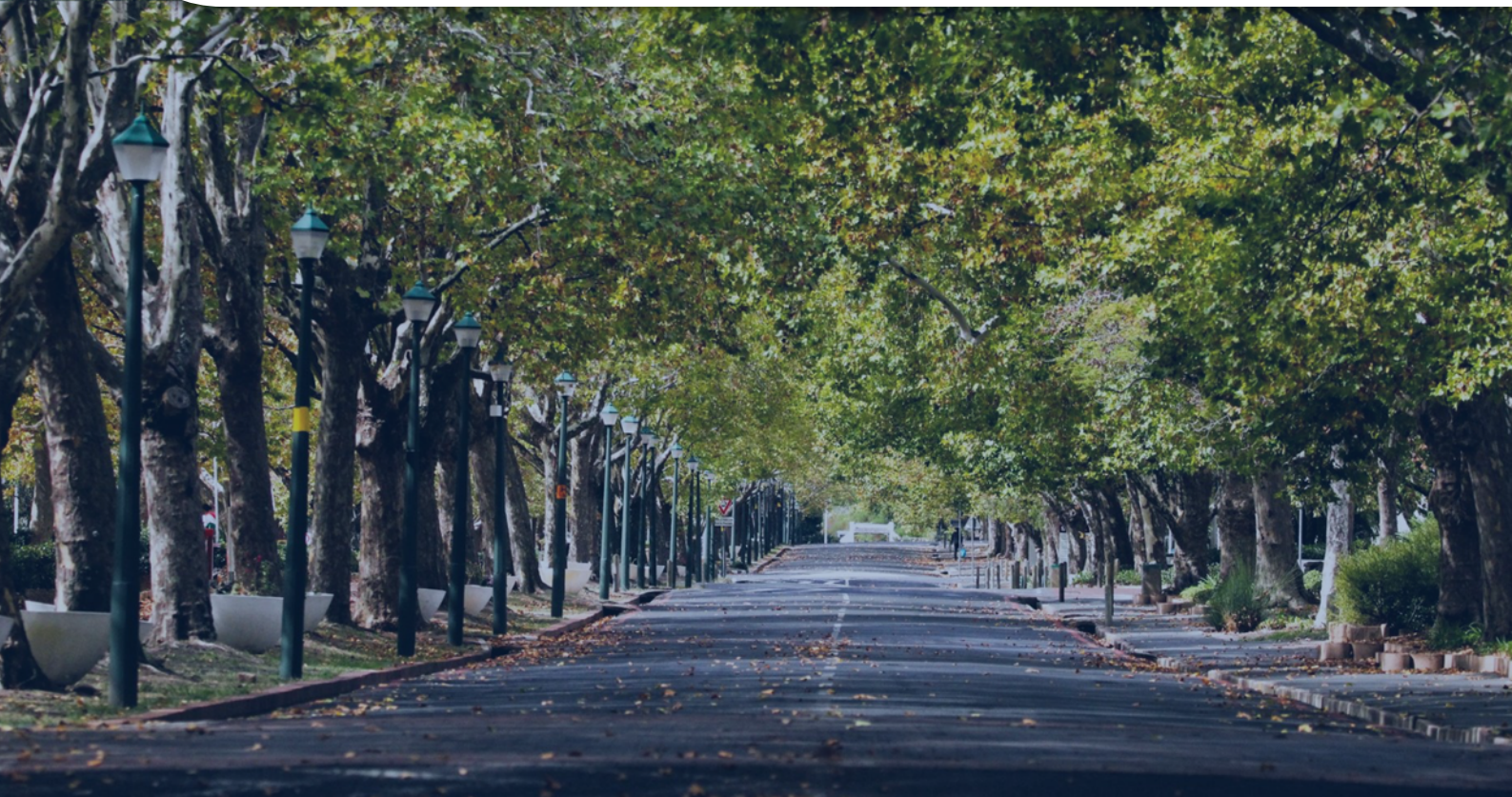
Stellenbosch Local Municipality



Capital Expenditure Framework

Functional Areas Report

2026/27





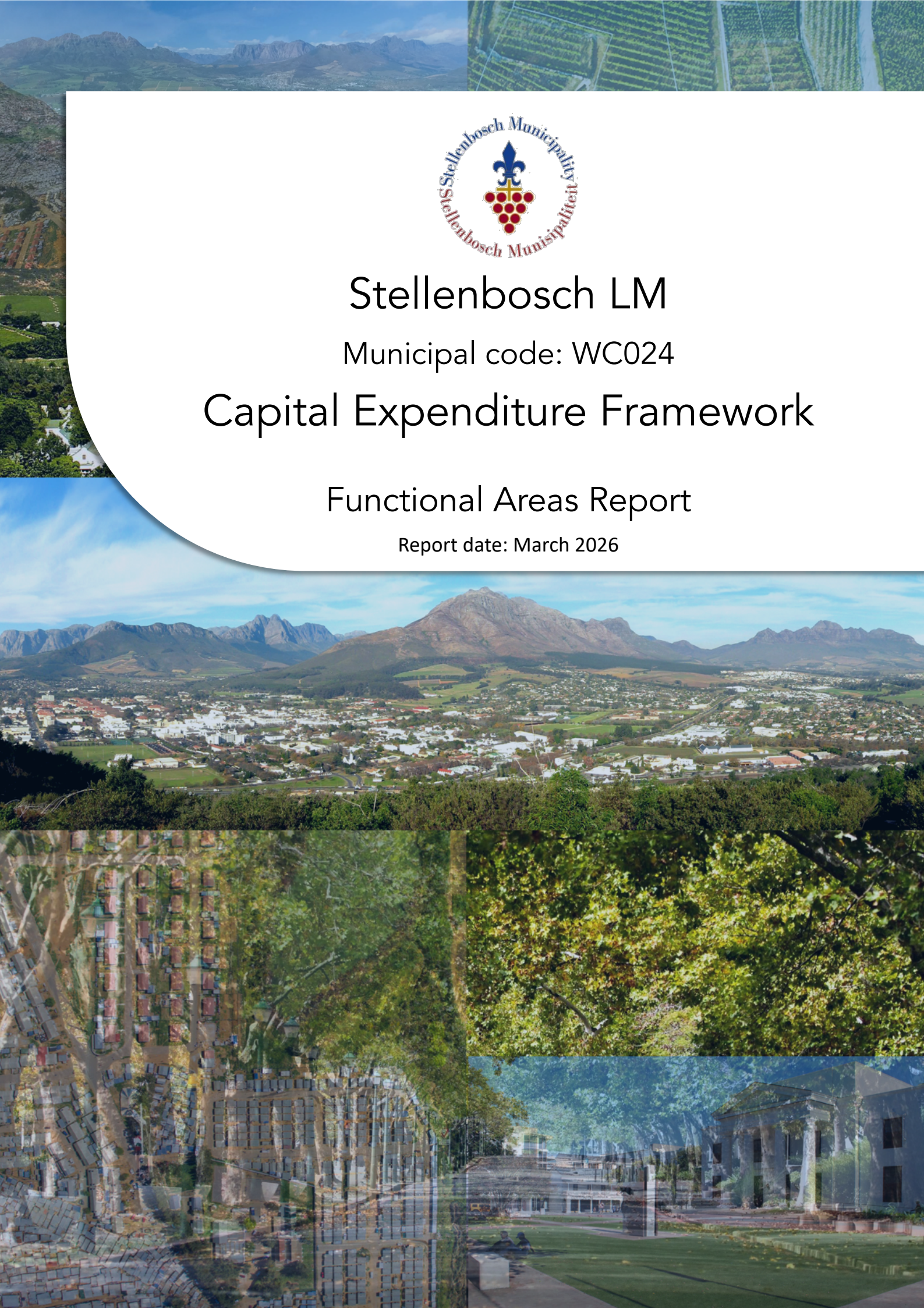
Stellenbosch LM

Municipal code: WC024

Capital Expenditure Framework

Functional Areas Report

Report date: March 2026



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Nomenclature / Abbreviations

CEF	Capital Expenditure Framework
CPM	Capital Prioritisation Model
CSIR	Council for Scientific and Industrial Research
ESG	Environmental, Social, and Governance
IDP	Integrated Development Plan
ICT	Information and Communication Technology
IUDG	Integrated Urban Development Grant
IUDF	Integrated Urban Development Framework
LTFM	Long-Term Financial Model
LTFP	Long-Term Financial Plan
MFMA	Municipal Finance Management Act
MTREF	Medium-Term Revenue and Expenditure Framework
NDP	National Development Plan
PDA	Priority Development Area

SDBIP	Service Delivery and Budget Implementation Plan
SDF	Spatial Development Framework
SPLUMA	Spatial Planning and Land Use Management Act
LED	Local Economic Development
MP	Master Plan

Locality and context of the municipality



Location and the context of the municipality

LEGEND

-  Area of assessment
-  Provincial boundaries
-  District boundaries
-  Local municipality boundaries



Notes on data, the use and presentation thereof

Spatial analysis and profiling areas depend on quality, detail and geographical data sets. The challenge is to present and use data in such a way that it conveys a message based on facts. The analyst's duty and skill are to combine different datasets and extract value from the process.

There are three challenges to overcome. The first is that data represents a picture at a specific time. These time or date differences make direct comparisons very challenging. Secondly, data have a particular granularity depending on the spatial scale in which the data was generated or presented. This makes the disaggregation of data to a more advanced level of granularity more challenging. The third issue is that related data are generated from different bases, often for different purposes. For example, what is the difference between a family unit, a household or a residential customer in a municipality? They are all related and might even be the same, but they have different interpretations, whether one does social, economic, or financial analyses.

There are three basic ways to overcome these challenges. The first is mapping to do pattern recognition within the timeframe of rates of change. For example, quoting the Census 2011 number of population values can no longer be valid in 2022. However, a map depicting the distribution of population language majorities may still allow the spatial analyst to make every valid observation and essential conclusion because these patterns are slow to change. Secondly, the approach is to do trend analysis by plotting temporal data and then statistically calculating and determining the trend the data values represent at different points in time. Finally, the third option is spatial or numerical cross-comparisons between different and unrelated datasets to draw inferences on trends and outcomes developing in the area.

The approach remains to find the most recent and credible data but to supplement it with historical or comparative data to extract the maximum value from the data. As a word of caution, simply quoting a figure is meaningless if it is not put in context or if the implications thereof are assessed.

The use of place names

Place names used in this document are the place names reflected in official national and provincial datasets. Official names are designated through the South African Geographical Names Council. The official governing body of South Africa advises the central government's executive branch (in the form of the Minister of Arts and Culture) on new geographical names and the changing of existing ones. The South African Geographical Names Act 118 of 1998 established the Council. We are aware that there are often discrepancies between official and local names. Using official names is practical and should not be construed as disrespecting local names, customs and traditions.

Phase 1

Introduction

1 Part 1: Introduction

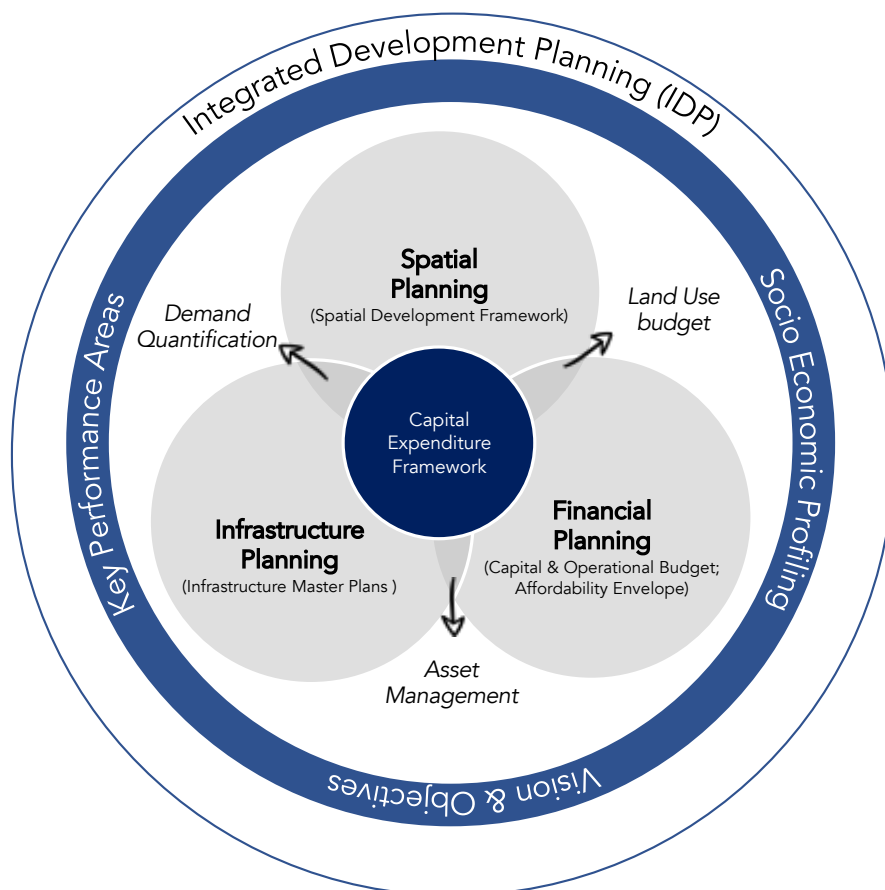
1.1 What is a Capital Expenditure Framework

According to the Department of Cooperative Governance and Traditional Affairs (COGTA) guidelines, a Capital Expenditure Framework (CEF) is a consolidated, high-level view of a municipality's long-term infrastructure investment needs. It ensures that infrastructure priorities are spatially aligned with municipal strategic objectives, budgetary realities, and development plans. The framework is grounded in principles of sustainability, financial feasibility, and strategic alignment, balancing immediate infrastructure needs with long-term development goals, the relationships between these spheres of planning and principles is illustrated in Figure 1–1.

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) mandates the inclusion of a CEF within a municipality's Spatial Development Framework (SDF). Specifically, Section 21(n) of SPLUMA requires that an SDF "determine a Capital Expenditure Framework for the municipality's development programmes, depicted spatially." This legislative requirement underscores the importance of integrating spatial planning with financial planning, ensuring that the spatial strategies articulated in the SDF are implemented through practical and affordable infrastructure investments.

A Capital Expenditure Framework links spatial development strategies with budgetary constraints and infrastructure demands. It provides a transparent mechanism for prioritising projects, promoting the efficient allocation of resources, and aligning capital expenditure with the municipality's long-term strategic vision.

Figure 1–1: The Capital Expenditure Framework within the built environment context



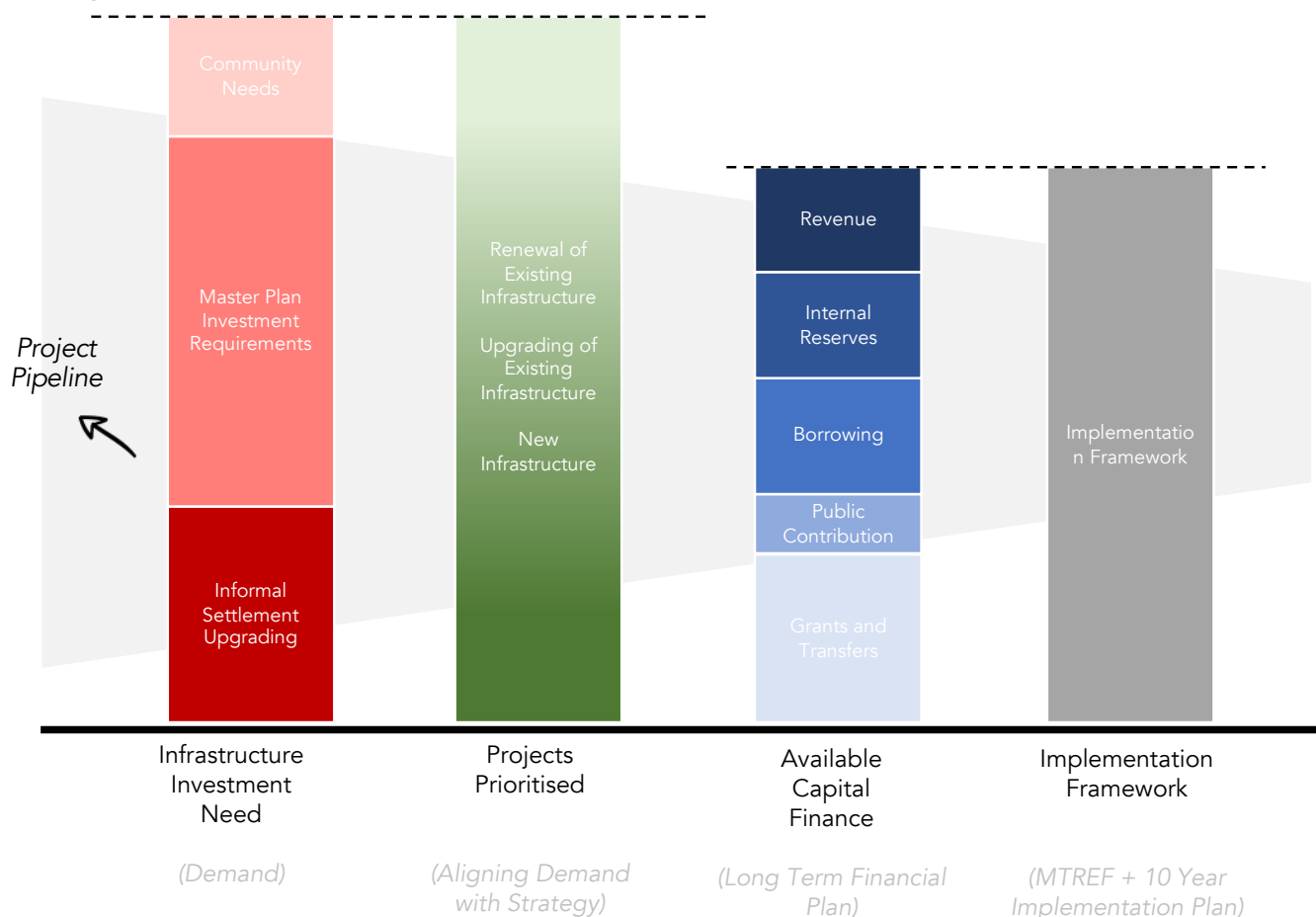
1.2 Aim of Capital Expenditure Framework

The aim of a Capital Expenditure Framework (CEF) is to create a structured and strategic approach to municipal infrastructure expenditure. The CEF is intended to align the municipality's spatial development strategies with its financial resources and capacity, ensuring that long-term growth and development objectives are achievable, and informs operational activities of a municipality.

A CEF aims to provide a municipality with the means to inform financial planning with infrastructure planning and spatial priorities identified in the Spatial Development Framework (SDF). It aims, furthermore, to establish a clear methodology for municipalities to evaluate, prioritise, and inform implementation processes of infrastructure projects within their affordability envelope, supporting both immediate and long-term development goals.

From Figure 1–2one can see the illustration that infrastructure investment need, expressed as projects, usually exceeds available capital finance, and therefore it is an imperative for municipalities to partake in a prioritisation process to determine which projects are best aligned with the strategy of the municipality, together with a budget scenario process to determine which projects are affordable and should be implemented when.

Figure 1–2: Relationship between infrastructure investment needs, affordability envelope, prioritisation process, and budget scenario process



1.3 Objectives of Capital Expenditure Framework

The key objectives of a CEF is to:

- Socio-economic trends: Understand the socio-economic trends in a municipality over the long term;
- Quantify Infrastructure Needs: Assess and detail the municipality's long-term infrastructure requirements based on an SDF-informed land use budget, infrastructure standards, anticipated socio-economic growth, existing infrastructure, and backlogs;
- Align with the Spatial Development Framework (SDF): Translate the spatial vision and strategic priorities outlined in the SDF into priority development areas which informs prioritisation practices;
- Consolidate Infrastructure Demand: Create a comprehensive list of infrastructure projects across various sectors in line with the municipality's mandate, reflecting the municipality's overall infrastructure demands;

- **Contextualise Financial Affordability:** Integrate the municipality's affordability envelope, derived from the Long-Term Financial Model (LTFM), to ensure infrastructure expenditure are financially sustainable over the planning horizon;
- **Facilitate Prioritisation:** Establish a framework to evaluate and rank projects based on strategic alignment, socio-economic impact, and spatial targeting amongst others, ensuring that resources are allocated to the most critical and impactful projects;
- **Determine a Budget Scenario:** Offer a structured, evidence-based approach to infrastructure planning and budgeting, improving decision-making processes and accountability to stakeholders - amongst others, to indicate project-level responses per asset type per functional area;
- **Enable Spatial Transformation:** Direct infrastructure investments toward spatial transformation goals, focusing on reducing inequalities, improving access to services, and promoting inclusive economic growth, and;
- **Bridge Short-Term and Long-Term Planning:** Ensure a coherent link between the short-term MTREF cycles, Medium-term Integrated Development Plan (IDP) cycles and the municipality's long-term development vision, embedding sustainability and foresight into the planning process.

1.4 Role of the Capital Expenditure Framework as a policy instrument

The Capital Expenditure Framework (CEF) is a cornerstone of municipal planning, grounded in South Africa's legislative framework and designed to bridge the gap between long-term spatial development strategies and actionable infrastructure expenditure. The concept of the CEF was formalised under the Spatial Planning and Land Use Management Act (SPLUMA, Act 16 of 2013), specifically in Section 21(n), which mandates municipalities to determine a spatially referenced CEF as part of their Spatial Development Framework (SDF). This legislative requirement reflects the increasing emphasis on aligning planning and budgeting processes to address developmental challenges effectively.

Historically, the Constitution of South Africa laid the foundation for this alignment in Section 153, which directs municipalities to prioritise the basic needs of communities while promoting socio-economic development through structured planning and budgeting. The Integrated Development Plan (IDP) was introduced as a mechanism to achieve this in the Local Government Transition Act (Act 209 of 1993), evolving through subsequent legislation, including the Municipal Systems Act (MSA, Act 32 of 2000). The MSA established the IDP as the principal planning instrument of local government, requiring it to incorporate a comprehensive financial plan and a Spatial Development Framework. This integration ensures that municipal resources are allocated effectively to achieve the long-term developmental vision. The CEF builds on these legislative imperatives by operationalising the SDF within the IDP framework. As a long-term (10-year) planning tool, the CEF quantifies infrastructure needs, consolidates them into prioritised project pipelines, and aligns them with the municipality's financial capacity as outlined in the Long-Term Financial Plan (LTFP). It ensures that infrastructure investments are not only spatially targeted but also financially sustainable, bridging the divide between visionary spatial strategies and practical implementation.

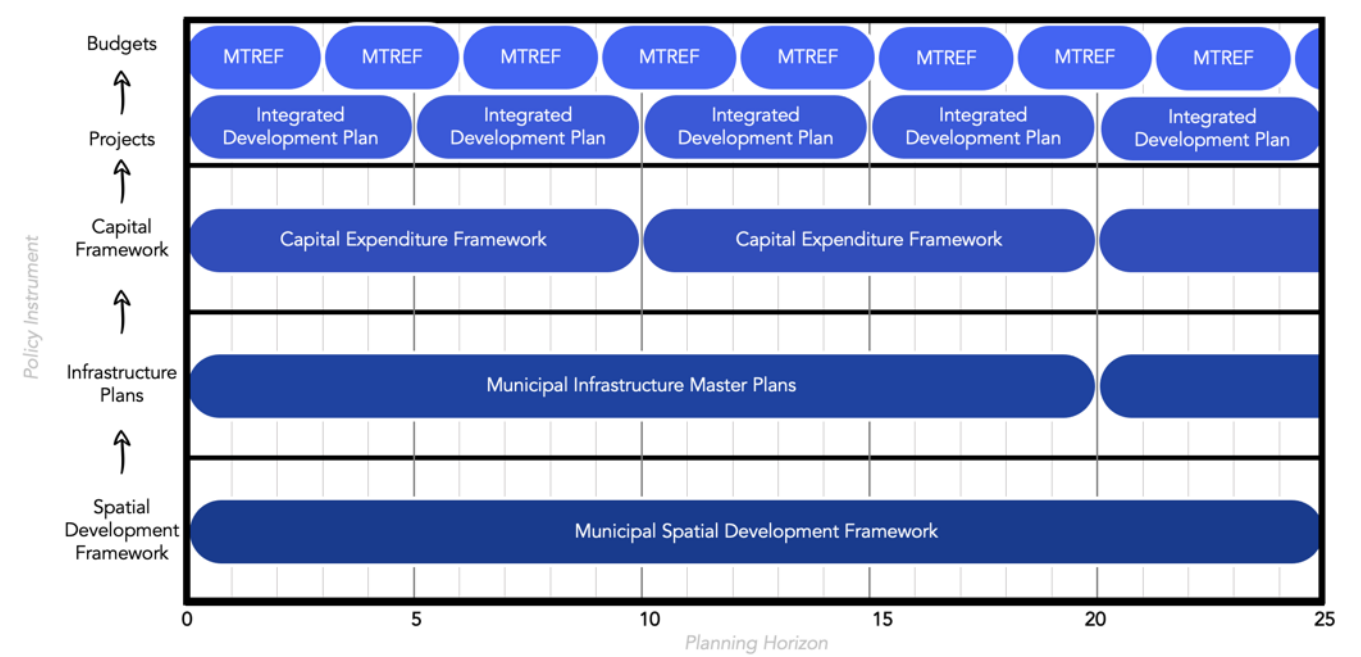
The CEF also plays a vital role in South Africa's Local Government Accountability Cycle, a governance framework defined by the Municipal Finance Management Act (MFMA, Act 56 of 2003). This cycle integrates planning, budgeting, and reporting processes to ensure transparency, accountability, and

alignment with development priorities. Through informing the IDP, and so the Medium-Term Revenue and Expenditure Framework (MTREF), as well as the Service Delivery and Budget Implementation Plan (SDBIP), the CEF enables municipalities to stabilise their decision-making processes. It provides a consistent rationale for allocating resources, ensuring that both short-term operational needs and long-term developmental objectives are addressed.

Importantly, the CEF institutionalises long-term planning practices within municipalities. It encourages decision-makers to adopt a forward-looking perspective that considers future growth patterns, socio-economic trends, and financial constraints. This approach reduces the reactive nature of municipal budgeting, replacing it with proactive, evidence-based strategies that support equitable service delivery and spatial justice.

The CEF is a transformative policy instrument that integrates spatial, financial, and infrastructure planning within the legislative and operational frameworks of municipal governance. It strengthens the IDP as the single most strategic document of municipalities, ensures alignment with the SDF, and guides resource allocation through the MTREF and SDBIP. Through its structured and integrated approach, the CEF enables municipalities to achieve their developmental mandates while ensuring financial sustainability and fostering spatial transformation.

Figure 1–3: The relationship between policy instruments effecting the spatial form



1.5 Structure of this Capital Expenditure Framework

The structure of this report is outlined below to guide the reader through the key components of the Capital Expenditure Framework (CEF) and its alignment with municipal planning processes as well as the norms and standards of the CEF.

Table 1-1: Structure of this Capital Expenditure Framework

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 1: Inception and Information Gathering	Phase 1	To provide a contextualisation to the Capital Expenditure Framework. This phase comprises the inception process of the CEF as well as the information gathering process

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
		in which a comprehensive integrated infrastructure investment framework, or portfolio of projects, is collated.
Part 2: Functional Area and Spatial Category for Investment Planning Profiling and Spatial Demand Quantification	Phase 2a	This part introduces functional areas for priority investment which are defined and mapped to indicate the spatial strategy depicted in the MSDf (linked to the MSDf proposals). The identified functional areas are used to determine the future population, housing, and land demand based on existing socio-economic and related data which is used in the spatial demand quantification component.
Part 3: Infrastructure demand	Phase 2b	This part determines the investment requirements for each functional area, including operational and maintenance costs per asset class. The goal is to compare the optimal infrastructure requirements scenario with the known infrastructure demand based on current planning frameworks.
Part 4: Affordability Envelope	Phase 3	This part is a reflection of the municipality's financial health and long-term financial plan. Primarily it includes the results of the re-application of the long-term financial plan to determine the appropriate affordability envelope.
Part 5: Prioritisation and Budget Scenario	Phase 4	This part has a prioritisation framework that considers spatial, engineering, and financial factors to calculate a composite score indicating each project's relative importance in the pipeline. It also applies this framework to the budget fit process to determine how to allocate capital within the affordability envelope per project for the next 10 years.
Part 6: Capital Expenditure Programme	Phase 5	This part is a breakdown of the 10-year capital expenditure framework. Essentially, it analyses the fitted project pipeline in terms of spatial alignment, asset type alignment, and other attributes to ultimately verify that the 10-year capital expenditure framework is in line with the strategic intent of the prioritisation framework and the MSDf objectives.
Part 7: Institutional Arrangements and Project Closeout	Phase 6	This phase comprises of a concluding chapter to the CEF, this part aims to identify areas of enhancement that will render the CEF not only as a compliance document but to solidify institutional change around the alignment of planning, engineering, and financial practices – with the ultimate aim to improve service delivery. Furthermore this phase contains a final close-out report detailing the project timeline and conclusions drawn.

Phase 2a

Functional Areas

The methodology and approach to defining Functional Areas

2 Introduction

In terms of Section 152 (1) (b), (c) and (d) of the constitution, a municipality must ensure the provision of services to communities in a sustainable manner, promote social and economic development and promote safe and healthy environments. It continues and states in 152 (2) that a municipality must achieve the objectives set out in 152 (1) within its financial and administrative capacity.

The current developmental pressures experienced within the South African context, specifically the lack of available resources to address the infrastructure demand faced by municipalities, together with the legislative framework as set out in the constitution and other planning documents, led to the implementation of the principle of spatial targeting. Spatial targeting refers to the deliberate focus of particular actions on a specific spatial area. This concept is currently prevalent in the planning and urban management environment. It is a beneficial and efficient principle to apply when dealing with limited resources and when a municipality aims to address spatial injustices in a focussed and integrated manner. Therefore, this section seeks to define and delineate different Functional Areas. The section provides a brief background to Functional Areas and an overview of the methodology used. This chapter also presents the various development indices used to delineate the Functional Areas as well as the final functional areas and their descriptions.

3 Approach and methodology

Defining the municipality's Functional Areas requires a clear, rational and consistent methodology. The methodology adopted for this purpose relies on multi-criteria GIS analysis supported by two specific technical tools to achieve the desired results. The process is quantitative and evidence-based. The tools used in this process are described below.

3.1 Key policies and themes driving the approach

Spatial planning in South Africa has undergone significant transformation since the end of apartheid, driven by a series of policy frameworks and legislative acts aimed at redressing historical inequalities and promoting sustainable development. Key policies that have shaped spatial planning include the White Paper on Reconstruction and Development (1994), the Development Facilitation Act of 1995, the National Urban Development Framework of 1997, the Municipal Systems Act 32 of 2000, the Municipal Planning and Performance Management Regulations (2001), the National Spatial Development Perspective of 2006, the National Development Plan 2030, the Spatial Planning and Land Use Management Act of 2013, and the Integrated Urban Development Framework of 2016.

From the foundational focus on meeting basic needs and promoting human resource development in the RDP to the advanced, integrated urban strategies of the IUDF, South African spatial planning policies demonstrate a consistent commitment to creating sustainable and inclusive urban environments. The alignment of objectives across various policy frameworks reflects a strategic emphasis on enhancing transport and mobility, promoting mixed land uses, increasing population densities, and improving access to economic and social opportunities. These efforts are vital in fostering spatial integration and addressing the persistent inequalities rooted in the country's historical spatial divides.

Therefore, the approach and methodology presented in this working paper attempt to address these key overarching themes. Using the latest available spatial data and advanced GIS analysis techniques, this approach can spatially quantify how these themes manifest within the municipal area.

3.2 Understanding the concept of Functional Areas

According to the CEF Guidelines, a Functional Area is a region with similar developmental and service demand characteristics. A typical example is demarcating all areas with rural traits because they have more or less similar challenges (low density, lack of high-order services, remote locations, and dependence on the primary sector for employment). Each Functional Area also requires a unique development strategy to address the area's development challenges.

The ability to sustain any function or service is based on a demand threshold. The threshold population, for example, to support a small café, is entirely different from the threshold population to sustain a hospital. Matters such as the threshold population's income, mobility, and many other factors complicate matters. Nevertheless, the crucial issue is that functional boundaries vary and do not necessarily coincide with municipal boundaries. Municipal boundaries describe administrative jurisdictions, but municipalities cannot plan for areas outside their mandated service delivery areas. In the same way that development efforts are focused on selected nodal areas, the demand for services and uses is determined and generated by the broader Functional Area that a node serves rather than

the extent of development within the node only. Different demand thresholds, functional linkages and characteristics necessitate a distinction between Functional Areas in a municipality.

3.3 Analysis approach

Before the multi-criteria, GIS analysis depended on two components that made this exercise possible. The first is developing a suitable hexagon grid system, and the second is a place syntax approach for analysing data. In combination, these two elements allow for rational analysis within a consistent approach. The process results in a development potential index integrating the impact of a range of factors on any location in a municipality.

The following section briefly overviews the two aspects that form the basis for developing Functional Areas.

- **The hexagon-grid** overlay made it possible to describe the status quo consistently and comparably through data partitioning and data bucketing. The hexagon grid makes this analysis possible and is a much improved and sufficient way of analysing large data sets, in more detail, at a regional scale.
- **Space syntax** is the approach used to analyse vast amounts of data used in this analysis. It uses the hexagon grid base and spatial data to present the data variables in terms of attraction and accessibility.

3.4 The hexagon grid base

Grid systems are critical to analysing sizeable spatial data sets and partitioning areas of a region into identifiable grid cells. With this in mind, a 250m hexagon grid was used¹ for the study area to analyse, explore, compare and visualise data.

Deriving information and insights from data requires analysing data of different types and forms across the municipality. Because cities and spatial data are geographically diverse, this analysis needs to happen at a fine granularity. Analysis at the finest granularity, the exact location of an event, is exceedingly complex and expensive. Analysis of areas, such as neighbourhoods within a city, is much more practical.

For this reason, the hexagon grid was developed to bucket events and data into hexagonal areas. The hexagons approach was an essential choice because data changes over time, units of measure change, and it is often not presented consistently in terms of spatial manifestation. An example is the ever-changing ward boundaries in a municipality. Hexagons also minimise the quantisation error introduced when these data changes take place. Hexagons also allow us to approximate radiuses easily.



Figure 4: The data 'bucketing' process

Choosing the hexagon as the basis of the analysis is important. The first consideration is the size of the hexagon. A 250m hexagon balances the level of detail needed and the data types used in the analysis. The 250m hexagons also relate to what is considered a good size representing urban granularity. They provide a grain of information that is easy to process, analyse and visually present.

Another consideration is that hexagons have only one distance between a hexagon's centre point and its neighbours, compared to two distances for squares or three distances for triangles. This property greatly simplifies performing analysis and smoothing over gradients (Figure 5).

¹ The 250m hexagon grid was developed by Spatial Data Services Africa (www.sdsafrica.net) and 22 million hexagons cover the entire South Africa.

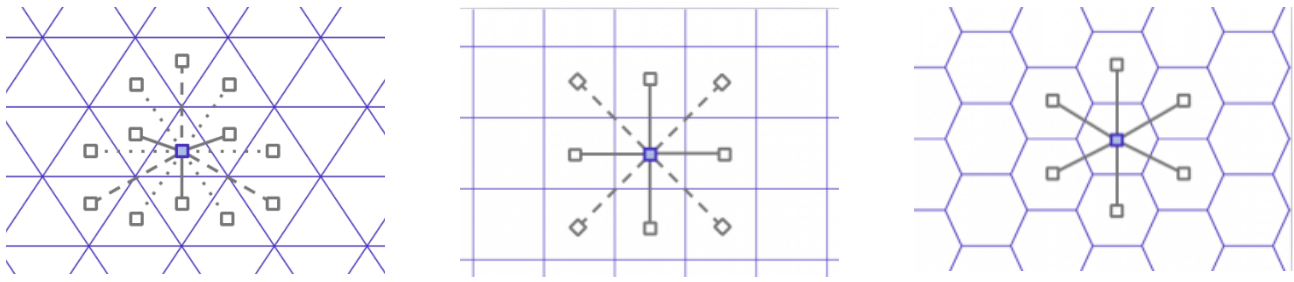


Figure 5: Distances from a triangle to its neighbours (left), a square to its neighbours (centre), and a hexagon to its neighbours (right)

3.4.1 Place syntax

A place syntax approach was used to combine the space syntax description of urban environments with conventional descriptions of attraction into a combined accessibility analysis to measure centrality. Measuring centrality can be done in several ways. The two most prominent ways are Integration or closeness centrality or betweenness centrality or choice. These measures can be defined as follows:

- Integration (or closeness centrality) is a measure that describes relativised asymmetry in the graph network.
- Choice measures movement flows through spaces. Spaces that record-high general choice is located on the shortest paths from all origins to all destinations.

Within this context, one can use various ways to apply these methodologies. They include:

- Angular integration analysis
- Angular betweenness analysis, and
- Accessibility analysis.

For this project, the focus was on using the accessibility analysis method. Two types of accessibility analysis were used: attraction distance and attraction reach.

Attraction distance captures proximity and measures the distance from the 'origin' points, such as addresses, or in this case the centroid of each hexagon, to some kind of attraction, such as primary schools.

Attraction reach measures the total amount of attractions that can be reached within a certain distance from the points of origin. Thus, this kind of density measure indicates how many schools, shops or people can be reached within a neighbourhood (defined by distance).

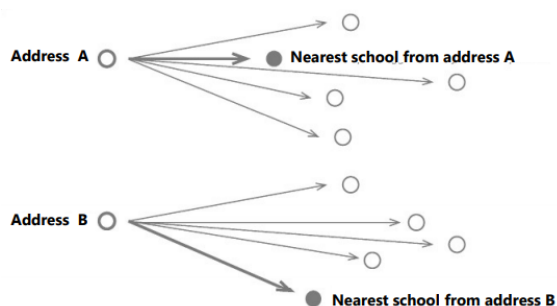


Figure 6: Measuring attraction distance

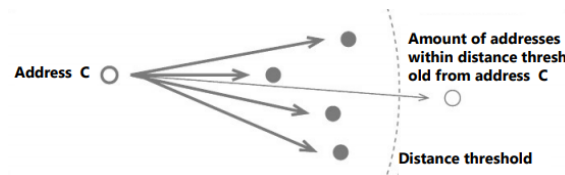


Figure 7: Measuring attraction reach

Attraction analysis can also be seen as a description of the presence (or absence) of society and answers questions such as: “Which services are available within walking distance?” or “How equal is service distributed in a specific area.

3.5 Functional Area index modelling

The Functional Areas are based on existing data and information to ensure a link between current conditions and future development. This index should serve as an essential input into the decision-making process to guide development and direct the Capital Expenditure Framework’s priorities.

The aggregate of the Functional Areas describes a development potential framework. It provides a realistic representation of the municipality’s current situation to compare and measure the spatial efficiency of the existing municipal spatial policies and strategies.

3.5.1 Steps in a multi-criteria analysis

Below are the necessary steps followed in a multi-criteria evaluation.

- **Define the problem/question:** Clearly define the goal or issue that the analysis needs to address.
- **Determine the criteria:** What are the factors and constraints that need to be considered?
- **Standardise the factors:** Normalisation process that allows various criteria to be compared with one another. Normalisation is typically done by ranking the factors in an index (i.e. 1 to 10) from high to low or good to bad.
- **Determine each factor’s weight:** Decide the impact that each factor has and express it as a weighted percentage against the other factors.
- **Aggregate the criteria:** Various methods are used, of which *weighted overlay* or *arithmetic overlay* is most commonly used to get a final suitability result.
- **Validate/verify the result:** Involves checking the results and adjusting the criteria’ weightings if needed.

3.5.2 The Functional Area model methodology

The suitability model is presented in Figure 8. The final index comprises five (5) primary criteria (sub-indexes), each comprising several data and information inputs. Each criterion has a weighting out of 100, which shows its impact on the final results.

The five main criteria include urban morphology, access to facilities, demographic influence, economic influence, and environmental impact.

The subsequent sub-section and maps show the results of the analysis. The maps show the results of the variables considered in the development of each index map.

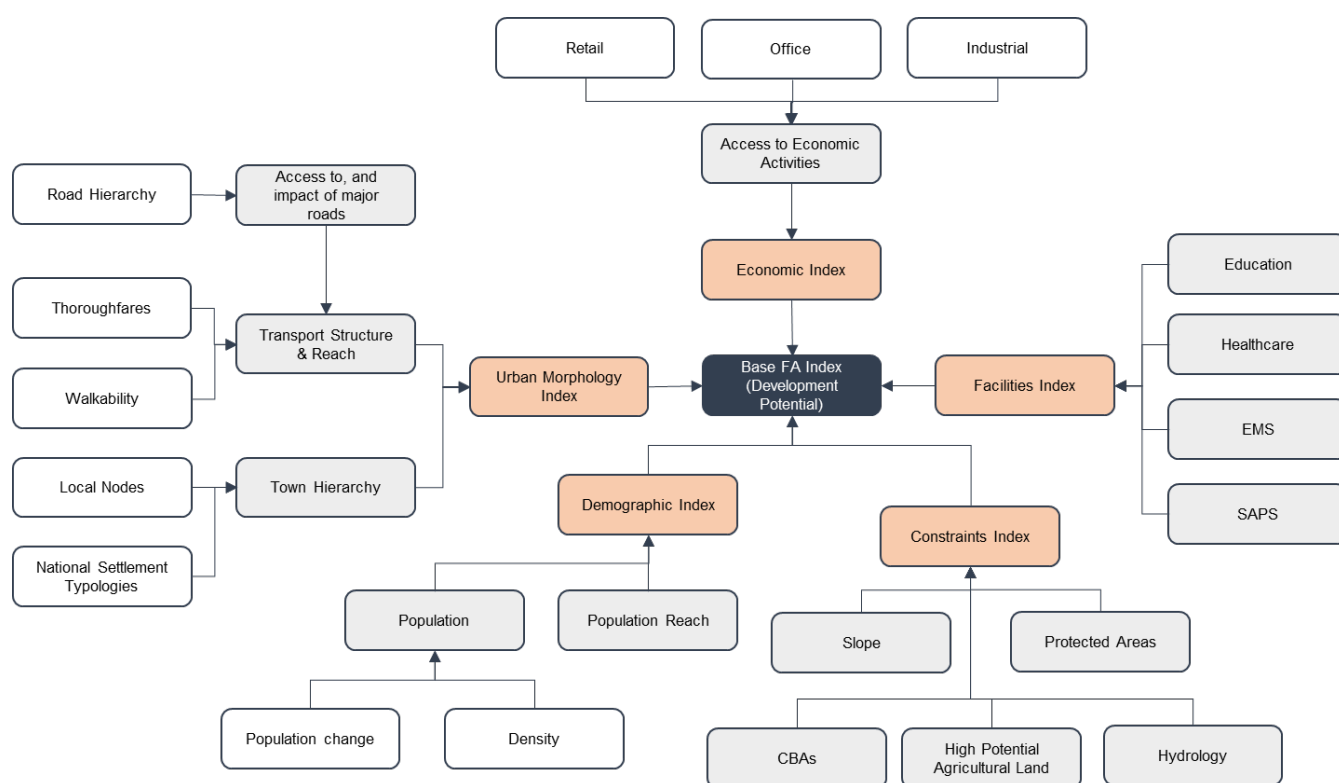


Figure 8: Development of potential modelling methodology

3.6 The functional area index results

3.6.1 Urban morphology index

The urban morphology index considers some of the most significant physical and human-made structuring elements that impact development. Two main aspects are analysed. The first includes the accessibility, hierarchy and impact of existing towns, and the second aspect consists of the effects of access and mobility features. The road network, its hierarchy and walkability are all factors in the analysis. The combined results of the analysis are presented in Map 1 below.

3.6.2 Social facilities index

The social facility index measures the distance factor from schools, hospitals, clinics, emergency services and SAPS stations. These elements consider the relevant distance factor from each facility described in the CSIR guidelines for social facilities provision. An attraction reach analysis was also done to identify how each hexagon cell in the municipality is served and how many facilities a location can access. The combination of the analysis results for different facilities provided an overall facility index for the municipal area. The facilities index generally shows a centralisation of facilities, as shown in Map 2.

3.6.3 Demographic index

The demographic index considers three aspects. It firstly assesses the spatial density and distribution of people. The second aspect is where and to what extent population change has occurred between 1996 and 2020. The third aspect is how accessible the population is. This accessibility to people is essential, especially for service delivery and the people's general well-being. Map 3 shows the population index.

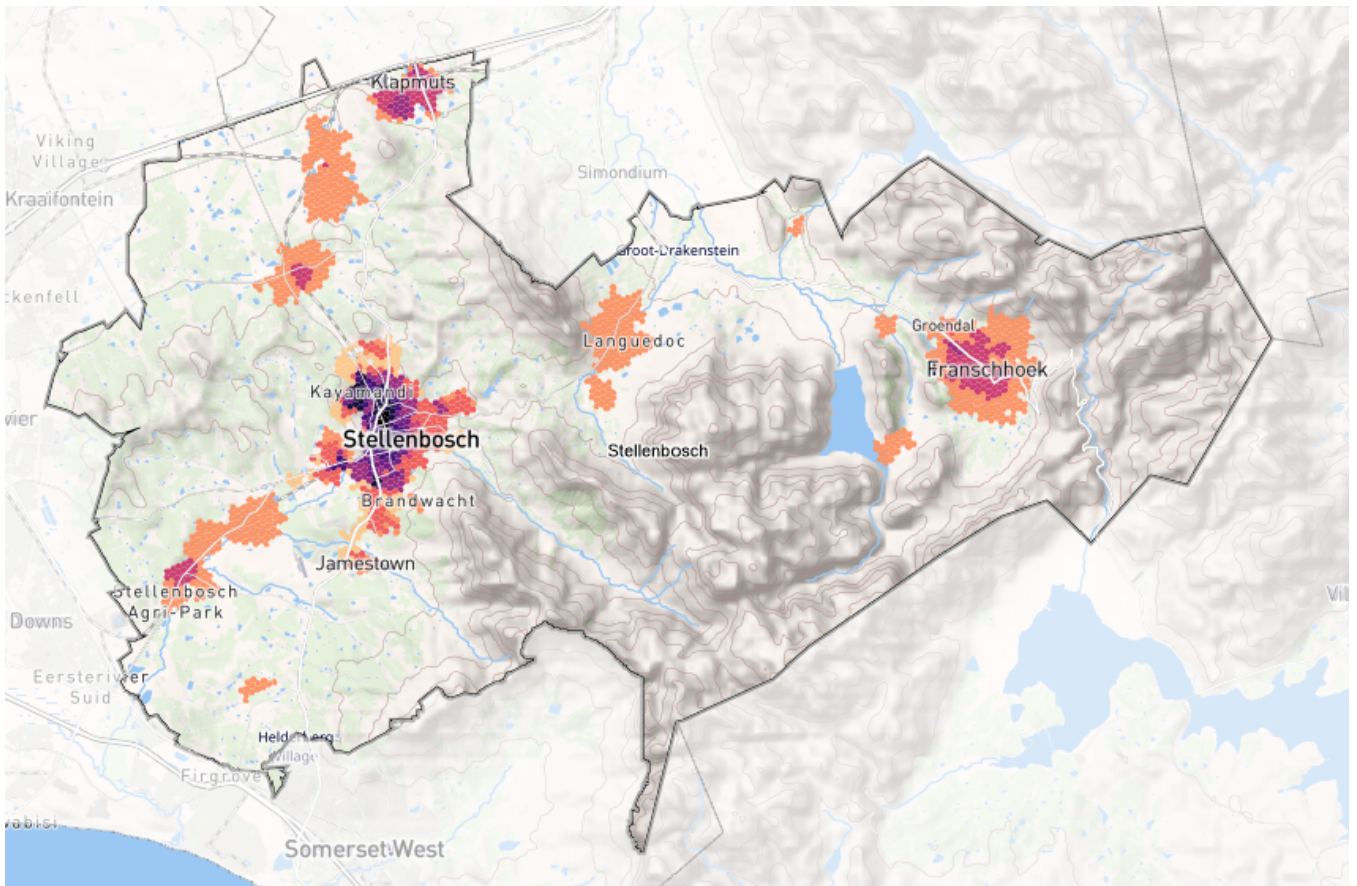
3.6.4 Economic index

Map 4 shows the results of the economic index. The index assesses people's ability to reach areas of employment or specific commercial and industrial activities.

3.6.5 The combined development index

The Functional Area index is a combination of the previous four indices. It considers all the above aspects and combines them to form a final index. Each of the abovementioned indices carries an assigned weight as part of the process. The weighting is derived from policy documents such as the IDP and SDF that guide the municipality's spatial vision and priorities. The final index result is presented in Map 5.

The analysis results and the development of the indices now provide a base for identifying appropriate Functional Areas. These Functional Areas are derived based on a solid quantifiable approach. The following section describes how appropriate Functional Areas were delineated based on the indices developed in this chapter.



Urban morphology index

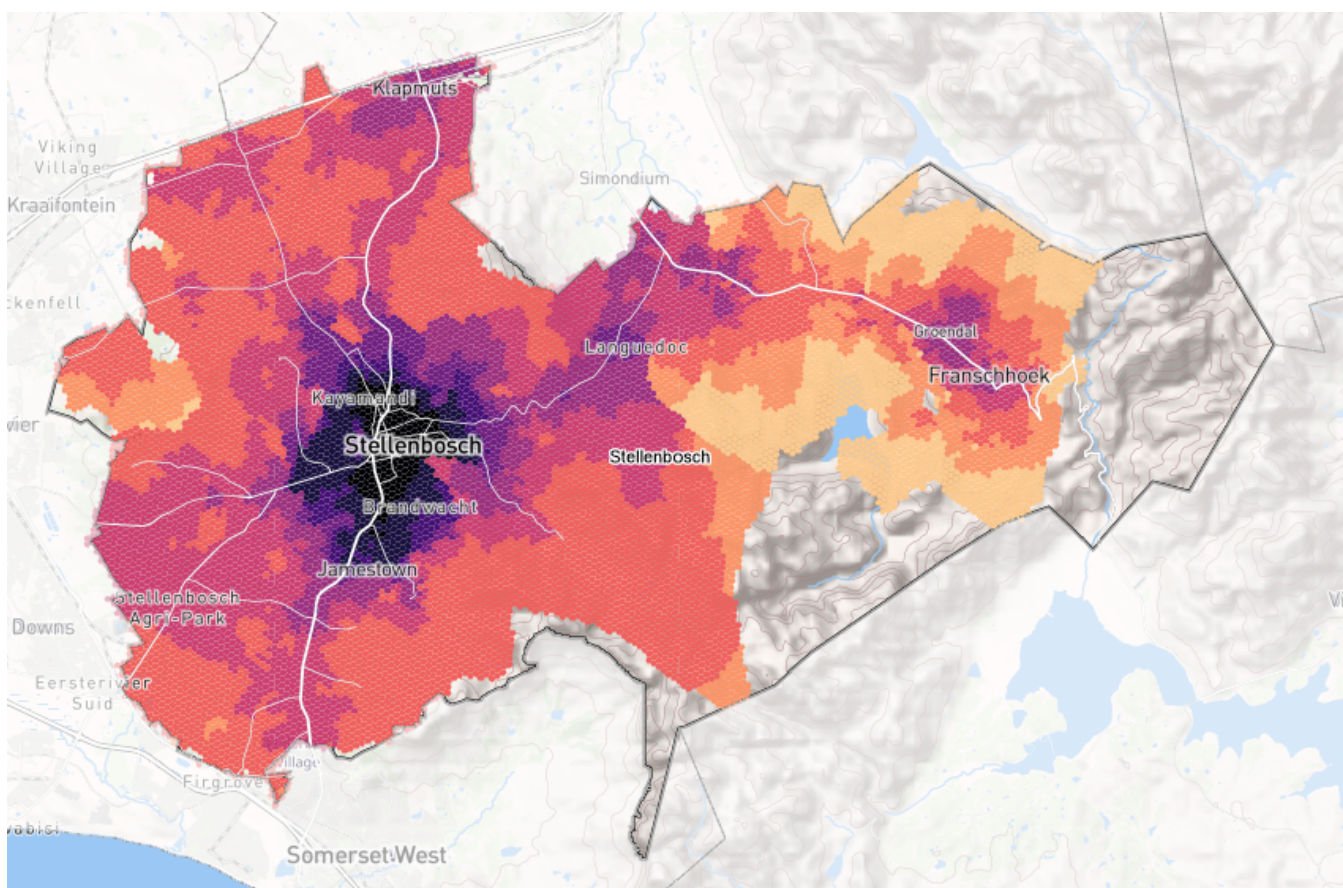
LEGEND

Index

- 0 - 0.1
- 0.1 - 0.2
- 0.2 - 0.3
- 0.3 - 0.4
- 0.4 - 0.5
- 0.5 - 0.6
- 0.6 - 0.7
- 0.7 - 0.8
- 0.8 - 0.9
- 0.9 - 1



Map 1: Urban morphology index



Social facilities index

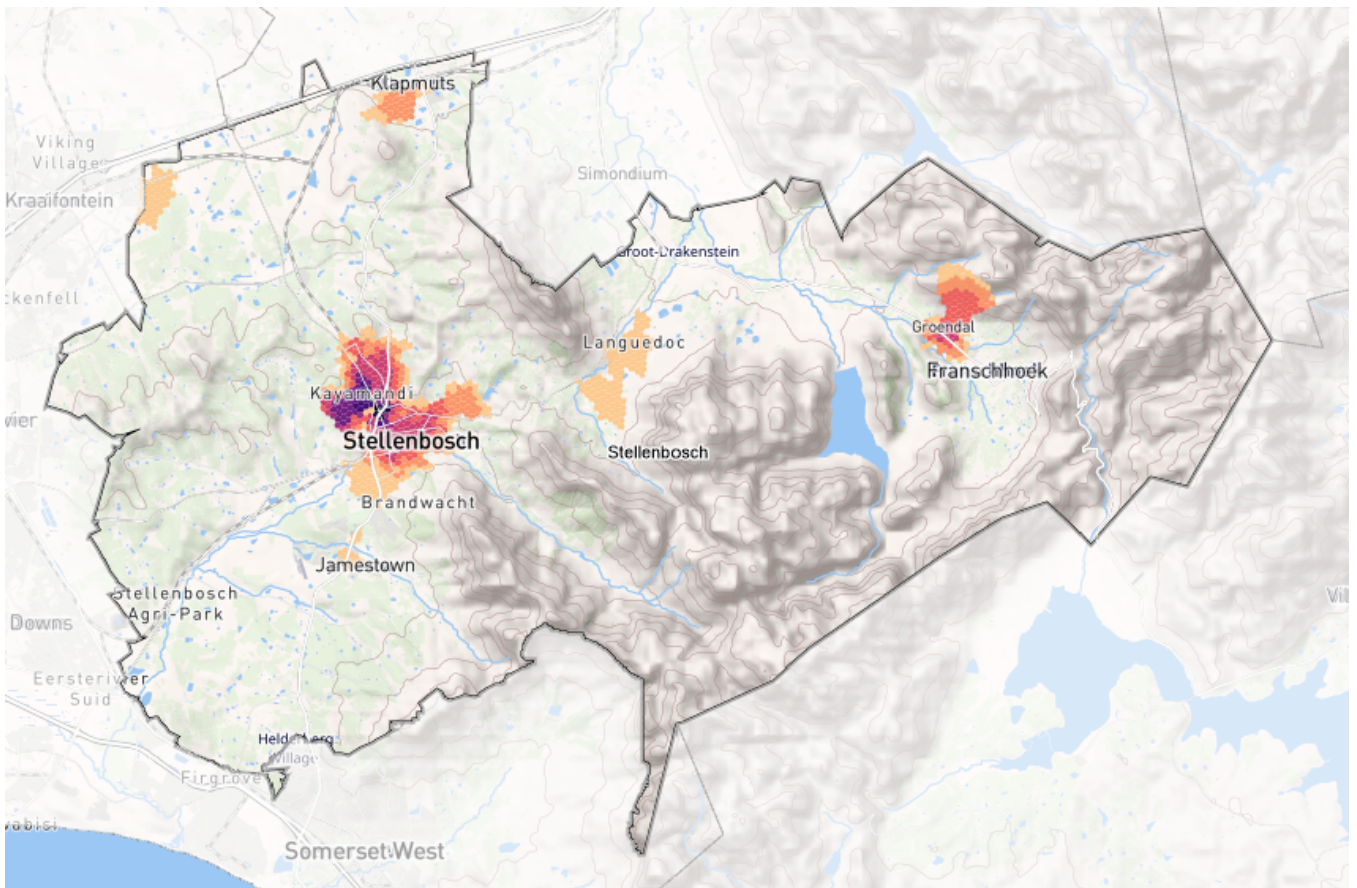
LEGEND

Index

0 - 0.1
0.1 - 0.2
0.2 - 0.3
0.3 - 0.4
0.4 - 0.5
0.5 - 0.6
0.6 - 0.7
0.7 - 0.8
0.8 - 0.9
0.9 - 1



Map 2: Social facilities index



Demographic index

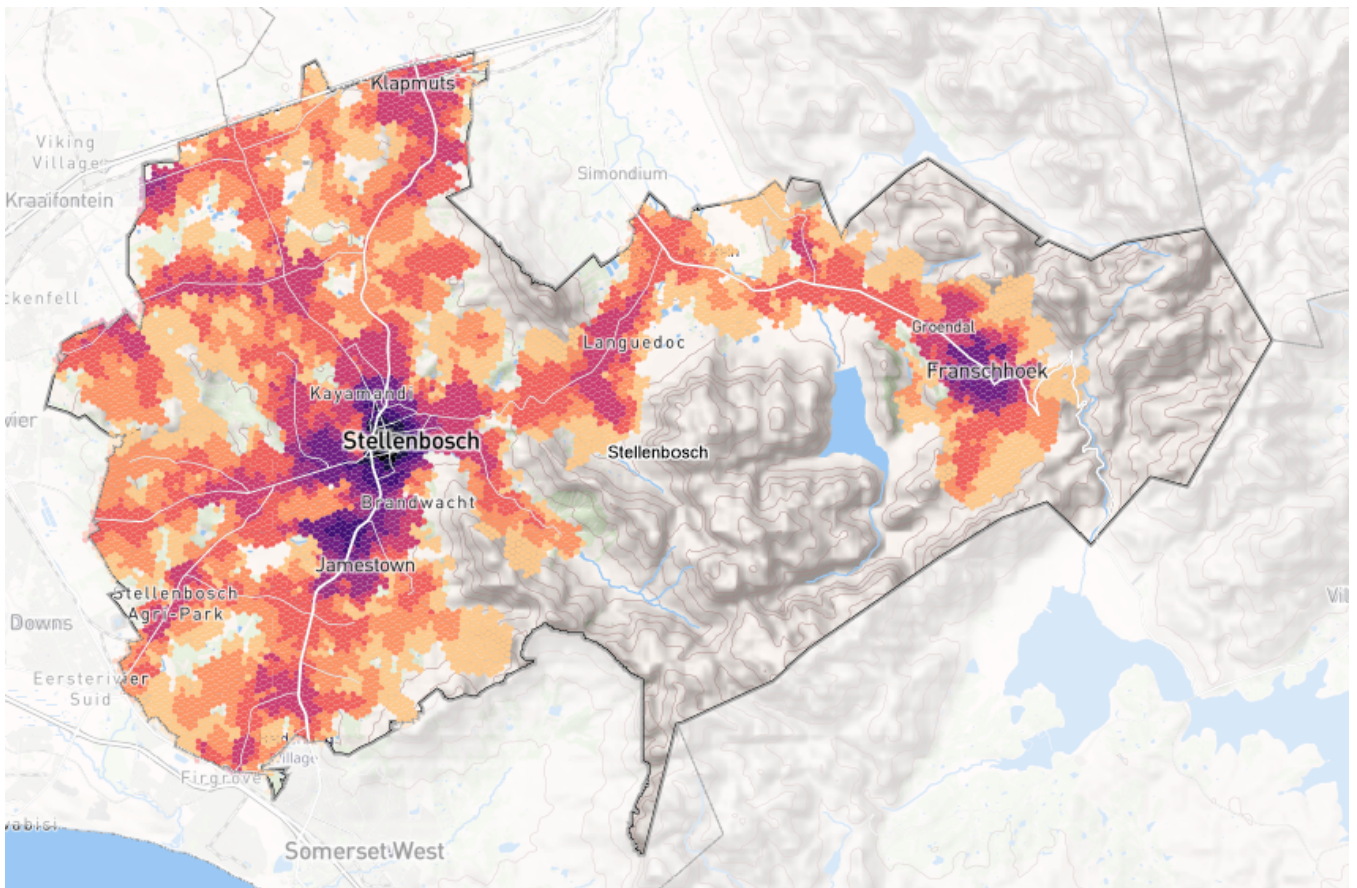
LEGEND

Index

- 0 - 0.1
- 0.1 - 0.2
- 0.2 - 0.3
- 0.3 - 0.4
- 0.4 - 0.5
- 0.5 - 0.6
- 0.6 - 0.7
- 0.7 - 0.8
- 0.8 - 0.9
- 0.9 - 1



Map 3: Demographic index



Economic index

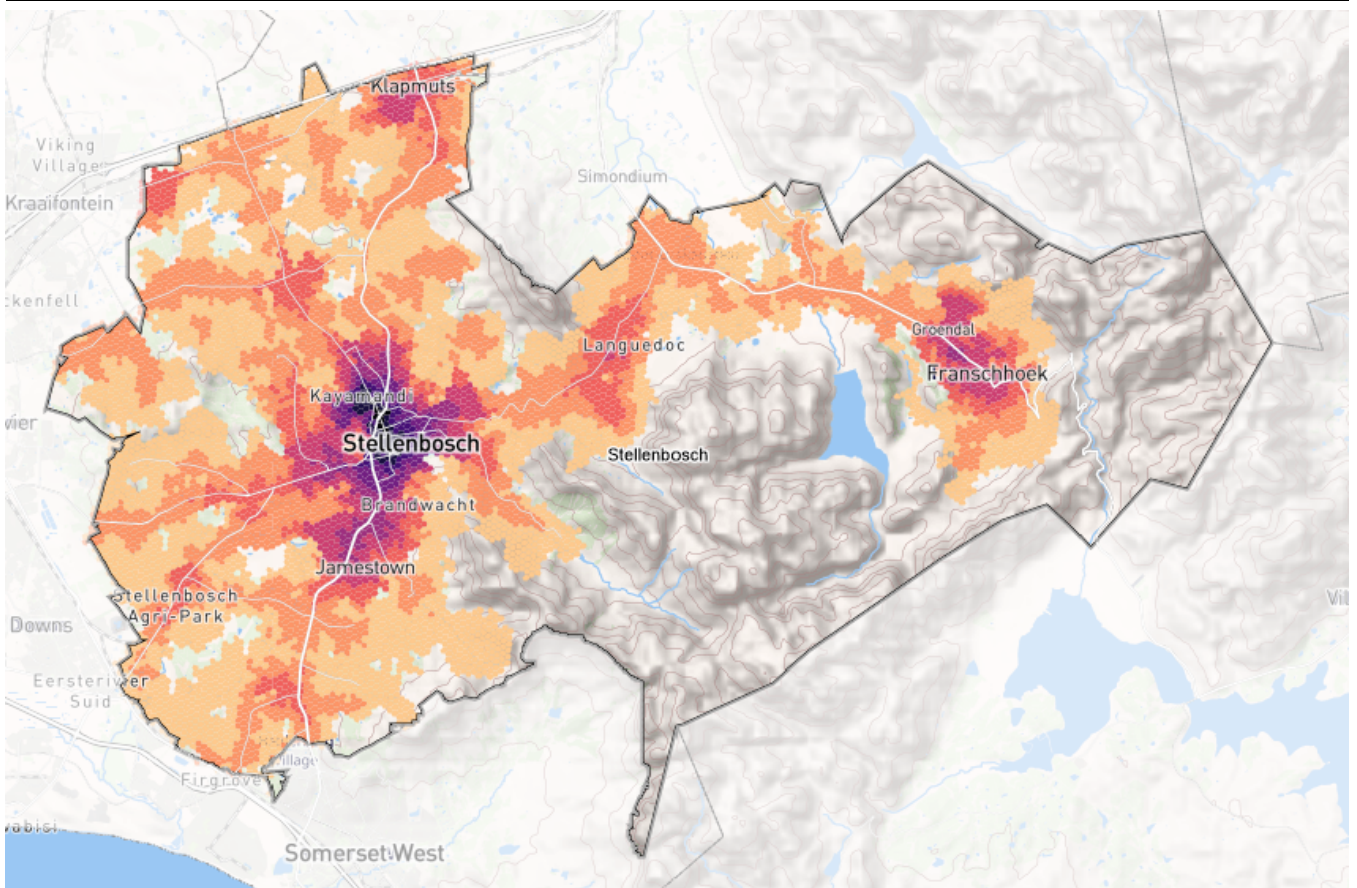
LEGEND

Index

0 - 0.1
0.1 - 0.2
0.2 - 0.3
0.3 - 0.4
0.4 - 0.5
0.5 - 0.6
0.6 - 0.7
0.7 - 0.8
0.8 - 0.9
0.9 - 1



Map 4: Economic index



Final combined development index

LEGEND

Index

- 0 - 0.1
- 0.1 - 0.2
- 0.2 - 0.3
- 0.3 - 0.4
- 0.4 - 0.5
- 0.5 - 0.6
- 0.6 - 0.7
- 0.7 - 0.8
- 0.8 - 0.9
- 0.9 - 1



Map 5: Final combined development index

4 Defining the Functional Areas

4.1 A transect approach to defining Functional Areas

A robust theoretical foundation was necessary to derive Functional Areas from the index developed in the preceding section. The transect concept provided a suitable approach. Transects, or sections through a landscape, are not exclusive to regional planning. They have been employed in environmental sciences to study the changes in biological populations across habitats and to assess human roles within socio-ecological systems.

The use of a transect as an analytical tool can be traced to early planning theorists, such as Ebenezer Howard and Patrick Geddes. New Urbanists have since adopted a rural-to-urban transect as a basis for development regulations aimed at creating sustainable and liveable urban forms. This approach seeks to organise elements of urbanism—such as buildings, lots, land use, streets, and other physical components of the human habitat—in ways that maintain the integrity of various urban and rural environments.

The transect method has been further advanced through manuals and guidelines designed to repair sprawl and promote the development of cohesive, efficient, and liveable communities. Such resources provide practical strategies for transforming fragmented and inefficient developments into complete, robust neighbourhoods.

In South Africa, the transect approach has been advocated as a framework for spatial planning and land use management at both regional and local levels. It is argued that a transect model, based on criteria such as land use, density or intensity, and agricultural suitability, can be effectively tailored to the South African context.

Research indicates that this approach offers both flexibility and focus, enabling decision-makers to adapt each transect zone to local conditions while monitoring essential elements aligned with planning guidelines. It accommodates change by allowing for amendments to transect zones as areas undergo urbanisation or formalisation. Moreover, the transect approach aligns well with SPLUMA, as it can generate broad, nuanced land-use zones to meet planning requirements.

4.2 Functional area descriptions

The final step in the process was the development of the Functional Areas. Classifying Functional Areas was achieved by grouping the index categories of the assessment into eight (8) Functional Areas. The index categories were grouped into the different transects using statistical categorisation techniques. After each categorisation of the index, a ground-truthing process took place. This entailed comparing the results to aerial imagery to test the different outcomes. The Functional Areas attempt to group locations of similar character to provide a unique development approach to each. The resulting Functional Areas are:

Development Intensity: High



Urban centre



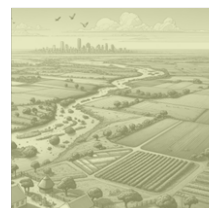
General urban



Suburban

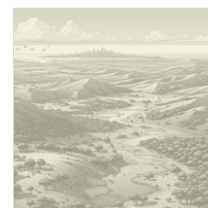


Peri urban



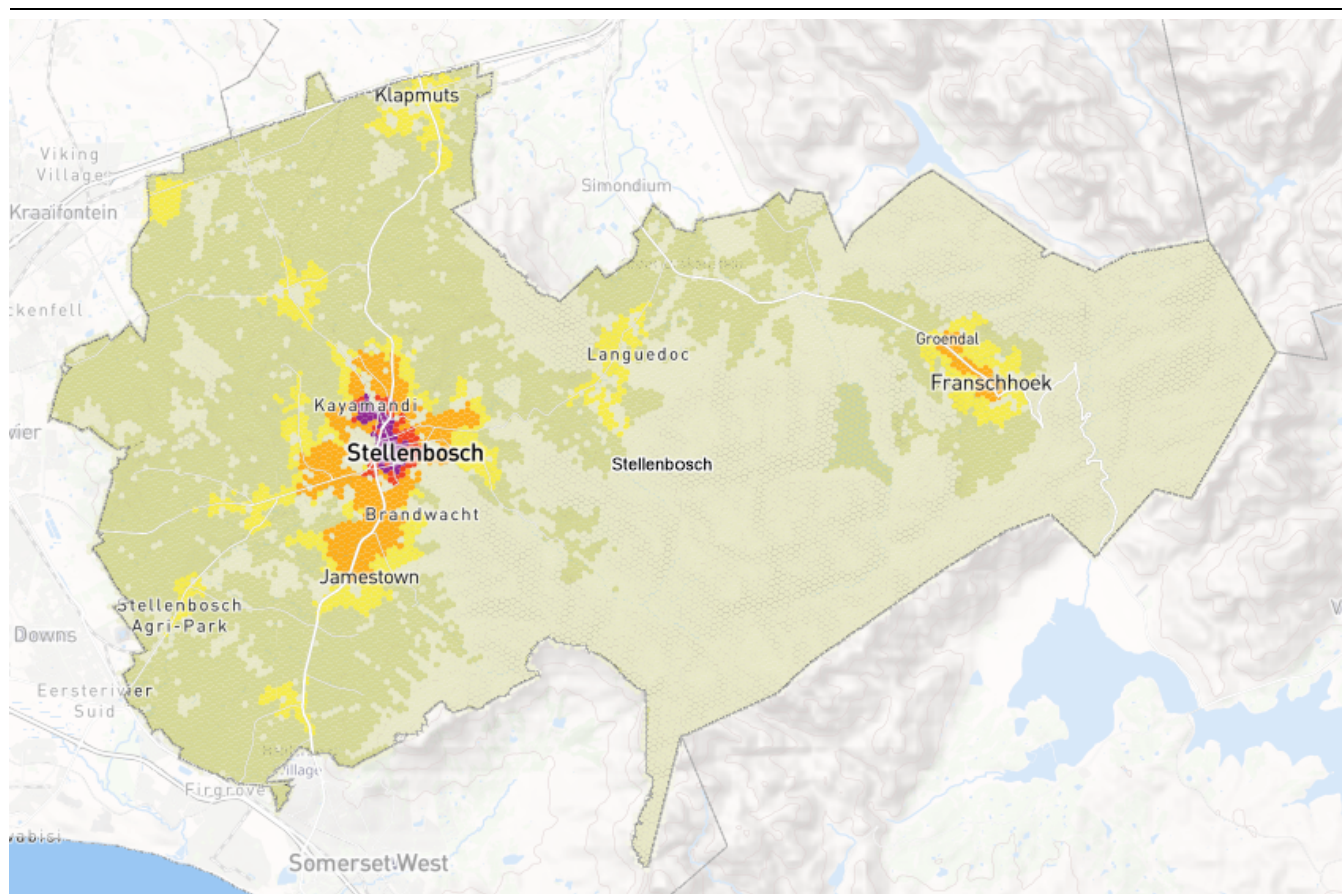
Rural

Development Intensity: Low



Natural

The delineation of the functional areas for the municipality are presented in Map 6 below, while a short description of each functional area is provided in the subsequent pages.



Functional Areas

LEGEND

Functional Area

- Natural
- Rural
- Peri-Urban
- Sub-Urban
- General Urban
- Urban Centre



Map 6: Functional Areas

4.2.1 Urban Centre



The urban centre is highly urbanised, featuring a mix of uses that supports a vibrant urban life. This zone includes areas that serve as a primary centre within a city, offering a mix of residential, commercial, and cultural uses. It is designed to be pedestrian-friendly and accessible, promoting an active urban lifestyle.

4.2.2 General urban



General urban areas are primarily residential in nature, with a moderate mix of housing types and local amenities. Density is lower than in urban centres, but a variety of services, schools, and parks are available within walking or short driving distances. These areas offer a balance between suburban comfort and urban convenience, fostering a cohesive community environment.

4.2.3 Suburban



Suburban zones are lower-density residential areas, often dominated by single-family homes, with more reliance on private vehicles for transportation. These areas are characterised by, local shopping centres, and schools, with significant green spaces.

Suburban zones offer a quieter lifestyle with less direct access to urban amenities compared to more central zones. Some suburban areas incorporate new / mid-rise apartments and townhouses as plot consolidation will allow, and as some of these areas are under pressure for redevelopment.

4.2.4 Peri-urban



This zone bridges suburban development and rural areas, featuring low-density residential uses, small agricultural holdings, and open landscapes. It is characterised by mixed land uses, including small farms, rural estates, and local service nodes. Peri-urban areas often serve as a buffer zone, accommodating recreational spaces and preserving environmental assets.

These zones can also include areas that have similar characteristics as suburban areas but are isolated in small towns with little access to a variety of facilities and amenities.

4.2.5 Rural and Agriculture



Rural and extensive agriculture zones are characterised by large, open tracts of land primarily used for farming, grazing, and other extensive agricultural activities. Settlements are sparse, and infrastructure is minimal, with a focus on preserving the rural landscape and supporting agricultural productivity.

4.2.6 Natural



The natural areas includes parts that are predominantly untouched by urban development, such as critical biodiversity areas, or protected areas. These zones are crucial for conservation efforts, providing habitat for wildlife and offering ecosystem services.

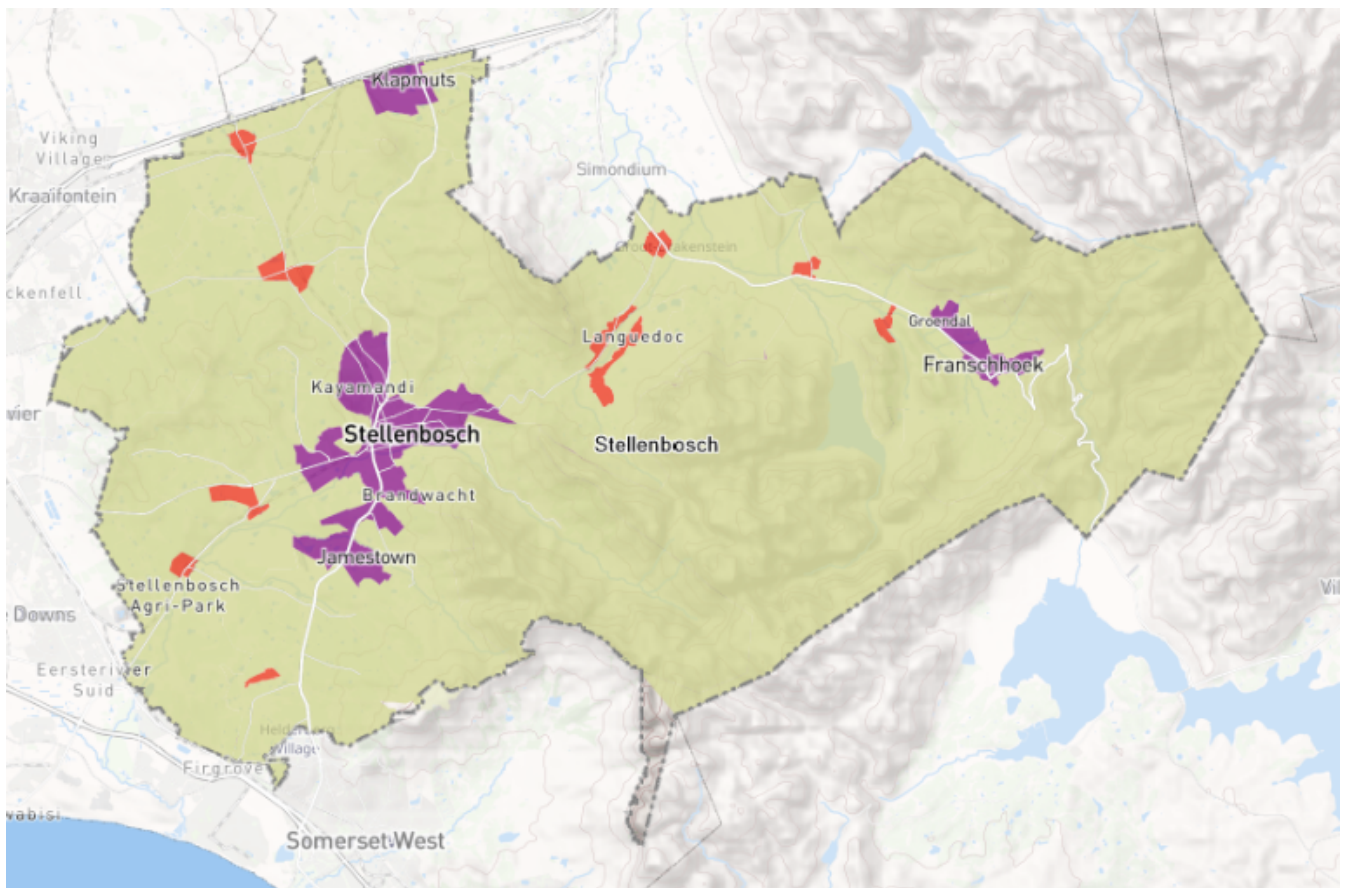
These areas provide critical ecosystem services, support biodiversity, and offer opportunities for recreation and tourism. Development is strictly controlled to preserve ecological integrity.

4.3 The Stellenbosch Municipal Functional Areas

To support alignment and defensible capital prioritisation, the CEF assesses both the municipality's Functional Area framework (Rural, Rural Node, Urban Node) and the project-derived Functional Areas developed through the standard CEF methodology. The municipal typology has clear strengths: it is institutionally embedded, easy to communicate, and practical for internal decision-making and reporting. However, the simplicity of three categories can reduce analytical resolution, potentially masking meaningful variation within rural areas and within nodes, and may be less responsive to changing development pressures if not updated regularly.

By contrast, the project-derived Functional Areas provide a stronger evidence base for investment targeting because they are typically informed by measurable spatial signals (e.g., settlement patterns, demand intensity, accessibility, and infrastructure constraints). This approach offers higher spatial sensitivity and often aligns more directly with how infrastructure systems function (catchments, networks, thresholds, and service backlogs), improving project packaging and sequencing. These benefits come with trade-offs: the method is more data- and interpretation-intensive, can be perceived as more technical, and may introduce complexity for municipal implementation if categories and boundaries do not align neatly with established municipal conventions.

The comparison between the two delineations will be used constructively in the CEF. Municipal categories and project-derived Functional Areas will be spatially overlaid to quantify overlap and identify mismatches, supported by indicator-based profiling to assess how well each delineation explains observed conditions and investment pressures. This will be translated and tested in the Demand Quantification. Where differences occur, the CEF will define clear reconciliation rules, typically using municipal categories to maintain governance and reporting alignment, while applying the project-derived delineation to strengthen technical prioritisation.



Municipal Functional Areas

LEGEND

Functional Area

- Rural
- Rural node
- Urban Node



Map 7: Functional Areas

Functional area profiles

4.4 Urban centre

Table 2: Urban centre - Demography and housing (StatsSA Census data)

	1996	2001	2011	2020		1996	2001	2011
Total Population	10,758	16,886	18,676	24,041	Total households	3,321	3,910	6,692
Population density (persons/ha)	36.00	62.40	69.01		Household density (households/ha)	11.11	14.45	24.72
					Ave household size	3.25	4.32	2.79

Table 3: Urban centre - Dwelling frame 2018 profile (StatsSA)

Description	Units	Description	Units	Description	Units
Dwelling units	6,555	Service Units	31	Other units	176
Businesses Unit	183	Recreation Units	6	Vacant units	53
Special dwelling institution Unit	88				

Table 4: Urban centre - Social and community facilities in the area (Various sources)

Facility	Number in area	Facility	Number in area
Primary schools	3	Public health	3
Secondary school	1	Private health	0
Intermediate school	0	SAPS stations	2
Combined school	1	Lower courts	1

Table 5: Urban centre - Landcover

The extent of land cover (ha)			The extent of land cover (ha)		
Land cover category	1990	2014	Land cover category	1990	2014
Cultivated commercial fields			Urban built-up		4.06
Cultivated commercial pivot			Urban commercial	88.83	92.14
Cultivated orchard and vines			Urban industrial	28.54	25.32
Sugarcane			Urban residential	48.19	29.68
Subsistence farming			Urban townships	23.46	41.31
Forests & Plantations	5.3		Urban informal	0.46	11.52
Mining			Rural villages		
			Urban sports and golf		
			School and sports grounds	12.73	9.15
			Smallholdings		

Table 6: Urban centre - Service access (StatsSA census-based)

		Full	Intermediate	Basic	Below Basic	None	Total
Water 1996	%	57.50 %	4.77 %	36.97 %	0.11 %	0.65%	100 %
Water 2001	%	41.31 %	12.44 %	26.75 %	19.24 %	0.25 %	100 %
Water 2011	%	61.89 %	6.86 %	24.05 %	6.76 %	0.44 %	100 %
Sanitation 1996	%	90.14 %	0.00 %	0.00 %	0.58 %	9.29 %	100 %
Sanitation 2001	%	95.17 %	0.04 %	0.07 %	0.39 %	4.34 %	100 %
Sanitation 2011	%	98.32 %	0.00 %	0.26 %	0.75 %	0.67 %	100 %
Refuse removal 1996	%	96.78 %	0.36 %	1.32 %	0.21 %	1.24 %	100 %
Refuse removal 2001	%	91.20 %	2.46 %	3.94 %	2.22 %	0.23 %	100 %
Refuse removal 2011	%	97.19 %	0.66 %	1.24 %	0.57 %	0.34 %	100 %

Table 7: Comparative access to electricity services (% households)

		Full access	No access	Total
Electricity 1996	%	91.73 %	8.27 %	100 %
Electricity 2001	%	95.13 %	4.87 %	100 %
Electricity 2011	%	97.79 %	2.21 %	100 %

Table 8: Comparative road type/class (km road)

Road type	Paved road (km)	Unpaved road (km)	Total road length (km)
Major road (National Major roads of a country including all freeways)	0.00	N/A	0.00
Main road (Provincial roads and major city through routes)	11.35	0.00	11.35
Secondary road (Secondary roads including slipways)	0.00	0.00	0.00
Suburban road (Formal suburban roads including slipways)	34.82	0.59	35.41
Informal roads (Alleys, Access ways, roads in informal settlements and squatter camps, farm and other small dirt roads)	4.86	0.67	5.00
Tracks (Non-routable roads: including 4x4 tracks)	n.a.	n.a.	0.00
Trails (Pedestrian walkways in cities and towns, walking and hiking trails)	0.27	0.00	0.27
Totals	51.56	1.26	52.82

4.5 General urban

Table 9: General urban - Demography and housing (StatsSA Census data)

	1996	2001	2011	2020		1996	2001	2011
Total Population	11,109	7,556	13,931	18,312	Total households	2,710	1,914	3,722
Population density (persons/ha)	38.28	26.85	49.50		Household density (households/ha)	9.34	6.80	13.22
					Ave household size	4.11	3.95	3.74

Table 10: General urban - Dwelling frame 2018 profile (StatsSA)

Description	Units	Description	Units	Description	Units
Dwelling units	3,134	Service Units	31	Other units	129
Businesses Unit	91	Recreation Units	7	Vacant units	22
Special dwelling institution Unit	2,144				

Table 11: General urban - Social and community facilities in the area (Various sources)

Facility	Number in area	Facility	Number in area
Primary schools	2	Public health	1
Secondary school	3	Private health	0
Intermediate school	1	SAPS stations	0
Combined school	0	Lower courts	0

Table 12: General urban - Landcover

	The extent of land cover (ha)			The extent of land cover (ha)	
Land cover category	1990	2014	Land cover category	1990	2014
Cultivated commercial fields			Urban built-up		3.21
Cultivated commercial pivot			Urban commercial	102.4	90.55
Cultivated orchard and vines	16.19	12.4	Urban industrial	29.28	27.27
Sugarcane			Urban residential	55.91	39.64
Subsistence farming			Urban townships	27.64	28.85
Forests & Plantations	0		Urban informal		5.15
Mining			Rural villages		
			Urban sports and golf		
			School and sports grounds	10.22	9.43
			Smallholdings		

Table 13: General urban - Service access (StatsSA census-based)

		Full	Intermediate	Basic	Below Basic	None	Total
Water 1996	%	82.86 %	8.91 %	7.88 %	0.07 %	0.27%	100 %
Water 2001	%	74.93 %	9.23 %	8.58 %	6.99 %	0.27 %	100 %
Water 2011	%	76.23 %	8.72 %	10.80 %	3.60 %	0.65 %	100 %
Sanitation 1996	%	94.51 %	0.00 %	0.00 %	0.50 %	5.00 %	100 %
Sanitation 2001	%	97.60 %	0.07 %	0.06 %	0.55 %	1.73 %	100 %
Sanitation 2011	%	95.95 %	0.00 %	0.17 %	1.34 %	2.54 %	100 %
Refuse removal 1996	%	96.94 %	0.52 %	1.53 %	0.19 %	0.71 %	100 %
Refuse removal 2001	%	96.42 %	1.08 %	1.29 %	1.03 %	0.18 %	100 %
Refuse removal 2011	%	93.48 %	0.98 %	2.50 %	1.88 %	1.17 %	100 %

Table 14: Comparative access to electricity services (% households)

		Full access	No access	Total
Electricity 1996	%	96.67 %	3.33 %	100 %
Electricity 2001	%	97.99 %	2.01 %	100 %
Electricity 2011	%	95.52 %	4.47 %	100 %

Table 15: Comparative road type/class (km road)

Road type	Paved road (km)	Unpaved road (km)	Total road length (km)
Major road (National Major roads of a country including all freeways)	0.00	N/A	0.00
Main road (Provincial roads and major city through routes)	9.16	0.00	9.16
Secondary road (Secondary roads including slipways)	0.00	0.00	0.00
Suburban road (Formal suburban roads including slipways)	29.95	0.28	30.23
Informal roads (Alleys, Access ways, roads in informal settlements and squatter camps, farm and other small dirt roads)	3.76	0.90	3.90
Tracks (Non-routable roads: including 4x4 tracks)	n.a.	n.a.	0.00
Trails (Pedestrian walkways in cities and towns, walking and hiking trails)	0.06	0.00	0.06
Totals	43.12	1.17	44.29

4.6 Suburban

Table 16: Suburban - Demography and housing (StatsSA Census data)

	1996	2001	2011	2020		1996	2001	2011
Total Population	33,196	29,439	45,389	62,350	Total households	8,275	7,957	13,214
Population density (persons/ha)	13.78	12.42	19.15		Household density (households/ha)	3.43	3.36	5.57
					Ave household size	4.02	3.70	3.43

Table 17: Suburban - Dwelling frame 2018 profile (StatsSA)

Description	Units	Description	Units	Description	Units
Dwelling units	14,481	Service Units	35	Other units	511
Businesses Unit	259	Recreation Units	23	Vacant units	320
Special dwelling institution Unit	841				

Table 18: Suburban - Social and community facilities in the area (Various sources)

Facility	Number in area	Facility	Number in area
Primary schools	10	Public health	5
Secondary school	4	Private health	1
Intermediate school	1	SAPS stations	1
Combined school	1	Lower courts	0

Table 19: Suburban - Landcover

	The extent of land cover (ha)			The extent of land cover (ha)	
Land cover category	1990	2014	Land cover category	1990	2014
Cultivated commercial fields	29.46	22.63	Urban built-up		7.52
Cultivated commercial pivot			Urban commercial	91.16	117.21
Cultivated orchard and vines	556.8	505.9	Urban industrial	103.08	85.34
Sugarcane			Urban residential	611.66	605.52
Subsistence farming			Urban townships	66.6	91.05
Forests & Plantations	86.9	40.15	Urban informal		16.95
Mining			Rural villages		
			Urban sports and golf	167.38	176.88
			School and sports grounds	47.6	36.18
			Smallholdings	34.3	45.85

Table 20: Suburban - Service access (StatsSA census-based)

		Full	Intermediate	Basic	Below Basic	None	Total
Water 1996	%	83.45 %	5.79 %	10.09 %	0.30 %	0.36%	72.37 %
Water 2001	%	79.64 %	10.82 %	3.81 %	5.39 %	0.34 %	58.41 %
Water 2011	%	76.12 %	6.15 %	12.25 %	4.76 %	0.73 %	73.02 %
Sanitation 1996	%	91.86 %	0.00 %	0.00 %	2.87 %	5.27 %	84.23 %
Sanitation 2001	%	94.72 %	0.05 %	0.23 %	0.97 %	4.02 %	81.53 %
Sanitation 2011	%	95.61 %	0.12 %	0.07 %	2.57 %	1.62 %	91.42 %
Refuse removal 1996	%	94.81 %	0.30 %	2.27 %	1.06 %	1.50 %	92.60 %
Refuse removal 2001	%	96.67 %	0.37 %	0.69 %	2.14 %	0.14 %	88.46 %
Refuse removal 2011	%	94.47 %	0.67 %	2.52 %	0.94 %	1.40 %	95.62 %

Table 21: Comparative access to electricity services (% households)

		Full access	No access	Total
Electricity 1996	%	94.43 %	5.57 %	100 %
Electricity 2001	%	95.40 %	4.60 %	100 %
Electricity 2011	%	91.75 %	8.23 %	100 %

Table 22: Comparative road type/class (km road)

Road type	Paved road (km)	Unpaved road (km)	Total road length (km)
Major road (National Major roads of a country including all freeways)	0.00	N/A	0.00
Main road (Provincial roads and major city through routes)	27.70	0.00	27.70
Secondary road (Secondary roads including slipways)	0.00	0.00	0.00
Suburban road (Formal suburban roads including slipways)	188.69	1.28	189.97
Informal roads (Alleys, Access ways, roads in informal settlements and squatter camps, farm and other small dirt roads)	6.81	18.95	22.37
Tracks (Non-routable roads: including 4x4 tracks)	n.a.	n.a.	0.28
Trails (Pedestrian walkways in cities and towns, walking and hiking trails)	0.06	0.00	0.06
Totals	223.43	20.51	243.94

4.7 Peri-urban

Table 23: Peri-urban - Demography and housing (StatsSA Census data)

	1996	2001	2011	2020		1996	2001	2011
Total Population	15,027	22,124	32,322	44,267	Total households	3,710	5,463	9,149
Population density (persons/ha)	2.46	4.44	6.48		Household density (households/ha)	0.61	1.10	1.84
					Ave household size	4.06	4.05	3.54

Table 24: Peri-urban - Dwelling frame 2018 profile (StatsSA)

Description	Units	Description	Units	Description	Units
Dwelling units	10,386	Service Units	43	Other units	769
Businesses Unit	87	Recreation Units	13	Vacant units	590
Special dwelling institution Unit	115				

Table 25: Peri-urban - Social and community facilities in the area (Various sources)

Facility	Number in area	Facility	Number in area
Primary schools	9	Public health	3
Secondary school	3	Private health	0
Intermediate school	0	SAPS stations	1
Combined school	0	Lower courts	0

Table 26: Peri-urban - Landcover

	The extent of land cover (ha)			The extent of land cover (ha)	
Land cover category	1990	2014	Land cover category	1990	2014
Cultivated commercial fields	359.31	340.83	Urban built-up	1.55	4.26
Cultivated commercial pivot			Urban commercial	10.95	12.56
Cultivated orchard and vines	2039.33	1986.27	Urban industrial	66.29	58.13
Sugarcane			Urban residential	187.73	191.13
Subsistence farming			Urban townships	135.79	189.44
Forests & Plantations	286.78	202.66	Urban informal	0.61	12.68
Mining		3.77	Rural villages		
			Urban sports and golf	36.79	50.74
			School and sports grounds	46.74	36.96
			Smallholdings	24.62	173.12

Table 27: Peri-urban - Service access (StatsSA census-based)

		Full	Intermediate	Basic	Below Basic	None	Total
Water 1996	%	62.04 %	10.78 %	21.89 %	4.04 %	1.25%	100 %
Water 2001	%	61.08 %	16.45 %	8.79 %	13.18 %	0.50 %	100 %
Water 2011	%	61.11 %	14.52 %	18.54 %	4.59 %	1.24 %	100 %
Sanitation 1996	%	57.18 %	0.00 %	0.00 %	27.67 %	15.16 %	100 %
Sanitation 2001	%	74.49 %	0.19 %	2.65 %	4.02 %	18.65 %	100 %
Sanitation 2011	%	84.34 %	0.59 %	0.29 %	11.45 %	3.34 %	100 %
Refuse removal 1996	%	79.98 %	0.73 %	4.36 %	11.62 %	3.16 %	100 %
Refuse removal 2001	%	87.38 %	0.63 %	2.39 %	9.22 %	0.38 %	100 %
Refuse removal 2011	%	93.09 %	1.83 %	1.29 %	1.44 %	2.35 %	100 %

Table 28: Comparative access to electricity services (% households)

		Full access	No access	Total
Electricity 1996	%	66.76 %	33.24 %	100 %
Electricity 2001	%	75.79 %	24.21 %	100 %
Electricity 2011	%	92.11 %	7.88 %	100 %

Table 29: Comparative road type/class (km road)

Road type	Paved road (km)	Unpaved road (km)	Total road length (km)
Major road (National Major roads of a country including all freeways)	3.02	N/A	3.02
Main road (Provincial roads and major city through routes)	42.78	0.00	42.78
Secondary road (Secondary roads including slipways)	1.86	0.00	1.86
Suburban road (Formal suburban roads including slipways)	121.50	12.71	134.21
Informal roads (Alleys, Access ways, roads in informal settlements and squatter camps, farm and other small dirt roads)	1.67	98.26	95.34
Tracks (Non-routable roads: including 4x4 tracks)	n.a.	n.a.	1.39
Trails (Pedestrian walkways in cities and towns, walking and hiking trails)	0.00	0.74	0.74
Totals	172.39	113.10	285.49

4.8 Rural and agriculture

Table 30: Rural and agriculture - Demography and housing (StatsSA Census data)

	1996	2001	2011	2020		1996	2001	2011
Total Population	23,763	25,967	34,496	43,538	Total households	5,799	6,108	8,277
Population density (persons/ha)	0.63	0.77	1.02		Household density (households/ha)	0.15	0.18	0.24
					Ave household size	4.12	4.25	4.17

Table 31: Rural and agriculture - Dwelling frame 2018 profile (StatsSA)

Description	Units	Description	Units	Description	Units
Dwelling units	8,025	Service Units	52	Other units	2,598
Businesses Unit	210	Recreation Units	10	Vacant units	424
Special dwelling institution Unit	182				

Table 32: Rural and agriculture - Social and community facilities in the area (Various sources)

Facility	Number in area	Facility	Number in area
Primary schools	3	Public health	1
Secondary school	1	Private health	0
Intermediate school	0	SAPS stations	1
Combined school	2	Lower courts	0

Table 33: Rural and agriculture - Landcover

	The extent of land cover (ha)			The extent of land cover (ha)	
Land cover category	1990	2014	Land cover category	1990	2014
Cultivated commercial fields	3711.08	3548.56	Urban built-up	19.75	15.42
Cultivated commercial pivot		84.05	Urban commercial	19.06	18.12
Cultivated orchard and vines	16515.79	16399.86	Urban industrial	211.33	198.83
Sugarcane			Urban residential	64.85	132.82
Subsistence farming			Urban townships	108.32	123.56
Forests & Plantations	3093.14	2228.94	Urban informal		3.89
Mining		55.01	Rural villages		
			Urban sports and golf	110.83	186.8
			School and sports grounds	2.49	1.57
			Smallholdings	295.86	357.31

Table 34: Rural and agriculture - Service access (StatsSA census-based)

		Full	Intermediate	Basic	Below Basic	None	Total
Water 1996	%	65.40 %	19.44 %	7.73 %	6.04 %	1.38%	100 %
Water 2001	%	68.85 %	19.02 %	5.59 %	5.68 %	0.85 %	100 %
Water 2011	%	80.06 %	13.16 %	4.63 %	1.24 %	0.91 %	100 %
Sanitation 1996	%	70.76 %	0.00 %	0.00 %	21.88 %	7.36 %	100 %
Sanitation 2001	%	82.71 %	0.87 %	4.73 %	7.21 %	4.48 %	100 %
Sanitation 2011	%	86.46 %	2.31 %	1.41 %	6.78 %	3.05 %	100 %
Refuse removal 1996	%	36.62 %	2.98 %	27.74 %	25.25 %	7.17 %	100 %
Refuse removal 2001	%	45.74 %	1.65 %	10.62 %	40.13 %	1.84 %	100 %
Refuse removal 2011	%	66.19 %	5.77 %	6.51 %	14.91 %	6.62 %	100 %

Table 35: Comparative access to electricity services (% households)

		Full access	No access	Total
Electricity 1996	%	82.89 %	17.11 %	100 %
Electricity 2001	%	90.42 %	9.58 %	100 %
Electricity 2011	%	94.15 %	5.87 %	100 %

Table 36: Comparative road type/class (km road)

Road type	Paved road (km)	Unpaved road (km)	Total road length (km)
Major road (National Major roads of a country including all freeways)	18.82	N/A	18.82
Main road (Provincial roads and major city through routes)	76.19	0.00	76.19
Secondary road (Secondary roads including slipways)	15.59	3.90	19.49
Suburban road (Formal suburban roads including slipways)	195.36	38.64	234.00
Informal roads (Alleys, Access ways, roads in informal settlements and squatter camps, farm and other small dirt roads)	4.43	594.06	577.47
Tracks (Non-routable roads: including 4x4 tracks)	n.a.	n.a.	60.63
Trails (Pedestrian walkways in cities and towns, walking and hiking trails)	0.00	0.00	0.00
Totals	312.94	697.23	1,010.17

4.9 Natural

Table 37: Natural - Demography and housing (StatsSA Census data)

	1996	2001	2011	2020		1996	2001	2011
Total Population	15,064	21,896	21,093	19,294	Total households	3,596	5,020	5,278
Population density (persons/ha)	0.32	0.47	0.46		Household density (households/ha)	0.08	0.11	0.11
					Ave household size	4.20	4.36	4.00

Table 38: Natural - Dwelling frame 2018 profile (StatsSA)

Description	Units	Description	Units	Description	Units
Dwelling units	3,752	Service Units	19	Other units	740
Businesses Unit	81	Recreation Units	9	Vacant units	381
Special dwelling institution Unit	88				

Table 39: Natural - Social and community facilities in the area (Various sources)

Facility	Number in area	Facility	Number in area
Primary schools	3	Public health	0
Secondary school	2	Private health	0
Intermediate school	1	SAPS stations	0
Combined school	2	Lower courts	1

Table 40: Natural - Landcover

	The extent of land cover (ha)			The extent of land cover (ha)	
Land cover category	1990	2014	Land cover category	1990	2014
Cultivated commercial fields	220.24	185.1	Urban built-up	2.75	4.07
Cultivated commercial pivot		0.06	Urban commercial	28.94	22.46
Cultivated orchard and vines	844.61	776.13	Urban industrial	54.33	44.15
Sugarcane			Urban residential	46.27	36.69
Subsistence farming			Urban townships	33.22	38.46
Forests & Plantations	4674.56	608.57	Urban informal	0.22	5.66
Mining		6.54	Rural villages		
			Urban sports and golf	5.27	8.14
			School and sports grounds	13.26	9.35
			Smallholdings	8.08	10.2

Table 41: Natural - Service access (StatsSA census-based)

		Full	Intermediate	Basic	Below Basic	None	Total
Water 1996	%	79.78 %	11.93 %	2.63 %	3.93 %	1.73%	100 %
Water 2001	%	73.49 %	15.40 %	4.73 %	5.72 %	0.66 %	100 %
Water 2011	%	76.63 %	7.95 %	11.70 %	2.20 %	1.53 %	100 %
Sanitation 1996	%	84.63 %	0.00 %	0.00 %	11.10 %	4.27 %	100 %
Sanitation 2001	%	85.93 %	0.45 %	2.71 %	5.12 %	5.78 %	100 %
Sanitation 2011	%	88.36 %	0.98 %	0.87 %	7.34 %	2.45 %	100 %
Refuse removal 1996	%	60.10 %	1.75 %	12.06 %	19.70 %	6.25 %	100 %
Refuse removal 2001	%	68.58 %	1.14 %	5.50 %	23.78 %	1.01 %	100 %
Refuse removal 2011	%	77.32 %	5.70 %	3.77 %	9.05 %	4.15 %	100 %

Table 42: Comparative access to electricity services (% households)

		Full access	No access	Total
Electricity 1996	%	90.48 %	9.52 %	100 %
Electricity 2001	%	91.28 %	8.72 %	100 %
Electricity 2011	%	89.51 %	10.47 %	100 %

Table 43: Comparative road type/class (km road)

Road type	Paved road (km)	Unpaved road (km)	Total road length (km)
Major road (National Major roads of a country including all freeways)	4.04	N/A	4.04
Main road (Provincial roads and major city through routes)	34.85	0.00	34.85
Secondary road (Secondary roads including slipways)	2.73	0.21	2.94
Suburban road (Formal suburban roads including slipways)	81.94	5.67	87.61
Informal roads (Alleys, Access ways, roads in informal settlements and squatter camps, farm and other small dirt roads)	1.43	151.85	149.91
Tracks (Non-routable roads: including 4x4 tracks)	n.a.	n.a.	150.27
Trails (Pedestrian walkways in cities and towns, walking and hiking trails)	0.00	0.04	0.04
Totals	125.33	308.04	433.36

4.10 A comparative summary of the functional areas

Table 44: Comparative areas (ha)

Area	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
Area (ha)	271	281	2 371	4 985	46 137	31 314	85 359

Table 45: Comparative population and households

	Year	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
Total Population	1996	10 758	11 109	33 196	15 027	15 064	19 164	104 318
	2001	16 886	7 556	29 439	22 124	21 896	21 098	118 999
	2011	18 676	13 931	45 389	32 322	21 093	24 247	155 658
	2020	24 041	18 312	6 235	44 267	19 294	88 149	200 298
Population density (persons/ha)	1996	36.00	38.28	13.78	2.46	0.32	0,61	1.14
	2001	62.40	26.85	12.42	4.44	0.47	0,67	1.39
	2011	69.01	49.50	19.15	6.48	0.46	0,77	1.82
	2020	88,71					2,82	
Total households	1996	3 321	271	8 275	371	3 596	10 313	26 147
	2001	391	1 914	7 957	5 463	502	12 900	29 127
	2011	6 692	3 722	13 214	9 149	5 278	5 267	43 322
Household density (households/ha)	1996	11.11	9.34	3.43	0.61	0.08	0,33	0.29
	2001	14.45	6.80	3.36	1.10	0.11	0,41	0.34
	2011	24.72	13.22	5.57	1.84	0.11	0,17	0.51
Ave household size	1996	3.25	4.11	4.02	4.06	4.20	1,86	4.00
	2001	4.32	3.95	3.70	4.05	4.36	1,64	4.09
	2011	2.79	3.74	3.43	3.54	4.00	4,60	3.59

Table 46: Comparative average annual population growth 1996 to 2020

Area	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
Average annual growth	3,4%	2,1%	-6,7%	4,6%	1,0%	6,6%	2,8%

Table 47: Comparative dwelling frame 2018 profile

	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
Dwelling units	6 555	3 134	14 481	10 386	4	8 333	42 893
Businesses Unit	183	91	259	87	81	202	903
Special dwelling institution Unit	88	2 144	841	115	88	150	3 426
Service Units	31	31	35	43	19	50	209
Recreation Units	6	7	23	13	9	10	68
Other units	176	129	511	769	740	2 495	4 820
Vacant units	53	22	320	590	381	159	1 525

Table 48: Comparative social and community facilities (number)

	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
Primary schools	3	2	10	9	3	3	30
Secondary school	1	3	4	3	2	1	14
Intermediate school	0	1	1	0	1	0	3
Combined school	1	0	1	0	2	2	6
Public health	3	1	5	3	0	0	12
Private health	0	0	1	0	0	0	1
SAPS stations	2	0	1	1	0	1	5
Lower courts	1	0	0	0	1	0	2

Table 49: Comparative landcover - non-urban (ha)

	Year	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
Cultivated commercial fields	1990			29,46	359,31	220,24	3 606,3	4 215,3
	2014			22,63	340,83	185,10	3 444,0	3 992,6
Cultivated commercial pivot	1990							
	2014					0,06	84,1	84,1
Cultivated orchard and vines	1990		16,19	556,80	2039,33	844,61	16 232,9	19 689,8
	2014		12,40	505,90	1986,27	776,13	16 154,7	19 435,4
Sugarcane	1990							
	2014							
Subsistence farming	1990							
	2014							
Forests & Plantations	1990	5,30	0,00	86,90	286,78	4674,56	2 964,3	8 017,9
	2014			40,15	202,66	608,57	2 158,7	3 010,1
Mining	1990							
	2014				3,77	6,54	51,3	61,6

Table 50: Comparative landcover - urban (ha)

	Year	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
Urban built-up	1990				1,6	2,8	19,8	24,1
	2014	4,1	3,2	7,5	4,3	4,1	11,1	34,2
Urban commercial	1990	88,8	102,4	91,2	11,0	28,9	17,3	339,6
	2014	92,1	90,6	117,2	12,6	22,5	14,8	349,7

	Year	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
Urban industrial	1990	28,5	29,3	103,1	66,3	54,3	202,8	484,3
	2014	25,3	27,3	85,3	58,1	44,2	191,5	431,8
Urban residential	1990	48,2	55,9	611,7	187,7	46,3	40,6	990,3
	2014	29,7	39,6	605,5	191,1	36,7	52,2	954,9
Urban townships	1990	23,5	27,6	66,6	135,8	33,2	106,4	393,1
	2014	41,3	28,9	91,1	189,4	38,5	92,0	481,1
Urban informal	1990	0,5			0,6	0,2	0,0	1,3
	2014	11,5	5,2	17,0	12,7	5,7	0,0	51,5
Rural villages	1990							
	2014							
Urban sports and golf	1990			167,4	36,8	5,3	79,0	288,4
	2014			176,9	50,7	8,1	155,1	390,9
School and sports grounds	1990	12,7	10,2	47,6	46,7	13,3	2,4	133,0
	2014	9,2	9,4	36,2	37,0	9,4	1,5	102,6
Smallholdings	1990			34,3	24,6	8,1	121,2	188,2
	2014			45,9	173,1	10,2	191,9	421,1

Table 51: Comparative access to water services (% households)

	LOS	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
1996	Full	57,5%	82,9%	83,5%	62,0%	79,8%	19,0%	74,9%
	Intermediate	4,8%	8,9%	5,8%	10,8%	11,9%	29,8%	10,7%
	Basic	37,0%	7,9%	10,1%	21,9%	2,6%	10,7%	11,0%
	Below Basic	0,1%	0,1%	0,3%	4,0%	3,9%	35,9%	2,5%
	None	0,7%	0,3%	0,4%	1,3%	1,7%	25,3%	0,9%
2001	Full	41,3%	74,9%	79,6%	61,1%	73,5%	19,2%	68,5%
	Intermediate	12,4%	9,2%	10,8%	16,5%	15,4%	21,7%	13,2%
	Basic	26,8%	8,6%	3,8%	8,8%	4,7%	18,9%	8,8%
	Below Basic	19,2%	7,0%	5,4%	13,2%	5,7%	21,3%	9,1%
	None	0,3%	0,3%	0,3%	0,5%	0,7%	26,5%	0,5%
2011	Full	61,9%	76,2%	76,1%	61,1%	76,6%	19,5%	72,4%
	Intermediate	6,9%	8,7%	6,2%	14,5%	8,0%	24,1%	8,1%
	Basic	24,1%	10,8%	12,3%	18,5%	11,7%	19,0%	14,4%
	Below Basic	6,8%	3,6%	4,8%	4,6%	2,2%	17,3%	4,2%
	None	0,4%	0,7%	0,7%	1,2%	1,5%	22,0%	0,9%

Table 52: Comparative access to sanitation services (% households)

	LOS	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
1996	Full	90,1%	94,5%	91,9%	57,2%	84,6%	17,9%	84,0%

	LOS	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
	Intermediate	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%
	Basic	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%	0,0%
	Below Basic	0,6%	0,5%	2,9%	27,7%	11,1%	33,7%	8,9%
	None	9,3%	5,0%	5,3%	15,2%	4,3%	23,7%	7,0%
2001	Full	95,2%	97,6%	94,7%	74,5%	85,9%	17,9%	87,1%
	Intermediate	0,0%	0,1%	0,1%	0,2%	0,5%	36,1%	0,3%
	Basic	0,1%	0,1%	0,2%	2,7%	2,7%	37,6%	2,0%
	Below Basic	0,4%	0,6%	1,0%	4,0%	5,1%	33,6%	3,4%
	None	4,3%	1,7%	4,0%	18,7%	5,8%	29,7%	7,2%
2011	Full	98,3%	96,0%	95,6%	84,3%	88,4%	18,6%	91,0%
	Intermediate	0,0%	0,0%	0,1%	0,6%	1,0%	37,4%	0,7%
	Basic	0,3%	0,2%	0,1%	0,3%	0,9%	31,9%	0,5%
	Below Basic	0,8%	1,3%	2,6%	11,5%	7,3%	30,6%	5,4%
	None	0,7%	2,5%	1,6%	3,3%	2,5%	28,5%	2,4%

Table 53: Comparative access to refuse removal services (% households)

	LOS	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
1996	Full	96,8%	96,9%	94,8%	80,0%	60,1%	15,4%	76,2%
	Intermediate	0,4%	0,5%	0,3%	0,7%	1,8%	29,7%	1,0%
	Basic	1,3%	1,5%	2,3%	4,4%	12,1%	35,8%	9,3%
	Below Basic	0,2%	0,2%	1,1%	11,6%	19,7%	33,9%	10,1%
	None	1,2%	0,7%	1,5%	3,2%	6,3%	27,5%	3,4%
2001	Full	91,2%	96,4%	96,7%	87,4%	68,6%	15,9%	79,0%
	Intermediate	2,5%	1,1%	0,4%	0,6%	1,1%	23,4%	1,1%
	Basic	3,9%	1,3%	0,7%	2,4%	5,5%	32,6%	4,4%
	Below Basic	2,2%	1,0%	2,1%	9,2%	23,8%	35,3%	14,8%
	None	0,2%	0,2%	0,1%	0,4%	1,0%	33,4%	0,7%
2011	Full	97,2%	93,5%	94,5%	93,1%	77,3%	18,3%	86,9%
	Intermediate	0,7%	1,0%	0,7%	1,8%	5,7%	27,8%	2,5%
	Basic	1,2%	2,5%	2,5%	1,3%	3,8%	25,8%	3,1%
	Below Basic	0,6%	1,9%	0,9%	1,4%	9,1%	32,4%	4,7%
	None	0,3%	1,2%	1,4%	2,4%	4,2%	29,8%	2,7%

Table 54: Comparative access to electricity services (% households)

	LOS	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
1996	Full access	91,7%	96,7%	94,4%	66,8%	90,5%	18,9%	90,0%
	No access	8,3%	3,3%	5,6%	33,2%	9,5%	26,9%	10,0%
2001	Full access	95,1%	98,0%	95,4%	75,8%	91,3%	18,7%	91,0%

	LOS	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
	No access	4,9%	2,0%	4,6%	24,2%	8,7%	29,9%	9,1%
2011	Full access	97,8%	95,5%	91,8%	92,1%	89,5%	19,9%	93,0%
	No access	2,2%	4,5%	8,2%	7,9%	10,5%	17,9%	7,0%

Table 55: Comparative road type/class (km road)

	Urban centre	General urban	Suburban	Peri-Urban	Natural	Rural	Total
Major road (National Major roads of a country including all freeways)	0,0	0,0	0,0	3,0	4,0	18,2	25,2
Main road (Provincial roads and major city through routes)	11,4	9,2	27,7	42,8	34,9	67,7	193,6
Secondary road (Secondary roads including slipways)	0,0	0,0	0,0	1,9	2,9	18,4	23,2
Suburban road (Formal suburban roads including slipways)	35,4	30,2	190,0	134,2	87,6	185,1	662,5
Informal roads (Alleys, Access ways, roads in informal settlements and squatter camps, farm and other small dirt roads)	5,0	3,9	22,4	95,3	149,9	560,1	836,6
Tracks (Non-routable roads: including 4x4 tracks)	0,0	0,0	0,3	1,4	150,3	57,0	209,0
Trails (Pedestrian walkways in cities and towns, walking and hiking trails)	0,3	0,1	0,1	0,7	0,0	0,0	1,2
Totals	52,8	44,3	243,9	285,5	433,4	198 194	199 254

4.11 The municipal Deliniated Functional area profiles

4.11.1 Urban Node

Table 56: Urban Node - Demography and housing (StatsSA Census data)

	1996	2001	2011	2020		1996	2001	2011
Total Population	61,735	68,808	100,970	134,568	Total households	15,973	17,497	30,494
Population density (persons/ha)	14.00	18.10	26.56		Household density (households/ha)	3.62	4.60	8.02
					Ave household size	3.87	3.93	3.31

Table 57: Urban Node - Dwelling frame 2018 profile (StatsSA)

Description	Units	Description	Units	Description	Units
Dwelling units	32,186	Service Units	126	Other units	994
Businesses Unit	591	Recreation Units	46	Vacant units	989
Special dwelling institution Unit	3,182				

Table 58: Urban Node - Social and community facilities in the area (Various sources)

Facility	Number in area	Facility	Number in area
Primary schools	19	Public health	10
Secondary school	12	Private health	1
Intermediate school	2	SAPS stations	4
Combined school	2	Lower courts	1

Table 59: Urban Node - Landcover

The extent of land cover (ha)			The extent of land cover (ha)		
Land cover category	1990	2014	Land cover category	1990	2014
Cultivated commercial fields	110.29	99.32	Urban built-up	1.63	19.47
Cultivated commercial pivot			Urban commercial	286.58	306.14
Cultivated orchard and vines	362.76	297.44	Urban industrial	166.31	145.07
Sugarcane			Urban residential	903.52	867.51
Subsistence farming			Urban townships	126.21	218.11
Forests & Plantations	167.85	43.97	Urban informal	1.27	47.61
Mining			Rural villages		
			Urban sports and golf	196.87	276.66
			School and sports grounds	86.18	66.66
			Smallholdings	41.77	69.4

Table 60: Urban Node - Service access (StatsSA census-based)

	Full	Intermediate	Basic	Below Basic	None	Total
Water 1996	% 76.54 %	6.84 %	15.71 %	0.47 %	0.45%	100 %
Water 2001	% 65.10 %	11.14 %	11.51 %	11.89 %	0.37 %	100 %

		Full	Intermediate	Basic	Below Basic	None	Total
Water 2011	%	68.85 %	7.16 %	17.92 %	5.32 %	0.75 %	100 %
Sanitation 1996	%	88.29 %	0.00 %	0.00 %	3.62 %	8.09 %	100 %
Sanitation 2001	%	88.80 %	0.09 %	0.88 %	1.13 %	9.11 %	100 %
Sanitation 2011	%	93.34 %	0.17 %	0.14 %	4.45 %	1.89 %	100 %
Refuse removal 1996	%	94.58 %	0.37 %	1.94 %	1.86 %	1.16 %	100 %
Refuse removal 2001	%	94.17 %	0.98 %	1.71 %	2.95 %	0.20 %	100 %
Refuse removal 2011	%	95.07 %	0.94 %	1.89 %	0.99 %	1.11 %	100 %

Table 61: Comparative access to electricity services (% households)

		Full access	No access	Total
Electricity 1996	%	91.58 %	8.42 %	100 %
Electricity 2001	%	89.70 %	10.30 %	100 %
Electricity 2011	%	93.22 %	6.77 %	100 %

Table 62: Comparative road type/class (km road)

Road type	Paved road (km)	Unpaved road (km)	Total road length (km)
Major road (National Major roads of a country including all freeways)	0.00	N/A	0.00
Main road (Provincial roads and major city through routes)	55.78	0.00	55.78
Secondary road (Secondary roads including slipways)	0.00	0.00	0.00
Suburban road (Formal suburban roads including slipways)	330.78	9.70	340.47
Informal roads (Alleys, Access ways, roads in informal settlements and squatter camps, farm and other small dirt roads)	16.36	23.67	36.68
Tracks (Non-routable roads: including 4x4 tracks)	n.a.	n.a.	0.01
Trails (Pedestrian walkways in cities and towns, walking and hiking trails)	0.33	0.04	0.37
Totals	403.99	33.40	437.39

4.11.2 Rural Node

Table 63: Rural Node - Demography and housing (StatsSA Census data)

	1996	2001	2011	2020		1996	2001	2011
Total Population	4,996	6,980	12,558	19,521	Total households	1,019	1,466	2,935
Population density (persons/ha)	4.65	6.62	11.91		Household density (households/ha)	0.95	1.39	2.78
					Ave household size	4.91	4.76	4.29

Table 64: Rural Node - Dwelling frame 2018 profile (StatsSA)

Description	Units	Description	Units	Description	Units
Dwelling units	3,561	Service Units	16	Other units	279
Businesses Unit	46	Recreation Units	9	Vacant units	302
Special dwelling institution Unit	4				

Table 65: Rural Node - Social and community facilities in the area (Various sources)

Facility	Number in area	Facility	Number in area
Primary schools	7	Public health	2
Secondary school	0	Private health	0
Intermediate school	0	SAPS stations	1
Combined school	0	Lower courts	0

Table 66: Rural Node - Landcover

	The extent of land cover (ha)			The extent of land cover (ha)	
Land cover category	1990	2014	Land cover category	1990	2014
Cultivated commercial fields	26.49	22.78	Urban built-up	0.85	0.26
Cultivated commercial pivot			Urban commercial	1.62	0.82
Cultivated orchard and vines	119.43	126.37	Urban industrial	32.08	20.8
Sugarcane			Urban residential	16.71	14.21
Subsistence farming			Urban townships	138.52	160.8
Forests & Plantations	60.08	15.05	Urban informal		
Mining		17.06	Rural villages		
			Urban sports and golf	4.72	3.47
			School and sports grounds	16.35	11.54
			Smallholdings		

Table 67: Rural Node - Service access (StatsSA census-based)

		Full	Intermediate	Basic	Below Basic	None	Total
Water 1996	%	84.71 %	9.97 %	0.53 %	2.78 %	2.01%	100 %
Water 2001	%	87.39 %	7.93 %	1.67 %	2.61 %	0.41 %	100 %
Water 2011	%	83.01 %	12.88 %	2.52 %	0.83 %	0.76 %	100 %
Sanitation 1996	%	86.81 %	0.00 %	0.00 %	11.35 %	1.84 %	100 %
Sanitation 2001	%	90.14 %	0.05 %	0.48 %	6.66 %	2.67 %	100 %
Sanitation 2011	%	88.28 %	0.31 %	0.17 %	7.97 %	3.27 %	100 %
Refuse removal 1996	%	89.57 %	0.29 %	4.15 %	3.29 %	2.63 %	100 %
Refuse removal 2001	%	94.38 %	0.18 %	1.02 %	4.29 %	0.14 %	100 %
Refuse removal 2011	%	95.01 %	1.21 %	0.46 %	1.27 %	2.04 %	100 %

Table 68: Comparative access to electricity services (% households)

		Full access	No access	Total
Electricity 1996	%	92.71 %	7.29 %	100 %
Electricity 2001	%	95.58 %	4.42 %	100 %
Electricity 2011	%	95.20 %	4.78 %	100 %

Table 69: Comparative road type/class (km road)

Road type	Paved road (km)	Unpaved road (km)	Total road length (km)
Major road (National Major roads of a country including all freeways)	0.00	N/A	0.00
Main road (Provincial roads and major city through routes)	11.34	0.00	11.34
Secondary road (Secondary roads including slipways)	1.53	0.00	1.53
Suburban road (Formal suburban roads including slipways)	40.88	4.93	45.80
Informal roads (Alleys, Access ways, roads in informal settlements and squatter camps, farm and other small dirt roads)	0.73	20.47	18.24
Tracks (Non-routable roads: including 4x4 tracks)	n.a.	n.a.	0.43
Trails (Pedestrian walkways in cities and towns, walking and hiking trails)	0.00	0.00	0.00
Totals	54.48	25.83	80.31

4.11.3 Rural

Table 70: Rural - Demography and housing (StatsSA Census data)

	1996	2001	2011	2020		1996	2001	2011
Total Population	15,064	21,896	21,093	19,294	Total households	3,596	5,020	5,278
Population density (persons/ha)	0.32	0.47	0.46		Household density (households/ha)	0.08	0.11	0.11
					Ave household size	4.20	4.36	4.00

Table 71: Rural - Dwelling frame 2018 profile (StatsSA)

Description	Units	Description	Units	Description	Units
Dwelling units	3,752	Service Units	19	Other units	740
Businesses Unit	81	Recreation Units	9	Vacant units	381
Special dwelling institution Unit	88				

Table 72: Rural - Social and community facilities in the area (Various sources)

Facility	Number in area	Facility	Number in area
Primary schools	3	Public health	0
Secondary school	2	Private health	0
Intermediate school	1	SAPS stations	0
Combined school	2	Lower courts	1

Table 73: Rural - Landcover

	The extent of land cover (ha)			The extent of land cover (ha)	
Land cover category	1990	2014	Land cover category	1990	2014
Cultivated commercial fields	220.24	185.1	Urban built-up	2.75	4.07
Cultivated commercial pivot		0.06	Urban commercial	28.94	22.46
Cultivated orchard and vines	844.61	776.13	Urban industrial	54.33	44.15
Sugarcane			Urban residential	46.27	36.69
Subsistence farming			Urban townships	33.22	38.46
Forests & Plantations	4674.56	608.57	Urban informal	0.22	5.66
Mining		6.54	Rural villages		
			Urban sports and golf	5.27	8.14
			School and sports grounds	13.26	9.35
			Smallholdings	8.08	10.2

Table 74: Rural - Service access (StatsSA census-based)

		Full	Intermediate	Basic	Below Basic	None	Total
Water 1996	%	79.78 %	11.93 %	2.63 %	3.93 %	1.73%	100 %
Water 2001	%	73.49 %	15.40 %	4.73 %	5.72 %	0.66 %	100 %
Water 2011	%	76.63 %	7.95 %	11.70 %	2.20 %	1.53 %	100 %
Sanitation 1996	%	84.63 %	0.00 %	0.00 %	11.10 %	4.27 %	100 %
Sanitation 2001	%	85.93 %	0.45 %	2.71 %	5.12 %	5.78 %	100 %
Sanitation 2011	%	88.36 %	0.98 %	0.87 %	7.34 %	2.45 %	100 %
Refuse removal 1996	%	60.10 %	1.75 %	12.06 %	19.70 %	6.25 %	100 %
Refuse removal 2001	%	68.58 %	1.14 %	5.50 %	23.78 %	1.01 %	100 %
Refuse removal 2011	%	77.32 %	5.70 %	3.77 %	9.05 %	4.15 %	100 %

Table 75: Comparative access to electricity services (% households)

		Full access	No access	Total
Electricity 1996	%	90.48 %	9.52 %	100 %
Electricity 2001	%	91.28 %	8.72 %	100 %
Electricity 2011	%	89.51 %	10.47 %	100 %

Table 76: Comparative road type/class (km road)

Road type	Paved road (km)	Unpaved road (km)	Total road length (km)
Major road (National Major roads of a country including all freeways)	25,2	n.a.	25,2
Main road (Provincial roads and major city through routes)	126,4	0,0	126,4
Secondary road (Secondary roads including slipways)	17,9	3,7	21,7
Suburban road (Formal suburban roads including slipways)	243,0	33,2	276,2
Informal roads (Alleys, Access ways, roads in informal settlements and squatter camps, farm and other small dirt roads)	-309,0	807,1	781,7
Tracks (Non-routable roads: including 4x4 tracks)	n.a.	N/A	208,5
Trails (Pedestrian walkways in cities and towns, walking and hiking trails)	n.a.	N/A	0,8
Totals	421,5	111 195,8	198736,30

4.12 A comparative summary of the municipal delimited functional areas

Table 77: Comparative areas (ha)

Area	Urban Node	Rural Node	Rural	Total
Area (ha)	3 802	1 099	80 458	85 359

Table 78: Comparative population and households

	Year	Urban Node	Rural Node	Rural	Total
Total Population	1996	61,735	5,258	104 251	104 318
	2001	68,808	7,015	118 923	118 999
	2011	100,970	12,999	155 544	155 658
	2020	134,568	20,309	200 143	200 298
Population density (persons/ha)	1996	14,000	4,700	1,30	1.14
	2001	18,100	6,380	1,48	1.39
	2011	26,560	11,820	1,93	1.82
	2020			2,49	
Total households	1996	15,973	1,091	26 130	26 147
	2001	17,497	1,475	29 108	29 127
	2011	30,494	3,040	43 288	43 322
Household density (households/ha)	1996	3,620	0,970	0,32	0.29
	2001	4,600	1,340	0,36	0.34
	2011	8,020	2,770	0,54	0.51
Ave household size	1996	3,870	4,830	3,99	4.00
	2001	3,930	4,760	4,09	4.09
	2011	3,310	4,290	3,59	3.59

Table 79: Comparative average annual population growth 1996 to 2020

Area	Urban Node	Rural Node	Rural	Total
Average annual growth	3,3%	5,8%	2,8%	2,8%

Table 80: Comparative dwelling frame 2018 profile

	Urban Node	Rural Node	Rural	Total
Dwelling units	32,186	3,692	42 857	42 893
Businesses Unit	591	46	266	903
Special dwelling institution Unit	3,182	4	3 419	3 426
Service Units	126	17	66	209
Recreation Units	46	14	8	68
Other units	994	282	3 544	4 820
Vacant units	989	308	228	1 525

Table 81: Comparative social and community facilities (number)

	Urban Node	Rural Node	Rural	Total
Primary schools	19	8	3	30
Secondary school	12	0	2	14
Intermediate school	2	0	1	3
Combined school	2	0	4	6
Public health	10	2	0	12
Private health	1	0	0	1
SAPS stations	4	1	0	5
Lower courts	1	0	1	2

Table 82: Comparative landcover - non-urban (ha)

	Year	Urban Node	Rural Node	Rural	Total
Cultivated commercial fields	1990	110,29	26,52	4 078,5	4 215,3
	2014	99,32	22,79	3 870,4	3 992,6
Cultivated commercial pivot	1990				
	2014			84,1	84,1
Cultivated orchard and vines	1990	362,76	129,22	19 197,8	19 689,8
	2014	297,44	132,7	19 005,2	19 435,4
Sugarcane	1990				
	2014				
Subsistence farming	1990				
	2014				
Forests & Plantations	1990	167,85	60,08	7 789,9	8 017,9
	2014	43,97	15,05	2 951,1	3 010,1
Mining	1990				
	2014		17,06	44,6	61,6

Table 83: Comparative landcover - urban (ha)

	Year	Urban Node	Rural Node	Rural	Total
Urban built-up	1990	1,63	0,85	21,6	24,1
	2014	19,47	0,26	14,5	34,2
Urban commercial	1990	286,58	1,85	51,1	339,6
	2014	306,14	1,27	42,3	349,7
Urban industrial	1990	166,31	32,08	285,9	484,3
	2014	145,07	20,8	265,9	431,8
Urban residential	1990	903,52	35,32	51,5	990,3
	2014	867,51	28,9	58,4	954,9
Urban townships	1990	126,21	138,52	128,4	393,1

	Year	Urban Node	Rural Node	Rural	Total
	2014	218,11	160,8	102,2	481,1
Urban informal	1990	1,27			1,3
	2014	47,61		3,9	51,5
Rural villages	1990				
	2014				
Urban sports and golf	1990	196,87	4,72	86,9	288,4
	2014	276,66	3,47	110,7	390,9
School and sports grounds	1990	86,18	19,12	27,7	133,0
	2014	66,66	13,04	22,9	102,6
Smallholdings	1990	41,77	2,38	144,0	188,2
	2014	69,4	12,84	338,8	421,1

Table 84: Comparative access to water services (% households)

	LOS	Urban Node	Rural Node	Rural	Total
1996	Full	76,5%	84,0%	74,8%	74,9%
	Intermediate	6,8%	10,8%	10,7%	10,7%
	Basic	15,7%	0,5%	11,0%	11,0%
	Below Basic	0,5%	2,8%	2,5%	2,5%
	None	0,5%	1,9%	0,9%	0,9%
2001	Full	65,1%	87,3%	68,4%	68,5%
	Intermediate	11,1%	8,0%	13,2%	13,2%
	Basic	11,5%	1,7%	8,8%	8,8%
	Below Basic	11,9%	2,6%	9,0%	9,1%
	None	0,4%	0,4%	0,5%	0,5%
2011	Full	68,9%	83,2%	72,3%	72,4%
	Intermediate	7,2%	12,8%	8,1%	8,1%
	Basic	17,9%	2,4%	14,4%	14,4%
	Below Basic	5,3%	0,9%	4,2%	4,2%
	None	0,8%	0,8%	0,9%	0,9%

Table 85: Comparative access to sanitation services (% households)

	LOS	Urban Node	Rural Node	Rural	Total
1996	Full	88,3%	85,7%	84,0%	84,0%
	Intermediate	0,0%	0,0%	0,0%	0,0%
	Basic	0,0%	0,0%	0,0%	0,0%
	Below Basic	3,6%	12,5%	8,9%	8,9%
	None	8,1%	1,8%	7,0%	7,0%
2001	Full	88,8%	90,1%	87,1%	87,1%
	Intermediate	0,1%	0,1%	0,3%	0,3%
	Basic	0,9%	0,5%	2,0%	2,0%

	LOS	Urban Node	Rural Node	Rural	Total
2011	Below Basic	1,1%	6,7%	3,4%	3,4%
	None	9,1%	2,7%	7,1%	7,2%
	Full	93,3%	88,3%	91,0%	91,0%
	Intermediate	0,2%	0,4%	0,7%	0,7%
	Basic	0,1%	0,3%	0,5%	0,5%
	Below Basic	4,5%	7,8%	5,4%	5,4%
	None	1,9%	3,3%	2,3%	2,4%

Table 86: Comparative access to refuse removal services (% households)

	LOS	Urban Node	Rural Node	Rural	Total
1996	Full	94,6%	89,2%	76,1%	76,2%
	Intermediate	0,4%	0,3%	1,0%	1,0%
	Basic	1,9%	4,0%	9,2%	9,3%
	Below Basic	1,9%	3,9%	10,1%	10,1%
	None	1,2%	2,5%	3,4%	3,4%
	Full	94,2%	94,1%	78,9%	79,0%
2001	Intermediate	1,0%	0,2%	1,1%	1,1%
	Basic	1,7%	1,1%	4,4%	4,4%
	Below Basic	3,0%	4,5%	14,8%	14,8%
	None	0,2%	0,2%	0,7%	0,7%
	Full	95,1%	95,0%	86,9%	86,9%
2011	Intermediate	0,9%	1,2%	2,5%	2,5%
	Basic	1,9%	0,5%	3,1%	3,1%
	Below Basic	1,0%	1,3%	4,7%	4,7%
	None	1,1%	2,0%	2,7%	2,7%
	Full	95,1%	95,0%	86,9%	86,9%

Table 87: Comparative access to electricity services (% households)

	LOS	Urban Node	Rural Node	Rural	Total
1996	Full access	91,6%	92,8%	89,9%	90,0%
	No access	8,4%	7,2%	10,0%	10,0%
2001	Full access	89,7%	95,6%	90,9%	91,0%
	No access	10,3%	4,4%	9,0%	9,1%
2011	Full access	93,2%	95,2%	92,9%	93,0%
	No access	6,8%	4,8%	7,0%	7,0%

Table 88: Comparative road type/class (km road)

	Urban Node	Rural Node	Rural	Total
Major road (National Major roads of a country including all freeways)	0,0	0,0	25,2	25,2

	Urban Node	Rural Node	Rural	Total
Main road (Provincial roads and major city through routes)	55,8	11,3	126,4	193,6
Secondary road (Secondary roads including slipways)	0,0	1,5	21,7	23,2
Suburban road (Formal suburban roads including slipways)	340,5	45,8	276,2	662,5
Informal roads (Alleys, Access ways, roads in informal settlements and squatter camps, farm and other small dirt roads)	36,7	18,2	781,7	836,6
Tracks (Non-routable roads: including 4x4 tracks)	0,0	0,4	208,5	209,0
Trails (Pedestrian walkways in cities and towns, walking and hiking trails)	0,4	0,0	0,8	1,2
Totals	437,4	80,3	198 736	199 254





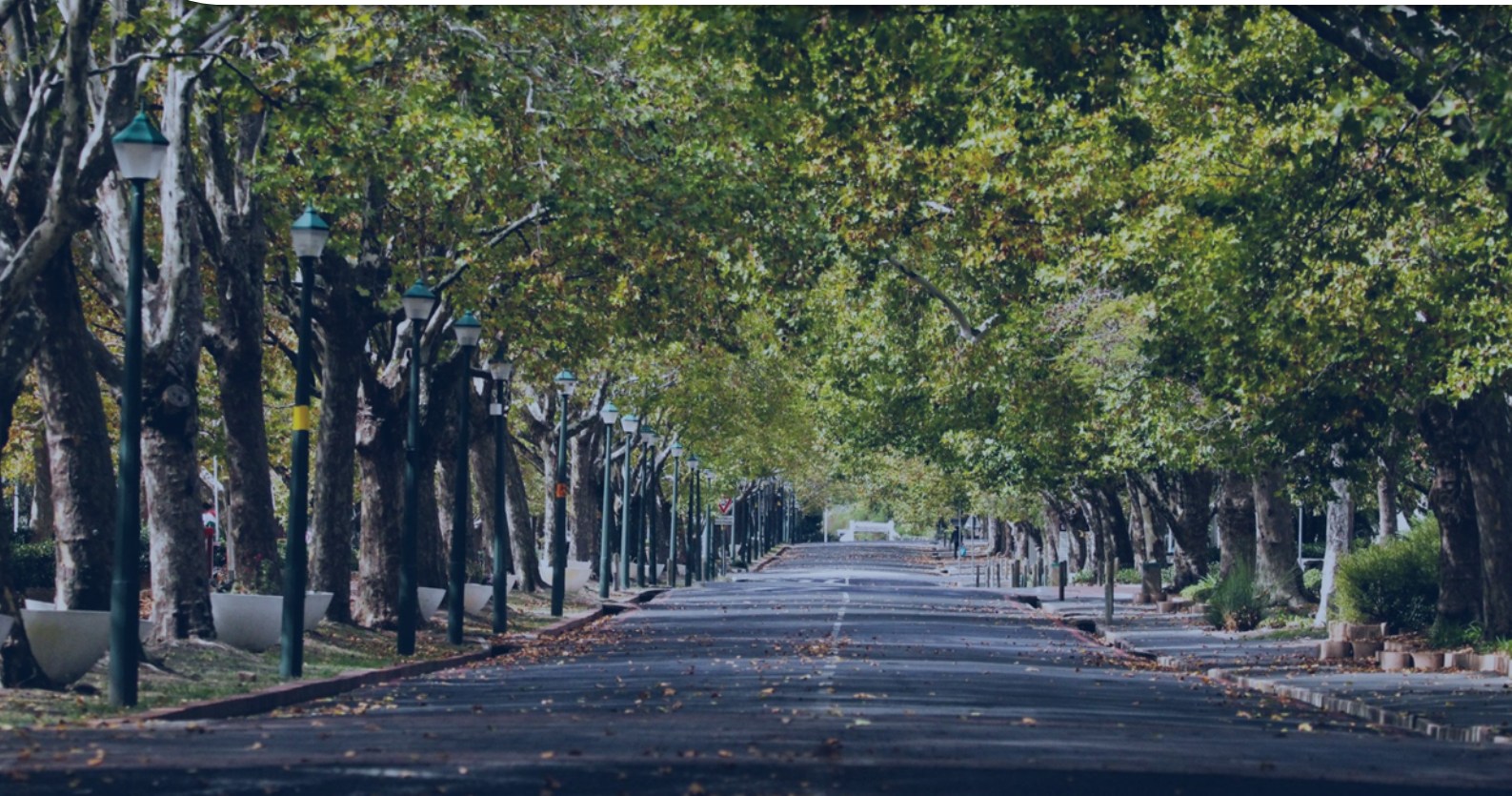
Stellenbosch Local Municipality



Capital Expenditure Framework

Demand Quantification

2026/27





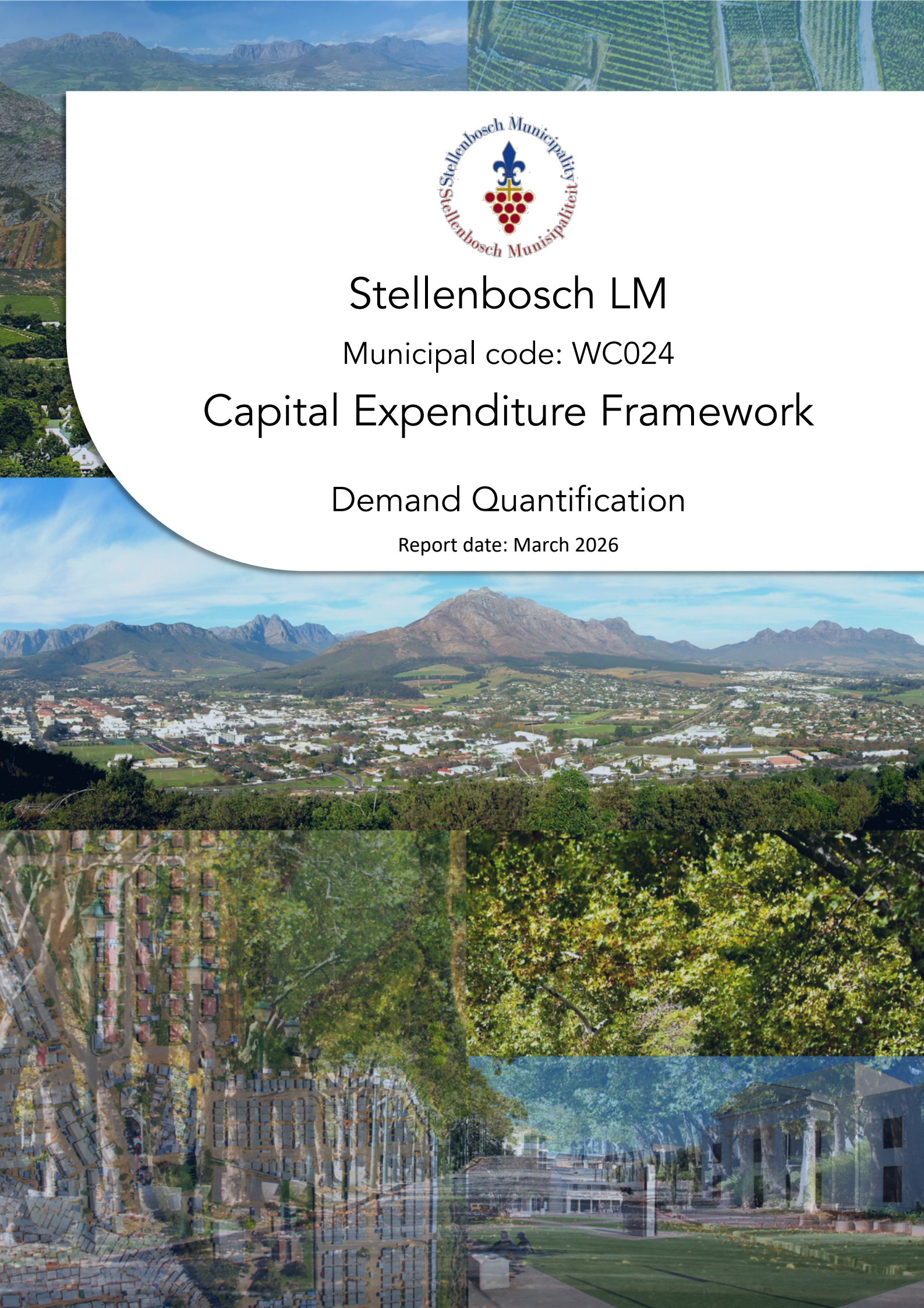
Stellenbosch LM

Municipal code: WC024

Capital Expenditure Framework

Demand Quantification

Report date: March 2026



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Nomenclature / Abbreviations

CEF	Capital Expenditure Framework
CPM	Capital Prioritisation Model
CSIR	Council for Scientific and Industrial Research
ESG	Environmental, Social, and Governance
IDP	Integrated Development Plan
ICT	Information and Communication Technology
IUDG	Integrated Urban Development Grant
IUDF	Integrated Urban Development Framework
LTFM	Long-Term Financial Model
LTFP	Long-Term Financial Plan
MFMA	Municipal Finance Management Act
MTREF	Medium-Term Revenue and Expenditure Framework
NDP	National Development Plan
PDA	Priority Development Area
SDBIP	Service Delivery and Budget Implementation Plan
SDF	Spatial Development Framework
SPLUMA	Spatial Planning and Land Use Management Act
LED	Local Economic Development
MP	Master Plan

Phase 1

Introduction

1 Part 1: Introduction

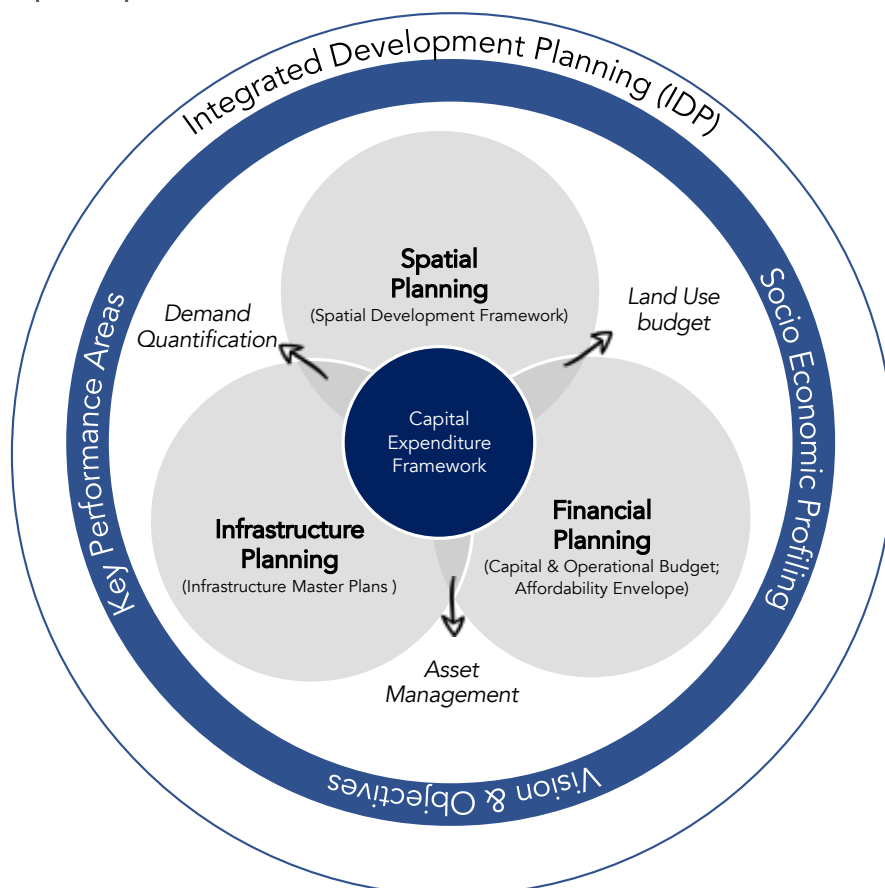
1.1 What is a Capital Expenditure Framework

According to the Department of Cooperative Governance and Traditional Affairs (COGTA) guidelines, a Capital Expenditure Framework (CEF) is a consolidated, high-level view of a municipality's long-term infrastructure investment needs. It ensures that infrastructure priorities are spatially aligned with municipal strategic objectives, budgetary realities, and development plans. The framework is grounded in principles of sustainability, financial feasibility, and strategic alignment, balancing immediate infrastructure needs with long-term development goals, the relationships between these spheres of planning and principles is illustrated in Figure 1–1.

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) mandates the inclusion of a CEF within a municipality's Spatial Development Framework (SDF). Specifically, Section 21(n) of SPLUMA requires that an SDF "determine a Capital Expenditure Framework for the municipality's development programmes, depicted spatially." This legislative requirement underscores the importance of integrating spatial planning with financial planning, ensuring that the spatial strategies articulated in the SDF are implemented through practical and affordable infrastructure investments.

A Capital Expenditure Framework links spatial development strategies with budgetary constraints and infrastructure demands. It provides a transparent mechanism for prioritising projects, promoting the efficient allocation of resources, and aligning capital expenditure with the municipality's long-term strategic vision.

Figure 1–1: The Capital Expenditure Framework within the built environment context



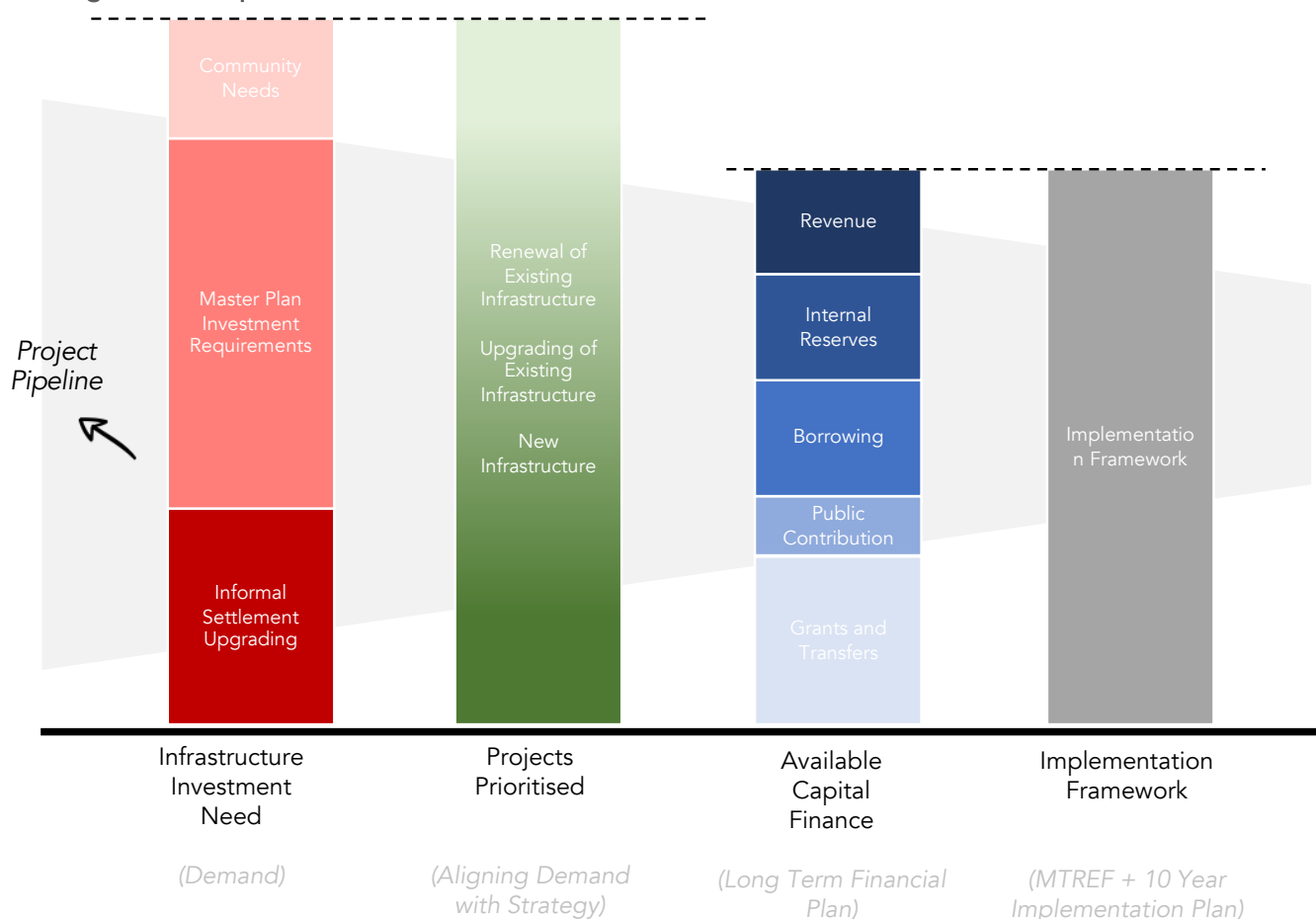
1.2 Aim of Capital Expenditure Framework

The aim of a Capital Expenditure Framework (CEF) is to create a structured and strategic approach to municipal infrastructure expenditure. The CEF is intended to align the municipality's spatial development strategies with its financial resources and capacity, ensuring that long-term growth and development objectives are achievable, and informs operational activities of a municipality.

A CEF aims to provide a municipality with the means to inform financial planning with infrastructure planning and spatial priorities identified in the Spatial Development Framework (SDF). It aims, furthermore, to establish a clear methodology for municipalities to evaluate, prioritise, and inform implementation processes of infrastructure projects within their affordability envelope, supporting both immediate and long-term development goals.

From Figure 1–2 one can see the illustration that infrastructure investment need, expressed as projects, usually exceeds available capital finance, and therefore it is an imperative for municipalities to partake in a prioritisation process to determine which projects are best aligned with the strategy of the municipality, together with a budget scenario process to determine which projects are affordable and should be implemented when.

Figure 1–2: Relationship between infrastructure investment needs, affordability envelope, prioritisation process, and budget scenario process



1.3 Objectives of Capital Expenditure Framework

The key objectives of a CEF is to:

- Socio-economic trends: Understand the socio-economic trends in a municipality over the long term;
- Quantify Infrastructure Needs: Assess and detail the municipality's long-term infrastructure requirements based on an SDF-informed land use budget, infrastructure standards, anticipated socio-economic growth, existing infrastructure, and backlogs;
- Align with the Spatial Development Framework (SDF): Translate the spatial vision and strategic priorities outlined in the SDF into priority development areas which informs prioritisation practices;
- Consolidate Infrastructure Demand: Create a comprehensive list of infrastructure projects across various sectors in line with the municipality's mandate, reflecting the municipality's overall infrastructure demands;
- Contextualise Financial Affordability: Integrate the municipality's affordability envelope, derived from the Long-Term Financial Model (LTFM), to ensure infrastructure expenditure are financially sustainable over the planning horizon;
- Facilitate Prioritisation: Establish a framework to evaluate and rank projects based on strategic alignment, socio-economic impact, and spatial targeting amongst others, ensuring that resources are allocated to the most critical and impactful projects;
- Determine a Budget Scenario: Offer a structured, evidence-based approach to infrastructure planning and budgeting, improving decision-making processes and accountability to stakeholders - amongst others, to indicate project-level responses per asset type per functional area;
- Enable Spatial Transformation: Direct infrastructure investments toward spatial transformation goals, focusing on reducing inequalities, improving access to services, and promoting inclusive economic growth, and;
- Bridge Short-Term and Long-Term Planning: Ensure a coherent link between the short-term MTREF cycles, Medium-term Integrated Development Plan (IDP) cycles and the municipality's long-term development vision, embedding sustainability and foresight into the planning process.

1.4 Role of the Capital Expenditure Framework as a policy instrument

The Capital Expenditure Framework (CEF) is a cornerstone of municipal planning, grounded in South Africa's legislative framework and designed to bridge the gap between long-term spatial development strategies and actionable infrastructure expenditure. The concept of the CEF was formalised under the Spatial Planning and Land Use Management Act (SPLUMA, Act 16 of 2013), specifically in Section 21(n), which mandates municipalities to determine a spatially referenced CEF as part of their Spatial Development Framework (SDF). This legislative requirement reflects the increasing emphasis on aligning planning and budgeting processes to address developmental challenges effectively.

Historically, the Constitution of South Africa laid the foundation for this alignment in Section 153, which directs municipalities to prioritise the basic needs of communities while promoting socio-economic development through structured planning and budgeting. The Integrated Development Plan (IDP) was introduced as a mechanism to achieve this in the Local Government Transition Act (Act 209 of 1993),

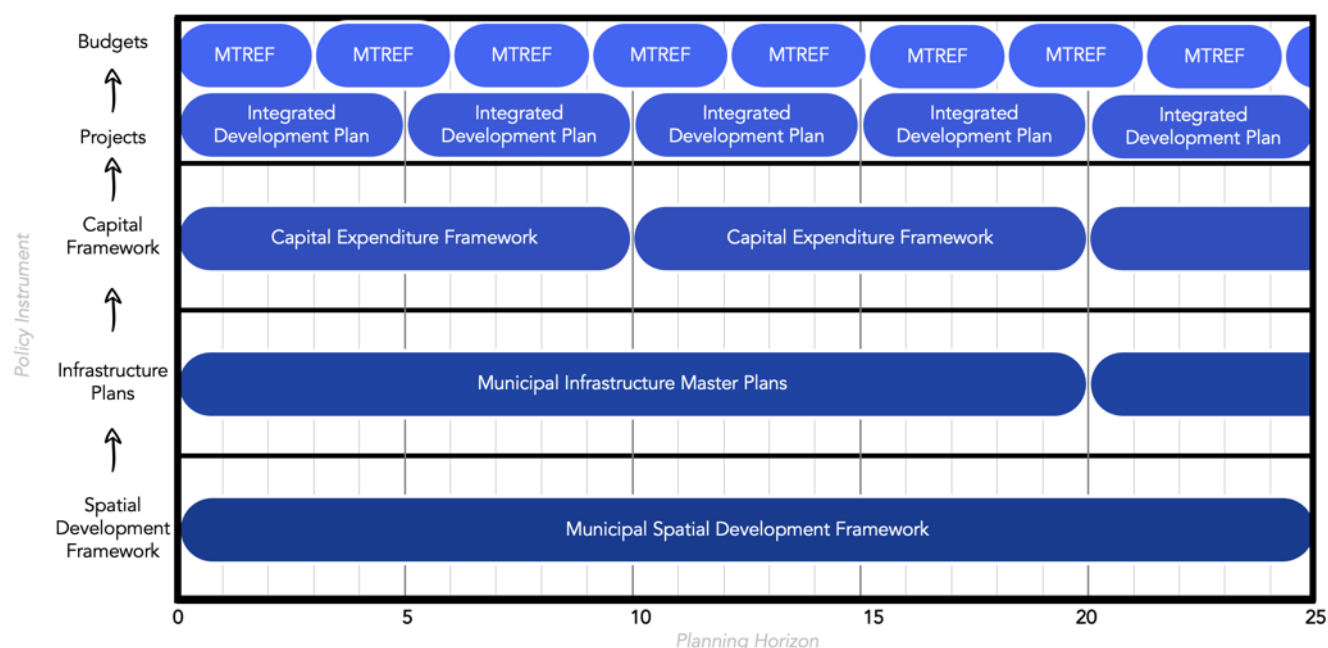
evolving through subsequent legislation, including the Municipal Systems Act (MSA, Act 32 of 2000). The MSA established the IDP as the principal planning instrument of local government, requiring it to incorporate a comprehensive financial plan and a Spatial Development Framework. This integration ensures that municipal resources are allocated effectively to achieve the long-term developmental vision. The CEF builds on these legislative imperatives by operationalising the SDF within the IDP framework. As a long-term (10-year) planning tool, the CEF quantifies infrastructure needs, consolidates them into prioritised project pipelines, and aligns them with the municipality's financial capacity as outlined in the Long-Term Financial Plan (LTFP). It ensures that infrastructure investments are not only spatially targeted but also financially sustainable, bridging the divide between visionary spatial strategies and practical implementation.

The CEF also plays a vital role in South Africa's Local Government Accountability Cycle, a governance framework defined by the Municipal Finance Management Act (MFMA, Act 56 of 2003). This cycle integrates planning, budgeting, and reporting processes to ensure transparency, accountability, and alignment with development priorities. Through informing the IDP, and so the Medium-Term Revenue and Expenditure Framework (MTREF), as well as the Service Delivery and Budget Implementation Plan (SDBIP), the CEF enables municipalities to stabilise their decision-making processes. It provides a consistent rationale for allocating resources, ensuring that both short-term operational needs and long-term developmental objectives are addressed.

Importantly, the CEF institutionalises long-term planning practices within municipalities. It encourages decision-makers to adopt a forward-looking perspective that considers future growth patterns, socio-economic trends, and financial constraints. This approach reduces the reactive nature of municipal budgeting, replacing it with proactive, evidence-based strategies that support equitable service delivery and spatial justice.

The CEF is a transformative policy instrument that integrates spatial, financial, and infrastructure planning within the legislative and operational frameworks of municipal governance. It strengthens the IDP as the single most strategic document of municipalities, ensures alignment with the SDF, and guides resource allocation through the MTREF and SDBIP. Through its structured and integrated approach, the CEF enables municipalities to achieve their developmental mandates while ensuring financial sustainability and fostering spatial transformation.

Figure 1–3: The relationship between policy instruments effecting the spatial form



1.5 Structure of this Capital Expenditure Framework

The structure of this report is outlined below to guide the reader through the key components of the Capital Expenditure Framework (CEF) and its alignment with municipal planning processes as well as the norms and standards of the CEF.

Table 1-1: Structure of this Capital Expenditure Framework

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 1: Inception and Information Gathering	Phase 1	To provide a contextualisation to the Capital Expenditure Framework. This phase comprises the inception process of the CEF as well as the information gathering process in which a comprehensive integrated infrastructure investment framework, or portfolio of projects, is collated.
Part 2: Functional Area and Spatial Category for Investment Planning Profiling and Spatial Demand Quantification	Phase 2a	This part introduces functional areas for priority investment which are defined and mapped to indicate the spatial strategy depicted in the MSDF (linked to the MSDF proposals). The identified functional areas are used to determine the future population, housing, and land demand based on existing socio-economic and related data which is used in the spatial demand quantification component.
Part 3: Infrastructure demand	Phase 2b	This part determines the investment requirements for each functional area, including operational and maintenance costs per asset class. The goal is to compare the optimal infrastructure requirements scenario with the known infrastructure demand based on current planning frameworks.
Part 4: Affordability Envelope	Phase 3	This part is a reflection of the municipality's financial health and long-term financial plan. Primarily it includes the results of the re-application of the long-term financial plan to determine the appropriate affordability envelope.
Part 5: Prioritisation and Budget Scenario	Phase 4	This part has a prioritisation framework that considers spatial, engineering, and financial factors to calculate a composite score indicating each project's relative importance in the pipeline. It also applies this framework to the budget fit process to determine how to allocate capital within the affordability envelope per project for the next 10 years.

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 6: Capital Expenditure Programme	Phase 5	This part is a breakdown of the 10-year capital expenditure framework. Essentially, it analyses the fitted project pipeline in terms of spatial alignment, asset type alignment, and other attributes to ultimately verify that the 10-year capital expenditure framework is in line with the strategic intent of the prioritisation framework and the MSDf objectives.
Part 7: Institutional Arrangements and Project Closeout	Phase 6	This phase comprises of a concluding chapter to the CEF, this part aims to identify areas of enhancement that will render the CEF not only as a compliance document but to solidify institutional change around the alignment of planning, engineering, and financial practices – with the ultimate aim to improve service delivery. Furthermore this phase contains a final close-out report detailing the project timeline and conclusions drawn.

Phase 2b

Demand Quantification

2 Investment demand and growth

Investment demand is a function of three core processes: the investment required to address backlogs in service access, the investment required to renew assets and address asset renewal backlogs, and the investment required to meet demand created by growth.

The purpose of this section in the report is to contextualise the elements of the demand quantification process. It shows how the critical aspects of infrastructure demand relate to each other and how they manifest in the municipal area. Investment demand is a function of three core processes, namely:

- The investment required to address backlogs in service access
- Investment to address the required renewal of assets and renewal backlogs
- The investments that are necessary to address the demand created through growth

The project scope determines the extent to which this report can deal with these elements.

3 The infrastructure planning equation

Long-term customer growth is usually one of the biggest drivers of investment demand. The ability to address growth ensures, at a minimum, that backlog increases do not occur. However, it increases operating expenditures and the service provider's maintenance burden, which must be offset against income and revenue streams.

The services, infrastructure delivery, and the relationship with demand and supply within a sustainable framework are embedded in the analytical framework shown in Figure 4.

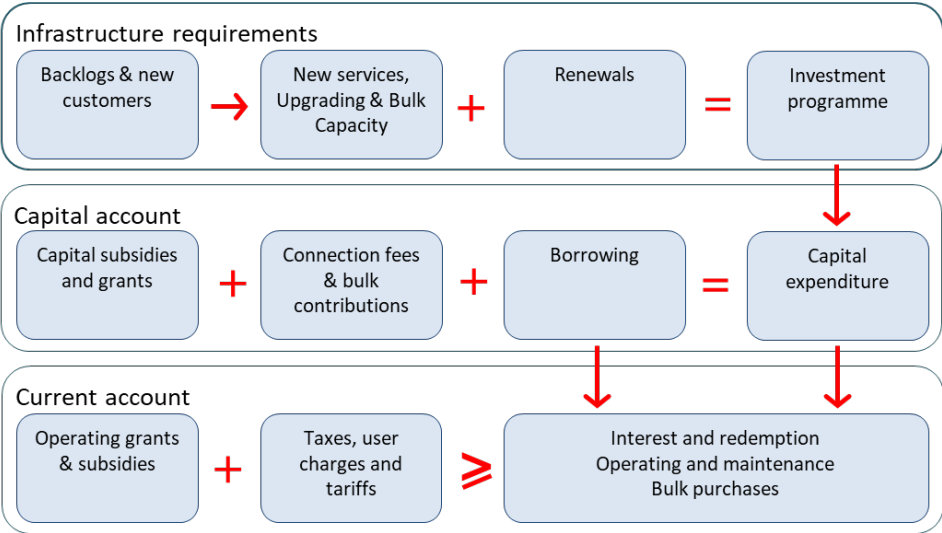
This framework describes the relations between:

- **Infrastructure requirements** are determined by the extent of existing backlogs and residential and non-residential growth (new customers). Customer growth translates into demand for new services, upgrades to existing services, and sufficient bulk capacity. When the requirements for renewing existing services are added to the equation, the result is the total investment programme.
- **The capital account** shows the funding sources to meet the capital expenditure requirements resulting from the investment programme. Developing a funding framework for the investment programme usually prioritises capital grants and subsidies. Customer-paid connection fees supplement capital grants and subsidies. However, borrowing money in the open market is the only alternative if there is still a gap between the funding sources and the investment programme. Many factors impact a Council's ability to balance an investment programme's requirements and the capital account's capacity. The factors that affect the extent of the investment programme are:
 - The extent of urbanisation
 - Economic growth cycles
 - Service delivery policies and specifically the levels of services
 - Cost recovery and service pricing
 - Life cycle cost management of the infrastructure asset base

The level of capital expenditure is a function of available funding (i.e. the affordability envelope) and access to funding sources (i.e. optimal funding mix). The investment programme must be appropriately funded, which may imply replanning, reprioritising investment projects and addressing the impact of service delivery and indigent policies.

- **The current account** shows the impact of the investment program and capital account on the Council's cash flow. To balance this equation, the impact of capital expenditure, interest and redemption, operating and maintenance, and bulk purchases must be no greater than the total income sources. Financial sustainability implies that this equilibrium must be maintained over the long term. The CEF addresses these issues over a ten-year horizon, but the cumulative impact of investment decisions on the current account may not manifest until the long term. Inappropriate investment policies and strategies often result in irreversible structural impediments.

Figure 4: Infrastructure investment planning equation



4 The infrastructure and service delivery mandate of the Council

Local municipalities in South Africa are constitutionally mandated to provide their residents with essential infrastructure services. According to Schedules 4B and 5B of the Constitution of South Africa (1996), these responsibilities include water supply, sanitation, electricity distribution, solid waste management, and the construction and maintenance of roads and stormwater drainage. These services form the backbone of local governance and are critical for promoting economic development, ensuring public health, and improving the quality of life in communities.

Depending on provincial policies, water and sanitation services may be the responsibility of district municipalities. The Council is responsible for all services. When a local municipality is responsible for all infrastructure services, including water and sanitation, it is considered a Water Services Authority (WSA) under the Water Services Act (Act 108 of 1997). This means the municipality has full control over the planning, funding, implementation, and maintenance of water supply and sanitation infrastructure within its jurisdiction. The municipality is expected to ensure that water and sanitation services are provided sustainably, equitably, and affordably, in line with national policy objectives and service level standards.

In addition to water and sanitation, local municipalities with a full-service mandate must also manage:

- **Electricity Distribution:** Local municipalities distribute electricity in areas where they hold the electricity reticulation license, as issued by the National Energy Regulator of South Africa (NERSA). They must maintain substations, transformers, and distribution networks while ensuring affordability for residents.
- **Solid Waste Management:** Municipalities oversee waste collection, landfill sites, and recycling initiatives, ensuring that waste is disposed of safely to prevent pollution and health hazards.
- **Roads and Stormwater Management:** Local municipalities are responsible for the development and upkeep of local roads and stormwater drainage systems, ensuring accessibility and mitigating flood risks.

From a capital expenditure perspective, municipalities with a full-service mandate must allocate funds across multiple infrastructure sectors, often balancing competing priorities within constrained budgets. Funding sources include municipal own revenue (rates and tariffs), government grants (e.g., the Municipal Infrastructure Grant - MIG), and external borrowing. Given the high capital intensity of infrastructure investment, municipalities must develop multi-year capital investment plans to ensure financial sustainability and effective service delivery.

These municipalities must also undertake long-term infrastructure planning through instruments such as the Integrated Development Plan (IDP), Spatial Development Framework (SDF), and Built Environment Performance Plan (BEPP) to align infrastructure projects with broader developmental goals. A key challenge in this model is ensuring technical and financial capacity for delivering and maintaining all infrastructure services, especially in smaller or resource-constrained municipalities.

5 Setting a data baseline for assessment

The backlog data shown below (Paragraph 6) are extracts based on official data. The biggest challenge lies in estimating both households settled in informal structures and those occupying informal structures and rooms in the backyards of existing formal houses.

5.1 Terminology to suit a specific purpose

The different data sets provide a pool of data. However, each element and its presentation have different meanings, and nuances depend on who is handling and presenting the data. The following should be considered. The following data elements are used in the municipal service delivery environment and are closely related but not similar. Depending on the approach to the issues, seemingly similar data sources can render essential differences based on interpretation and understanding. The following terms are important:

- **Household** is an economic concept specifically defined by StatsSA. It means a group of people living from a single budget. It can refer to any number of people, an extended family, or, often, a single person, such as a student in a residence or a worker in a hostel.
- **Structures** in a municipality usually represent residential and non-residential structures. Structures may refer to different types of buildings.
- **Customer units** can demand services from the Council and legally enter into service agreements to receive and pay for those services.
- **Debtors** are the customers reflected in the financial system and often do not reflect all the potential customers in a municipality.
- **Erven or stands** are related to all the above but describe cadastral units occupied by single or multiple customers.
- **Service connections** are related to stands and debtors but provide a technical perspective. Service connection to customers may vary according to the type of service.
- **Levels of services** refer to the different technologies used to provide customers, households, and non-residential entities with access to services. Service levels are quantitative, while service standards reflect the qualitative aspects of service delivery.
- **Urban / Non-urban** impact service areas and can differ depending on service type and approach. The issue is further complicated by tribal areas and areas previously part of homelands. Different service delivery regimes may exist for each of them.
- **Family** is a social concept, but has a specific connotation regarding housing typologies and, for example, government policies to convert hostels into family units.
- **Informal structures** are an essential element as they relate to service delivery and housing. An informal structure can be serviced but still form part of a housing backlog. Importantly, the approach to in-situ upgrading versus relocating households also directly describes and quantifies households and service demand. Furthermore, informality may either refer to the top structure, as it is recorded in the censuses, or the legal status of the structure in terms of its location.
- **Backyard settlement** has many forms, ranging from formal housing, such as granny flats, a room in a backyard, to informal structures attached to households. A council's policy on backyard settlement directly affects how it addresses service demand. If backyard settlement is an acceptable housing

typology, it eliminates the need for CAPEX, but it may overextend the design capacities of water, sanitation, and electricity services.

These elements are all related but can render vastly different outcomes when interpreted or often used interchangeably.

5.2 Aligning and integrating data for assessment purposes

A credible demand quantification depends on credible baseline figures to work from. The demand quantification aims to determine the extent and cost (CAPEX and OPEX) of future service delivery based on socio-economic change variables.

The basic process is very simple:

- Select a base year
- Use available data to make long-term projections of households and population growth.
- Apply land use norms and standards to determine long-term growth demand

The result of this process is that the land requirements, the number of stands, and the customer units can be estimated.

By assigning service levels to each land use based on unit rates, future CAPEX and OPEX demand can be determined.

These steps are easy; the only critical factors are the base year population and households. However, the Council is responsible for housing and infrastructure provision, but does not do so for all households in the municipality. For example, one might assume that the Council does not provide housing or infrastructure for commercial farms. Therefore, households residing on farms must be excluded from the assessment.

Furthermore, some households residing in backyards technically have access to services. If backyard settlement is accepted as a housing typology, households in backyards can be excluded from future CAPEX (not counted as backlogs). However, this depends on the Council's housing and service delivery policy. There are also households residing in institutions such as nursing homes or hostels. How do we deal with them? Typically, they will be excluded from the demand equation.

Once all these adjustments, inclusions and exclusions are made, a population and household baseline will be available for quantification.

The next step in the process is to relate service access to the baseline in order to determine service backlogs. Municipalities report in a set format on service levels and access. However, the Council does not report on service levels in its Integrated Development Plan (IDP) or its Annual report. However, some references to Census 22 do not provide the required details.

Our biggest challenge is the complete inconsistency and figures quoted from different sources. The tables below show figures extracted from various sources. However, the figures must be reconciled to do a sensible demand quantification.

6 Dealing with infrastructure backlogs

Infrastructure services are crucial for the betterment of all communities in South Africa. It is a core function of government, and since 1994, access to services for previously disadvantaged communities has been emphasised to the extent that it has become the driving force behind most government delivery policies. Initial approaches were to meet the health requirements of the World Health Organisation and hence the adoption of the so-called “RDP standards”, later referred to as access to basic services. However, service delivery policies have remained intact for the past 25 years, but the application has evolved, and the services currently provided exceed the initial norms and standards.

Since 1996, South Africa has had relatively good datasets describing access to services. However, the challenges with Census 22, including inconsistencies in population and household data, left the figures and service access data in question. It creates uncertainty in planning infrastructure delivery and in addressing investment demand in municipalities. The reliance on “official” figures has also led municipalities to lack alternative means of determining the extent of service delivery in their area and the existing access and delivery gaps. The available figures are presented below to determine a high-level path for future delivery. However, it is incumbent on municipalities to develop processes and approaches for managing their data to increase confidence in long-term planning.

6.1 Water services

Water services have been a high priority in service delivery strategies over the past two decades. One of the Millennium Goals adopted in 2000 stated that countries should aim to halve the proportion of people without access to safe drinking water and basic sanitation by 2015. At least 50% of households should have access to basic services to meet these goals.

The table below shows how access to water has changed between 1996 and 2022. The data is presented within the framework applied prior to the change in the Water and Sanitation Regulations. The new regulations set the basic services at a yard connection for water and wastewater sanitation in areas with a density of more than 10 units per hectare. The necessary adjustments are made during the modelling process to comply with these guidelines or the Council’s own service-level policies.

Table 2: Access to water services

		Full	Intermediate	Basic	Below Basic	None	Total
1996	Total	19,575	2,794	2,879	660	240	26,147
	%	74.86 %	10.69 %	11.01 %	2.52 %	0.92%	100 %
2001	Total	25,010	4,067	2,706	3,142	245	35,170
	%	71.11 %	11.56 %	7.69 %	8.93 %	0.70 %	100 %
2011	Total	31,327	3,522	6,234	1,835	404	43,322
	%	72.31 %	8.13 %	14.39 %	4.24 %	0.93 %	100 %
2016	Total	37,230	2,459	12,865	2,588	196	55,338
	%	67.28 %	4.44 %	23.25 %	4.68 %	0.35 %	100 %
2022	Total	51,511	2,690	4,611	814	Not reported	59,626
	%	86.39 %	4.51 %	7.73 %	1.37 %	Not reported	100 %

The data show that the Council targets full, which represents a house-to-house connection to all households.

Table 3: Number of consumer units receiving water services

	Number of domestic consumer units served through a delivery point				Total number of non-domestic consumer units receiving water services	Total number of consumer units receiving water services
	Inside the yard	Less than 200m from a yard	More than 200m from a yard	Total number of domestic consumer units receiving water services		
2017	39 044	6 231	1 830	47 105	903	48 008
2018	41 623	9 699	0	51 322	903	52 225
2019	41 623	9 699	0	51 322	903	52 225
2020	41 633	9 699	0	51 332	903	52 235
2021	41 716	10 504	0	52 220	1 154	53 374
2022	44 909	8 214	0	53 123	1 186	54 309

Source: StatsSA Non-financial census data

The figures vary from year to year, and the reason for these fluctuations is unclear. The number of customers is different from the official household figures reported in Census22.

The table below shows the position with free basic services in the Council area. The self-targeting approach is acceptable and might be preferred to a blanket free basic services policy. This is extremely low and may be due to local metering and billing practices, as well as credit control regimes (or the lack thereof).

Table 4: Free basic water services

	Customers receiving services from the municipality	Receiving free basic services	Does the Council have a free basic services policy?	Mechanisms for providing Free basic services
2017	48 008	5 686	Yes	Self-targeting approach
2018	52 225	6 453	Yes	Self-targeting approach
2019	52 225	6 817	Yes	Self-targeting approach
2020	52 235	2 291	Yes	Self-targeting approach
2021	53 374	7 283	Yes	Self-targeting approach
2022	54 309	4 681	Yes	Self-targeting approach

6.2 Sanitation services

Access to appropriate sanitation services is a high health priority. Although sanitation services are a high priority for the government, there are always challenges. This section shows the municipality's sanitation access.

Table 5: Access to sanitation services

		Full	Intermediate	Basic	Below Basic	None	Total
1996	Total	21,954	NA	NA	2,347	1,846	26,147
	%	83.96 %	NA	NA	8.97 %	7.06 %	100 %
2001	Total	31,137	113	596	1,067	2,257	35,170
	%	88.53 %	0.32 %	1.69 %	3.03 %	6.42 %	100 %
2011	Total	39,432	319	206	2,331	1,034	43,322
	%	91.02 %	0.74 %	0.47 %	5.38 %	2.39 %	100 %
2016	Total	54,078	95	1	692	472	55,338
	%	97.72 %	0.17 %	0.00 %	1.25 %	0.85 %	100 %
2022	Total	57,703	183	72	1,851	Not reported	59,626
	%	96.77 %	0.31 %	0.12 %	3.10 %	Not reported	100 %

There is a clear policy to provide waterborne sanitation. However, this approach is costly and water-intensive, which may pressure water and sanitation infrastructure. The extent of sanitation backlogs is small, but the number of households receiving full waterborne sanitation may create affordability problems (households receiving a level of service they cannot afford), which may contribute to cash flow problems for the Council in the future.

The table below shows that the figures the Council to StatsSA reported differ from the census and community survey trends. This illustrates the need to cross-correlate data from different sources and the risks of relying on a single data source. This data does not align with the data in the previous table. The reason is unclear.

Table 6: Number of consumer units receiving sanitation services¹

	Flush toilets connected to public sewerage system	Flush toilets connected to septic tank	Bucket system	Ventilated improved pit latrines	Other	Total number of domestic consumer units receiving sanitation services	Total number of non-domestic consumer units receiving sanitation services	Total number of consumer units receiving sanitation services
2017	37 939	1 079	0	0	1 193	40 211	1 024	41 235
2018	38 027	1 079	0	0	1 267	40 373	925	41 298
2019	38 027	1 079	0	0	1 267	40 373	925	41 298
2020	38 027	1 079	0	0	1 267	40 373	925	41 298
2021	41 716	1 079	0	0	1 84	42 979	925	43 904

¹ These figures do not add up, but as they are reported in StatsSA Non-financial census data.

	Flush toilets connected to public sewerage system	Flush toilets connected to septic tank	Bucket system	Ventilated improved pit latrines	Other	Total number of domestic consumer units receiving sanitation services	Total number of non- domestic consumer units receiving sanitation services	Total number of consumer units receiving sanitation services
2022	44 909	1 079	0	0	1 84	46 172	2 509	48 681

The table below shows the reported number of customers receiving free basic services. The numbers are Inconsistent with census and community survey figures.

Table 7: Free basic sanitation services

	Customers receiving services from the municipality	Receiving free basic services	Does the Council have a free basic services policy?	Mechanisms for providing Free basic services
2017	41 235	5 686	Yes	Self-targeting approach
2018	41 298	6 453	Yes	Self-targeting approach
2019	41 298	6 817	Yes	Self-targeting approach
2020	41 298	2 291	Yes	Self-targeting approach
2021	43 904	7 283	Yes	Self-targeting approach
2022	48 681	4 681	Yes	Self-targeting approach

6.3 Electricity services

Although electricity does not have the same health implications as water and sanitation, access to electricity is essential for overall development, especially in education. Access to electricity was, therefore, always a high priority. The table below shows how access to electricity has changed since 1996. This table uses access to lighting as a proxy for access to electricity.

Table 8: Access to electricity services

		Full access	Intermediate access	No access	Total
1996	Total	23,523	NA	2,624	26,147
	%	89.96 %	NA	10.04 %	100 %
2001	Total	32,365	NA	2,804	35,170
	%	92.03 %	NA	7.97 %	100 %
2011	Total	40,296	NA	3,026	43,322
	%	93.02 %	NA	6.98 %	100 %
2016	Total	51,367	68	3,903	55,338
	%	92.82 %	0.12 %	7.05 %	100 %
2022	Total	57,775	283	1,567	59,626
	%	96.90 %	0.47 %	2.63 %	100 %

The Council's electricity supply area does not cover the total municipal area, and Table 8 and Table 9 are not comparable. However, it shows good coverage and progress in providing access to electricity.

Table 9: Free basic electricity services

	Customers receiving services from the municipality	Receiving free basic services	Does the Council have a free basic services policy?	Mechanisms for providing free basic services
2017	48 008	5 686	Yes	Self-targeting approach
2018	52 374	11 670	Yes	Self-targeting approach
2019	52 696	6 817	Yes	Self-targeting approach
2020	52 723	2 291	Yes	Self-targeting approach
2021	52 723	7 283	Yes	Self-targeting approach
2022	52 723	4 982	Yes	Self-targeting approach

6.4 Refuse removal

Solid waste management and refuse removal are essential for health and environmental considerations. The table below shows how access to refuse removal services was reported in the previous censuses and the 2016 Community Survey of StatsSA.

Table 10: Access to refuse removal services

		Full	Intermediate	Basic	Below Basic	None	Total
1996	Total	19,937	256	2,419	2,629	906	26,147
	%	76.25 %	0.98 %	9.25 %	10.05 %	3.46 %	100 %
2001	Total	28,647	561	1,320	4,443	2,257	35,170
	%	81.45 %	1.60 %	3.75 %	12.63 %	0.57 %	100 %
2011	Total	37,678	1,068	1,346	2,044	1,187	43,322
	%	86.97 %	2.46 %	3.11 %	4.72 %	2.74 %	100 %
2016	Total	39,812	4,127	8,554	1,555	1,290	55,338
	%	71.94 %	7.46 %	15.46 %	2.81 %	2.33 %	100 %
2022	Total	52,033	488	3,817	3,286	Not reported	59,626
	%	87.27 %	0.82 %	6.40 %	5.51 %	Not reported	100 %

Table 11: Free basic refuse removal services

	Customers receiving services from the municipality	Receiving free basic services	Has the Council a free basic services policy?	Mechanisms for providing Free basic services
2017	48 008	5 686	Yes	Self-targeting approach
2018	49 072	6 453	Yes	Self-targeting approach
2019	49 072	6 817	Yes	Self-targeting approach
2020	49 072	2 291	Yes	Self-targeting approach
2021	49 300	7 283	Yes	Self-targeting approach
2022	49 649	4 681	Yes	Self-targeting approach

6.5 Road network

Access to road services is not recorded in the censuses. It is challenging to get spatial data on roads and access roads and access roads data from a household perspective.

The following table shows the available road data for the municipality.

Table 12: Road services in the municipality

Road type	Paved road (km)	Unpaved road (km)	Total road length (km)
Major road (National Major roads of a country, including all freeways)	25.24	N/A	25.24
Main road (Provincial roads and major city through routes)	192.62	0.00	192.62
Secondary road (Secondary roads including slipways)	19.77	5.19	24.95
Suburban road (Formal suburban roads, including slipways)	584.44	42.38	626.82
Informal roads (Alleys, Access ways, roads in informal settlements and squatter camps, farm and other small dirt roads)	18.19	818.40	836.59
Tracks (Non-routable roads: including 4x4 tracks)	N/A	N/A	208.96
Trails (Pedestrian walkways in cities and towns, walking and hiking trails)	N/A	N/A	0.00

Road type	Paved road (km)	Unpaved road (km)	Total road length (km)
Totals	844.34	865.97	1,919.27

6.6 Dwelling structures and households

Housing backlogs and the demand for housing will always remain an issue in South Africa's development and social support strategies. The next table shows the different dwelling types in the municipality under assessment.

Table 13: Dwelling types

	1996	2001	2011	2016	2022
Traditional	467	768	254	371	398
House made of bricks	14,130	18,685	24,807	31,722	52 063
Flat	3,026	2,959	4,353	1,456	Not reported
Multiple housing	2,509	1,198	2,643	2,812	Not reported
Dwelling in backyard	1,185	554	445	290	Not reported
Room/ granny flat	700	265	279	208	Not reported
Informal	2,937	3,480	7,500	16,261	7 051
Informal dwelling in backyard	601	1,111	2,443	2,092	Not reported
Other	591	6,150	598	124	114
Total	26,147	35,170	43,322	55,338	59,626

In the final analysis and for demand quantification purposes, households on farms, backyards, institutions and hostels were excluded from the housing demand. These exclusions amount to 20 160 households or 73 577 people. These people, however, still form part of the demand for social and community facilities. There is no clear policy on whether informal households in backyards must be regarded as part of the backlog. Indications are that there are at least 4 530 households in backyards. Whether to accept backyard settlement as a permanent form of housing can have far-reaching implications. If backyard settlement is excluded, it will become part of the backlog and will have capital expenditure implications. However, if backyard settlement is accepted as a permanent feature, it implies that it will not require capital. However, it will increase operating demand (water use, wastewater discharge, and electricity consumption), which may exceed the design capacities of the areas where they settle, resulting in a deterioration in service standards.

6.7 Asset renewals and renewal backlog

Asset renewals and renewal backlogs are calculated from asset registers and as reported in the Council's annual financial statements. Condition assessments are central to the process. The general rule is that asset renewals should more or less equal the annual depreciation on assets based on their Expected Useful Life (EUL). Renewal backlogs are a function of an asset's condition, and renewal backlogs occur where an asset's Remaining Useful Life (RUL) is less than 45% of its Current Replacement Cost (CRC).

The following condition grading determines the text of renewal backlogs.

Table 14: Generic condition grading²

Grade	Description	Detailed description	Indicative RUL
1	Very good	Sound structure, well maintained. Only normal maintenance is required.	71-100% EUL
2	Good	Serves needs but minor deterioration (< 5%) Minor maintenance is required.	46-70% EUL
3	Fair	Marginal, clearly evident deterioration (10-20%). Significant maintenance is required.	26-45% EUL
4	Poor	Significant deterioration of the structure and / or appearance. Significant impairment of functionality (20-40%). Significant renewal/upgrade required.	11-25% EUL
5	Very poor	Unsound, failed needs reconstruction/ replacement (> 50% needs replacement)	0-10% EUL

Note: 'EUL' is Expected Useful Life & 'RUL' is Remaining Useful Life

The Council does not distinguish between the different infrastructure classes and only reports a total for infrastructure. The following applies to the Council's asset base.

Table 15: The Council's asset base

Asset group	Current replacement cost (CRC)	Depreciated replacement cost (DRC)	DRC as % of CRC	Renewal backlog	Renewal target years	% of CRC	Average CRC per household	CRC per serviced household
	R'000	(R'000)						
Water	2 089 347	1 464 660	70.1%	0	20	30.0%	35 666	58 341
Sanitation	1 390 204	1 062 856	76.5%	0	20	20.0%	23 732	38 818
Electricity	1 673 559	1 097 458	65.6%	0	20	24.0%	28 569	46 649
Roads & Stormwater	1 609 771	941 789	58.5%	0	20	23.1%	27 480	43 691
Refuse removal	197 403	179 473	90.9%	0	20	2.8%	3 370	5 358
Totals	6 960 284	4 746 236	68.2%	0	0	100.0%	118 816	192 856
Total asset base	8 874 887	6 182 928	69.7%					
Infrastructure as % of total	78%	77%						

There are several issues when interpreting the data. The following is important:

- Infrastructure is technically in good or very good condition but there are financial risks emerging as discussed below.
- The fixed asset register data reported the cost or replacement cost of infrastructure at R6.97 billion and the total asset base at R8.88 billion. Infrastructure represents 78% of the total asset base.

² The Department of Provincial and Local Government, *Guidelines for infrastructure asset management in local government 2006 – 2009*

7 Demand created through growth

In the process of determining the demand created by growth, four elements were addressed:

- Land demand as a result of growth expectations;
- Long-term capital requirements to meet the growing demand;
- Operating impact of capital expenditure and;
- Consumption and use.

7.1 Land demand

Land demand is determined by norms and standards applied to various land uses. In this respect, a distinction is made between the demand for housing (residential demand) and the demand for other land uses, including business, industrial, open space, community, and social facilities. However, the land demand for the other uses is a function of thresholds required to sustain them, and it was calculated based on the total growth demand across the municipal area. This is technically not 100% correct since the service function of these uses may exceed administrative boundaries. Nevertheless, it acknowledges that factors outside its jurisdiction may influence development demand in a municipality. In this assessment, long-term demand was calculated only based on growth expectations within the municipal area. The scope of this project does not allow for a full threshold demand analysis, and future demand was based on growth within the municipal boundaries.

7.2 Long-term capital expenditure related to growth

Long-term capital expenditure is driven by land demand and customer growth. The results show the incremental cost for bulk and reticulated infrastructure. The point of departure is assigning appropriate service levels to each user or customer category. This is essentially a policy matter. For assessment, the Council's current approach of providing higher-than-basic levels of service was adopted. The capital cost for each land use category was calculated per infrastructure service category.

7.3 The operating impact of capital expenditure

It is relatively easy to calculate capital demand. However, the critical aspect is the long-term operating impact of capital expenditure. Furthermore, over-investment in capital that does not address affordability may create structural impediments, making it challenging for the Council to meet the operating obligations of customers who cannot pay for services. This is usually one of the main contributors to cash flow constraints in municipalities. Operating costs are based on a life-cycle approach that considers maintenance and operating costs. All costs are presented as marginal costs.

7.3.1 Consumption and use

Since consumption and use norms and standards are used to calculate operating costs, the same values are used to estimate demand for water, wastewater discharge, electricity consumption, road requirements, solid waste volume, and tonnage. The results are also presented as annual increments to reflect the impact of growth.

8 Growth trends and scenario selection for demand modelling (10–20 years)³

The CEF has horizon of 10-years. However, given the nature of infrastructure and the longterm impact on asset renewal and operating expenditure, all assessment were done for a 20-year period. In the results below the focus is on the 10-year CEF window. In this context, this section provides a consolidated assessment of population, household and built-form growth trends for Stellenbosch Municipality and recommends a single defensible growth scenario for use in long-term infrastructure demand quantification.

The objective is practical: infrastructure demand modelling requires one coherent baseline and growth path, even when available datasets differ materially in both absolute levels and short-term trends. The approach adopted here is therefore to:

- triangulate the most consistent series,
- test the plausibility of trends against independent built-environment indicators,
- exclude clear outliers, and
- define an explicit monitoring and data-improvement pathway so that assumptions can be tightened as local evidence improves.

8.1 Consolidated evidence on growth: what is consistent and what is not

Across the available sources, the long-run direction of change is clear. Stellenbosch experienced sustained population growth and strong household formation over the last two decades, accompanied by the physical expansion of the settlement footprint. The main uncertainty is concentrated in the post-2016 period, where some datasets indicate a slowdown, one source suggests a decline, while others show continued growth.

The Census and Community Survey anchor points indicate strong growth between 1996 and 2016. The population increases from approximately 104 600 (1996) to about 182 886 (2016), which equates to roughly 2.8% per annum compounded over twenty years. Over the same period, households rose from about 26 147 (1996) to about 55 338 (2016), implying household growth of roughly 3.8% per annum. Faster household growth is structurally consistent with declining household size, which fell from around 4.0 persons per household in 1996 to around 3.3 in 2016 and to approximately 3.0 by 2022. This point matters for demand quantification: service connections and reticulation demand tend to follow households and connections more closely than population.

The discontinuity emerges after 2016. The municipal-level population figure shown for Census 2022 is lower than the 2016 Community Survey figure, indicating a decline between 2016 and 2022. However, this implied contraction is not supported by the other time-series evidence in the same dataset extract, nor by built-environment indicators. Both the Stats SA mid-year municipal estimates and the Quantec municipal series show continued growth through 2022–2024, with levels converging around the 200,000 mark by 2022 and rising further by 2024. In contrast, LandScan presents lower totals closer to the Census-level reading, while certain gridded products vary substantially depending on the extraction method and boundary alignment. One extracted WorldPop municipal value is an order-of-magnitude outlier relative to every other source and is not suitable for municipal-level modelling without re-extraction and validation.

³ This section is based on the profiles and data quoted in the Socio-economic Report

The practical implication is that the post-2016 municipal-level “level” of population and households cannot be taken from a single source without reconciliation. For modelling purposes, the reliable path is to prioritise internally consistent municipal time series (which can be updated annually) and to use Census/CS points as structural anchors and plausibility checks rather than as an unquestioned base-year “truth” at municipal scale.

8.2 Independent triangulation: built-form indicators confirm continued expansion

Built-environment indicators provide independent evidence that the municipality continued to expand physically in the latter 2010s, which is difficult to reconcile with a sustained population contraction. Building surface area increases from approximately 12.59 million m² (2015) to about 14.46 million m² (2020), an increase of about 14.8% over five years, or roughly 2.8% per annum compounded. Building volume increases from about 67.88 million m³ (2015) to about 73.26 million m³ (2020), roughly 7.9% over five years, or about 1.5% per annum compounded. Over the same period, average building height declines from roughly 5.39 m to about 5.07 m.

Taken together, these indicators suggest that growth has been predominantly horizontal (outward expansion and/or low-rise intensification) rather than vertical densification. This has direct infrastructure implications. Horizontal growth typically increases network length and marginal cost per additional household (pipes, roads, stormwater conveyance and LV reticulation), and it strengthens the relationship between demand growth and settlement footprint expansion rather than population growth alone.

8.3 Implications for demand modelling: the base-year and growth path must be reconciled

Given the divergences, two modelling risks must be actively managed. The first is base-year risk: a 10–15% difference in the base population and a similarly sized difference in base households translate directly into uncertainty about service connections, bulk demand, and network augmentation timelines. The second is slope risk: if near-term growth is materially higher than assumed, early augmentation requirements can be underestimated; if it is materially lower, the investment programme can be over-designed and become financially unaffordable.

To address these risks without paralysing the modelling process, a single reconciled scenario is adopted as the primary demand basis, with explicit qualifications and monitoring triggers to allow for recalibration.

8.3.1 Recommended primary scenario for demand quantification (single scenario, with tapering)

- **Base year (for FY2024/25 demand modelling):** A reconciled planning baseline is adopted using the two most coherent municipal time series in the dataset set (Quantec and Stats SA mid-year municipal estimates), supported by built-form growth evidence.

A base population of 205,000 is adopted for FY2024/25 as a practical midpoint between the Quantec and Stats SA mid-year levels for 2024. A base household figure of 56,000 is adopted as consistent with the Quantec/mid-year household band in 2024. The Census 2022 household level (approximately 59,600) is retained as an explicit upper-bound sensitivity reference and as a monitoring trigger (see below), but is not used as the primary baseline without reconciliation to administrative counts.

- **Growth rates (phased to reflect likely deceleration over the long term):** Population growth is assumed at 1.5% per annum for 2024–2034, tapering to 1.2% per annum for 2034–2044. Household growth is assumed at 1.8% per annum for 2024–2034, tapering to 1.5% per annum for 2034–2044. Household

growth is assumed to remain above population growth due to continued reductions in average household size and ongoing settlement restructuring.

- **Implied trajectory (order-of-magnitude planning values):** Under this scenario, the population rises to approximately 237 000 by 2034 and approximately 268 000 by 2044. Households rise to approximately 66 800 by 2034 and approximately 77 600 by 2044. The implied average annual increase is approximately 3,000–3,500 people per year in the first decade and around 1,100 households per year, easing slightly thereafter due to the assumed tapering growth.

This scenario is adopted because it:

- avoids reliance on a single discontinuous municipal point estimate,
- aligns to the two most coherent and updatable municipal series in the available evidence,
- is consistent with the observed built-form expansion, and
- explicitly recognises long-run deceleration without assuming implausible reversal of growth.

8.3.2 Qualifications to protect the scenario and keep the model credible

First, the demand model is connection-led and household-driven. Population estimates primarily serve as checks on per-capita demand and sectoral multipliers, while networks and service delivery costs are driven primarily by households, connections, spatial distribution, and non-residential loads.

Second, institutional and seasonal population dynamics must be treated explicitly where applicable. Where significant student, tourism, or commuter patterns exist, the recommended approach is to model these as separate demand components using administrative or proxy indicators (e.g., campus beds, occupancy patterns, billing profiles) rather than hiding them within household-size assumptions. This was not done.

Third, the 2016–2022 discontinuity in municipal-level enumerations requires reconciliation before it can be used as a base-year benchmark for investment programming. Until reconciled, the lower municipal-level reading should be treated as a low-bound indicator for sensitivity testing rather than the backbone of the CEF demand model.

8.4 Data improvement and monitoring actions (to tighten assumptions over time)

To progressively reduce uncertainty and ensure the demand model remains defensible, the municipality should implement an annual “growth ledger” that reconciles demographic signals to administrative reality. At minimum, the ledger should track and reconcile: active service connections (water meters, electricity points, refuse accounts, sewer connections), billed customers by category, valuation roll counts and cadastral changes, development pipeline indicators (building plan approvals, completion/occupancy), and settlement footprint updates using a consistent classification method.

Monitoring triggers should be formalised. If household/connection counts deviate by more than 5% from the scenario for two consecutive years, the growth path should be recalibrated. If built-form indicators show sustained growth materially above implied household growth, the municipality should test for major non-residential expansion and adjust bulk demand assumptions accordingly. If future official municipal profile revisions materially alter base-year levels, the baseline and derived demand should be rerun.

8.5 Conclusion

Stellenbosch's long-run growth trajectory is unambiguously upward, with household formation outpacing population growth and physical expansion indicating predominantly horizontal development. The primary uncertainty lies in the post-2016 municipal-level population and household "levels", where datasets diverge, and one point estimate implies a decline that is not supported by coherent time-series evidence or built-form growth. For demand quantification, a reconciled and updatable scenario is adopted: a FY2024/25 baseline of approximately 205,000 people and 56,000 households, with phased growth assumptions of 1.5% tapering to 1.2% for population and 1.8% tapering to 1.5% for households. This provides a practical, defensible backbone for infrastructure demand modelling while remaining explicit about uncertainty and embedding clear actions and triggers to refine assumptions as local administrative evidence improves.

Modelling outcomes and growth impact forecasts

The demand quantification is the outcome of a multivariable modelling process that integrates socio-economic attributes, service-delivery variables, and growth expectations. The outcomes are presented as a probable service delivery scenario, showing land demand and the required capital and operating expenditures.

This section of the report addresses the population growth scenario, which underpins demand quantification. It describes the assumption on which the quantification is based and provides outputs within a ten-year framework to support completion of the Capital Expenditure Framework for the municipality. This section builds on the preceding Socio-economic Report, which addresses the municipality's socio-economic profile.

9 Population growth as the basis for modelling investment demand

As indicated earlier, the investment demand modelling is premised on population growth that translates into customer units. The approach and details are described in Paragraph 8 on page 8-16.

9.1 Population and household growth scenarios

The first step was a population growth forecast. The municipality is more than 90.8% urbanised, and the rural area's impact is discounted through the impact service population, which reflects demand for non-residential land uses. There are indications of stabilisation, if not a decline, in the rural population. The assumption is that the bulk of population growth will have to be accommodated in the Municipality's urban areas.

The issues and challenges with reliable population and household figures were highlighted in the previous section on the socio-economic characteristics of the municipal area. The growth scenario, as explained above, was used.

9.1.1 Population growth scenarios

The following figure presents the assessment and implications of population growth scenarios across different data sets and highlights the adopted scenario.

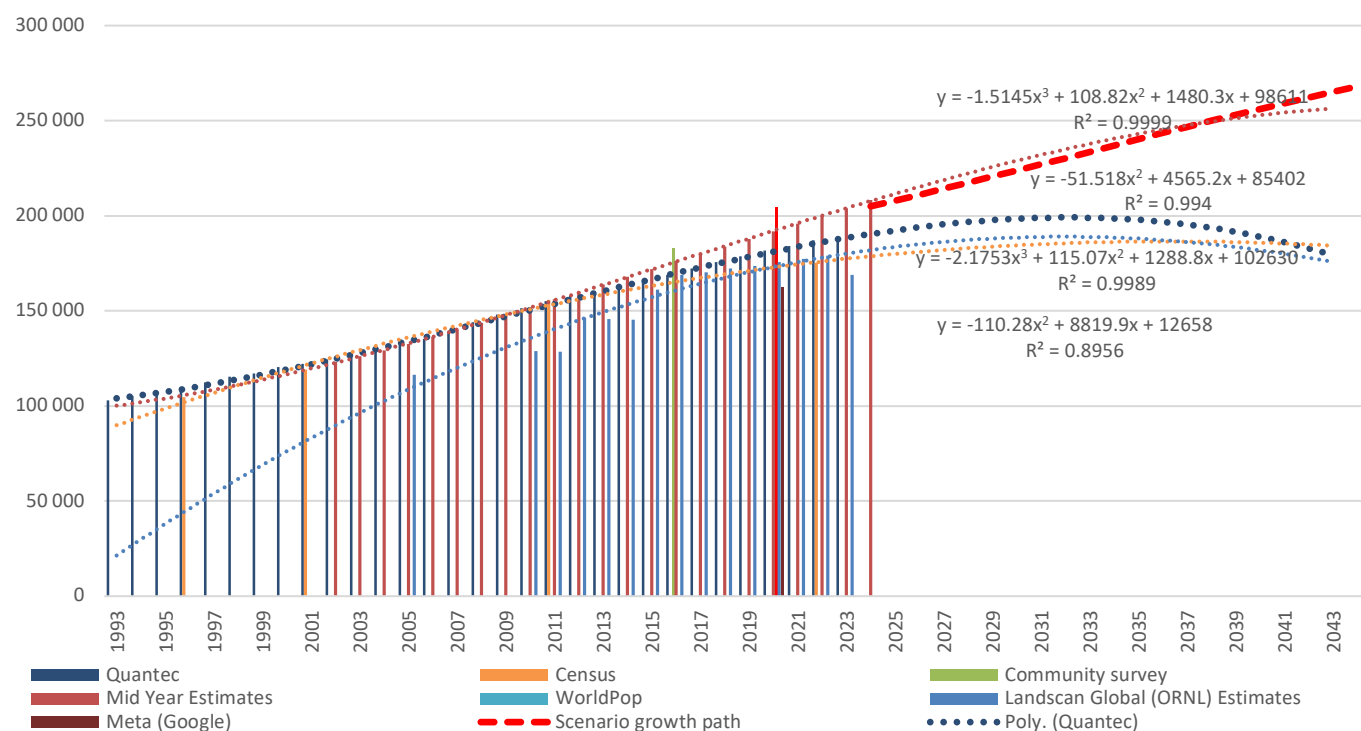


Figure 5: Population growth trends and scenarios

The population trend graph presents multiple datasets and projections, each offering different trajectories for future population growth. The population trend graph underscores the critical need for data accuracy in long-term infrastructure planning. Diverging projections necessitate a flexible, scenario-based approach to infrastructure investment to ensure adaptability to varying growth patterns. Future infrastructure strategies must also consider spatial distribution, funding implications, and scalable solutions to accommodate future demographic changes effectively.

9.1.2 Household growth scenarios

The following figure shows the assessment and implications of population growth scenarios presented by different data sets.

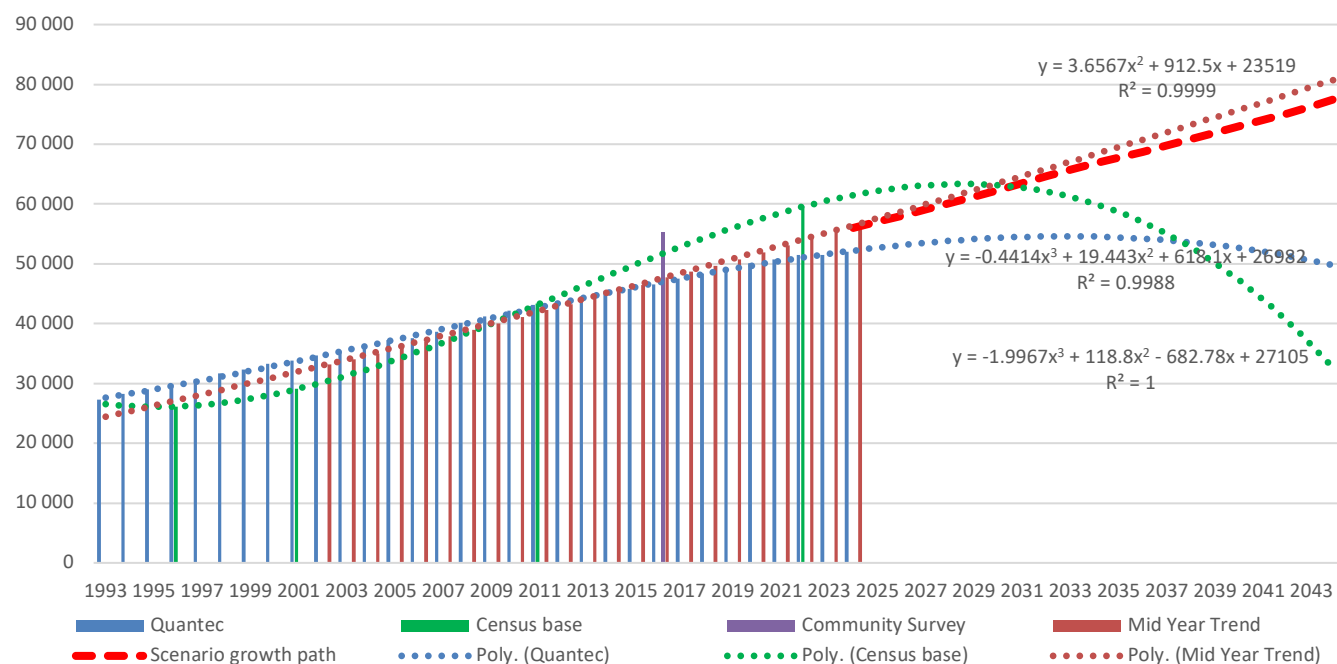


Figure 6: Household growth trends and scenarios

The household trend graph presents various data sources and projections, each illustrating different growth trajectories. The household trend graph highlights the complexities of forecasting household growth and the challenges of infrastructure investment planning. A balanced approach that incorporates scenario-based planning and flexible investment strategies is essential to ensure sustainable service delivery. Municipalities must integrate household projections with broader economic and spatial planning efforts to create resilient and adaptable infrastructure systems.

9.2 Population and household growth assumptions

Based on the adopted scenarios, the following population figures were used for modelling purpose

Table 16: The extent of population and household growth

Year	Population increment	Residential customers	Other customers	Total customer units
2 025	3 091	1 169	24	1 193
2 026	3 122	1 205	27	1 232
2 027	3 153	1 204	35	1 239
2 028	3 184	1 229	31	1 260
2 029	3 216	1 243	31	1 274
2 030	3 247	1 218	37	1 255
2 031	3 278	1 260	30	1 290
2 032	3 309	1 273	33	1 306
2 033	3 340	1 285	38	1 323
2 034	3 304	1 234	35	1 269
2 035	3 266	1 266	34	1 300

Year	Population increment	Residential customers	Other customers	Total customer units
2 036	3 226	1 245	32	1 277
2 037	3 182	1 200	30	1 230
2 038	3 136	1 222	38	1 260
2 039	3 087	1 170	32	1 202
2 040	3 035	1 182	29	1 211
2 041	2 980	1 167	38	1 205
2 042	2 922	1 128	29	1 157
2 043	2 862	1 127	32	1 159
2 044	2 893	1 123	29	1 152
Total	62 833	24 149	644	24 793

The critical growth numbers are as follows:

Figure 7: Population and household growth variables – 20 year horizon

	Service demand (total municipal area)	Housing demand (total urban areas)
Average household size	3.65	3.65
Base year population	208 060	134 483
Population growth rate	1.33%	1.94%
Population estimate at the end of the programme	270 893	197 316
Households in the base year	57 008	36 848

9.3 Scenario assessment

The scenario applied for assessment tried to emulate the Municipality's current policy and strategy choices as closely as possible. However, it is essential to remember that this remains a modelling approach that crudely aims to replicate a highly complex system. Therefore, making some basic assumptions before the model was calibrated was necessary.

9.3.1 Assumptions and inputs on housing variables

As described above, the model uses population growth to determine housing demand and ancillary uses. However, several vital inputs need to be considered. They are:

- Residential typologies;
- The residential mix in terms of stand sizes and;
- Stand sizes are assigned to the different typologies.

Housing typologies for the CEF are configured around low-, medium-, and high-density residential development. Stands and household sizes were linked to each of these typologies.

Table 17 shows the input assumptions for housing typologies, stand sizes and household sizes.

Table 17: Assumptions on housing typologies, stand sizes and household sizes

Residential types	Residential mix	Stand sizes	Household size
Single Residential: Low income	45.00%	250	4.09

Residential types	Residential mix	Stand sizes	Household size
Single Residential: Medium income	17.00%	350	3.50
Single Residential: High Income	4.00%	500	2.75
Medium Density: Low Income	18.00%	2 000	3.75
Medium Density: Medium Income	12.00%	2 500	3.00
Medium Density: High Income	3.00%	2 500	1.75
High Density: Low Income	0.00%	2 000	1.90
High Density: Medium Income	0.00%	2 500	1.25
High Density: High Income	1.00%	2 500	1.50

The base distinction between income groups was derived from the 2011 census and other sources for the area. Backyard dwellers (estimated at at least 4 530 households), households in institutions and hostels (10 408) and 5 222 farm dwellings, were excluded as part of the demand for capital expenditure in the equation. However, they still affect operating costs through their use and consumption of services . It was assumed that this would remain for the entire assessment period, although there are indications that household incomes have been decreasing.

9.3.2 Norms and standards for land use budgeting

The following land use norms and standards were used in the land use budgeting process.

Table 18: Land use budgeting norms and standards

Land use	Provision unit	Provision norm - persons/cars/ children	Ruling stand size m2
Residential			
Single Residential: Low income	units per net ha (net)	40	250
Single Residential: Medium income	units per net ha (net)	29	350
Single Residential: High Income	units per net ha (net)	20	500
Medium Density: Low Income	units per net ha (net)	20	2 000
Medium Density: Medium Income	units per net ha (net)	25	2 500
Medium Density: High Income	units per net ha (net)	30	2 500
High Density: Low Income	units per net ha (net)	60	2 000
High Density: Medium Income	units per net ha (net)	60	2 500
High Density: High Income	units per net ha (net)	60	2 500
Backyard dwellings	units per household	0	0
Business			
3rd Order commercial	m2 per capita	3.78	2 000
2nd Order Commercial	m2 per capita	4.73	5 000
1st Order Commercial	m2 per capita	9.45	25 000
Market/trading area	m2 per capita	0.40	5 000
Garages & filling stations	per 2750 people	1.00	2 000
Industrial & commercial			
Light industrial	ha per 10000 people	7.50	3 000
Heavy industrial	ha per 10000 people	1.00	10 000
Storage and warehouses	ha per 10000 people	7.50	10 000

Land use	Provision unit	Provision norm - persons/cars/ children	Ruling stand size m2
Public spaces: recreation			
Parks: public	ha per 10000 people	4.50	5 000
Parks: private	ha per 10000 people	2.00	10 000
Sports fields	per 10000 housing units	1.00	10 000
Stadiums	per 125000 people	1.00	50 000
Community facilities: municipal			
Municipal office	per 75000 people	1.00	3 000
Community hall	per 11990 people	1.00	3 000
Library	per 59244 people	1.00	1 500
Primary health clinic	per 17500 people	1.00	3 000
Fire station & Ambulance	per 550000 people	1.00	7 500
Solid waste/Mini dump/depot	per 75000 people	1.00	3 000
Cemeteries	ha per 10000 people	1.00	20 000
Crematorium	ha per 10000 people	0.20	3 000
Service utilities	ha per 10000 people	1.00	7 500
Taxi ranks	m2 per capita	0.10	3 000
Community facilities: other			
Post office	per 14300 people	1.00	1 500
Lower Court	per 144100 people	1.00	2 000
Post collection point	per 3000 people	1.00	200
Police station	per 51860 people	1.00	5 000
District hospital	per 236000 people	1.00	50 000
Community health centre	per 10000 people	1.00	2 000
Hospice	per 50000 people	1.00	2 000
Old age home	per 50000 people	1.00	10 000
Children's homes	per 200000 people	1.00	5 000
Thusong centre	per 70000 people	1.00	10 000
Place of worship	per 15064 people	1.00	2 000
After school care centres	per 29500 people	1.00	2 000
Preschool facilities	per 29500 people	1.00	3 000
Primary school	per 10000 people	1.00	32 000
Secondary school	per 15000 people	1.00	45 000
Adult education facility	per 26250 people	1.00	2 000
Tertiary/Skills training centre	per 56200 people	1.00	50 000

The norms and standards were derived from different sources. The main sources included the cadastre from the Office of the Surveyor-General, the CSIR norms and standards for social and community facilities, and the current land cover in the Municipality. The approach involved calibrating the model on local data whenever possible.

9.3.3 Service levels

Service levels relate to the technology used to supply a customer with a service. It should not be confused with a service standard that represents the qualitative aspects of service delivery.

The following describes the levels of services (LOS) available for the modelling process.

Table 19: Levels of service options for water

Level of services	Description	Policy service category	% distribution	No of CU's Residential	No upgrading	CU for upgrading or servicing
LOS00	No formal service	Below basic	1.5%	542	0	542
LOS01	Waterpoint more than 200m distance	Below basic	0.0%	0	0	0
LOS02	Communal standpipe less than 200m distance	Basic	7.7%	2 848	0	2 848
LOS03	Yard tap connection (single tap) and or limited supply with a dry on-site system	Intermediate	0.0%	0	0	0
LOS04	Yard tap connection (single tap) and or limited supply linked to waterborne sanitation	Intermediate	4.5%	1 662	1 662	0
LOS05	House/building connection unlimited metered supply	Full	86.3%	31 796	31 796	0
LOS06	Supply volume. is limited to 100mm connection, peak flow limited, and on-site storage required	Commercial	0.0%	0	0	0
LOS07	All requirements met up to 150mm pipe, 150mm connection	Commercial	0.0%	0	0	0
Totals			100.0%	36 848	33 458	3 390

Table 20: Levels of service options for sanitation

Level of services	Description	Policy service category	% distribution	No of CU's Residential	No upgrading	CU for upgrading or servicing
LOS00	No formal service	Below basic	2.8%	1 032	0	1 032
LOS01	Bucket system	Below basic	0.0%	0	0	0
LOS02	Unventilated pit latrines and soakaways	Below basic	0.0%	0	0	0
LOS03	Ventilated improved pit (VIP)	Basic	0.1%	44	0	44
LOS04	Dry composting toilet	Basic	0.0%	0	0	0
LOS05	Communal chemical toilet	Basic	0.0%	0	0	0
LOS06	Low flow (small bore) system with toilet structure	Intermediate	0.0%	0	0	0
LOS07	Septic or conservancy tank with toilet structure	Intermediate	0.3%	114	0	114
LOS08	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Full	0.0%	0	0	0
LOS09	Waterborne sewerage to each stand 110mm connection, with toilet structure	Full	96.8%	35 658	35 658	0
LOS10	Waterborne sewer available, max connection size 150 mm or larger	Commercial	0.0%	0	0	0
LOS11	Waterborne sewerage, discharge load is above normal limits.	Commercial	0.0%	0	0	0
Total			100.0%	36 848	35 658	1 190

Table 21: Levels of service options for electricity

Level of services	Description	Policy service category	% distribution	No of CU's Residential	No upgrading	CU for upgrading or servicing
LOS00	No electricity service	Below basic	2.6%	969	0	969
LOS01	None grid electricity service	Intermediate/full	0.0%	0	0	0
LOS02	Grid-connected and metered - Single phase 230V up to 20A or 4.6 kVA	Intermediate	0.5%	173	173	0
LOS03	Grid-connected and metered - Single phase 230V up to 60A or 13.8kVA	Full	96.9%	35 706	35 706	0
LOS04	Grid-connected and metered – Three-phase / Multiphase 230/400V up to 150A or 100kVA	Full/Commercial	0.0%	0	0	0
LOS05	Grid-connected and metered - Bulk higher than 230/400V - not exceeding 11kV (at least 25 kVA)	Commercial	0.0%	0	0	0
LOS06	Grid-connected and metered - Bulk - exceeding 11kV (at least 100 kVA)	Commercial	0.0%	0	0	0
Total			100.0%	36 848	35 879	969

Table 22: Levels of service options for roads and stormwater

Level of services	Description	Policy service category	% distribution	No of CU's Residential	No upgrading	CU for upgrading or servicing
LOS00	No service	Below basic	53.5%	19 724	0	19 724
LOS01	Tracks (Graded)	Basic	0.0%	0	0	0
LOS02	Gravel within 500m	Basic	0.0%	0	0	0
LOS03	Gravel	Intermediate	0.9%	342	342	0
LOS04	Paved 4.5m	Full	20.6%	7 573	7 573	0
LOS05	Paved 5.5m	Full	13.7%	5 049	5 049	0
LOS06	Paved 6.5	Full	11.3%	4 160	4 160	0
LOS07	Paved heavy capacity of 7.5m	Commercial	0.0%	0	0	0
Total			100.0%	36 848	17 124	19 724

Table 23: Levels of service options for refuse removal services

Level of services	Description	Policy service category	% distribution	No of CU's Residential	No upgrading	CU for upgrading or servicing
LOS00	None	Below basic	0.0%	0	0	0
LOS01	Communal waste collection point	Basic	0.0%	0	0	0
LOS02	Weekly kerbside waste removal	Full	100.0%	36 848	36 848	0
LOS03	Bi-weekly kerbside waste removal	Full/commercial	0.0%	0	0	0
LOS04	Bi-weekly waste removal from site 1	Commercial	0.0%	0	0	0
LOS05	Daily waste removal from site 1	Commercial	0.0%	0	0	0
LOS06	Bi-weekly waste removal from site 2	Commercial	0.0%	0	0	0
LOS07	Daily waste removal from site 2	Commercial	0.0%	0	0	0
Total			100.0%	36 848	36 848	0

The following service levels were assigned to the land uses in the development cost model, based on the available service options. Changes in service levels have significant impacts on capital demand and, consequently, on the Council's operating position and sustainability. The impact of different service-level choices and resulting scenarios was not tested in this report.

Table 24: Levels of service assigned per land use

Land use	Water	Sanitation	Electricity	Roads & stormwater	Refuse removal
Residential					
Single Residential: Low income	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection, with toilet structure	Grid connected and metered - Single phase 230V up to 20A or 4.6 kVA	Paved 4.5m	Weekly kerbside waste removal
Single Residential: Medium income	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection, with toilet structure	Grid connected and metered - Single phase 230V up to 20A or 4.6 kVA	Paved 4.5m	Weekly kerbside waste removal
Single Residential: High Income	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Single phase 230V up to 60A or 13.8kVA	Paved 4.5m	Weekly kerbside waste removal
Medium Density: Low Income	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection, with toilet structure	Grid connected and metered - Single phase 230V up to 20A or 4.6 kVA	Paved 4.5m	Weekly kerbside waste removal
Medium Density: Medium Income	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection, with toilet structure	Grid connected and metered - Single phase 230V up to 60A or 13.8kVA	Paved 4.5m	Weekly kerbside waste removal
Medium Density: High Income	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Single phase 230V up to 60A or 13.8kVA	Paved 4.5m	Weekly kerbside waste removal
High Density: Low Income	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Single phase 230V up to 20A or 4.6 kVA	Paved 4.5m	Weekly kerbside waste removal
High Density: Medium Income	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Single phase 230V up to 60A or 13.8kVA	Paved 4.5m	Weekly kerbside waste removal
High Density: High Income	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Single phase 230V up to 60A or 13.8kVA	Paved 4.5m	Weekly kerbside waste removal
Backyard dwellings	House/building connection unlimited metered supply	No formal service	No electricity service	Paved 4.5m	Weekly kerbside waste removal
Business					
3rd Order commercial	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 4.5m	Weekly kerbside waste removal
2nd Order Commercial	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Bulk higher than 230/400V - not exceeding 11kV (at least 25 kVA)	Paved 5.5m	Bi-weekly kerbside waste removal
1st Order Commercial	All requirements met up to 150mm pipe, 150mm connection	Waterborne sewer available, max connection size 150 mm or larger	Grid connected and metered - Bulk - exceeding 11kV (at least 100 kVA)	Paved 6.5	Daily waste removal from site 1
Market/trading area	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 4.5m	Daily waste removal from site 1

Land use	Water	Sanitation	Electricity	Roads & stormwater	Refuse removal
Garages & filling stations	House/building connection unlimited metered supply	Waterborne sewer available, max connection size 150 mm or larger	Grid connected and metered - Single phase 230V up to 60A or 13.8kVA	Paved 6.5	Weekly kerbside waste removal
Industrial & commercial					
Light industrial	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Bulk higher than 230/400V - not exceeding 11kV (at least 25 kVA)	Paved 6.5	Daily waste removal from site 1
Heavy industrial	All requirements met up to 150mm pipe, 150mm connection	Waterborne sewerage, discharge load is above normal limits.	Grid connected and metered - Bulk - exceeding 11kV (at least 100 kVA)	Paved heavy capacity 7.5m	Daily waste removal from site 1
Storage and warehouses	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Bulk higher than 230/400V - not exceeding 11kV (at least 25 kVA)	Paved 6.5	Bi-weekly waste removal from site 1
Public spaces: recreation					
Parks: public	House/building connection unlimited metered supply	No formal service	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 4.5m	Weekly kerbside waste removal
Parks: private	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 4.5m	Weekly kerbside waste removal
Sports fields	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 5.5m	Weekly kerbside waste removal
Stadiums	Supply volume. is limited to 100mm connection, peak flow limited and on site storage required	Waterborne sewer available, max connection size 150 mm or larger	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved heavy capacity 7.5m	Weekly kerbside waste removal
Community facilities: municipal					
Municipal office	House/building connection unlimited metered supply	Waterborne sewer available, max connection size 150 mm or larger	Grid connected and metered - Bulk higher than 230/400V - not exceeding 11kV (at least 25 kVA)	Paved 6.5	Weekly kerbside waste removal
Community hall	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Weekly kerbside waste removal
Library	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Weekly kerbside waste removal
Primary health clinic	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Weekly kerbside waste removal
Fire station & Ambulance	Supply volume. is limited to 100mm connection, peak flow limited and on site storage required	Waterborne sewerage, discharge load is above normal limits.	Grid connected and metered - Bulk higher than 230/400V - not exceeding 11kV (at least 25 kVA)	Paved 6.5	Weekly kerbside waste removal
Solid waste/Mini dump/depot	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Weekly kerbside waste removal
Cemeteries	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Weekly kerbside waste removal
Crematorium	House/building connection unlimited metered supply	Waterborne sewer available, max connection size 150 mm or larger	Grid connected and metered - Bulk - exceeding 11kV (at least 100 kVA)	Paved 6.5	Weekly kerbside waste removal

Land use	Water	Sanitation	Electricity	Roads & stormwater	Refuse removal
Service utilities	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Daily waste removal from site 1
Taxi ranks	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Daily waste removal from site 1
Community facilities: other					
Post office	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Weekly kerbside waste removal
Lower Court	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Weekly kerbside waste removal
Post collection point	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Single phase 230V up to 60A or 13.8kVA	Paved 6.5	Weekly kerbside waste removal
Police station	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Weekly kerbside waste removal
District hospital	Supply volume. is limited to 100mm connection, peak flow limited and on site storage required	Waterborne sewerage, discharge load is above normal limits.	Grid connected and metered - Bulk - exceeding 11kV (at least 100 kVA)	Paved 6.5	Daily waste removal from site 1
Community health centre	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Bi-weekly waste removal from site 1
Hospice	House/building connection unlimited metered supply	Waterborne sewer available, max connection size 150 mm or larger	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Bi-weekly waste removal from site 1
Old age home	House/building connection unlimited metered supply	Waterborne sewer available, max connection size 150 mm or larger	Grid connected and metered - Bulk higher than 230/400V - not exceeding 11kV (at least 25 kVA)	Paved 6.5	Weekly kerbside waste removal
Children's homes	House/building connection unlimited metered supply	Waterborne sewer available, max connection size 150 mm or larger	Grid connected and metered - Bulk higher than 230/400V - not exceeding 11kV (at least 25 kVA)	Paved 6.5	Weekly kerbside waste removal
Thusong centre	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Weekly kerbside waste removal
Place of worship	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Weekly kerbside waste removal
After school care centres	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Weekly kerbside waste removal
Preschool facilities	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Weekly kerbside waste removal
Primary school	House/building connection unlimited metered supply	Waterborne sewer available, max connection size 150 mm or larger	Grid connected and metered - Bulk higher than 230/400V - not exceeding 11kV (at least 25 kVA)	Paved 6.5	Weekly kerbside waste removal

Land use	Water	Sanitation	Electricity	Roads & stormwater	Refuse removal
Secondary school	House/building connection unlimited metered supply	Waterborne sewer available, max connection size 150 mm or larger	Grid connected and metered - Bulk higher than 230/400V - not exceeding 11kV (at least 25 kVA)	Paved 6.5	Weekly kerbside waste removal
Adult education facility	House/building connection unlimited metered supply	Waterborne sewerage to each stand 110mm connection (no toilet structure)	Grid connected and metered - Three phase / Multi phase 230/400V up to 150A or 100kVA	Paved 6.5	Weekly kerbside waste removal

9.4 The modelling outcomes

This section documents the results of the modelling process. The outcomes are presented as a high-level summary. Note that the tables show incremental quantities that include all service elements and components. It is impossible to model the impact of major interventions, such as building a new wastewater treatment work or making significant investments to reconfigure solid waste management. Those aspects must be discounted in the project prioritisation process.

Although the results link demand to a specific year, it is still important to note budgeting processes and lead times before project implementation can commence. The figures indicate annual demand, and actual demand will be reflected in the project prioritisation process as part of the project outputs.

9.4.1 Land use demand

Table 25 shows the summary of land use demand resulting from the growth forecasts.

Table 25: Land use demand for the programme period 2025 to 2044

Land uses	No of units	% of total land	No of stand required	Area included in project (ha)
Totals	24 149	100.0%	14 867	1 262.6
Residential	24 149	57.5%	14 286	725.5
Single Residential: Low income	8 088	16.0%	8 088	202.2
Single Residential: Medium income	3 574	9.9%	3 574	125.1
Single Residential: High Income	1 070	4.2%	1 070	53.5
Medium Density: Low Income	4 901	14.0%	883	176.6
Medium Density: Medium Income	4 084	9.3%	471	117.8
Medium Density: High Income	1 750	3.3%	168	42.1
High Density: Low Income	0	0.0%	0	0.0
High Density: Medium Income	0	0.0%	0	0.0
High Density: High Income	681	0.6%	32	8.2
Backyard dwellings	0	0.0%	0	0.0
Business		10.5%	245	133.1
3rd Order commercial		2.2%	139	27.8
2nd Order Commercial		2.8%	69	34.8
1st Order Commercial		5.5%	27	69.5
Market/trading area		0.1%	5	0.7
Garages & filling stations		0.0%	5	0.2
Industrial & commercial		8.9%	245	113.0
Light industrial		4.4%	183	55.2

Land uses	No of units	% of total land	No of stand required	Area included in project (ha)
Heavy industrial		0.2%	7	2.6
Storage and warehouses		4.4%	55	55.2
Public spaces: recreation		3.5%	82	43.7
Parks: public		2.6%	66	33.1
Parks: private		0.8%	14	10.3
Sports fields		0.0%	2	0.2
Stadiums		0.0%	0	0.0
Community facilities: municipal		0.7%	31	8.3
Municipal office		0.0%	0	0.0
Community hall		0.0%	6	0.6
Library		0.0%	1	0.0
Primary health clinic		0.0%	4	0.3
Fire station & Ambulance		0.0%	0	0.0
Solid waste/Mini dump/depot		0.0%	0	0.0
Cemeteries		0.4%	7	5.2
Crematorium		0.0%	4	0.3
Service utilities		0.2%	7	1.9
Taxi ranks		0.0%	2	0.1
Community facilities: other		1.1%	41	14.1
Post office		0.0%	5	0.2
Lower Court		0.0%	0	0.0
Post collection point		0.0%	6	0.0
Police station		0.0%	1	0.0
Hospital		0.0%	0	0.0
Community health centre		0.0%	7	0.5
Hospice		0.0%	1	0.0
Old age home		0.0%	1	0.1
Children's homes		0.0%	0	0.0
Thusong centre		0.0%	1	0.0
Place of worship		0.0%	1	0.0
Crèche		0.0%	2	0.1
Grade R / Nursery		0.0%	2	0.1
Primary school		0.7%	7	8.2
Secondary school		0.4%	4	4.5
After school centre		0.0%	2	0.1
Tertiary/Skills training centre		0.0%	1	0.3
Roads totals		17.8%		225.0

9.4.2 Summary of general elements

The tables below show the context and main elements that define the expected capital and operating expenditure levels. Table 26 (annual increment) and (cumulative totals) show the results.

Table 26 Summary of totals per annum (annual increments)

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Service population increments	3 091	3 122	3 153	3 184	3 216	3 247	3 278	3 309	3 340	3 304
Housing population increments	3 630	3 661	3 692	3 723	3 754	3 785	3 816	3 847	3 878	3 842
Total area (ha)	61	62	65	62	65	67	65	64	69	65
Average stand size m2	681	684	715	675	698	714	686	673	727	685
Population density (p/ha):	51.10	50.58	48.60	51.06	49.81	48.81	50.77	51.51	48.13	50.70
Household density (hh/ha):	19.32	19.51	18.56	19.70	19.26	18.31	19.51	19.83	18.52	18.94
Residential Cus	1 169	1 205	1 204	1 229	1 243	1 218	1 260	1 273	1 285	1 234
Other CUs:	24	27	35	31	31	37	30	33	38	35
Total customer units	1 193	1 232	1 239	1 260	1 274	1 255	1 290	1 306	1 323	1 269
Total no of stands	725	739	750	755	760	770	771	780	792	780
Roads area (ha)	11.1	11.2	11.3	11.4	11.5	11.6	11.6	11.7	11.8	11.7
Roads as % of total area	18.4%	18.2%	17.4%	18.3%	17.8%	17.4%	18.0%	18.2%	17.0%	18.0%

Table 27: Summary of totals per annum (Cumulative)

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Service population increments	3 091	6 214	9 367	12 552	15 767	19 014	22 291	25 600	28 940	32 244
Housing population increments	3 630	7 290	10 982	14 704	18 458	22 242	26 058	29 905	33 782	37 625
Total area (ha)	61	122	187	250	314	381	445	509	579	644
Average stand size m2	681	682	693	689	691	695	693	691	695	694
Population density (p/ha):	51.10	50.83	50.06	50.31	50.21	49.96	50.08	50.26	50.00	50.07
Household density (hh/ha):	19.32	19.42	19.12	19.26	19.26	19.10	19.16	19.24	19.15	19.13
Residential Cus	1 169	2 373	3 578	4 807	6 050	7 267	8 527	9 801	11 086	12 320
Other CUs:	24	51	86	117	148	185	215	248	286	321
Total customer units	1 193	2 424	3 664	4 924	6 198	7 452	8 742	10 049	11 372	12 641
Total no of stands	725	1 464	2 214	2 969	3 729	4 499	5 270	6 050	6 842	7 622
Roads area (ha)	11	22	34	45	57	68	80	91	103	115
Roads as % of total area	18.4%	18.3%	18.0%	18.0%	18.0%	17.9%	17.9%	18.0%	17.8%	17.9%

9.4.3 Summary of capital expenditure per service

Table 28 and Table 29 show the required capital expenditure incrementally and cumulatively per annum to accommodate the forecasted demand.

Table 28: Incremental capital expenditure: All services (R'000)

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Growth investments	133 707	138 573	142 500	141 792	143 698	144 087	145 120	147 963	151 391	144 079
Access backlogs	110 856	110 856	110 856	110 856	110 856	110 856	110 856	110 856	110 856	110 856
Renewals	144 714	147 634	150 677	153 829	156 942	160 072	163 258	166 443	169 686	173 027
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total (R'000)	389 277	397 063	404 034	406 476	411 496	415 014	419 235	425 262	431 933	427 962
Water										
Growth investments	35 272	36 411	37 196	37 239	37 662	37 640	38 118	38 885	39 371	37 789
Access backlogs	9 232	9 232	9 232	9 232	9 232	9 232	9 232	9 232	9 232	9 232
Renewals	29 617	30 117	30 633	31 160	31 688	32 222	32 755	33 296	33 847	34 405
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	74 121	75 760	77 061	77 631	78 582	79 094	80 106	81 413	82 450	81 426
Sanitation										
Growth investments	40 571	41 507	41 960	42 465	42 808	42 622	43 364	43 959	44 502	43 114
Access backlogs	2 388	2 388	2 388	2 388	2 388	2 388	2 388	2 388	2 388	2 388
Renewals	41 450	42 660	43 897	45 148	46 415	47 691	48 962	50 255	51 565	52 892
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	84 409	86 555	88 245	90 001	91 610	92 700	94 714	96 602	98 455	98 394
Electricity										
Growth investments	40 780	42 501	44 404	43 530	45 026	44 687	44 660	45 929	47 465	44 419
Access backlogs	4 444	4 444	4 444	4 444	4 444	4 444	4 444	4 444	4 444	4 444
Renewals	34 016	34 845	35 709	36 611	37 496	38 411	39 319	40 227	41 161	42 125
Renewal backlog	0	0	0	0	0	0	0	0	0	0

	Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
	Total	79 240	81 790	84 556	84 585	86 966	87 542	88 423	90 600	93 070	90 988
Roads & Stormwater											
Growth investments		15 070	15 562	15 680	15 924	16 106	15 871	16 300	16 518	16 740	16 043
Access backlogs		94 792	94 792	94 792	94 792	94 792	94 792	94 792	94 792	94 792	94 792
Renewals		27 210	27 465	27 728	27 993	28 262	28 534	28 803	29 078	29 357	29 640
Renewal backlog		0	0	0	0	0	0	0	0	0	0
Total		137 072	137 819	138 201	138 709	139 160	139 198	139 894	140 388	140 890	140 476
Refuse removal											
Growth investments		2 014	2 592	3 260	2 635	2 097	3 267	2 679	2 671	3 313	2 714
Access backlogs		0	0	0	0	0	0	0	0	0	0
Renewals		12 421	12 548	12 711	12 916	13 082	13 213	13 419	13 588	13 756	13 964
Renewal backlog		0	0	0	0	0	0	0	0	0	0
Total		14 435	15 140	15 970	15 551	15 178	16 480	16 098	16 259	17 069	16 678

Table 29: Cumulative capital expenditure: All services (R'000) (Cumulative)

	Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Growth investments		133 707	272 281	414 780	556 572	700 270	844 357	989 477	1 137 440	1 288 831	1 432 910
Access backlogs		110 856	221 712	332 568	443 425	554 281	665 137	775 993	886 849	997 705	1 108 561
Renewals		144 714	292 348	443 025	596 854	753 796	913 868	1 077 126	1 243 569	1 413 255	1 586 282
Renewal backlog		0	0	0	0	0	0	0	0	0	0
Total (R'000)		389 277	786 340	1 190 374	1 596 850	2 008 347	2 423 361	2 842 596	3 267 858	3 699 792	4 127 754
Water		0	0	0	0	0	0	0	0	0	0
Growth investments		35 272	71 683	108 879	146 118	183 781	221 421	259 539	298 425	337 796	375 585
Access backlogs		9 232	18 465	27 697	36 929	46 161	55 394	64 626	73 858	83 090	92 323
Renewals		29 617	59 733	90 366	121 526	153 214	185 436	218 191	251 487	285 334	319 739
Renewal backlog		0	0	0	0	0	0	0	0	0	0
Total		74 121	149 881	226 942	304 574	383 156	462 251	542 357	623 770	706 220	787 647
Sanitation		0	0	0	0	0	0	0	0	0	0
Growth investments		40 571	82 079	124 038	166 503	209 310	251 932	295 296	339 255	383 757	426 871
Access backlogs		2 388	4 775	7 163	9 551	11 938	14 326	16 714	19 101	21 489	23 877
Renewals		41 450	84 110	128 007	173 156	219 570	267 261	316 223	366 478	418 043	470 935
Renewal backlog		0	0	0	0	0	0	0	0	0	0
Total		84 409	170 964	259 209	349 209	440 819	533 519	628 233	724 835	823 289	921 683
Electricity		0	0	0	0	0	0	0	0	0	0
Growth investments		40 780	83 281	127 685	171 214	216 240	260 927	305 586	351 515	398 980	443 399
Access backlogs		4 444	8 888	13 332	17 776	22 220	26 664	31 108	35 552	39 996	44 440
Renewals		34 016	68 861	104 569	141 181	178 677	217 088	256 407	296 634	337 795	379 920
Renewal backlog		0	0	0	0	0	0	0	0	0	0
Total		79 240	161 030	245 586	330 171	417 137	504 678	593 102	683 701	776 771	867 759
Roads & Stormwater		0	0	0	0	0	0	0	0	0	0
Growth investments		15 070	30 632	46 312	62 236	78 341	94 213	110 512	127 030	143 771	159 814

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Access backlogs	94 792	189 584	284 377	379 169	473 961	568 753	663 545	758 338	853 130	947 922
Renewals	27 210	54 675	82 403	110 396	138 658	167 192	195 995	225 073	254 431	284 071
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	137 072	274 891	413 092	551 800	690 960	830 158	970 053	1 110 441	1 251 331	1 391 807
Refuse removal	0	0	0	0	0	0	0	0	0	0
Growth investments	2 014	4 606	7 866	10 501	12 598	15 865	18 543	21 214	24 528	27 241
Access backlogs	0	0	0	0	0	0	0	0	0	0
Renewals	12 421	24 968	37 679	50 595	63 676	76 890	90 309	103 896	117 652	131 616
Renewal backlog	0	0	0	0	0	0	0	0	0	0
Total	14 435	29 575	45 545	61 096	76 274	92 754	108 852	125 111	142 180	158 858

The figures below show the contribution or demand of each expenditure component to total expenditure.

Figure 8: Contribution to investment demand component per infrastructure asset groups - 20 year horizon



9.4.4 Summary of operating expenditure

One key element often overlooked in capital investment planning is the operating consequences of capital investment. The next two tables show the forecasted operating and maintenance costs associated with the projected capital expenditure. It is an incremental cost and does not reflect the revenue side or the cost-recovery strategies the Municipality may apply.

Table 30: Incremental operating & maintenance expenditure: All services per annum (R'000)

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Growth investments	34 557	35 765	36 797	36 712	37 398	37 186	37 488	38 356	39 337	37 133
Access backlogs	6 087	6 087	6 087	6 087	6 087	6 087	6 087	6 087	6 087	6 087
Total (R'000)	40 644	41 852	42 884	42 800	43 485	43 273	43 575	44 443	45 424	43 220
Water										
Growth investments	1 006	1 038	1 060	1 062	1 074	1 073	1 087	1 109	1 122	1 077
Access backlogs	261	261	261	261	261	261	261	261	261	261
Total	1 267	1 299	1 321	1 323	1 335	1 334	1 348	1 369	1 383	1 338
Sanitation										
Growth investments	5 205	5 355	5 716	5 564	5 714	5 785	5 600	5 854	6 150	5 622
Access backlogs	387	387	387	387	387	387	387	387	387	387
Total	5 592	5 742	6 103	5 952	6 101	6 172	5 987	6 242	6 537	6 009
Electricity										
Growth investments	5 444	5 699	6 065	5 841	6 107	6 085	5 996	6 222	6 488	5 990
Access backlogs	689	689	689	689	689	689	689	689	689	689
Total	6 133	6 388	6 754	6 530	6 797	6 774	6 685	6 911	7 177	6 679
Roads & Stormwater										
Growth investments	22 825	23 574	23 832	24 145	24 423	24 119	24 703	25 070	25 451	24 341
Access backlogs	4 750	4 750	4 750	4 750	4 750	4 750	4 750	4 750	4 750	4 750
Total	27 575	28 325	28 582	28 895	29 173	28 869	29 453	29 820	30 201	29 091
Refuse removal										
Growth investments	77	98	124	100	80	124	102	102	126	103
Access backlogs	0	0	0	0	0	0	0	0	0	0
Total	77	98	124	100	80	124	102	102	126	103

Table 31: Cumulative operating & maintenance expenditure: All services per annum (R'000) (Cumulative)

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Growth investments	34 557	70 322	107 119	143 831	181 229	218 415	255 903	294 259	333 597	370 729
Access backlogs	6 087	12 174	18 261	24 348	30 435	36 523	42 610	48 697	54 784	60 871
Total (R'000)	40 644	82 496	125 380	168 180	211 665	254 938	298 513	342 956	388 380	431 600
Water										
Growth investments	1 006	2 044	3 104	4 166	5 240	6 313	7 400	8 509	9 631	10 709
Access backlogs	261	522	782	1 043	1 304	1 565	1 825	2 086	2 347	2 608
Total	1 267	2 566	3 887	5 210	6 544	7 878	9 226	10 595	11 979	13 317
Sanitation										
Growth investments	5 205	10 561	16 277	21 841	27 555	33 340	38 940	44 794	50 944	56 566

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Access backlogs	387	774	1 161	1 548	1 935	2 322	2 709	3 096	3 483	3 871
Total	5 592	11 335	17 438	23 390	29 490	35 662	41 649	47 891	54 428	60 437
Electricity										
Growth investments	5 444	11 143	17 208	23 049	29 156	35 241	41 237	47 458	53 946	59 936
Access backlogs	689	1 378	2 067	2 757	3 446	4 135	4 824	5 513	6 202	6 891
Total	6 133	12 521	19 275	25 805	32 602	39 376	46 061	52 971	60 149	66 827
Roads & Stormwater										
Growth investments	22 825	46 399	70 231	94 376	118 799	142 918	167 622	192 692	218 142	242 483
Access backlogs	4 750	9 500	14 250	19 000	23 751	28 501	33 251	38 001	42 751	47 501
Total	27 575	55 900	84 481	113 376	142 550	171 419	200 873	230 693	260 893	289 984
Refuse removal										
Growth investments	77	175	299	399	479	603	705	806	932	1 035
Access backlogs	0	0	0	0	0	0	0	0	0	0
Total	77	175	299	399	479	603	705	806	932	1 035

9.4.5 Summary of consumption and use

Service delivery is about consumption and use. The next two tables show the expected demand for water and electricity. The values are net and exclude the impact of losses in water and electricity. These numbers can be used to assess the impact of future demand on the existing capacities of bulk facilities.

Table 32: Incremental consumption and usage

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Water (Ml/day)										
Growth investments	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Access backlogs	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total	1.5	1.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Sanitation (Ml/day)										
Growth investments	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.0
Access backlogs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	1.0	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.0
Electricity (MWh/day)										
Growth investments	80.2	93.4	90.4	95.3	99.5	87.7	98.6	103.2	102.6	86.9
Access backlogs	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
Total	82.9	96.1	93.1	98.0	102.2	90.5	101.3	105.9	105.3	89.6
Roads & stormwater (km/a)										
Growth investments	19.1	19.8	19.9	20.2	20.5	20.2	20.7	21.0	21.3	20.4
Access backlogs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	19.1	19.8	19.9	20.2	20.5	20.2	20.7	21.0	21.3	20.4
Refuse removal (tons/day)										
Growth investments	34.2	36.0	55.9	40.4	39.1	57.1	40.2	54.9	39.6	59.4
Access backlogs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	34.2	36.0	55.9	40.4	39.1	57.1	40.2	54.9	39.6	59.4
Refuse removal (m3/day)										
Growth investments	68.5	72.1	111.7	80.9	78.2	114.3	80.4	109.9	79.1	118.9

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Access backlogs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	68.5	72.1	111.7	80.9	78.2	114.3	80.4	109.9	79.1	118.9

Table 33: Cumulative consumption and usage

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Water (Ml/day)										
Growth investments	1.2	2.4	3.7	4.9	6.2	7.4	8.7	10.0	11.4	12.6
Access backlogs	0.3	0.6	0.9	1.2	1.5	1.8	2.1	2.5	2.8	3.1
Total	1.5	3.0	4.6	6.1	7.7	9.3	10.9	12.5	14.1	15.7
Sanitation (Ml/day)										
Growth investments	1.0	1.9	3.0	4.0	5.0	6.0	7.0	8.1	9.2	10.2
Access backlogs	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2
Total	1.0	2.0	3.0	4.0	5.1	6.1	7.2	8.3	9.3	10.4
Electricity (MWh/day)										
Growth investments	80.2	173.6	264.0	359.3	458.7	546.5	645.0	748.3	850.9	937.8
Access backlogs	2.7	5.4	8.1	10.8	13.5	16.3	19.0	21.7	24.4	27.1
Total	82.9	179.0	272.1	370.1	472.3	562.7	664.0	769.9	875.3	964.9
Roads & stormwater (km/a)										
Growth investments	19.1	38.9	58.8	79.1	99.5	119.7	140.4	161.4	182.7	203.1
Access backlogs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	19.1	38.9	58.8	79.1	99.5	119.7	140.4	161.4	182.7	203.1
Refuse removal (tons/day)										
Growth investments	34.2	70.3	126.2	166.6	205.7	262.8	303.1	357.9	397.5	456.9
Access backlogs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	34.2	70.3	126.2	166.6	205.7	262.8	303.1	357.9	397.5	456.9
Refuse removal (m3/day)										
Growth investments	68.5	140.6	252.3	333.2	411.4	525.7	606.1	716.0	795.1	914.0
Access backlogs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	68.5	140.6	252.3	333.2	411.4	525.7	606.1	716.0	795.1	914.0

Issues to be considered

This section highlights some findings from the demand quantification process.

The demand quantification was done against uncertainty and doubtful data critical to the process.

10 The customer base

Conflicting sources necessitated an estimate of demographic trends used for modelling purposes. In addition, the data reported by the Council to StatsSA sources often do not reconcile with other sources. Consequently, there remains uncertainty about the baseline figures and backlogs. Backlogs vary substantially. Besides uncertainty about figures, how backlogs are defined also plays a role. For example, is it practical to expect households in rural villages to have formal communal waste removal facilities or all have access to gravel roads?

In developing service delivery strategies, it is essential to distinguish between customers (entities with a legal or contractual claim on the Council to deliver services) and entities that do not require services from the Council. The difference between Eskom and the Council's electricity supply areas is an example. Unfortunately, the project scope does not allow for an in-depth assessment of the customer base. However, the availability of quality data in the municipality appears to be a challenge and may directly affect the Council's ability to quantify, measure, and manage change and development.

The number of households is usually the starting point, as it represents most customers. In this, households constitute an estimated 97.8% of the customer base. It may be worth working towards integrating key municipal data into a full-scale infrastructure investment strategy that accounts for the Council's wide-ranging settlement typologies and conditions.

11 Service access and service delivery

11.1 Service access backlogs

11.1.1 Approach to service backlogs

Since 1994, South Africa has had a clear policy on service levels and the minimum acceptable service level. Basic, intermediate, and full services were derived from the World Health Organisation's standard to maintain acceptable and sustainable health conditions. Basic services address health needs, while intermediate and full services improve convenience for users. Government policy still targets basic services through the capital grant system and the operating cost of these services through the Equitable Share transfers.

In reality, Councils have shifted from providing basic services to meeting minimum acceptable service levels. For example, an in-house connection for water is preferred over a communal standpipe, and waterborne sanitation is preferred over ventilated improved pit latrines. In the process, councils abandoned the affordability and the user-must-pay principles. This eventually strained the local financial system, leading to cash-flow problems and a lack of funding for essential infrastructure maintenance. This is reflected in the extent of debt impairments and will worsen over time.

Their choices of service levels defined their own backlogs and, hence, the financial demand to deliver services. The Council data clearly shows that it opts for a full level of services and treats existing essential services as an interim measure rather than a solution.

11.1.2 Service backlogs in the municipality

Due to data uncertainty, it was impossible to give a realistic assessment of service access and service backlogs. Within the framework and approach adopted, all backlogs seems to be very low with the exception of roads and stormwater.

Roads and stormwater seem to be the Council's biggest challenge. How "backlogs" are defined is important and will directly impact long-term capital demand. However, accepting, for example, graded roads as an acceptable level of service will have a significant impact on operations and maintenance. Finding a balance between service levels and standards requires an infrastructure investment framework that quantifies the long-term impact of different policy choices for service delivery. Indications are that about 53.5% of households do not have access to a service should a surfaced road be accepted as the preferred level of service.

11.2 Growth demand

The Council have a well-structured approach to service levels aligned with its customer base. A focus on full-service offerings for customers who cannot afford them leads to increased operating shortfalls and cash-flow deficits over the long term. In addition, during prolonged economic downturns, poverty increases, and the Council faces increased structural impediments, where more customers have access to services they cannot afford. About 63.35% of households are poor, while high-income households account for only 7.35% of the customer base. It is doubtful that the extent of current cross-subsidisation would be sustainable over the long-term.

Past choices of service levels, complicated by rising poverty, have led to structural constraints, as many households cannot afford the service levels available to them. Choosing appropriate service levels for future service delivery is an essential component of a long-term infrastructure provision and service delivery policy.

11.3 Asset renewal and asset backlogs

The total capital replacement cost (CRC) per service household is R192 856. The modelled value is R189 934 per unit, based on the unit rates used for assessment. Detailed asset values were not available. However, it confirms the high levels of services provided by the municipality.

12 Population growth as the basis for demand

Population growth for the total area is very high (between 1.33% (average for the municipality) and 1.94% (urban areas) per annum. However, future growth demand will remain adrive of investment requirements over the next 10 to 20 years.

The prevailing low-density, single-house development will most likely continue. Notwithstanding calls for densification, land availability, national housing policies, and beneficiary preferences perpetuate single-residential development. Choices about preferred service levels can significantly impact CAPEX and OPEX. However, cost-recovery regimes will significantly affect the Council's long-term financial health and sustainability.

13 Notable elements of future demand

13.1 Land required

Over the next ten years, the Council will require 1 263ha to accommodate growth and development. Residential demand will be an estimated 725ha, with about 49.2% required for low- and middle-income housing.

Table 34: Summary of land use demand 20-year horizon

Land uses	No of units	Total area of uses (ha)	% of total land	No of stand required
Residential	24 149	725	57.5%	14 286
Single Residential: Low income	8 088	202	16.0%	8 088
Single Residential: Medium income	3 574	125	9.9%	3 574
Single Residential: High Income	1 070	54	4.2%	1 070
Medium Density: Low Income	4 901	177	14.0%	883
Medium Density: Medium Income	4 084	118	9.3%	471
Medium Density: High Income	1 750	42	3.3%	168
High Density: Low Income	0	0	0.0%	0
High Density: Medium Income	0	0	0.0%	0
High Density: High Income	681	8	0.6%	32
Backyard dwellings	0	0	0.0%	0
Business	0	133	10.5%	245
Industrial & commercial	0	113	8.9%	245
Public spaces: recreation	0	44	3.5%	82
Community facilities: municipal	0	8	0.7%	31
Community facilities: other	0	14	1.1%	41
Roads totals	0	225	17.8%	0
Totals	24 149	1 263	100.0%	14 867

13.2 Capital expenditure

The following figure outlines key CAPEX relationships for the assessment and planning period.

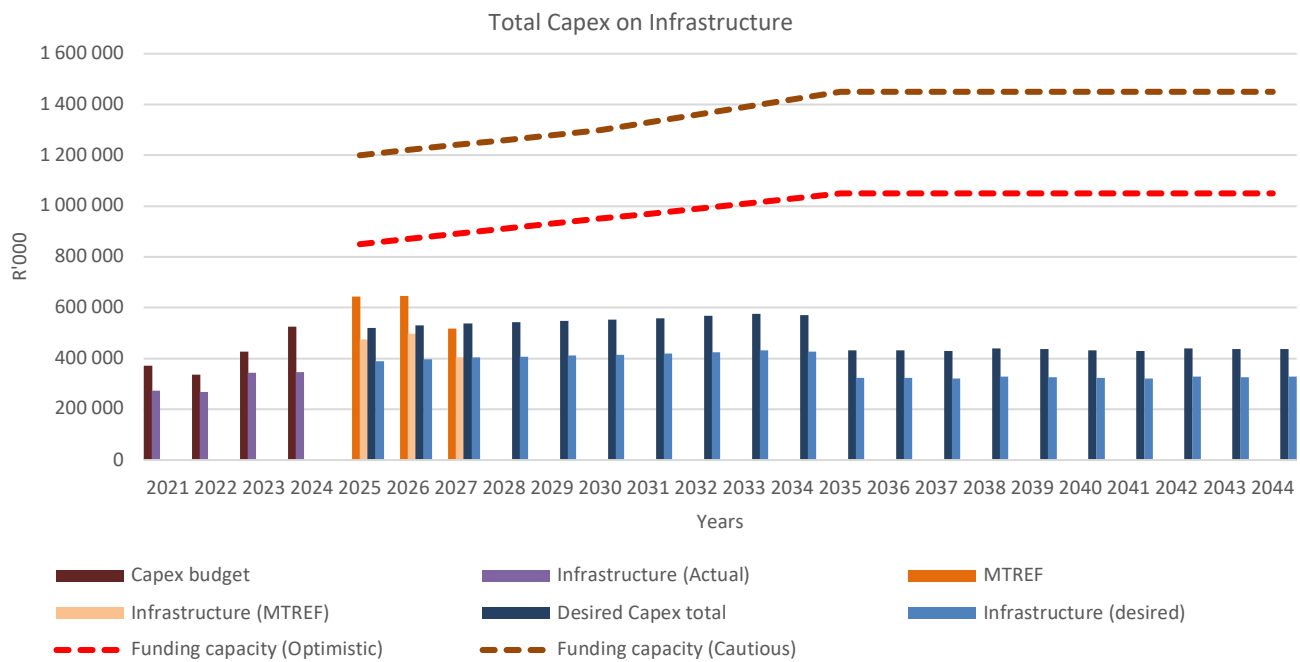


Figure 9: CAPEX relationships

The capital requirements to address growth, address backlogs, and asset renewals will average more than R369 million annually. The Council will require about R142.4 million per annum to accommodate new growth and a further R55.4 million per annum to address service backlogs. The CAPEX for backlogs is based on a 10-year program. The focus lies with asset renewals as a key to stabilising and sustaining the Council's operating base. Based on the current replacement cost (CRC), asset renewal will require R171.4 million per annum, which is 46.4% of total expenditure.

The CAPEX budget for the past four years averaged just more than R402.6 million per annum. The planned expenditure for the MTREF years averaged R602.8 million per annum. The figure below shows the anticipated CAPEX with historical patterns and trends. The actual and anticipated expenditure levels are substantially lower than the suggested affordability envelope. However, while high CAPEX levels are achievable, the operational impact may be challenging. The following should be noted:

1. Impairments are already high and may increase due to non-payment as a result of unaffordable services for a community where 67% is regarded as poor.
2. Repairs and maintenance should consistently be more than depreciation. It implies that the Council must protect its current asset base.
3. Bulk purchases of electricity service revenue are higher than the norm of 70% and decrease the margins and scope to maintain revenue as a source, and it will eventually feed through to the capacity of sustaining maintenance and asset renewal.

The desired level of capital expenditure must be viewed against its long-term operating impact. The current situation is sustainable provided that the Council develops the ability to measure the long-term impact of capital projects, but more importantly, the ability to measure the CAPEC and OPEX of its spatial development framework.

The Council was spending R994 per capita on infrastructure in 2024, which is lower than the modelled outcome of R447 per capita. The national average CAPEX is about R741 per capita per annum. These comparisons reflect on infrastructure only.

The table below shows the demand quantification outcomes for the municipality in the national context. The following should be considered:

- Unit costs are affected by the level of service mix. The national figure is a mix of areas with very low levels of services, such as rural areas, and areas with very high levels of services, such as higher-income areas. The service mix depends on the municipality's service delivery policies.
- The unit rates for the modelled outcomes are affected by access and renewal backlog eradication targets. For example, accelerating backlog eradication will imply higher front-end CAPEX. This will affect comparisons such as those in the table below

Table 35: Benchmarking modelled outcomes (2024-based figures)

Base year position	National totals & average	Stellenbosch LM	Modelled outcomes
Population	59 622 350	208 060	208 060
Households	16 613 347	36 848	36 848
Total capital expenditure (R'000)	68 808 464	642 490	519 036
Total CAPEX on infrastructure (R'000)	44 204 406	475 157	389 277
Per capita CAPEX (infrastructure)	741	2 284	1 871
Per household CAPEX (infrastructure)	2 661	12 895	10 564
Infrastructure CAPEX as % of total	64.2%	74.0%	75.0%
Benchmarked against national averages			
Per capita CAPEX	1.00	3.08	2.52
Per household CAPEX	1.00	0.21	0.25

13.3 The operating impact

The operating impact of the investment demand will accumulate to an additional R431.6 million per annum at the end of 2034. About R370.7 million (86%) of the impact will come from growth and the rest from providing service access to existing households. The following must be considered:

- The Council have little control over growth and specifically informal growth. The inability to keep up with growth will result in accumulating backlogs that will become more difficult to address in the future.
- Expected future growth also represents predominantly poor people who may be unable to pay for services, implying that the subsidy demand will increase.
- The Council has clear legislative and other challenges in applying cost recovery in rural and tribal areas. The biggest challenge to the Council is not CAPEX but sustaining its operating position.

The following figures summarise the outcomes of the demand quantification process.

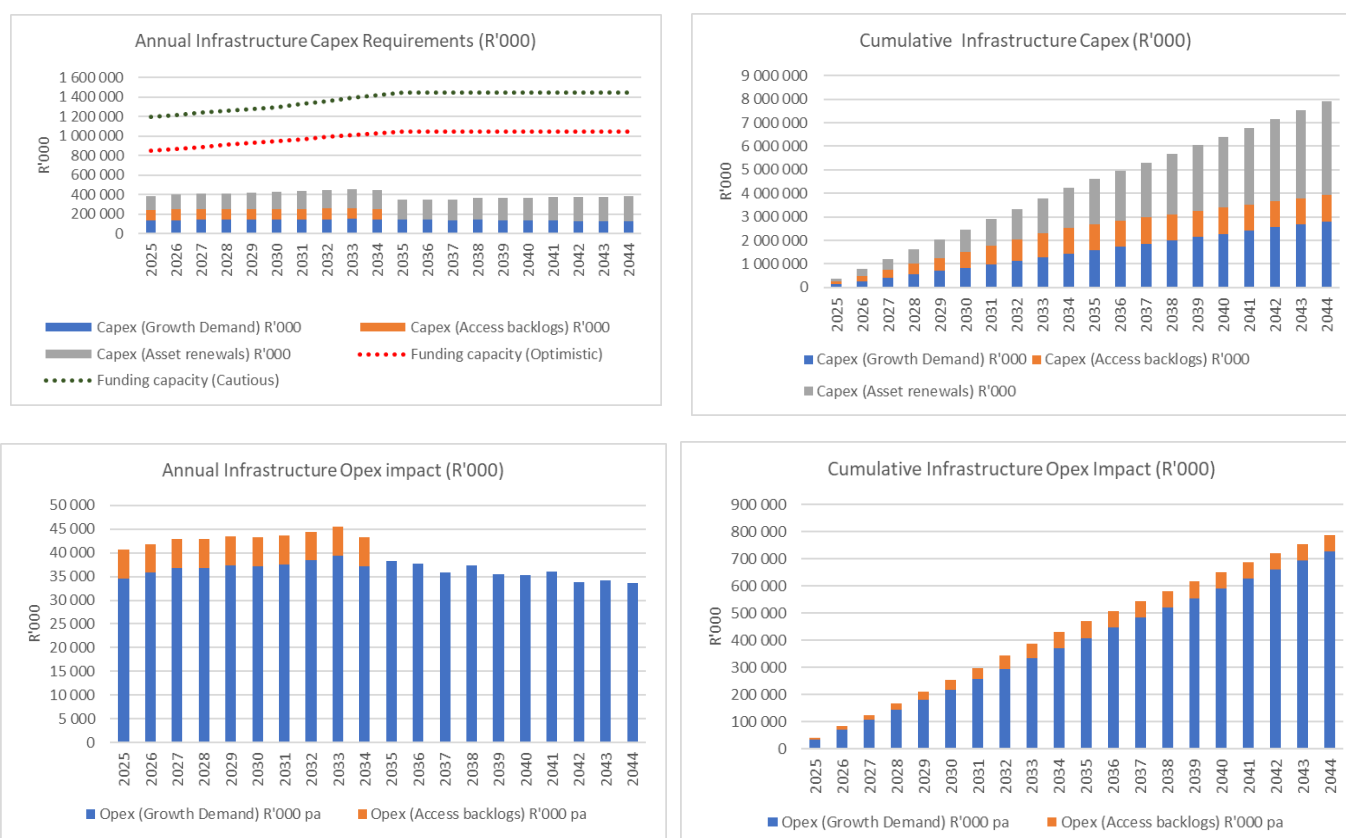


Figure 10: CAPEX and OPEX over a 20-year period

Conclusions and the way forward

14 Strategic conclusions

The demand quantification for Stellenbosch Municipality confirms that infrastructure planning over the next 10–20 years will be shaped less by “whether growth will happen” and more by three interacting realities: first, sustained household formation and outward built-form expansion; second, the long-run operating consequences of maintaining high service levels in a municipality with a large low-income customer base; and third, the municipality’s ability to protect lifecycle spending (repairs, maintenance, rehabilitation and renewal) while still accommodating selective growth. The modelling approach adopted in this CEF therefore emphasises a reconciled growth path, a connection-led view of demand, and a staged affordability logic that links land release and infrastructure expansion to measurable financial resilience and delivery capacity.

On growth, the long-run trajectory remains upward, but the report’s evidence shows that the post-2016 “level” of population and households is not stable across available datasets. For modelling purposes, a practical FY2024/25 baseline of approximately 205,000 people and 56,000 households is adopted, supported by the two most coherent and updatable municipal time series (Quantec and Stats SA mid-year municipal estimates) and corroborated by independent built-form indicators. Growth is assumed at 1.5% per annum for the population over 2024–2034, tapering to 1.2% over 2034–2044, while household growth is assumed at 1.8%, tapering to 1.5% over the same horizons. This implies an order-of-magnitude planning trajectory of approximately 237,000 people and 66,800 households by 2034, rising to

approximately 268,000 people and 77,600 households by 2044. These assumptions are explicitly qualified and must be treated as a monitored planning scenario rather than a fixed “truth”.

On the spatial form of growth, the analysis indicates predominantly horizontal expansion and low-rise intensification. This matters because horizontal growth increases network length and marginal lifecycle cost per additional household, particularly for roads, stormwater conveyance, water reticulation and LV electrical networks. In practical terms, the municipality’s infrastructure affordability is sensitive not only to how many households are added, but also to where they are added, how they are distributed, and the service levels provided to them. A growth strategy that continues to disperse new development at low densities will tend to “bake in” higher operating costs and renewal obligations, even where upfront CAPEX appears manageable.

On service levels and affordability, the report highlights a structural tension that must be made explicit in the way forward. Stellenbosch has historically gravitated to full-service levels (for example, in-house water connections and waterborne sanitation) and treats interim/basic services as temporary measures. At the same time, the customer profile indicates a large low-income segment: the analysis notes that roughly 63–67% of households are classified as poor, while high-income households account for a small share of the customer base. In an environment of slow national growth and periodic economic shocks, this mix increases the likelihood that service charges will become unaffordable for an expanding share of customers, which in turn will raise impairment levels and undermine the municipality’s ability to fund operations, maintenance, and renewals. The strategic implication is that service-level policy is not a technical footnote; it is a primary determinant of long-term financial sustainability and must be evaluated alongside spatial planning choices.

In the backlogs, the modelling process could not produce a fully reliable backlog quantification because service access and backlog data sources do not consistently reconcile, and backlog definitions are not uniform across settlement typologies. Within the adopted framework, backlogs appear low for certain household services, while roads and stormwater are the dominant challenges. This finding should be treated as a risk signal rather than a final backlog estimate: it indicates that the municipality’s greatest future liability is likely to lie in network-wide public infrastructure (roads and stormwater), where “acceptable” levels of service are contested and where operational implications (routine grading, drainage maintenance, surface management and renewal cycles) can be substantial. The way forward, therefore, requires a deliberate, policy-led backlog definition exercise, supported by credible data and an auditable methodology.

On renewals, the demand quantification and financial assessment converge on the same point: lifecycle sufficiency is the binding constraint, not the municipality’s historic ability to spend CAPEX. The financial review shows that a maintenance proxy remains materially below depreciation (for example, approximately R86.6 million versus depreciation of R204.5 million in FY2025), which indicates that the municipality is consuming its asset base faster than it is being restored. The demand model similarly shows renewals as the single largest CAPEX component within the infrastructure envelope. The strategic conclusion is straightforward: unless repairs, maintenance, rehabilitation and renewal are protected and increased on a planned basis, future expansion will progressively erode service reliability, raise unit costs, and ultimately weaken the revenue base that funds infrastructure.

15 What the demand quantification implies for land and infrastructure investment

The land budgeting outcomes indicate that accommodating the forecasted growth path will require approximately 1,263 hectares of additional land over the programme horizon as configured in the model. Residential land accounts for about 725 hectares (57.5% of total), with a substantial portion associated with low- and middle-income housing typologies. Roads account for approximately 225 hectares (17.8%), reflecting the spatial cost of horizontal growth. Economic land demand is also material, with business land at approximately 133 hectares (10.5%) and industrial/commercial land at approximately 113 hectares (8.9%). The critical planning implication is that “land release” is inseparable from infrastructure cost: each hectare brought into the serviced urban footprint triggers a long-lived obligation to fund network operations and renewals. Land sequencing must therefore be paced to the municipality’s proven ability to fund the full lifecycle cost of the networks that support it.

In the first ten years of the programme (2025–2034), the modelled incremental infrastructure CAPEX averages approximately R413 million per annum (2025 Rands), moving from roughly R389 million in 2025 to roughly R428 million by 2034. Over the decade, the cumulative requirement is approximately R4.13 billion. The internal composition of this requirement is critical. On average, growth-related investments account for approximately R143 million per annum, access/backlog-related investments approximately R111 million per annum (noting that the backlog costing and pacing must be reconciled to a defined backlog programme), and renewals approximately R159 million per annum, rising toward the end of the decade. This reinforces that renewal planning is not discretionary; it is a structural component of the investment programme.

By service, roads and stormwater dominate the infrastructure investment requirement, averaging approximately R139 million per annum over 2025–2034. Sanitation follows at roughly R92 million per annum, electricity at roughly R87 million per annum, water at roughly R79 million per annum, and refuse removal at roughly R16 million per annum. This composition aligns with the broader risk signals in the report: network-wide public infrastructure and high-service-level networks drive both CAPEX and future operating exposure. It also implies that the CEF cannot be implemented as a collection of isolated service projects; the dominant cost drivers sit at the interface between spatial form, network length, and lifecycle obligation.

The operating implications are equally decisive. The model indicates that the incremental operating and maintenance burden accumulates to approximately R431.6 million per annum by 2034, of which approximately R370.7 million (about 86%) is attributable to growth-related investments and approximately R60.9 million (about 14%) to addressing access/backlogs. Roads and stormwater again dominate the operating profile, reaching approximately R290 million per annum of incremental O&M by 2034, followed by electricity (approximately R66.8 million), sanitation (approximately R60.4 million), and water (approximately R13.3 million). This is the core strategic warning: a capital programme that is “affordable” on CAPEX alone can still become unaffordable once the operating tail is properly recognised. The CEF must therefore be managed as a joint CAPEX–OPEX instrument, not as a capital list with an implied operating assumption.

The modelled consumption and usage implications provide a practical basis for bulk planning and network stress testing. By 2034, the cumulative additional water demand in the model is approximately

15.7 MI/day, while cumulative additional electricity demand is approximately 964.9 MWh/day, with the balance of demand being driven predominantly by growth rather than backlogs. These values should be treated as planning signals that require confirmation against system capacities, loss assumptions and customer consumption profiles, particularly given the reported level of non-revenue water and the potential for seasonal and institutional population effects (students and tourism) to alter peak demand patterns.

16 Institutionalising delivery and protecting the programme

A central recommendation from this CEF is that implementation must be institutionalised as a standing management programme rather than treated as a once-off modelling exercise. The municipality should formalise a governance arrangement that links the CEF to the MTREF, the SDF, the IDP and the asset management cycle, with explicit authority to enforce affordability gates and to recalibrate the pipeline when financial or growth indicators deviate from assumptions. The report's proposed Financial and Infrastructure Affordability Committee is an appropriate mechanism for this, provided it operates on routine performance evidence and has the mandate to defer or resequence projects when lifecycle or cash protection thresholds are threatened.

Project entry into the funded pipeline should be conditioned by a consistent hard-gate logic. At minimum, each material project must demonstrate realistic cost recovery under collection and impairment assumptions (not gross billing), a viable financing mix across internal cash, grants and debt with stress tests for delays and escalation, and a quantified operating impact over at least ten years that includes staffing, energy, chemicals, maintenance and periodic renewal. Delivery risk screening must be explicit, focusing on land/legal readiness, procurement complexity, institutional capacity and timing risk. Finally, spatial alignment must be enforced: projects that support node-based, serviceable growth and that reduce lifecycle cost per household or business served should be preferred, while projects that extend networks into low-density, high-cost areas should be treated as exceptional and justified on a full lifecycle basis.

Monitoring must also be explicit and routine. Financial indicators should include days cash, the current ratio, collection proxies, impairment ratios, CAPEX execution, the maintenance-to-depreciation relationship, and grant absorption. Infrastructure performance indicators must include water and electricity losses, service interruptions, where measured, and the execution of the renewal programme against asset condition priorities. The point of monitoring is not to report compliance; it is to provide early warning so that land release, project sequencing, and funding can be adjusted before the programme becomes unaffordable or delivery stalls.

17 Data and date reliability, and the case for municipal data governance

The report's conclusions are necessarily qualified by the reliability and temporal alignment of the underlying data. Demand quantification is highly sensitive to base-year values, to the slope of growth over the next decade, to service-level assumptions, and to the spatial distribution of new development. When datasets represent different dates, different boundary interpretations, different extraction methods, or inconsistent definitions (for example, "households" versus "service households" versus "customer accounts"), the modelling outputs can shift materially without any real-world change. This is not a modelling flaw; it is a data governance problem. Without a consistent, up-to-date and internally reconciled data baseline, infrastructure planning becomes an exercise in defending assumptions rather than managing reality.

Several concrete reliability risks emerge in this work. The post-2016 population and household "levels" diverge across datasets, including one municipal-level point estimate implying decline that is not supported by coherent time series or built-form indicators. Certain gridded products vary substantially depending on boundary alignment and extraction method, and at least one extracted municipal value is an outlier relative to all other evidence and is not suitable for modelling without re-extraction and validation. Service access and backlog values do not reconcile consistently, and the definition of backlogs is not uniform across settlement typologies, which limits the defensibility of backlog costing. Detailed asset values and condition evidence were not available at the level required for a full renewal backlog quantification, and FY2025 financial information is pre-audited and therefore subject to final confirmation. These issues do not invalidate the CEF; they define the minimum data-governance agenda required to keep it credible over time.

The way forward should therefore include establishing a municipal data governance system that treats planning data as a managed corporate asset. At a minimum, the municipality should adopt a single annual "planning baseline" that is time-stamped, version-controlled and signed off, and that reconciles demographic signals to administrative counts. The report already motivates an annual growth ledger; this should be formalised as an operational dataset that reconciles active service connections (water meters, electricity points, sewer connections, refuse accounts), billed customers by category, valuation roll counts and cadastral changes, development pipeline indicators (approvals, completions and occupancy), and settlement footprint change using a consistent classification method. This baseline must be aligned to the municipal boundary definition used for reporting and must be updated on a fixed annual cycle so that the CEF can be refreshed and defended as conditions change.

Data governance must also be linked to decision triggers. If household or connection counts deviate materially from the adopted scenario (for example, by more than about five percent over two consecutive years, as proposed in the report), the growth path and the associated infrastructure demand must be recalibrated and the project pipeline resequenced. If built-form indicators show sustained growth materially above implied household growth, bulk demand assumptions should be stress-tested for major non-residential expansion and for peak-load drivers. If official profile revisions materially shift base-year levels, the demand model should be rerun. The municipality's credibility will increasingly depend on demonstrating that infrastructure investment decisions are based on a living evidence system, not on a once-off report or on unreconciled external datasets.

In summary, the strategic way forward is to treat the CEF as an implementable programme that is continuously protected by two disciplines: affordability discipline (through staged scenarios, hard gates and lifecycle protection) and evidence discipline (through a managed, reconciled and regularly updated data baseline). If the municipality institutionalises these disciplines, the demand quantification results in this report provide a defensible backbone for infrastructure investment planning. If it does not, the municipality will remain exposed to the twin risks that have undermined many councils nationally: expanding the service obligation faster than the revenue base can support, while consuming the asset base faster than it can be renewed.



Unit	Department	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Total
Community and Protection Services	Cemeteries	Calcutta Memorial Park	R3,043,478	R0	R0	R20,000,000	R10,000,000	R10,000,000	R70,000	R40,000	R40,000	R40,000	R43,233,478
Community and Protection Services	Cemeteries	Vehicle Fleet: Cemeteries	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
Community and Protection Services	Community Development	Furniture, Tools & Equipment: Comm Development	R50,000	R60,000	R70,000	R0	R0	R0	R0	R50,000	R60,000	R70,000	R360,000
Community and Protection Services	Community Development	Social Relief Distress Vehicle	R0	R0	R0	R0	R0	R0	R0	R500,000	R0	R0	R500,000
Community and Protection Services	Community Development	Upgrading: Early Childhood Development Centres on Municipal Land	R2,173,913	R2,608,696	R6,500,000	R0	R0	R0	R0	R2,500,000	R3,000,000	R7,000,000	R23,782,609
Community and Protection Services	Community Services: Library Services	Furniture, Tools & Equipment: Pniel Library	R0	R35,000	R20,000	R0	R0	R0	R0	R35,000	R20,000	R0	R110,000
Community and Protection Services	Community Services: Library Services	Furniture, Tools and Equipment: Idas Valley	R0	R0	R0	R0	R0	R0	R0	R30,000	R530,000	R0	R560,000
Community and Protection Services	Community Services: Library Services	Furniture, Tools and Equipment: Kayamandi	R0	R10,000	R0	R0	R0	R0	R0	R10,000	R0	R0	R20,000
Community and Protection Services	Community Services: Library Services	Library Books	R200,000	R210,000	R21,000	R210,000	R210,000	R220,000	R1,867,540	R1,867,540	R0	R0	R4,806,080
Community and Protection Services	Community Services: Library Services	Upgrade Stellenbosch Library	R0	R0	R0	R0	R0	R0	R0	R4,339,483	R4,339,483	R0	R8,678,966
Community and Protection Services	Community Services: Library Services	Upgrading: Cloetesville Library	R0	R0	R0	R0	R0	R0	R0	R450,000	R0	R0	R450,000
Community and Protection Services	Community Services: Library Services	Vehicles	R0	R300,000	R0	R0	R0	R0	R0	R300,000	R0	R0	R600,000
Community and Protection Services	Director: Community & Protection Services	Furniture, Tools & Equipment : Protection Services	R0	R400,000	R0	R0	R0	R0	R0	R400,000	R0	R0	R800,000
Community and Protection Services	Disaster Management	Re tarring of the Stellenbosch fire station drill yard	R1,000,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
Community and Protection Services	Disaster Management	Vehicle fleet: Disaster Management	R0	R5,000,000	R0	R0	R0	R0	R0	R5,000,000	R0	R1,000,000	R11,000,000
Community and Protection Services	Environmental Management: Implementation	Furniture, Tools & Equipment: Air and Noise Control	R0	R0	R150,000	R0	R0	R0	R0	R150,000	R0	R200,000	R500,000
Community and Protection Services	Environmental Management: Implementation	Furniture, Tools & Equipment: Environmental Management	R200,000	R0	R250,000	R0	R0	R0	R0	R200,000	R0	R250,000	R900,000
Community and Protection Services	Environmental Management: Implementation	Specialized Equipment: Workshop	R0	R0	R0	R0	R0	R0	R0	R3,000,000	R0	R0	R3,000,000
Community and Protection Services	Environmental Management: Implementation	Vehicle Fleet: Workshop	R0	R0	R0	R0	R0	R0	R0	R1,200,000	R0	R0	R1,200,000
Community and Protection Services	Environmental Management: Urban Forestry	Design and implement electronic Urban Forestry management tool	R0	R500,000	R0	R0	R0	R500,000	R0	R0	R0	R400,000	R1,400,000
Community and Protection Services	Environmental Management: Urban Forestry	Fencing :Urban Forestry	R1,500,000	R0	R0	R0	R0	R0	R0	R1,500,000	R0	R0	R3,000,000
Community and Protection Services	Environmental Management: Urban Forestry	Furniture, Tools & Equipment: Urban Forestry	R0	R2,000,000	R1,000,000	R0	R0	R0	R0	R2,000,000	R1,000,000	R2,000,000	R8,000,000
Community and Protection Services	Environmental Management: Urban Forestry	Specialized equipment: Urban Forestry	R0	R2,500,000	R0	R0	R0	R2,500,000	R0	R0	R0	R2,000,000	R7,000,000
Community and Protection Services	Environmental Management: Urban Forestry	Vehicle Fleet : Urban Foestry	R1,200,000	R0	R0	R0	R0	R0	R0	R1,200,000	R0	R0	R2,400,000
Community and Protection Services	Fire and Rescue Services	Fire Station - Jamestown	R0	R3,650,000	R20,826,675	R0	R0	R0	R0	R0	R0	R0	R24,476,675
Community and Protection Services	Fire and Rescue Services	Furniture, Tools & Equipment: Fire	R500,000	R100,000	R1,000,000	R0	R0	R0	R0	R500,000	R100,000	R1,000,000	R3,200,000
Community and Protection Services	Fire and Rescue Services	Rescue equipment	R1,000,000	R0	R1,000,000	R0	R0	R1,000,000	R0	R1,000,000	R0	R0	R4,000,000
Community and Protection Services	Fire and Rescue Services	Specialized Vehicles: Fire	R0	R0	R3,000,000	R0	R0	R3,000,000	R0	R5,000,000	R0	R10,000,000	R21,000,000
Community and Protection Services	Fire and Rescue Services	Vehicle fleet: Fire Services	R0	R1,000,000	R0	R0	R0	R1,000,000	R0	R1,000,000	R0	R0	R3,000,000
Community and Protection Services	Halls	Furniture, Tools & Equipment: Halls	R200,000	R250,000	R250,000	R0	R0	R0	R0	R200,000	R250,000	R250,000	R1,400,000
Community and Protection Services	Halls	Upgrading of Halls	R1,000,000	R500,000	R500,000	R1,500,000	R0	R500,000	R0	R600,000	R0	R0	R4,600,000
Community and Protection Services	Halls	Vehicle Fleet: Halls	R500,000	R500,000	R0	R700,000	R900,000	R0	R0	R0	R0	R0	R2,600,000
Community and Protection Services	Law Enforcement and Security	Furniture, Tools & Equipment: Law Enforcement	R0	R200,000	R200,000	R0	R0	R0	R0	R200,000	R200,000	R200,000	R1,000,000
Community and Protection Services	Law Enforcement and Security	Install and Upgrade CCTV/ LPR Cameras In WC024	R2,500,000	R2,500,000	R3,000,000	R3,000,000	R3,000,000	R5,000,000	R3,000,000	R3,000,000	R5,000,000	R3,000,000	R33,000,000
Community and Protection Services	Law Enforcement and Security	Install Computerized Access Security Systems and CCTV Cameras At Municipal Buildings	R2,000,000	R1,500,000	R1,500,000	R1,000,000	R900,000	R850,000	R800,000	R750,000	R700,000	R650,000	R10,650,000
Community and Protection Services	Law Enforcement and Security	K9 Unit	R869,565	R0	R0	R0	R0	R0	R0	R0	R0	R0	R869,565
Community and Protection Services	Law Enforcement and Security	Law Enforcement Tools and Equipment	R1,500,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R8,250,000
Community and Protection Services	Law Enforcement and Security	Neighborhood Watch Safety equipment	R500,000	R500,000	R500,000	R500,000	R0	R0	R0	R0	R0	R0	R2,000,000
Community and Protection Services	Law Enforcement and Security	Security Upgrades	R0	R250,000	R250,000	R0	R0	R250,000	R250,000	R250,000	R250,000	R250,000	R1,750,000
Community and Protection Services	Law Enforcement and Security	Vehicle Fleet: Law Enforcement	R3,000,000	R3,000,000	R3,000,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R26,500,000
Community and Protection Services	Parks and Cemeteries	Beautification of Parks and Cemeteries	R1,865,261	R869,565	R1,000,000	R0	R600,000	R700,000	R400,000	R400,000	R400,000	R400,000	R6,634,826
Community and Protection Services	Parks and Cemeteries	Fencing :Parks and Gardens	R1,869,565	R869,565	R1,000,000	R200,000	R0	R0	R0	R500,000	R300,000	R500,000	R5,239,130
Community and Protection Services	Parks and Cemeteries	Furniture, Tools & Equipment: Parks & Cemeteries	R300,000	R200,000	R500,000	R300,000	R200,000	R200,000	R200,000	R200,000	R300,000	R300,000	R2,700,000
Community and Protection Services	Parks and Cemeteries	Purchase of Specialised Vehicles	R1,200,000	R0	R0	R1,000,000	R0	R0	R1,300,000	R0	R500,000	R0	R4,000,000
Community and Protection Services	Parks and Cemeteries	Upgrading of Parks	R200,000	R0	R500,000	R200,000	R1,000,000	R1,000,000	R0	R0	R0	R0	R2,900,000
Community and Protection Services	Parks and Cemeteries	Urban Greening: Beautification: Main Routes and Tourist Routes	R200,000	R200,000	R200,000	R200,000	R250,000	R250,000	R200,000	R200,000	R200,000	R200,000	R2,100,000
Community and Protection Services	Parks and Cemeteries	Vehicle Fleet: Parks & Cemeteries	R0	R1,000,000	R0	R0	R0	R0	R0	R1,000,000	R0	R500,000	R2,500,000
Community and Protection Services	Sports Grounds and Picnic Sites	Fencing: Sport Grounds (WC024)	R1,300,000	R500,000	R500,000	R0	R0	R0	R0	R1,300,000	R500,000	R500,000	R4,600,000
Community and Protection Services	Sports Grounds and Picnic Sites	Furniture, Tools & Equipment: Sports	R350,000	R400,000	R400,000	R0	R0	R0	R0	R350,000	R400,000	R400,000	R2,300,000
Community and Protection Services	Sports Grounds and Picnic Sites	Installation of cricket nets	R250,000	R150,000	R150,000	R0	R150,000	R0	R150,000	R0	R0	R0	R850,000
Community and Protection Services	Sports Grounds and Picnic Sites	Jonkershoek Picnic Site	R300,000	R200,000	R200,000	R0	R200,000	R200,000	R0	R200,000	R200,000	R200,000	R1,700,000
Community and Protection Services	Sports Grounds and Picnic Sites	Re-Surface of Netball/Tennis Courts	R400,000	R400,000	R500,000	R0	R550,000	R0	R0	R0	R0	R0	R1,850,000
Community and Protection Services	Sports Grounds and Picnic Sites	Recreational Equipment Sport	R100,000	R300,000	R300,000	R200,000	R0	R0	R400,000	R0	R100,000	R100,000	R1,500,000
Community and Protection Services	Sports Grounds and Picnic Sites	Specialized Vehicles: Sports	R700,000	R1,200,000	R1,200,000	R0	R1,500,000	R0	R2,000,000	R0	R0	R0	R6,600,000
Community and Protection Services	Sports Grounds and Picnic Sites	Upgrade of Sport Facilities	R3,200,000	R3,700,000	R4,200,000	R4,000,000	R4,700,000	R4,700,000	R5,300,000	R5,300,000	R300,000	R300,000	R35,700,000
Community and Protection Services	Traffic Services	Furniture, Tools & Equipment: Traffic Services	R350,000	R200,000	R0	R0	R200,000	R0	R0	R0	R200,000	R0	R950,000
Community and Protection Services	Traffic Services	Replacement of vehicles	R2,500,000	R2,500,000	R0	R0	R0	R0	R0	R2,500,000	R2,500,000	R0	R10,000,000
Community and Protection Services	Traffic Services	Specialized Vehicles: Traffic	R0	R3,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R3,000,000
Community and Protection Services	Traffic Services	Traffic Fleet	R1,500,000	R1,500,000	R1,500,000	R0	R0	R0	R0	R1,500,000	R3,000,000	R0	R9,000,000
Corporate Services	Information and Communications Technology	Fibre Optic Implementation	R3,000,000	R2,500,000	R2,500,000	R0	R0	R0	R0	R3,000,000	R2,500,000	R2,500,000	R16,000,000
Corporate Services	Information and Communications Technology	ICT Cable Reticulation and Management	R1,000,000	R1,500,000	R500,000	R500,000	R1,000,000	R1,000,000	R500,000	R1,000,000	R1,500,000	R1,500,000	R10,000,000
Corporate Services	Information and Communications Technology	Purchase and Replacement of Computer/software and Peripheral devices	R2,500,000	R3,500,000	R2,000,000	R0	R0	R0	R0	R2,500,000	R3,500,000	R2,000,000	R16,000,000
Corporate Services	Information and Communications Technology	Server Storage expansion and upgrades	R2,000,000	R2,000,000	R1,000,000	R2,000,000	R2,000,000	R2,000,000	R1,000,000	R3,000,000	R2,000,000	R2,000,000	R19,000,000
Corporate Services	Information and Communications Technology	Upgrade and Expansion of IT Infrastructure Platforms	R2,000,000	R2,000,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R1,500,000	R1,500,000	R1,500,000	R21,000,000
Corporate Services	Information and Communications Technology	Upgrading Communication Network	R1,500,000	R2,250,000	R1,100,000	R1,500,000	R1,500,000	R1,500,000	R0	R1,000,000	R1,000,000	R0	R13,850,000
Corporate Services	Properties and Municipal Building Maintenanano	Airconditioners	R200,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R200,000
Corporate Services	Properties and Municipal Building Maintenanano	Furniture, Tools & Equipment: Property Management PC_0196	R0	R250,000	R500,000	R0	R0	R0	R0	R250,000	R250,000	R250,000	R1,500,000
Corporate Services	Properties and Municipal Building Maintenanano	Furniture, Tools & Equipment: Property Management PC_0371	R0	R0	R0	R0	R0	R0	R0	R250,000	R250,000	R250,000	R750,000
Corporate Services	Properties and Municipal Building Maintenanano	Kayamandi: Upgrading of Makapula Hall	R500,000	R0	R0	R0	R0	R0	R0	R500,000	R0	R0	R1,000,000
Corporate Services	Properties and Municipal Building Maintenanano	La Motte Fire Station	R100,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R100,000
Corporate Services	Properties and Municipal Building Maintenanano	Structural Improvement: General	R0	R0	R2,000,000	R2,000,000	R2,000,000	R2,000,000	R0	R0	R0	R0	R8,000,000
Corporate Services	Properties and Municipal Building Maintenanano	Structural Maintenance/Upgrade: Beltana	R30,000,000	R0	R0	R4,000,000	R4,000,000	R4,000,000	R0	R0	R0	R0	R42,000,000
Corporate Services	Properties and Municipal Building Maintenanano	Structural Upgrade: Heritage Building	R400,000	R1,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R1,900,000
Corporate Services	Properties and Municipal Building Maintenanano	Traffic Offices	R1,000,000	R7,000,000	R7,000,000	R0	R0	R0	R0	R9,000,000	R9,000,000	R0	R33,000,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading and conversion of Fire House to a Training Centre	R0	R400,000	R1,500,000	R0	R0	R0	R0	R400,000	R1,500,000	R0	R3,800,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading Fencing	R300,000	R500,000	R500,000	R0	R0	R0	R0	R300,000	R500,000	R500,000	R2,600,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading of New Office Space: Ryneveld Street	R1,600,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1,600,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading of Office Space: Community Services (Urban Forestry)	R1,000,000	R0	R80,000	R0	R0	R0	R0	R0	R0	R0	R1,080,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading: Admin Building and Community Halll	R2,250,000	R250,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,500,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading: Law Enforcement Offices	R2,500,000	R2,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R5,000,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading: Main Office Complex	R250,000	R5,000,000	R10,000,000	R0	R0	R0	R0	R0	R0	R0	R15,250,000
Financial Services	Financial Management Services	Furniture, Tools & Equipment: FS	R100,000	R90,000	R100,000	R100,000	R100,000	R100,000	R100,000	R100,000	R100,000	R0	R890,000
Financial Services	Financial Management Services	Furniture, Tools & Equipment: Rev n Exp	R150,000	R80,000	R75,000	R0	R0	R0	R0	R75,000	R75,000	R0	R755,000
Financial Services	Financial Management Services	Furniture, Tools & Equipment: SCM	R150,000	R80,000	R75,000	R75,000	R75,000	R75,000	R75,000	R75,000	R75,000	R0	R755,000
Financial Services	Financial Management Services	Vehicle Fleet: FMS	R2,500,000	R1,000,000	R0	R0	R0	R0	R0	R2,500,000	R1,000,000	R0	R7,000,000
Financial Services	Financial Management Stores	Upgrade Municipal Stores	R1,000,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
Infrastructure Services	Electrical Services	20MW Renewable energy project	R520,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R520,000
Infrastructure Services	Electrical Services												

Unit	Department	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Total
Infrastructure Services	Electrical Services	Cable Network: Franschoek	R5,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R5,000,000
Infrastructure Services	Electrical Services	Cable replacement 66kV	R0	R11,036,500	R10,800,000	R0	R0	R0	R0	R0	R0	R0	R21,836,500
Infrastructure Services	Electrical Services	Control Room implementation	R0	R300,000	R0	R0	R0	R0	R0	R0	R0	R0	R300,000
Infrastructure Services	Electrical Services	Demand Side Management Geyser Control	R500,000	R3,500,000	R3,500,000	R400,000	R400,000	R400,000	R420,000	R400,000	R417,600	R0	R9,937,600
Infrastructure Services	Electrical Services	Electricity Network: Pniel	R3,500,000	R3,500,000	R3,500,000	R3,500,000	R3,850,000	R3,850,000	R4,074,000	R4,277,700	R4,465,918	R0	R34,517,618
Infrastructure Services	Electrical Services	Electrification INEP	R0	R9,036,522	R9,445,217	R26,600,000	R26,000,000	R26,000,000	R27,300,000	R28,665,000	R29,926,260	R0	R182,972,999
Infrastructure Services	Electrical Services	Energy Balancing - Metering and Mini-Substations	R0	R500,000	R250,000	R250,000	R250,000	R250,000	R262,500	R275,625	R287,752	R0	R2,325,877
Infrastructure Services	Electrical Services	Energy Efficiency and Demand Side Management	R0	R0	R0	R250,000	R250,000	R250,000	R250,000	R250,000	R261,000	R0	R1,511,000
Infrastructure Services	Electrical Services	Furniture, Tools and Equipment: Electrical Services	R0	R403,151	R443,466	R487,812	R536,593	R536,593	R681,742	R715,829	R747,326	R0	R4,552,512
Infrastructure Services	Electrical Services	Hot water load control	R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500,000
Infrastructure Services	Electrical Services	Integrated National Electrification Programme	R0	R321,957	R321,957	R321,957	R321,957	R321,957	R338,054	R354,957	R370,575	R0	R2,673,371
Infrastructure Services	Electrical Services	Jan Marais Upgrade: Remove Existing Tx and replace with 20MVA	R16,900,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R16,900,000
Infrastructure Services	Electrical Services	Kayamandi(Costa grounds)new substation 11 kV switching station	R25,829,739	R9,808,696	R3,130,435	R0	R0	R0	R0	R0	R0	R0	R38,768,870
Infrastructure Services	Electrical Services	Meter Panels	R250,000	R250,000	R250,000	R250,000	R250,000	R262,500	R250,000	R250,000	R261,000	R0	R2,273,500
Infrastructure Services	Electrical Services	Network Cable Replace 11 Kv	R3,630,000	R3,993,000	R4,392,300	R4,831,530	R5,314,683	R5,314,683	R6,752,304	R7,089,919	R7,401,876	R0	R48,720,295
Infrastructure Services	Electrical Services	Replace Control Panels 66 kV & Circuit breakers	R2,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R2,500,000
Infrastructure Services	Electrical Services	Replace Ineffective Meters	R100,000	R500,000	R402,628	R442,890	R487,179	R487,179	R618,961	R649,909	R678,505	R0	R4,367,251
Infrastructure Services	Electrical Services	SCADA Implementation	R4,000,000	R4,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R8,000,000
Infrastructure Services	Electrical Services	STB Switchgear (11kV) SF6	R0	R0	R0	R82,433,277	R98,919,933	R98,919,933	R149,566,939	R149,566,942	R156,147,887	R0	R735,554,911
Infrastructure Services	Electrical Services	Streetlights R304	R1,000,000	R7,816,990	R0	R0	R0	R0	R0	R0	R0	R0	R8,816,990
Infrastructure Services	Electrical Services	Substation 66kV equipment (Jan Marais)	R1,590,341	R1,457,812	R1,749,375	R1,924,312	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R13,644,651
Infrastructure Services	Electrical Services	Substation 66kV equipment (Main s)	R1,590,341	R1,457,812	R1,749,375	R1,924,312	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R13,644,651
Infrastructure Services	Electrical Services	Substation 66kV equipment (Golf.)	R1,590,341	R1,457,812	R1,749,375	R1,924,313	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R13,644,652
Infrastructure Services	Electrical Services	Substation 66kV equipment (Markotter)	R397,585	R1,457,812	R1,749,375	R1,924,312	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R12,451,895
Infrastructure Services	Electrical Services	Switchgear Substation Blake 2	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Cascade	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Papegaairand	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Paradyskloof	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Technopark	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation University	R0	R20,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R20,000,000
Infrastructure Services	Electrical Services	Switchgear Substation van der Stel	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Welgevonden	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switvhgear Substation Kayamandi	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	System Control Centre & Upgrade Telemetry:	R4,791,600	R2,506,454	R2,631,777	R2,763,365	R2,901,534	R3,046,610	R0	R0	R0	R0	R18,641,340
Infrastructure Services	Electrical Services	Third transformer and associated works 20MVA Cloetesville	R0	R0	R0	R29,503,381	R31,126,066	R0	R0	R0	R0	R0	R60,629,447
Infrastructure Services	Electrical Services	Turnkey - EPC of Hybrid inverter with Battery Storage Systems at Stellenbosch Community Buildings	R3,210,185	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,210,185
Infrastructure Services	Electrical Services	Uninterrupted Power Supply for buildings	R0	R2,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
Infrastructure Services	Electrical Services	Upgrade transformers at Main substation 7.5MVA to 20MVA	R18,000,000	R11,300,000	R0	R0	R0	R0	R0	R0	R0	R0	R29,300,000
Infrastructure Services	Electrical Services	Vehicles: Electrical Services	R350,000	R0	R0	R0	R3,800,000	R3,800,000	R5,985,000	R0	R0	R0	R13,935,000
Infrastructure Services	Electrical Services	Northern Extension Bulk Supply	R27,000,000	R35,500,000									R62,500,000
Infrastructure Services	Infrastructure Services	Furniture, Tools & Equipment: IS	R65,000	R115,000	R115,000	R120,000	R95,000	R95,000	R125,000	R115,000	R125,000	R0	R970,000
Infrastructure Services	Project Management Unit (PMU)	Franschhoek Mooiwater 236	R869,565	R869,565	R0	R0	R15,136,000	R15,136,000	R0	R0	R0	R0	R32,011,130
Infrastructure Services	Project Management Unit (PMU)	Furniture, Tools & Equipment: PMU	R110,000	R120,000	R130,000	R140,000	R150,000	R150,000	R170,000	R80,000	R80,000	R0	R1,130,000
Infrastructure Services	Project Management Unit (PMU)	Kayamandi: Zone O (±711 services)	R0	R0	R0	R10,000,000	R0	R0	R0	R0	R0	R0	R10,000,000
Infrastructure Services	Project Management Unit (PMU)	Upgrading Ad hoc Housing Projects	R400,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R0	R4,400,000
Infrastructure Services	Roads and Stormwater	Adam Tas Road Intersection Upgrades	R0	R0	R0	R0	R0	R0	R0	R10,000,000	R0	R0	R10,000,000
Infrastructure Services	Roads and Stormwater	Adhoc Reconstruction Of Roads (WC024)	R5,000,000	R5,000,000	R8,000,000	R7,000,000	R7,000,000	R7,000,000	R7,000,000	R7,000,000	R7,000,000	R7,000,000	R67,000,000
Infrastructure Services	Roads and Stormwater	Bridge Assessment and Design - Lacotte River Flood Resilience	R2,000,000	R4,000,000	R7,000,000	R5,000,000	R5,000,000	R5,000,000	R0	R0	R0	R0	R28,000,000
Infrastructure Services	Roads and Stormwater	Bridge Assessment and Design - Stiebeuel River Pedestrian Bridges	R1,700,000	R1,000,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R3,700,000
Infrastructure Services	Roads and Stormwater	Bridge Assessment and Design Stellenbosch and surrounding	R1,500,000	R1,500,000	R500,000	R3,000,000	R0	R0	R0	R0	R0	R0	R6,500,000
Infrastructure Services	Roads and Stormwater	Devon Valley Roads - Safety Improvements Structural Repairs	R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500,000
Infrastructure Services	Roads and Stormwater	Furniture, Tools & Equipment: Roads & Stormwater	R100,000	R400,000	R400,000	R0	R0	R0	R0	R400,000	R400,000	R400,000	R2,100,000
Infrastructure Services	Roads and Stormwater	George Blake Urban Upgrade	R0	R0	R0	R5,000,000	R0	R0	R0	R0	R0	R0	R5,000,000
Infrastructure Services	Roads and Stormwater	Parking Area Upgrades - Stellenbosch	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1,000,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Franschoek & Surrounding	R1,500,000	R2,000,000	R3,000,000	R2,000,000	R0	R1,500,000	R0	R1,500,000	R0	R15,000,000	R26,500,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Klamputs, Raithby & Surrounding	R1,000,000	R0	R0	R0	R1,500,000	R0	R1,500,000	R1,500,000	R1,500,000	R1,500,000	R8,500,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Kylemore & Surrounding	R0	R1,500,000	R1,500,000	R0	R0	R1,500,000	R1,500,000	R0	R1,000,000	R0	R7,000,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Stellenbosch & Surrounding	R3,500,000	R5,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R72,500,000
Infrastructure Services	Roads and Stormwater	River Rehabilitation Implementation	R1,500,000	R2,000,000	R1,500,000	R1,500,000	R0	R0	R0	R0	R0	R0	R6,500,000
Infrastructure Services	Roads and Stormwater	Specialized Vehicles: Roads and Stormwater	R6,000,000	R2,000,000	R5,000,000	R9,000,000	R0	R0	R0	R0	R0	R0	R22,000,000
Infrastructure Services	Roads and Stormwater	Update Stormwater Masterplan	R0	R0	R0	R2,000,000	R0	R0	R0	R0	R2,000,000	R0	R4,000,000
Infrastructure Services	Roads and Stormwater	Upgrade Stormwater Retention Facilities	R0	R500,000	R0	R0	R0	R0	R500,000	R500,000	R0	R0	R1,500,000
Infrastructure Services	Roads and Stormwater	Upgrade Stormwater System	R300,000	R600,000	R400,000	R400,000	R500,000	R500,000	R800,000	R800,000	R0	R0	R4,300,000
Infrastructure Services	Roads and Stormwater	Upgrade: Lower Dorp Street	R4,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R8,000,000
Infrastructure Services	Roads and Stormwater	Vehicles Fleet: Roads and Stormwater	R0	R500,000	R500,000	R0	R0	R500,000	R0	R0	R0	R500,000	R2,000,000
Infrastructure Services	Roads and Stormwater	Wilderbosch Extension to Trumali	R0	R1,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R1,500,000
Infrastructure Services	Roads and Stormwater	Wilderbosch Extension to Technopark	R0	R2,000,000	R2,000,000	R0	R1,500,000	R1,500,000	R0	R0	R0	R0	R7,000,000
Infrastructure Services	Traffic Engineering	Adhoc Intersection Improvements	R0	R0	R2,000,000	R0	R0	R0	R0	R2,000,000	R0	R2,000,000	R6,000,000
Infrastructure Services	Traffic Engineering	Bird Street Dualling - Adam Tas to Kayamandi	R100,000	R150,000	R150,000	R150,000	R80,000,000	R80,000,000	R90,000,000	R0	R0	R0	R310,000,000
Infrastructure Services	Traffic Engineering	Furniture, Tools & Equipment: Traffic Engineering	R16,000,000	R0	R0	R0	R0	R0	R150,000	R150,000	R150,000	R0	R1,300,000
Infrastructure Services	Traffic Engineering	Jamestown Transport Network - School Street	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R16,000,000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: Franschoek	R0	R0	R1,500,000	R0	R0	R1,500,000	R10,000,000	R750,000	R750,000	R0	R14,500,000
Infrastructure Services	Traffic Engineering	Main road intersection improvements: Helshoogte rd/La Colline	R0	R0	R2,000,000	R25,000,000	R0	R0	R0	R0	R0	R0	R27,000,000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: R44 / Merriman Street	R1,500,000	R3,000,000	R2,000,000	R50,000,000	R50,000,000	R50,000,000	R0	R0	R0	R0	R156,500,000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: Strand / Adam Tas / Alexander	R17,000,000	R24,943,007	R0	R0	R0	R0	R0	R0	R0	R0	R41,943,007
Infrastructure Services	Traffic Engineering	Pedestrian Crossing Implementation	R300,000	R0	R0	R300,000	R0	R0	R500,000	R0	R0	R500,000	R1,600,000
Infrastructure Services	Traffic Engineering	Raised Intersection Implementation	R500,000	R600,000	R0	R0	R600,000	R600,000	R0	R0	R600,000	R750,000	R3,650,000
Infrastructure Services	Traffic Engineering	Road Safety Improvements	R500,000	R1,000,000	R500,000	R500,000	R0	R0	R500,000	R500,000	R500,000	R0	R4,000,000
Infrastructure Services	Traffic Engineering	Road Upgrades at School Precincts	R500,000	R500,000	R500,000	R1,000,000	R0	R0	R1,000,000	R0	R0	R1,000,000	R4,500,000
Infrastructure Services	Traffic Engineering	Specialized Equipment: Roadmarking Machine + Trailer	R0	R1,000,000	R500,000	R0	R0	R0	R0	R1,000,000	R500,000	R0	R3,000,000
Infrastructure Services	Traffic Engineering	Specialized Vehicles: Traffic Engineering	R0	R0	R0	R0	R0	R1,000,000	R0	R0	R0	R0	R1,000,000
Infrastructure Services	Traffic Engineering	Traffic Calming Projects: Implementation	R1,000,000	R1,000,000	R1,000,000	R750,000	R0	R0	R750,000	R0	R400,000	R750,000	R5,650,000
Infrastructure Services	Traffic Engineering	Traffic Management Improvement Programme	R1,000,000	R0	R0	R1,500,000	R0	R1,500,000	R0	R750,000	R0	R250,000	R5,000,000
Infrastructure Services	Traffic Engineering	Traffic Signal Control: Installation and Upgrading of Traffic Signals and Associated Components	R1,700,000	R1,700,000	R1,700,000	R500,000	R500,000	R500,000	R1,000,000	R500,000	R750,000	R1,000,000	R9,850,000

	Unit	Department	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Total
Infrastructure Services	Traffic Engineering	Traffic Signal Management System		R500,000	R1,500,000	R1,500,000	R0	R1,500,000	R0	R500,000	R0	R0	R2,000,000	R7,500,000
	Infrastructure Services	Traffic Engineering	Universal Access Implementation	R300,000	R0	R0	R300,000	R0	R0	R0	R0	R0	R0	R600,000
Infrastructure Services	Transport Planning	Adam Tas - Corridor Transport		R1,500,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,500,000
	Infrastructure Services	Transport Planning	Adam Tas - Technopark Link Road	R3,998,047	R5,000,000	R25,000,000	R25,000,000	R50,000,000	R50,000,000	R0	R0	R0	R0	R158,998,047
Infrastructure Services	Transport Planning	Bicycle Lockup Facilities		R300,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R300,000
	Infrastructure Services	Transport Planning	Comprehensive Integrated Transport Plan	R2,570,435	R1,910,522	R1,623,478	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R13,104,435
Infrastructure Services	Transport Planning	Cycle Plan - Design & Implementation		R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R5,000,000
	Infrastructure Services	Transport Planning	Non-Motorised Transport Implementation	R2,000,000	R3,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R37,000,000
Infrastructure Services	Transport Planning	Non-Motorised Transport Plan		R2,000,000	R0	R1,000,000	R0	R0	R0	R0	R2,000,000	R0	R0	R5,000,000
	Infrastructure Services	Transport Planning	Park and Ride (Transport Interchange)	R0	R2,000,000	R5,000,000	R10,000,000	R5,000,000	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R0	R26,000,000
Infrastructure Services	Transport Planning	Provision of Bulk Parking Planning & Development		R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500,000
	Infrastructure Services	Transport Planning	Public Transport Facilities (taxi ranks) new	R500,000	R500,000	R0	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R0	R4,000,000
Infrastructure Services	Transport Planning	Public Transport Facilities (Taxi Ranks) Adhoc Upgrades		R500,000	R500,000	R0	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R0	R4,000,000
	Infrastructure Services	Transport Planning	Public Transport Infrastructure (Public Transport Shelters & Embayments)	R400,000	R400,000	R400,000	R400,000	R500,000	R500,000	R500,000	R500,000	R500,000	R0	R4,100,000
Infrastructure Services	Transport Planning	Public Transport Planning - WC024		R1,000,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
	Infrastructure Services	Transport Planning	Re-design of Bergzicht Public Transport Facility	R1,000,000	R1,500,000	R2,000,000	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Transport Planning	Stellenbosch - Bicycle network		R200,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R200,000
	Infrastructure Services	Transport Planning	Stellenbosch Extension Road Network	R0	R0	R0	R0	R0	R1,500,000	R0	R0	R0	R0	R1,500,000
Infrastructure Services	Waste Management: Solid Waste Management	Expansion of the landfill site (New cells)		R0	R23,000,000	R0	R0	R0	R0	R0	R21,000,000	R0	R0	R44,000,000
	Infrastructure Services	Waste Management: Solid Waste Management	Furniture, Tools & Equipment: Solid Waste	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R0	R450,000
Infrastructure Services	Waste Management: Solid Waste Management	Landfill Gas To Energy		R0	R2,000,000	R0	R500,000	R18,000,000	R0	R0	R0	R0	R0	R20,500,000
	Infrastructure Services	Waste Management: Solid Waste Management	Major Drop-Offs: Construction - Franschoek	R1,000,000	R5,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R6,000,000
Infrastructure Services	Waste Management: Solid Waste Management	Major Drop-offs: Construction - Klapmuts		R7,141,917	R2,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R9,141,917
	Infrastructure Services	Waste Management: Solid Waste Management	Mini Waste drop-off facilities	R500,000	R200,000	R0	R0	R0	R0	R0	R0	R0	R0	R700,000
Infrastructure Services	Waste Management: Solid Waste Management	Plant and Vehicles: Solid Waste		R9,000,000	R4,500,000	R5,000,000	R7,000,000	R0	R0	R3,800,000	R0	R0	R0	R29,300,000
	Infrastructure Services	Waste Management: Solid Waste Management	Upgrade Material Recovery Facility	R500,000	R4,300,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R5,800,000
Infrastructure Services	Waste Management: Solid Waste Management	Waste containers		R200,000	R200,000	R0	R200,000	R0	R0	R0	R0	R0	R0	R600,000
	Infrastructure Services	Waste Management: Solid Waste Management	Waste Minimization Projects	R0	R0	R500,000	R0	R0	R500,000	R1,000,000	R1,000,000	R1,000,000	R0	R4,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Compilation of Water Service Development Plan (tri-annually)		R1,000,000	R815,000	R500,000	R500,000	R500,000	R500,000	R750,000	R750,000	R750,000	R750,000	R6,815,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Construction of New Dwaarsriver Sewer Pumpstation.	R1,500,000	R15,000,000	R20,000,000	R0	R0	R0	R0	R0	R0	R0	R36,500,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Dorp Street Bulk Sewer Upgrade		R0	R0	R0	R2,500,000	R0	R500,000	R5,000,000	R40,000,000	R0	R0	R48,000,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Extension Of WWTW: Stellenbosch	R0	R0	R36,250,000	R46,200,000	R36,250,000	R20,000,000	R45,000,000	R10,000,000	R0	R1,000,000	R194,700,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Furniture, Tools & Equipment: Sanitation		R200,000	R400,000	R500,000	R350,000	R350,000	R350,000	R250,000	R250,000	R350,000	R350,000	R3,350,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Pond rehabilitation and pond pumping systems construction WWTW	R250,000	R4,100,000	R0	R0	R1,000,000	R10,000,000	R0	R0	R0	R0	R15,350,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Refurbish Plant & Equipment - Raithby WWTW		R1,000,000	R8,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R9,000,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Sewer Pumpstation & Telemetry Upgrade	R3,750,000	R1,500,000	R2,500,000	R1,500,000	R500,000	R0	R1,000,000	R0	R1,000,000	R500,000	R12,250,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Sewerpipe Replacement		R10,000,000	R5,000,000	R5,000,000	R11,000,000	R11,000,000	R15,000,000	R15,000,000	R20,000,000	R30,000,000	R30,000,000	R152,000,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Specialized Vehicles: Sanitation	R3,000,000	R3,000,000	R3,000,000	R0	R0	R0	R0	R0	R8,000,000	R0	R17,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Update Sewer Masterplan		R1,500,000	R750,000	R1,500,000	R1,500,000	R500,000	R500,000	R500,000	R500,000	R1,500,000	R500,000	R9,250,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade Laboratory Equipment	R0	R250,000	R250,000	R0	R0	R0	R0	R0	R0	R0	R500,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of Dwaarsriver Bulk Sewer network and pump lines		R0	R2,000,000	R2,000,000	R10,000,000	R0	R0	R0	R0	R0	R0	R14,000,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of WWTW Wemmershoek	R1,000,000	R0	R0	R24,000,000	R60,000,000	R0	R0	R0	R0	R0	R85,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of WWTW: Klapmuts		R30,272,850	R2,500,000	R30,000,000	R30,000,000	R0	R0	R0	R0	R0	R0	R92,772,850
	Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade/Relocation of Stellenbosch Package Plants to Onderpapegaalberg Reservoir/Treatment site	R0	R0	R0	R0	R500,000	R5,000,000	R10,000,000	R5,000,000	R0	R0	R20,500,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Vehicles: Sanitation		R1,000,000	R0	R1,250,000	R0	R0	R1,000,000	R0	R2,000,000	R0	R1,000,000	R6,250,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Viottenburg Outfall Sewer: Construction of Digteby Sewerpipe	R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R50,000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe and Reservoir: Stellenbosch		R30,890,632	R8,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R38,890,632
	Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe: Cloetoesville/ Idas Valley	R24,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R24,000,000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Upgrades Franschoek		R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500,000
	Infrastructure Services	Water and Wastewater Services: Water	Chlorination Installation: Upgrade	R500,000	R0	R0	R0	R7,500,000	R6,500,000	R0	R0	R0	R0	R14,500,000
Infrastructure Services	Water and Wastewater Services: Water	Dwaarsriver Bulk Supply Augmentation and Network Upgrades		R0	R0	R500,000	R3,500,000	R1,500,000	R0	R0	R0	R0	R0	R5,500,000
	Infrastructure Services	Water and Wastewater Services: Water	Furniture, Tools & Equipment: Water	R200,000	R200,000	R250,000	R250,000	R300,000	R300,000	R300,000	R300,000	R300,000	R300,000	R2,700,000
Infrastructure Services	Water and Wastewater Services: Water	New Onderpapegaalberg Reservoir		R0	R0	R0	R0	R750,000	R15,000,000	R25,000,000	R0	R0	R0	R40,750,000
	Infrastructure Services	Water and Wastewater Services: Water	New Reservoir & Pipeline: Viottenburg	R15,985,498	R18,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R33,985,498
Infrastructure Services	Water and Wastewater Services: Water	Reservoirs and Dam Safety		R1,250,000	R2,000,000	R3,000,000	R4,000,000	R2,000,000	R3,000,000	R0	R1,000,000	R2,000,000	R3,000,000	R21,250,000
	Infrastructure Services	Water and Wastewater Services: Water	Specialized Vehicles: Water	R3,000,000	R3,000,000	R6,000,000	R0	R0	R7,000,000	R0	R8,000,000	R0	R0	R27,000,000
Infrastructure Services	Water and Wastewater Services: Water	Uniepark & Helshoogte Storage and Supply scheme		R1,000,000	R1,000,000	R0	R1,000,000	R40,000,000	R80,000,000	R80,000,000	R40,000,000	R0	R0	R243,000,000
	Infrastructure Services	Water and Wastewater Services: Water	Update Water Masterplan	R1,250,000	R1,500,000	R1,500,000	R1,500,000	R500,000	R500,000	R500,000	R500,000	R1,500,000	R1,500,000	R10,750,000
Infrastructure Services	Water and Wastewater Services: Water	Upgrade and Replace Water Meters		R6,000,000	R7,000,000	R7,000,000	R3,000,000	R3,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R46,000,000
	Infrastructure Services	Water and Wastewater Services: Water	Upgrade of IdasValley WTP	R1,500,000	R40,000,000	R10,000,000	R0	R0	R0	R0	R0	R0	R0	R51,500,000
Infrastructure Services	Water and Wastewater Services: Water	Vehicles: Water		R3,000,000	R2,000,000	R750,000	R1,500,000	R0	R0	R0	R1,000,000	R2,000,000	R2,000,000	R12,250,000
	Infrastructure Services	Water and Wastewater Services: Water	Water Conservation & Demand Management	R2,000,000	R2,500,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R28,500,000
Infrastructure Services	Water and Wastewater Services: Water	Water Telemetry Upgrade		R2,000,000	R3,000,000	R0	R0	R1,000,000	R5,000,000	R0	R0	R2,500,000	R2,500,000	R16,000,000
	Infrastructure Services	Water and Wastewater Services: Water	Waterpipe Replacement	R10,000,000	R10,000,000	R10,000,000	R40,000,000	R45,000,000	R45,000,000	R45,000,000	R50,000,000	R55,000,000	R55,000,000	R365,000,000
Municipal Manager	Municipal Manager	Furniture, Tools & Equipment: MM		R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R0	R540,000
	Planning and Economic Development	Building Control	Furniture, Tools & Equipment: Building Control	R150,000	R150,000	R180,000	R190,000	R200,000	R200,000	R225,000	R225,000	R150,000	R0	R1,670,000
Planning and Economic Development	Development Planning	Furniture, Tools and Equipment: Spatial Planning		R80,000	R85,000	R90,000	R90,000	R95,000	R95,000	R100,000	R100,000	R100,000	R0	R830,000
	Planning and Economic Development	Economic Development & Tourism	Furniture, Tools & Equipment: LED	R80,000	R80,000	R85,000	R85,000	R90,000	R95,000	R95,000	R95,000	R95,000	R0	R800,000
Planning and Economic Development	Economic Development & Tourism	Restoration of Landbou Saal		R1,612,500	R537,500	R0	R0	R0	R0	R0	R0	R0	R0	R2,150,000
	Planning and Economic Development	Housing Administration	Flats: Interior Upgrading - Kayamandi	R6,300,000	R4,700,000	R0	R0	R0	R0	R0	R6,300,000	R4,700,000	R0	R22,000,000
Planning and Economic Development	Housing Administration	Furniture, Tools & Equipment: Housing Administration		R170,000	R180,000	R190,000	R195,000	R200,000	R210,000	R220,000	R230,000	R250,000	R0	R1,845,000
	Planning and Economic Development	Housing Administration	Kayamandi Hostels	R1,613,913	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1,613,913
Planning and Economic Development	Housing Administration	Upgrading of Flats: General		R3,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,000,000
	Planning and Economic Development	Housing Administration	Upgrading of Lapland waste water	R4,000,000	R2,000,000	R0	R0	R0	R0	R0	R4,000,000	R2,000,000	R0	R12,000,000
Planning and Economic Development	Housing Administration	Vehicles Fleet : Housing Administration		R1,000,000	R0	R0	R0	R0	R0	R0	R2,200,000	R0	R0	R3,200,000
	Planning and Economic Development	Housing Development	Adam Tas Corridor Precinct 10	R0	R8,695,652	R20,000,000	R0	R10,000,000	R23,000,000	R48,465,000	R24,000,000	R48,465,000	R24,000,000	R206,625,652
Planning and Economic Development	Housing Development	Erf 64, Kylemore		R0	R0	R0	R0	R0	R0	R15,800,000	R15,800,000	R15,800,000	R0	R70,400,000
	Planning and Economic Development	Housing Development	Erf 7001 Cloetoesville (380) FLISP	R6,956,522	R6,956,522	R0	R0	R0	R0	R0	R0	R0	R0	R13,913,044
Planning and Economic Development	Housing Development	Franschhoek Meerlust: Bosdorp (±200 services & ±200 units)		R0	R0	R0	R0	R0	R6,000,000	R6,000,000	R15,800,000	R0	R0	R27,800,000
	Planning and Economic Development	Housing Development	Furniture, Tools & Equipment: Housing Development	R150,000	R80,000	R85,000	R0	R0	R0	R0	R150,000	R80,000	R85,000	R630,000
Planning and Economic Development	Housing Development	Housing projects		R320,000	R330,000	R340,000	R350,000	R360,000	R370,000	R380,000	R390,000	R0	R0	R2,840,000
	Planning and Economic Development	Housing Development	ISSP Kayamandi	R0	R434,782	R0	R0	R0	R0	R0	R0	R0	R0	



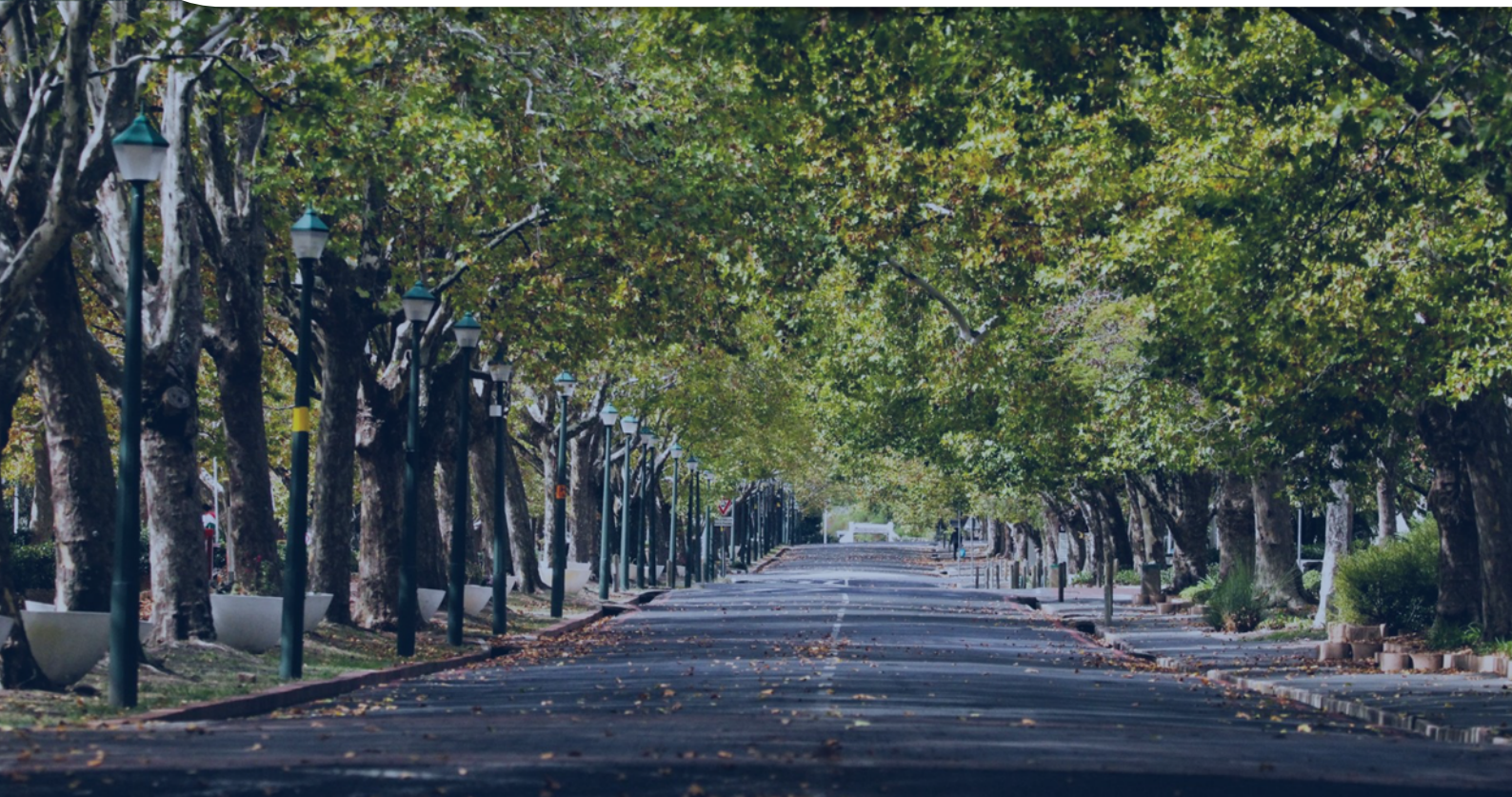
Stellenbosch Local Municipality



Capital Expenditure Framework

Portfolio of Projects

2026/27





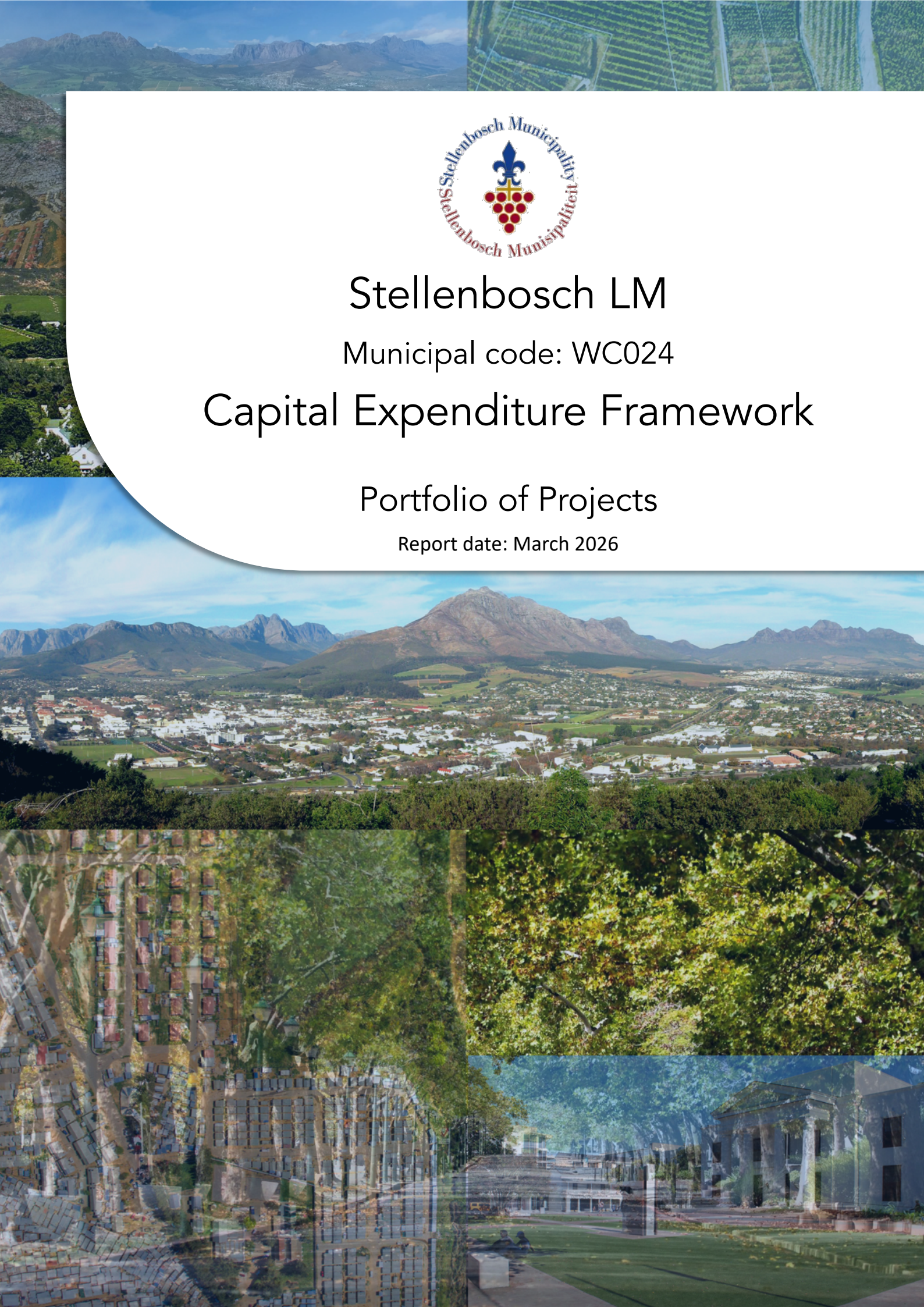
Stellenbosch LM

Municipal code: WC024

Capital Expenditure Framework

Portfolio of Projects

Report date: March 2026



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Nomenclature / Abbreviations

CEF	Capital Expenditure Framework
CPM	Capital Prioritisation Model
CSIR	Council for Scientific and Industrial Research
ESG	Environmental, Social, and Governance
IDP	Integrated Development Plan
ICT	Information and Communication Technology
IUDG	Integrated Urban Development Grant
IUDF	Integrated Urban Development Framework
LTFM	Long-Term Financial Model
LTFP	Long-Term Financial Plan
MFMA	Municipal Finance Management Act
MTREF	Medium-Term Revenue and Expenditure Framework
NDP	National Development Plan
PDA	Priority Development Area
SDBIP	Service Delivery and Budget Implementation Plan
SDF	Spatial Development Framework
SPLUMA	Spatial Planning and Land Use Management Act
LED	Local Economic Development
MP	Master Plan

Phase 1

Introduction

1 Part 1: Introduction

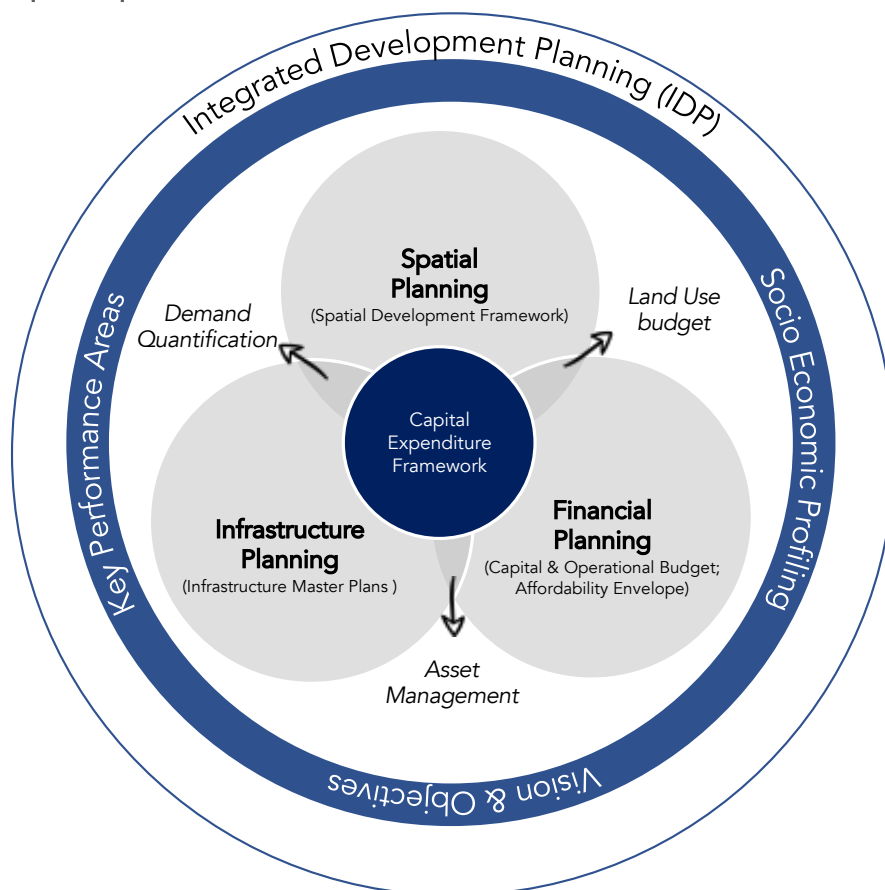
1.1 What is a Capital Expenditure Framework

According to the Department of Cooperative Governance and Traditional Affairs (COGTA) guidelines, a Capital Expenditure Framework (CEF) is a consolidated, high-level view of a municipality's long-term infrastructure investment needs. It ensures that infrastructure priorities are spatially aligned with municipal strategic objectives, budgetary realities, and development plans. The framework is grounded in principles of sustainability, financial feasibility, and strategic alignment, balancing immediate infrastructure needs with long-term development goals, the relationships between these spheres of planning and principles is illustrated in Figure 1-1.

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) mandates the inclusion of a CEF within a municipality's Spatial Development Framework (SDF). Specifically, Section 21(n) of SPLUMA requires that an SDF "determine a Capital Expenditure Framework for the municipality's development programmes, depicted spatially." This legislative requirement underscores the importance of integrating spatial planning with financial planning, ensuring that the spatial strategies articulated in the SDF are implemented through practical and affordable infrastructure investments.

A Capital Expenditure Framework links spatial development strategies with budgetary constraints and infrastructure demands. It provides a transparent mechanism for prioritising projects, promoting the efficient allocation of resources, and aligning capital expenditure with the municipality's long-term strategic vision.

Figure 1-1: The Capital Expenditure Framework within the built environment context



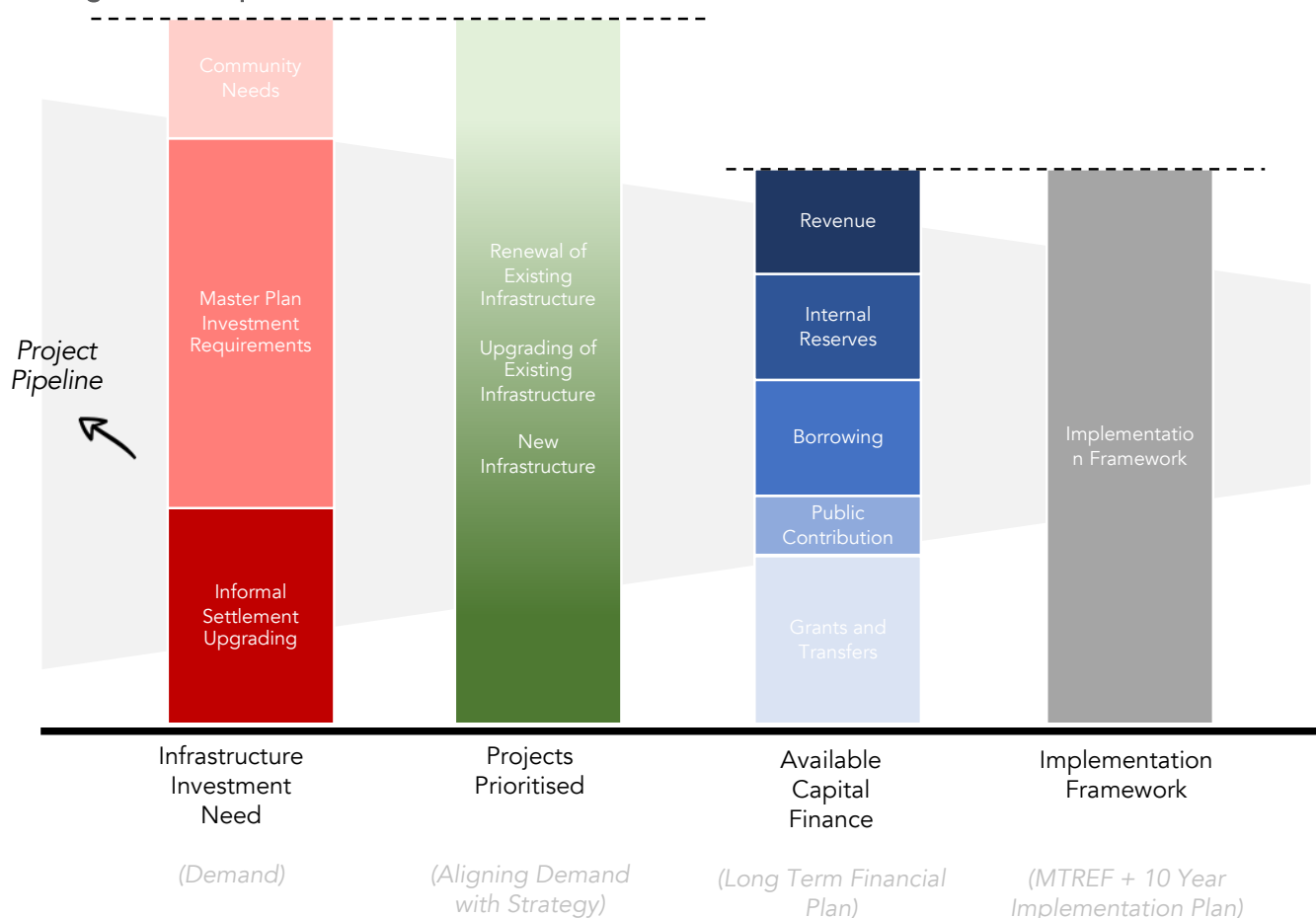
1.2 Aim of Capital Expenditure Framework

The aim of a Capital Expenditure Framework (CEF) is to create a structured and strategic approach to municipal infrastructure expenditure. The CEF is intended to align the municipality's spatial development strategies with its financial resources and capacity, ensuring that long-term growth and development objectives are achievable, and informs operational activities of a municipality.

A CEF aims to provide a municipality with the means to inform financial planning with infrastructure planning and spatial priorities identified in the Spatial Development Framework (SDF). It aims, furthermore, to establish a clear methodology for municipalities to evaluate, prioritise, and inform implementation processes of infrastructure projects within their affordability envelope, supporting both immediate and long-term development goals.

From Figure 1-2 one can see the illustration that infrastructure investment need, expressed as projects, usually exceeds available capital finance, and therefore it is an imperative for municipalities to partake in a prioritisation process to determine which projects are best aligned with the strategy of the municipality, together with a budget scenario process to determine which projects are affordable and should be implemented when.

Figure 1-2: Relationship between infrastructure investment needs, affordability envelope, prioritisation process, and budget scenario process



1.3 Objectives of Capital Expenditure Framework

The key objectives of a CEF is to:

- Socio-economic trends: Understand the socio-economic trends in a municipality over the long term;
- Quantify Infrastructure Needs: Assess and detail the municipality's long-term infrastructure requirements based on an SDF-informed land use budget, infrastructure standards, anticipated socio-economic growth, existing infrastructure, and backlogs;
- Align with the Spatial Development Framework (SDF): Translate the spatial vision and strategic priorities outlined in the SDF into priority development areas which informs prioritisation practices;
- Consolidate Infrastructure Demand: Create a comprehensive list of infrastructure projects across various sectors in line with the municipality's mandate, reflecting the municipality's overall infrastructure demands;
- Contextualise Financial Affordability: Integrate the municipality's affordability envelope, derived from the Long-Term Financial Model (LTFM), to ensure infrastructure expenditure are financially sustainable over the planning horizon;
- Facilitate Prioritisation: Establish a framework to evaluate and rank projects based on strategic alignment, socio-economic impact, and spatial targeting amongst others, ensuring that resources are allocated to the most critical and impactful projects;
- Determine a Budget Scenario: Offer a structured, evidence-based approach to infrastructure planning and budgeting, improving decision-making processes and accountability to stakeholders - amongst others, to indicate project-level responses per asset type per functional area;
- Enable Spatial Transformation: Direct infrastructure investments toward spatial transformation goals, focusing on reducing inequalities, improving access to services, and promoting inclusive economic growth, and;
- Bridge Short-Term and Long-Term Planning: Ensure a coherent link between the short-term MTREF cycles, Medium-term Integrated Development Plan (IDP) cycles and the municipality's long-term development vision, embedding sustainability and foresight into the planning process.

1.4 Role of the Capital Expenditure Framework as a policy instrument

The Capital Expenditure Framework (CEF) is a cornerstone of municipal planning, grounded in South Africa's legislative framework and designed to bridge the gap between long-term spatial development strategies and actionable infrastructure expenditure. The concept of the CEF was formalised under the Spatial Planning and Land Use Management Act (SPLUMA, Act 16 of 2013), specifically in Section 21(n), which mandates municipalities to determine a spatially referenced CEF as part of their Spatial Development Framework (SDF). This legislative requirement reflects the increasing emphasis on aligning planning and budgeting processes to address developmental challenges effectively.

Historically, the Constitution of South Africa laid the foundation for this alignment in Section 153, which directs municipalities to prioritise the basic needs of communities while promoting socio-economic development through structured planning and budgeting. The Integrated Development Plan (IDP) was introduced as a mechanism to achieve this in the Local Government Transition Act (Act 209 of 1993), evolving through subsequent legislation, including the Municipal Systems Act (MSA, Act 32 of 2000). The MSA established the IDP as the principal planning instrument of local government, requiring it to incorporate a comprehensive financial plan and a Spatial Development Framework. This integration ensures that municipal resources are allocated effectively to achieve the long-term developmental vision.

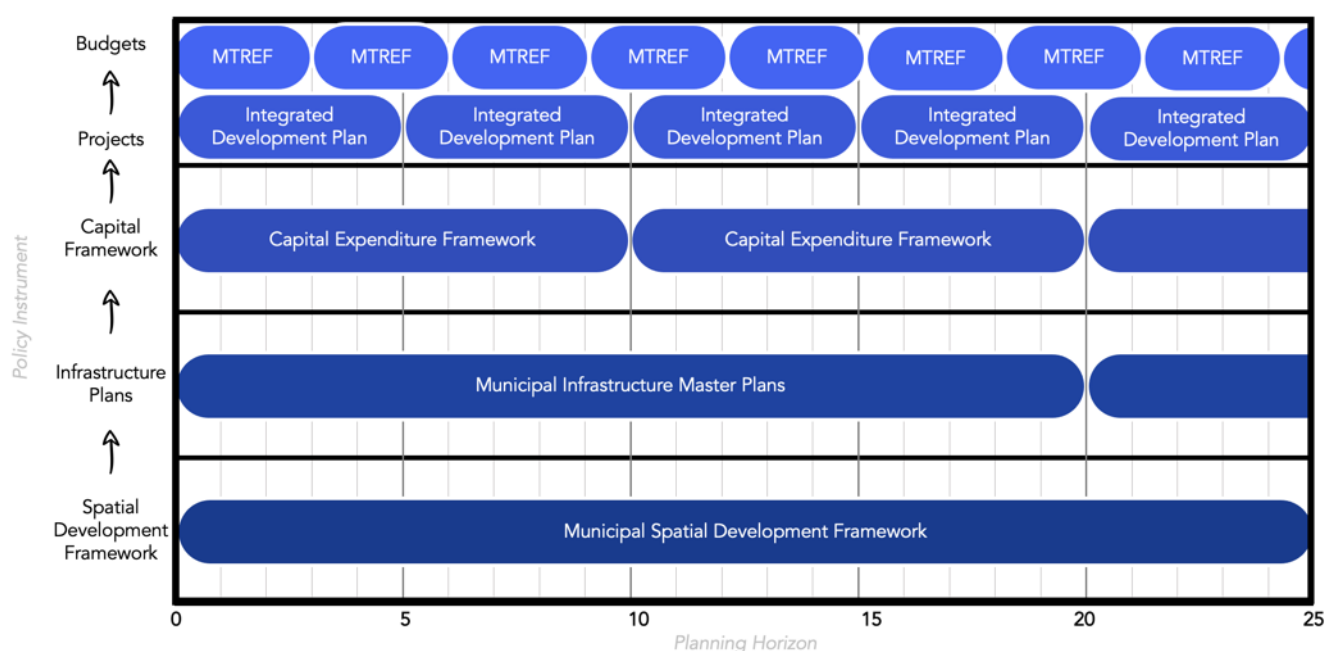
The CEF builds on these legislative imperatives by operationalising the SDF within the IDP framework. As a long-term (10-year) planning tool, the CEF quantifies infrastructure needs, consolidates them into prioritised project pipelines, and aligns them with the municipality's financial capacity as outlined in the Long-Term Financial Plan (LTFP). It ensures that infrastructure investments are not only spatially targeted but also financially sustainable, bridging the divide between visionary spatial strategies and practical implementation.

The CEF also plays a vital role in South Africa's Local Government Accountability Cycle, a governance framework defined by the Municipal Finance Management Act (MFMA, Act 56 of 2003). This cycle integrates planning, budgeting, and reporting processes to ensure transparency, accountability, and alignment with development priorities. Through informing the IDP, and so the Medium-Term Revenue and Expenditure Framework (MTREF), as well as the Service Delivery and Budget Implementation Plan (SDBIP), the CEF enables municipalities to stabilise their decision-making processes. It provides a consistent rationale for allocating resources, ensuring that both short-term operational needs and long-term developmental objectives are addressed.

Importantly, the CEF institutionalises long-term planning practices within municipalities. It encourages decision-makers to adopt a forward-looking perspective that considers future growth patterns, socio-economic trends, and financial constraints. This approach reduces the reactive nature of municipal budgeting, replacing it with proactive, evidence-based strategies that support equitable service delivery and spatial justice.

The CEF is a transformative policy instrument that integrates spatial, financial, and infrastructure planning within the legislative and operational frameworks of municipal governance. It strengthens the IDP as the single most strategic document of municipalities, ensures alignment with the SDF, and guides resource allocation through the MTREF and SDBIP. Through its structured and integrated approach, the CEF enables municipalities to achieve their developmental mandates while ensuring financial sustainability and fostering spatial transformation.

Figure 1-3: The relationship between policy instruments effecting the spatial form



1.5 Structure of this Capital Expenditure Framework

The structure of this report is outlined below to guide the reader through the key components of the Capital Expenditure Framework (CEF) and its alignment with municipal planning processes as well as the norms and standards of the CEF.

Table 1-1: Structure of this Capital Expenditure Framework

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 1: Inception and Information Gathering	Phase 1	To provide a contextualisation to the Capital Expenditure Framework. This phase comprises the inception process of the CEF as well as the information gathering process in which a comprehensive integrated infrastructure investment framework, or portfolio of projects, is collated.
Part 2: Functional Area and Spatial Category for Investment Planning Profiling and Spatial Demand Quantification	Phase 2a	This part introduces functional areas for priority investment which are defined and mapped to indicate the spatial strategy depicted in the MSDF (linked to the MSDF proposals). The identified functional areas are used to determine the future population, housing, and land demand based on existing socio-economic and related data which is used in the spatial demand quantification component.
Part 3: Infrastructure demand	Phase 2b	This part determines the investment requirements for each functional area, including operational and maintenance costs per asset class. The goal is to compare the optimal infrastructure requirements scenario with the known infrastructure demand based on current planning frameworks.
Part 4: Affordability Envelope	Phase 3	This part is a reflection of the municipality's financial health and long-term financial plan. Primarily it includes the results of the re-application of the long-term financial plan to determine the appropriate affordability envelope.
Part 5: Prioritisation and Budget Scenario	Phase 4	This part has a prioritisation framework that considers spatial, engineering, and financial factors to calculate a composite score indicating each project's relative importance in the pipeline. It also applies this framework to the budget fit process to determine how to allocate capital within the affordability envelope per project for the next 10 years.
Part 6: Capital Expenditure Programme	Phase 5	This part is a breakdown of the 10-year capital expenditure framework. Essentially, it analyses the fitted project pipeline in terms of spatial alignment, asset type alignment, and other attributes to ultimately verify that the 10-year capital expenditure framework is in line with the strategic intent of the prioritisation framework and the MSDF objectives.
Part 7: Institutional Arrangements and Project Closeout	Phase 6	This phase comprises of a concluding chapter to the CEF, this part aims to identify areas of enhancement that will render the CEF not only as a compliance document but to solidify institutional change around the alignment of planning, engineering, and financial practices – with the ultimate aim to improve service delivery. Furthermore this phase contains a final close-out report detailing the project timeline and conclusions drawn.

Phase 1

Portfolio

2 Portfolio of Projects

2.1 Contextualisation

This report presents an extensive and comprehensive assessment of all infrastructure projects required for the forthcoming 10-year period as identified by the municipality. This evaluation consolidates projects derived from various consultations with officials, master and strategic documentation, including the Integrated Development Plan (IDP), Infrastructure Master Plans, Sector Plans, and proposals from the Municipal Spatial Development Framework (MSDF), covering both municipal-wide and settlement scale projects intended for implementation. The core purpose of this section is to collate all identified infrastructure needs, whether about new developments, renewals, or maintenance endeavours, into a unified, comprehensive set to further better strategic decision-making as part of the CEF. The output of this section culminates in the formulation of a consolidated table, detailing key attributes of infrastructure expenditure requirements of the municipality reflecting the 10-year capital project portfolio.

2.2 Portfolio Of Projects: Contextualising The Source

To determine a collated set of infrastructure needs identified by the municipality, several municipal documents need to be considered. In addition to Table 2-1 which provides a summary of all the municipality's masterplans and other related strategic documents serving as informants, to ultimately compile a collated portfolio of projects representative of the capital needs identified by the municipality.

Table 2-1: Source Document Register

Service Type	Plan Name	Updated Year	Planning Horizon
Strategic Planning	Water Services Development Plan (WSDP), with specific extracts from Topics 4 and 7	2019/2025	5-10 Year
Master Planning	Water Master Plan (WMP)	2019/2024/2025	20 Year
Master Planning	Sewer Master Plan (SEWMP)	2019/2024/2025	20 Year
Master Planning	Electrical/Energy Master Plan (MEMP)	2022/2023	20 Year
Master Planning	Comprehensive Integrated Transport Plan Freight Strategy(CITP)	2025	15-20 Year
Master Planning	Roads Master Plan	2022	20 Year
Sector Planning	Human Settlements Plan (HSP)	2023	5-10 Year
Budget/Implementation	Service Delivery and Budget Implementation Plan (SDBIP)	2025/2026	1 Year
Budget/Implementation	Capital Investment Plan (CIP)	2025	10 Year
Regional Study	Greater Cape Town Regional System Phase 2 (GCTRS)	2025/2026	Regional
Budget/Implementation	Water Services Audit	2022/2023	1 Year
Budget/Implementation	Capital Budget Book	2025-2028	3 Years
Master Planning	Master Plan Report	2015	20 Year

Table 2-1 includes master plans for various service types about strategic, master, sector, and budget planning. They are utilised to extract project information towards the collation of a consolidated portfolio of projects.

2.2.1 Water Services Development Plan

The goal of this document is to fulfil legal requirements under the Water Services Act to report on water services strategies and compliance. It provides a strategic framework for water services management, focusing on demographics, service levels, and asset management. Specific extracts detail the operations, maintenance, and financial standards required to sustain municipal infrastructure.

2.2.2 Water Master Plan

This document provides an analysis of water distribution systems by linking hydraulic computer models to treasury billing and meter data. The plan evaluates present and future water demand over a 20-to-50-year planning horizon to identify necessary system reinforcements. It details the required capital works for system augmentation to accommodate anticipated urban growth.

2.2.3 Sewer Master Plan

The goal of this plan is to provide a comprehensive evaluation and implementation framework for the sanitation network. It utilises calibrated computer models to assess the capacity of collector and outfall sewers in response to urban densification. The document identifies critical infrastructure projects phased for capital expenditure

2.2.4 Electrical/Energy Master Plan (MEMP)

Developed to establish electricity pathways with a focus on decarbonisation and energy security. It analyses the potential for rooftop solar PV and renewable energy to reduce reliance on Eskom and mitigate load-shedding. The document outlines a least-cost capacity expansion plan for wind, solar, and battery storage.

2.2.5 Comprehensive Integrated Transport Plan & Freight Strategy (CITP)

The CITP serves as the framework for managing transport matters, including the integration of multi-modal passenger services. It outlines strategies to restore rail functionality and expand bus rapid transit. The embedded Freight Strategy focuses on alleviating road congestion by promoting a modal shift from road to rail.

2.2.6 Roads Master Plan

The purpose of this plan is to assist authorities in the coordinated planning and funding of transportation infrastructure. It employs a transport model to assess traffic volume trends, identifying where new roads or upgrades are essential. The plan prioritises catalyst projects designed to alleviate congestion within industrial and CBD nodes.

2.2.7 Human Settlements Plan (HSP)

The goal of this plan is to ensure all income groups have access to safe, responsible housing. It utilises a "Housing Pipeline" to manage diverse programmes, including informal settlement upgrades and social housing. The document provides a schedule of projects that coordinates land acquisition with bulk infrastructure provision.

2.2.8 Service Delivery and Budget Implementation Plan (SDBIP)

This document acts as a management tool that translates the municipality's strategies and annual budget into measurable performance targets. It outlines quarterly deliverables and tracks Key Performance Indicators (KPIs) for infrastructure projects. It is essential for ensuring accountability in the implementation of the portfolio of projects.

2.2.9 Capital Investment Plan

The goal of the CIP is to highlight long-term infrastructure requirements and allocate capital demand budgets through 2035. It provides a realistic portfolio of projects linked to a multi-year implementation framework, ensuring financial sustainability. The document identifies future sanitation and water projects necessary to meet projected demand growth.

2.2.10 Greater Cape Town Regional System Phase 2 (GCTRS)

This regional study provides an evidence-based infrastructure systems analysis for the convergence of Cape Town, Drakenstein, and Stellenbosch. The last of which is of concern to this document. It focuses on regional interdependencies, such as shared water supply and transport corridors. The document aims to guide sustainable development that aligns with regional infrastructure capacity.

2.2.11 Water Services Audit

This annual report monitors municipal compliance with the Water Services Act. It provides a detailed overview of the water balance, including treated volumes and non-revenue water losses. The audit assesses the performance of services through quality compliance evaluations and Blue and Green Drop status reporting.

2.2.12 Capital Budget Book

This book details the Medium-Term Revenue and Expenditure Framework (MTREF), specifically allocating funds for infrastructure services over three years. It identifies funding sources, such as grants and external loans, and lists specific capital expenditure projects that align with master plan priorities. Of key concern when drawing from this document is ensuring duplicate checks against the SDBIP.

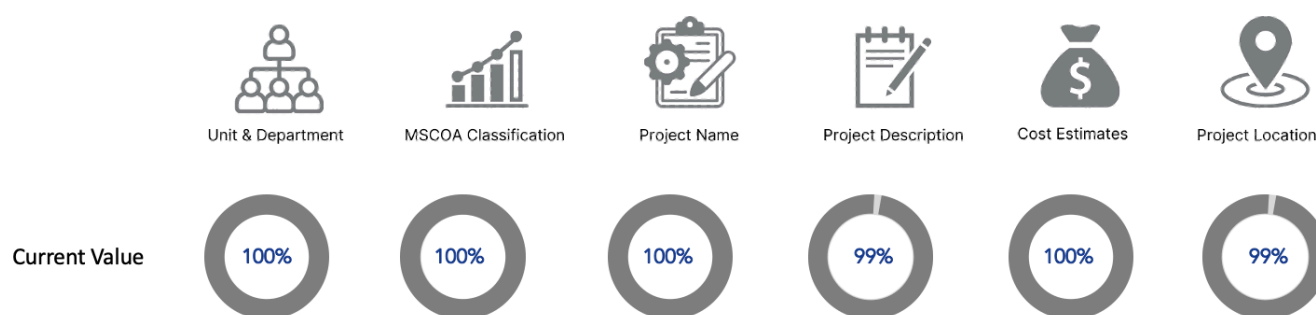
2.2.13 Master Plan Report

The primary goal of this report was to prepare an infrastructure master plan to guide the long-term development and renewal of the power network. It provides a condition assessment of existing assets and establishes timelines for projects based on different growth scenarios. It remains a baseline for understanding capacity limits and redundancy requirements.

2.3 Collated Portfolio of Projects

After meticulous analysis and interrogation of the various source documents, it was possible to compile a collated Portfolio of Projects and structure it in terms of several key attributes. The purpose of having one capital needs portfolio is to enable the municipality to make evidence-based, informed decisions during the process of prioritisation and capital budgeting. Figure 2-1 outlines the completeness of data found in the portfolio of projects:

Figure 2-1: Breakdown of the Completeness of Portfolio



Key observations from Figure 2-1 are noted below:

- Unit and department designations achieved 100% completion, although these assignments were primarily derived from the municipal organogram rather than direct departmental verification. While this ensures organisational alignment within the dataset, the municipality should review these assignments to confirm accuracy. Completeness in this category is critical, as unit and departmental attribution forms the basis for the subsequent project prioritisation and budget allocation processes.
- mSCOA classifications were completed at 100% during the compilation of the project portfolio. Required by National Treasury, these classifications capture the functional and financial nature of projects through the standardised mSCOA framework. This enables consistent reporting across the Function and Project lenses and facilitates integration with municipal financial systems during later stages of prioritisation and budgeting.
- Project names were captured at 100% completeness, providing the primary descriptor of project activities. In many cases, project names include references to locations or infrastructure types, making them a key source for spatial inference where detailed descriptions or coordinates are absent. As such, project names play an important role in supporting spatial categorisation during the CEF analysis.
- Cost estimates were captured at 100% completeness, indicating that all projects within the portfolio have associated expenditure estimates. It is important to note that these costs represent project demand rather than confirmed budget allocations and may span single or multiple financial years. Where a specific year was not indicated, costs were provisionally allocated to the first year of the CEF to maintain consistency in the dataset.
- Project descriptions were captured at 99% completeness, meaning that only a very small portion of projects lack detailed explanatory information. The high level of descriptive data significantly strengthens the interpretability of the portfolio by providing additional context regarding project scope, objectives, and intended outcomes.
- Project location data stands at 99% completeness, representing a very strong spatial information base for the subsequent CEF phases. While some locations may still rely on generalised references rather than precise geographic coordinates, the high level of spatial attribution substantially improves the

municipality’s ability to conduct spatial prioritisation, assess alignment with the MSDF, and support evidence-based infrastructure planning.

2.3.1 Unpacking Projects Over Time

Unpacking projects over time provides insights into evolving demand trends, particularly when contextualised within the constraints of the Medium-Term Revenue and Expenditure Framework (MTREF), which anchors municipalities to a three-year budget cycle. This short-term focus often limits strategic foresight. The Capital Expenditure Framework (CEF), with its 10-year planning horizon, expands this perspective, enabling municipalities to align their capital planning with longer-term developmental trajectories. This approach bridges immediate fiscal constraints and the vision for sustainable infrastructure investment, ensuring alignment with broader municipal spatial strategies, such as those outlined in Integrated Development Plans (IDPs) and Spatial Development Frameworks (SDFs).

Emphasising long-range planning, the CEF nurtures a robust project pipeline grounded in sectoral and integrated municipal plans. While extending the planning horizon enhances strategic foresight, it also introduces challenges in precisely projecting capital needs, as uncertainties increase over time. This often results in a lack of planning for project-based expenditure in the latter years of the CEF. Nevertheless, collating planning initiatives across disciplines is invaluable in refining infrastructure strategies, prioritising expenditure, and informing annual budget allocations under the MTREF. Ultimately, this iterative process promotes fiscal discipline and sustainable growth while reinforcing the alignment of municipal investments with long-term spatial and developmental objectives.

Figure 2-2: Total Project Demand per Year

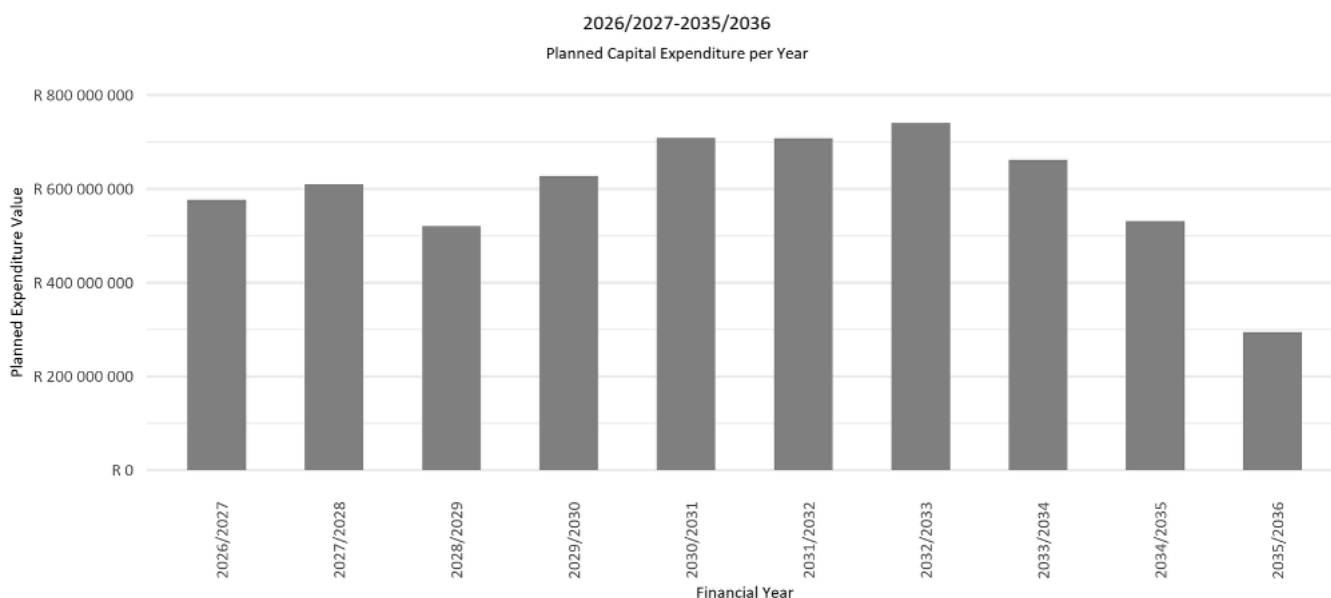


Table 2-2: Total Project Demand per year

Financial Year	Total Planned Capital Expenditure	Percentage
2026/2027	R 576 301 851	9.64%
2027/2028	R 610 030 198	10.20%
2028/2029	R 520 771 404	8.71%
2029/2030	R 627 581 768	10.49%
2030/2031	R 708 512 005	11.85%

Financial Year	Total Planned Capital Expenditure	Percentage
2031/2032	R 708 326 015	11.85%
2032/2033	R 740 801 328	12.39%
2033/2034	R 661 807 825	11.07%
2034/2035	R 531 603 395	8.89%
2035/2036	R 294 095 000	4.92%
Total	R 5 979 830 789	100%

Key observations from Figure 2-2 and Table 2-2 are noted below:

- The dataset reveals 28.55% of total 10-year demand concentrated within the MTREF cycle (2026/27-2028/29), demonstrating continued alignment between the municipality's medium-term budgeting horizon and its broader infrastructure planning pipeline. Capital demand during this period ranges between R520.8 million and R610.0 million per year, reflecting projects that are already defined within sectoral plans and municipal planning frameworks.
- Capital demand remains consistently strong during the first six years of the planning horizon. The period 2026/27-2031/32 collectively represents 62.74% of total portfolio demand, indicating that the municipality maintains a substantial medium-term project pipeline. Expenditure gradually increases during this period, reaching R708.5 million in 2030/31 and remaining stable in 2031/32 (11.85%), before moderating in the outer years as currently identified projects approach the limits of existing master plan horizons.
- The gradual reduction in planned expenditure in the outer years, from R740.8 million in 2032/33 to R294.1 million in 2035/36, reflects the natural tapering of project identification beyond the primary planning cycles of sector master plans rather than a planning deficit. The final three years collectively account for 24.88% of total demand, suggesting that while long-term planning exists, continued project identification during future master plan reviews would further strengthen the municipality's longer-term infrastructure pipeline.
- The relatively balanced distribution of capital demand across the first half of the planning period indicates a mature medium-term planning capacity, where infrastructure requirements are distributed across multiple years rather than concentrated in a single peak year. This pattern supports more predictable capital programming and allows the municipality to align infrastructure implementation with evolving service delivery priorities, spatial development objectives, and financial planning cycles.

2.3.2 Unpacking Projects Per Unit And Department

The portfolio of projects per Unit and Department, as summarised in Figure 2-3 and Table 2-3 offers valuable insights into the distribution of projects and their associated costs within the organisational structure. This perspective allows us to discern the specific Units and Departments that are more engaged in infrastructure development or have projects with a higher total cost over the analysis period. By unpacking the portfolio in this manner, we gain a comprehensive understanding of the demand for projects and the required allocation of resources across different areas of responsibility within the municipality. This view enables us to identify potential Units with a good understanding of the need for their respective services across the municipality, and conversely, areas that might require further attention or additional support. Additionally, it enables and ultimately facilitates effective project management practices, as it provides a clear maturity of understanding project-based responses required to respond to the identified need in the municipality.

Through this analysis, the municipality can identify Units that require additional support in project preparation and project-based responses to needs identified to ultimately improve prioritisation and budgeting practices in the municipality.

Figure 2-3: Total Project Demand per Unit

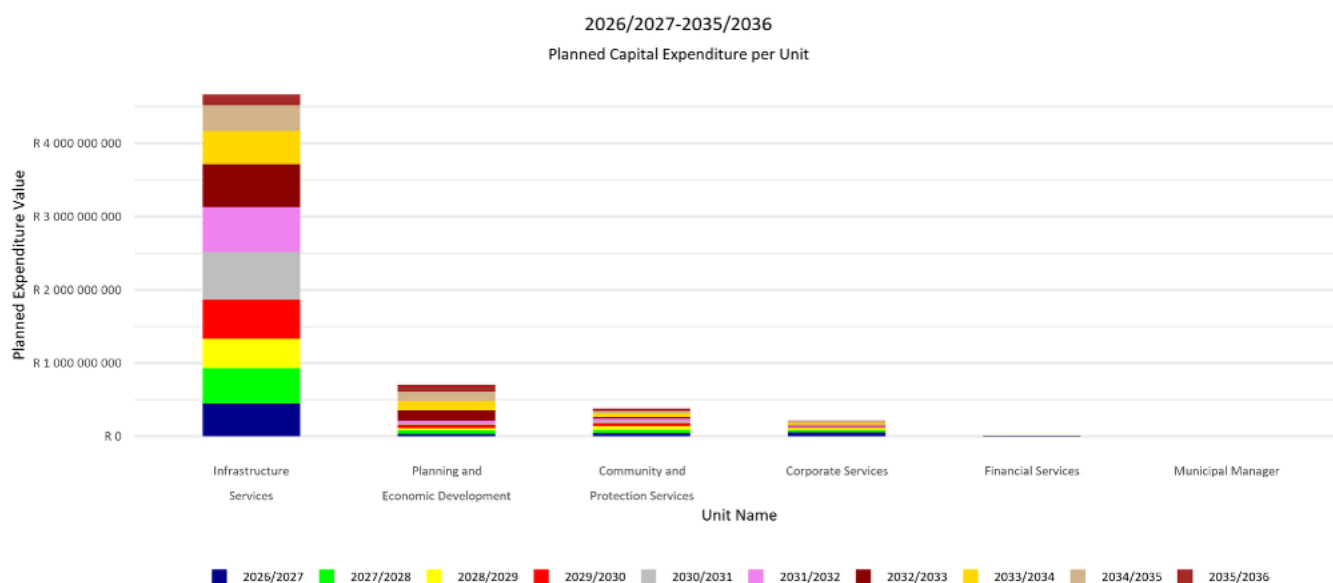


Table 2-3: Total Project Demand per Unit

Financial Year	Infrastructure Services	Planning and Economic Development	Community and Protection Services	Corporate Services	Financial Services
Number of Projects	154	25	59	22	5
2026/2027	R 445 794 308	R 33 925 761	R 40 521 782	R 52 100 000	R 3 900 000
2027/2028	R 483 504 003	R 45 553 369	R 47 512 826	R 31 150 000	R 2 250 000
2028/2029	R 401 190 990	R 32 152 739	R 55 937 675	R 31 180 000	R 250 000
2029/2030	R 531 790 768	R 46 721 000	R 36 260 000	R 12 500 000	R 250 000
2030/2031	R 653 916 005	R 13 676 000	R 27 610 000	R 13 000 000	R 250 000
2031/2032	R 614 435 015	R 45 461 000	R 35 120 000	R 13 000 000	R 250 000
2032/2033	R 584 422 788	R 131 381 000	R 19 187 540	R 5 500 000	R 250 000
2033/2034	R 451 624 802	R 130 701 000	R 53 972 023	R 22 700 000	R 2 750 000
2034/2035	R 351 112 912	R 128 041 000	R 27 639 483	R 23 500 000	R 1 250 000
2035/2036	R 151 550 000	R 96 085 000	R 34 960 000	R 11 500 000	R 0
Total	R 4 669 341 591	R 703 697 869	R 378 721 329	R 216 130 000	R 11 400 000
%	78.08%	11.77%	6.33%	3.61%	0.19%

Notable findings from Figure 2-3 and Table 2-3 are outlined as follows:

The distribution of capital demands across municipal units provides critical insights into the municipality's strategic priorities and operational focus. This analysis examines demand patterns within departmental structures, identifying areas requiring sustained investment and their alignment with Stellenbosch's long-term spatial and developmental objectives. Key observations are noted below:

- Infrastructure Services dominates the capital portfolio, accounting for 78.08% of total demand (R4.67 billion across 154 projects). This concentration reflects the unit's mandate for core engineering services, including water and sanitation infrastructure, road networks, stormwater systems, and electricity distribution services. Planning and Economic Development represents 11.77% (R703.7 million across 25 projects), followed by Community and Protection Services at 6.33% (R378.7 million

across 59 projects). Corporate Services accounts for 3.61% (R216.1 million across 22 projects), while Financial Services represents a marginal 0.19% (R11.4 million across 5 projects). This distribution demonstrates a strong prioritisation of service delivery infrastructure while maintaining supporting investments in administrative and social infrastructure.

- Within Infrastructure Services, demand concentration reflects strategic prioritisation of bulk infrastructure serving both urban settlements and dispersed rural areas. Water and sanitation projects address service delivery requirements across residential areas, wine estates, and agricultural holdings, whilst road infrastructure supports rural connectivity, tourism accessibility, and urban mobility. Planning and Economic Development's allocation reflects investments related to housing development, spatial planning initiatives, and economic infrastructure supporting compact settlement patterns and sustainable growth.
- The capital demand distribution demonstrates strong alignment with spatial and economic development priorities articulated in the MSDF and IDP. Infrastructure Services' dominance supports the consolidation of infrastructure within existing settlement areas while extending essential services to underserved communities. Planning and Economic Development's allocation enables spatial transformation initiatives, housing development programmes, and strategic economic interventions. Community and Protection Services' allocation supports social infrastructure such as public safety facilities, parks, community amenities, and emergency services, contributing to equitable service delivery across settlements.
- Financial Services' limited allocation (0.19%) reflects the relatively low capital-intensive nature of financial management functions, with most requirements addressed through operational budgets rather than capital projects. While the concentration of capital demand within Infrastructure Services is consistent with municipal service delivery mandates, the distribution highlights opportunities to further strengthen capital programming in areas such as economic development, climate resilience, and digital infrastructure to support broader municipal development objectives.

Figure 2-4: Total Project Demand per Unit and Department

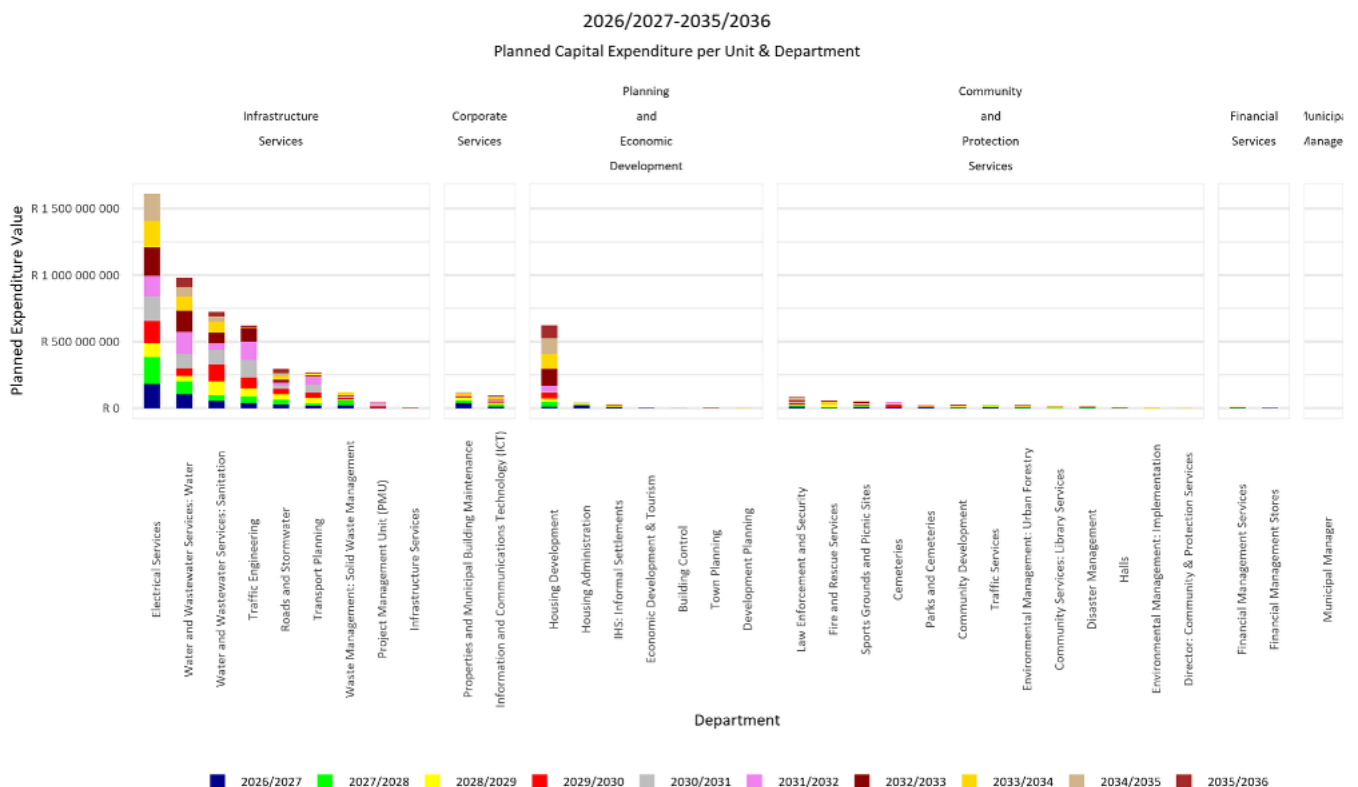


Table 2-4: Total Project Demand per Unit and Department

Unit / Department	Number of Projects	Total Planned Capital Expenditure	Percentage
Infrastructure Services			
Electrical Services	46	R 1 611 579 075	26.95%
Water and Wastewater Services: Water	18	R 982 076 130	16.42%
Water and Wastewater Services: Sanitation	18	R 723 287 850	12.10%
Traffic Engineering	19	R 619 593 007	10.36%
Roads and Stormwater	22	R 295 100 000	4.93%
Transport Planning	16	R 268 702 482	4.49%
Waste Management: Solid Waste Management	10	R 120 491 917	2.01%
Project Management Unit (PMU)	4	R 47 541 130	0.80%
Infrastructure Services	1	R 970 000	0.02%
Infrastructure Services Total	154	R 4 669 341 591	78.08%
Planning and Economic Development			
Housing Development	10	R 621 876 956	10.40%
Housing Administration	6	R 43 658 913	0.73%
IHS: Informal Settlements	4	R 31 557 000	0.53%
Economic Development & Tourism	2	R 2 950 000	0.05%
Building Control	1	R 1 670 000	0.03%
Town Planning	1	R 1 155 000	0.02%
Development Planning	1	R 830 000	0.01%
Planning and Economic Development Total	25	R 703 697 869	11.77%
Community and Protection Services			
Law Enforcement and Security	8	R 84 019 565	1.41%
Fire and Rescue Services	5	R 55 676 675	0.93%
Sports Grounds and Picnic Sites	8	R 55 100 000	0.92%
Cemeteries	2	R 45 233 478	0.76%
Parks and Cemeteries	7	R 26 073 956	0.44%
Community Development	3	R 24 642 609	0.41%
Traffic Services	4	R 22 950 000	0.38%
Environmental Management: Urban Forestry	5	R 21 800 000	0.36%
Community Services: Library Services	7	R 15 225 046	0.25%
Disaster Management	2	R 13 000 000	0.22%
Halls	3	R 8 600 000	0.14%
Environmental Management: Implementation	4	R 5 600 000	0.09%
Director: Community & Protection Services	1	R 800 000	0.01%
Community and Protection Services Total	59	R 378 721 329	6.33%
Corporate Services			
Properties and Municipal Building Maintenance	16	R 120 280 000	2.01%
Information and Communications Technology (ICT)	6	R 95 850 000	1.60%
Corporate Services Total	22	R 216 130 000	3.61%
Financial Services			
Financial Management Services	4	R 9 400 000	0.16%
Financial Management Stores	1	R 2 000 000	0.03%
Financial Services Total	5	R 11 400 000	0.19%
Municipal Manager			
Municipal Manager	1	R 540 000	0.01%
Municipal Manager Total	1	R 540 000	0.01%
Total	266	R 5 979 830 789	100%

Notable findings from Figure 2-4 and Table 2-4 are outlined as follows:

- Four core infrastructure departments dominate the capital demand portfolio. Electrical Services (26.95%, R1.61 billion), Water and Wastewater Services: Water (16.42%, R982.1 million), Water and Wastewater Services: Sanitation (12.10%, R723.3 million), and Traffic Engineering (10.36%, R619.6 million) collectively account for 65.83% of total municipal demand. This strong concentration within traditional engineering functions reflects the municipality's primary mandate of delivering and maintaining essential bulk infrastructure services.
- Transport and mobility infrastructure remains a significant component of the portfolio. Traffic Engineering (10.36%, R619.6 million) and Transport Planning (4.49%, R268.7 million) together represent 14.85% of total capital demand, demonstrating a comprehensive approach to mobility infrastructure extending beyond conventional road construction to include traffic management, safety interventions, and integrated transport planning supporting spatial transformation objectives.
- Roads and Stormwater infrastructure accounts for 4.93% of total demand (R295.1 million). While smaller than electrical and water investments, these projects remain critical to maintaining network resilience and supporting urban mobility. Given increasing climate variability and storm events, the municipality may consider strengthening long-term stormwater infrastructure planning to improve flood resilience and drainage capacity.
- Within Planning and Economic Development, Housing Development dominates the unit's capital demand, accounting for 10.40% of the total municipal portfolio (R621.9 million across 10 projects). This substantial allocation reflects the municipality's commitment to addressing housing demand and supporting spatial transformation through planned housing programmes. Other planning functions such as Housing Administration (0.73%), Informal Settlements (0.53%), and Economic Development & Tourism (0.05%) represent comparatively modest investment levels.
- Community and Protection Services collectively account for 6.33% of total demand (R378.7 million), distributed across multiple social and safety-related functions. Key investments include Law Enforcement and Security (1.41%), Fire and Rescue Services (0.93%), Sports Grounds and Picnic Sites (0.92%), and Cemeteries (0.76%), reflecting investments in community safety, public amenities, and social infrastructure supporting quality of life across the municipality.
- Corporate Services represents 3.61% of total capital demand (R216.1 million), with investment split between Properties and Municipal Building Maintenance (2.01%) and Information and Communications Technology (ICT) (1.60%). These projects support institutional capacity, digital transformation, and maintenance of municipal facilities required for effective governance and service delivery.
- Financial Services accounts for only 0.19% of capital demand (R11.4 million), reflecting the limited capital-intensive requirements of financial management functions. Similarly, the Municipal Manager's office accounts for a minimal 0.01% (R540 000), indicating that most strategic and administrative functions rely primarily on operational rather than capital budgets.

2.3.3 Analysing Through The Municipal Standard Chart Of Accounts (mSCOA) Perspective

National Treasury has implemented Integrated Financial Management and Internal Control System processes for local government. Key to this is the implementation of the Regulation of a Standard Chart of Accounts, commonly referred to as the Municipal Standard Chart of Accounts (mSCOA). mSCOA makes provision for a uniform and standardised financial transaction classification framework as per the Municipal Regulations and Standard Chart of Accounts as gazetted on 22 April 2014 (Gazette No 37577). Figure 2-5 shows a summary of the Municipal Chart of Accounts regulated segment classifications. mSCOA brings several benefits to municipalities and local governments in South Africa by standardising

reporting practices. One of the key benefits is the ability to standardise the understanding of projects and facilitate meaningful comparisons.

Figure 2-5: mSCOA Segment Classification

Project Scope (using mSCOA)									
Project segment			Fund segment	Function segment		Region segment			Item Assets sub-segment
Expenditure			Capital	Core	Non-core	(Municipal-specific)	City-wide	Administrative HQ	Non-current assets
Class	Action	Type							
Sub-class	Sub-action	Sub-type							
		Detail-sub-type							
		Component-detail-sub-type							-

a. Unpacking Projects per Action and Sub-Action

Examining projects per action and sub-action provides valuable insights into the distribution of the portfolio of projects. The project Action and Sub-Action component of the Project Segment within mSCOA is an umbrella term that includes a “New” or “Existing” project. Sub-actions for an “Existing” project include “Upgrade” or “Renewal”. For ease of reference, the category descriptions are as follows:

- New: Capital projects to provide new assets to meet the current and future growth demands;
- Existing: Capital projects to provide an upgrade or renewal to an asset to meet the current and future demands;
- Existing – Upgrade: Upgrade projects are generated according to the requirement for the replacement of a part of an asset component to increase the current capacity of the asset, and;
- Existing – Renewal: Replacing existing infrastructure that has reached a Remaining Useful Life (RUL) of zero, while providing the same capacity and service.

This analysis allows us to determine whether the capital expenditure demand lies in new projects or is predominantly focused on existing projects, particularly those related to renewal or upgrading. By unpacking projects in this manner, we gain a comprehensive understanding of the quantum of projects falling under each action and sub-action, as well as their related expenditure requirements.

This information enables us to gauge the extent to which the municipality is emphasising infrastructure expansion versus maintaining and enhancing existing assets. It further aids in formulating strategic plans and prioritising initiatives to effectively meet the future needs of the municipality.

Figure 2-6: Total Demand per Action and Sub-Action

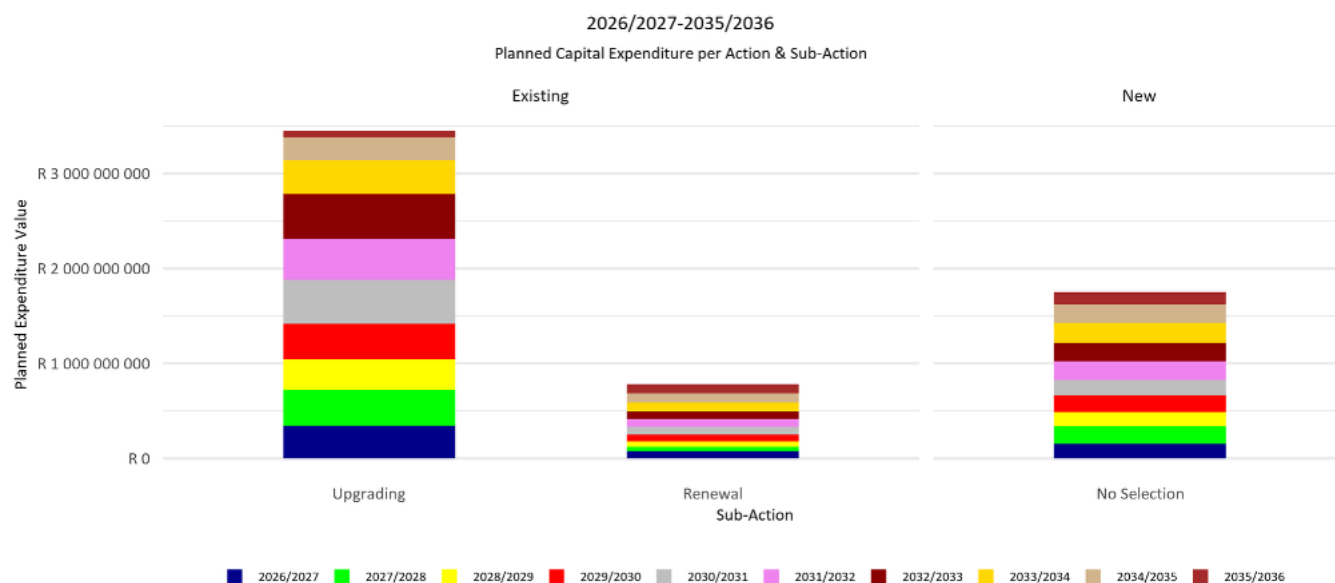


Table 2-5: Total Demand per Action and Sub-Action

Action – Sub Action	Existing - Upgrading	Existing - Renewal	New - No Selection	New:Existing Ratio
2026/2027	R 344 994 907	R 76 986 500	R 154 320 444	1:2.73
2027/2028	R 377 660 582	R 47 791 051	R 184 578 565	1:2.3
2028/2029	R 319 711 304	R 53 110 034	R 147 950 066	1:2.52
2029/2030	R 374 952 375	R 75 057 436	R 177 571 957	1:2.53
2030/2031	R 464 265 969	R 80 368 079	R 163 877 957	1:3.32
2031/2032	R 432 834 979	R 82 693 079	R 192 797 957	1:2.67
2032/2033	R 468 464 920	R 78 606 814	R 193 729 594	1:2.82
2033/2034	R 356 470 649	R 93 441 979	R 211 895 197	1:2.12
2034/2035	R 242 409 019	R 95 776 623	R 193 417 753	1:1.75
2035/2036	R 64 550 000	R 97 305 000	R 132 240 000	1:1.22
Total	R 3 446 314 704	R 781 136 595	R 1 752 379 490	1:2.41
%	57.63%	13.06%	29.30%	1:2.41

Notable findings from Figure 2-6 and Table 2-5 are outlined as follows:

The analysis of capital demand through the mSCOA asset action classification provides important insight into how the municipality balances infrastructure expansion with the stewardship of its existing asset base. By distinguishing between new asset creation, upgrading, and renewal activities, the distribution reveals the strategic orientation of the capital programme and its alignment with long-term infrastructure sustainability principles. Key observations are noted below:

- The municipality allocates 29.30% of total capital demand (R1.75 billion) to New projects, while 70.69% of demand is directed toward Existing infrastructure, comprising 57.63% for Upgrading (R3.45 billion) and 13.06% for Renewal (R781.1 million). This distribution reflects a portfolio that remains predominantly focused on strengthening existing infrastructure systems rather than pursuing extensive greenfield expansion. The prominence of upgrading investments indicates that much of the municipality's infrastructure strategy is centred on improving capacity, performance, and efficiency within established service networks.
- The 29.30% allocation to new infrastructure suggests that the municipality continues to face meaningful growth pressures and service delivery expansion requirements. While the proportion

exceeds the commonly referenced 10–20% guideline, it reflects the reality that municipalities experiencing urban growth and historical infrastructure backlogs must periodically expand their infrastructure footprint. From a financial perspective, however, each new asset introduces long-term operational commitments, including maintenance, energy consumption, and staffing requirements. Managing these lifecycle costs will therefore remain an important consideration as the municipality evaluates the affordability of future expansion.

- The substantial emphasis on upgrading existing infrastructure (57.63%) highlights a strategy focused on extracting additional value from the current asset base. Rather than replacing infrastructure prematurely or expanding networks extensively, upgrading allows the municipality to increase capacity, modernise systems, and improve service standards while making use of established infrastructure corridors. In spatially constrained environments such as Stellenbosch—where heritage protection, environmental sensitivities, and established settlement patterns influence development—this approach enables infrastructure to adapt to growth without requiring large-scale spatial expansion.
- The renewal allocation of 13.06% (R781.1 million) remains somewhat below the 15–25% range typically associated with mature municipal infrastructure portfolios. While this level of investment still represents a meaningful commitment to asset replacement, it suggests that renewal may be slightly underrepresented relative to long-term infrastructure depreciation trends. Ensuring that renewal investments remain aligned with asset condition assessments will therefore be important to avoid the gradual accumulation of deferred replacement requirements that could create larger financial pressures in future planning cycles.
- The overall New:Existing ratio of approximately 1:2.41 demonstrates that the municipality's infrastructure planning framework is fundamentally oriented toward sustaining and strengthening its existing service networks. This balance broadly aligns with good asset management practice, where infrastructure expansion is moderated by the need to maintain and optimise the performance of existing assets. Over time, however, progressively strengthening the renewal component of the programme would further enhance the long-term sustainability of the municipal infrastructure portfolio.

The temporal sequencing of these investment categories suggests that both expansion and enhancement initiatives are prioritised within the earlier years of the planning horizon, where project readiness and financial certainty are strongest. As infrastructure networks continue to age and service demands evolve, strengthening whole-of-life cost modelling, asset condition monitoring, and long-term asset management planning will help ensure that future capital investment decisions remain financially sustainable and operationally resilient.

b. Unpacking Projects per Asset Type and Sub-Type

The Municipal Standard Chart of Accounts (mSCOA) provides a structured framework for the classification of municipal projects under asset types and sub-types. This classification enables detailed analysis of project distribution and alignment with municipal financial and operational structures.

- mSCOA Asset Types: Asset types are high-level categories that group municipal assets for coherent planning, budgeting, and reporting. These ensure consistent alignment across all municipal transactions.
- mSCOA Asset Sub-Types: Sub-types offer a more granular view, breaking down the asset types into specific categories. This granularity aids in tracking, managing, and analysing municipal assets and expenditures effectively.

By using the asset types and sub-types within mSCOA, this approach provides a nuanced perspective on how projects are distributed and categorised within the Project Class. By scrutinising the portfolio from this angle, insights are gained into which specific asset types and sub-types are prominent within the project class.

This analysis not only highlights the distribution of projects across various asset types but also underscores their alignment with the municipality's financial classification system. This process facilitates more informed decision-making, resource allocation, and strategic planning, as it ensures that projects align with financial priorities and objectives. Through this lens, the municipality can effectively optimise project selection, maximise resource utilisation, and ensure that infrastructure expenditure planning harmonises with the municipal objectives.

Figure 2-7: Total Demand per Asset Type and Sub-Type

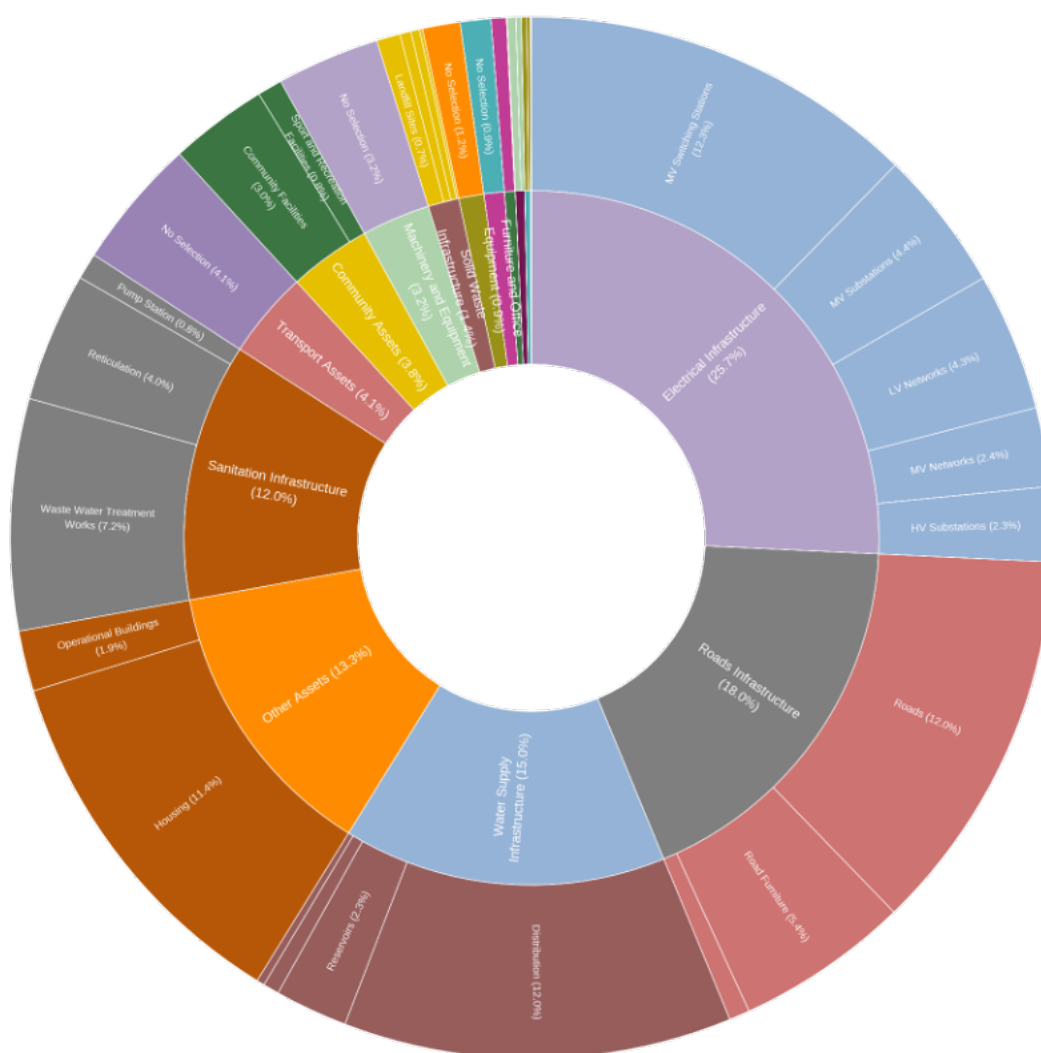


Table 2-6: Total Demand per Action Asset Type and Sub-Type

Asset Type	Asset Sub-Type	Total Planned Capital Expenditure	Percentage
Electrical Infrastructure		R 1 539 064 835	25.74%
	MV Switching Stations	R 735 554 911	12.30%
	MV Substations	R 262 352 504	4.39%
	LV Networks	R 256 502 564.02	4.29%

Asset Type	Asset Sub-Type	Total Planned Capital Expenditure	Percentage
	MV Networks	R 146 303 060	2.45%
	HV Substations	R 138 351 796	2.31%
Roads Infrastructure		R 1 079 191 054	18.05%
	Roads	R 718 998 047	12.02%
	Road Furniture	R 321 993 007	5.38%
	Road Structures	R 38 200 000	0.64%
Water Supply Infrastructure		R 899 387 260	15.04%
	Distribution	R 720 011 130	12.04%
	Reservoirs	R 134 876 130	2.26%
	Bulk Mains	R 30 000 000	0.50%
	Water Treatment Works	R 14 500 000	0.24%
Other Assets		R 795 790 869	13.31%
	Housing	R 683 360 869.17	11.43%
	Operational Buildings	R 112 430 000	1.88%
Sanitation Infrastructure		R 718 187 850	12.01%
	Waste Water Treatment Works	R 429 322 850	7.18%
	Reticulation	R 240 115 000	4.02%
	Pump Station	R 48 750 000	0.82%
Transport Assets		R 242 235 000	4.05%
Community Assets		R 228 195 684	3.82%
	Community Facilities	R 181 995 684	3.04%
	Sport and Recreation Facilities	R 46 200 000	0.77%
Machinery and Equipment		R 190 846 293	3.19%
Solid Waste Infrastructure		R 86 141 917	1.44%
	Landfill Sites	R 44 000 000	0.74%
	Electricity Generation Facilities	R 20 500 000	0.34%
	Waste Drop-off Points	R 15 841 917	0.26%
	Waste Processing Facilities	R 5 800 000	0.10%
Computer Equipment		R 69 850 000	1.17%
Furniture and Office Equipment		R 56 735 592	0.95%
Intangible Assets		R 29 754 435	0.50%
	Licences and Rights	R 28 354 435	0.47%
	Computer Software and Applications	R 1 400 000	0.02%
Information and Communication Infrastructure		R 26 000 000	0.43%
	Core Layers	R 16 000 000	0.27%
	Distribution Layers	R 10 000 000	0.17%
Storm water Infrastructure		R 16 300 000	0.27%
	Storm water Conveyance	R 9 800 000	0.16%
	Drainage Collection	R 6 500 000	0.11%
Heritage Assets		R 2 150 000	0.04%
	Historic Buildings	R 2 150 000	0.04%
Total		R 5 979 830 789	100%

Notable findings from Figure 2-7 and Table 2-6 are outlined as follows:

The distribution of planned capital expenditure across asset types and sub-types reveals the municipality's strategic infrastructure priorities and service delivery focus. This analysis examines demand patterns for key assets, exploring implications for long-term planning and operational sustainability. Key observations are noted below:

- Electrical Infrastructure represents the largest component of the capital portfolio, accounting for 25.74% of total demand (R1.54 billion). Investment is concentrated primarily in MV Switching Stations (12.30%), MV Substations (4.39%), and LV Networks (4.29%), reflecting continued strengthening of the municipal electricity distribution network. These investments aim to enhance network reliability, accommodate demand growth, and support energy security across the municipality.
- Roads Infrastructure accounts for 18.05% of total demand (R1.08 billion), with the majority directed toward road surfaces (12.02%) and road furniture (5.38%). This distribution indicates continued investment in maintaining and upgrading the municipal road network to support mobility, economic activity, and tourism accessibility across both urban and rural areas.
- Other Assets represent 13.31% of total demand (R795.8 million), largely driven by housing development (11.43%), indicating substantial capital demand associated with housing delivery and spatial transformation initiatives. Operational buildings account for 1.88%, reflecting moderate investment in municipal facilities relative to housing programmes.
- Water Supply Infrastructure constitutes 15.04% of total demand (R899.4 million), primarily concentrated in distribution networks (12.04%) and reservoir infrastructure (2.26%), with smaller allocations to bulk mains (0.50%) and water treatment works (0.24%). This pattern suggests a focus on strengthening distribution capacity and storage infrastructure to accommodate population growth and maintain service reliability.
- Sanitation Infrastructure accounts for 12.01% of total demand (R718.2 million), with investment concentrated in wastewater treatment works (7.18%) and reticulation networks (4.02%). These investments reflect the need to expand treatment capacity and upgrade sewer networks to support urban growth and environmental compliance requirements.
- Community Assets represent 3.82% of total demand (R228.2 million), primarily allocated to community facilities (3.04%) and sport and recreation facilities (0.77%). These investments support social infrastructure provision and contribute to improved quality of life across settlements.
- Transport Assets (4.05%), Machinery and Equipment (3.19%), and Solid Waste Infrastructure (1.44%) collectively represent additional investments required to support municipal service delivery operations. Solid waste infrastructure demand focuses primarily on landfill sites (0.74%) and electricity generation facilities associated with waste infrastructure (0.34%), reflecting ongoing waste management capacity requirements.
- Several categories demonstrate relatively modest capital demand, including Computer Equipment (1.17%), Furniture and Office Equipment (0.95%), Information and Communication Infrastructure (0.43%), Intangible Assets (0.50%), and Stormwater Infrastructure (0.27%). These allocations suggest that most investment priorities remain focused on traditional engineering infrastructure, with comparatively limited investment in digital infrastructure and stormwater management.
- Heritage Assets account for only 0.04% of the portfolio, reflecting minimal capital demand for historic building preservation within the current project pipeline.

The demand distribution reveals a strong emphasis on traditional bulk infrastructure, particularly electrical, roads, water, sanitation, and housing-related assets, which collectively represent the majority of the municipal capital portfolio. While this reflects the municipality's core service delivery mandate, the relatively modest investment in areas such as stormwater infrastructure, ICT systems, and digital

infrastructure suggests opportunities to strengthen future planning in support of climate resilience, technological modernisation, and integrated infrastructure management.

2.3.4 Unpacking Project Works Location

Using the project's spatial attributes allows the municipality to better understand spatial realities, ultimately informing locationally based decision-making. This analysis allows us to understand the specific areas targeted for development as per the Spatial Development Framework, as well as other spatial lenses. The location data reveals areas where capital demand is intended to take place, providing a clear understanding of the areas earmarked for expenditure requirements to either service growth or enhancement.

- Administrative HQ: The Administrative HQ serves as the central office for identifying expenditures linked to administrative and daily operational aspects.
- City-wide: City-wide services yield municipality-wide benefits, with specific details lacking for lower-level allocation.
- Not Mapped: "Not mapped" refers to items lacking spatial locations.
- Mapped: refers to all projects that have spatial locations linked to them.

Understanding these details becomes instrumental in assessing the equitable distribution of resources and infrastructure expenditure across the municipality. Additionally, it allows for spatially driven decision-making using location as one of the key prioritisation considerations. By scrutinising projects at this spatial level, the local government gains valuable insights into the geographic concentration of needs.

Figure 2-8: Total Demand per Location across the Municipality

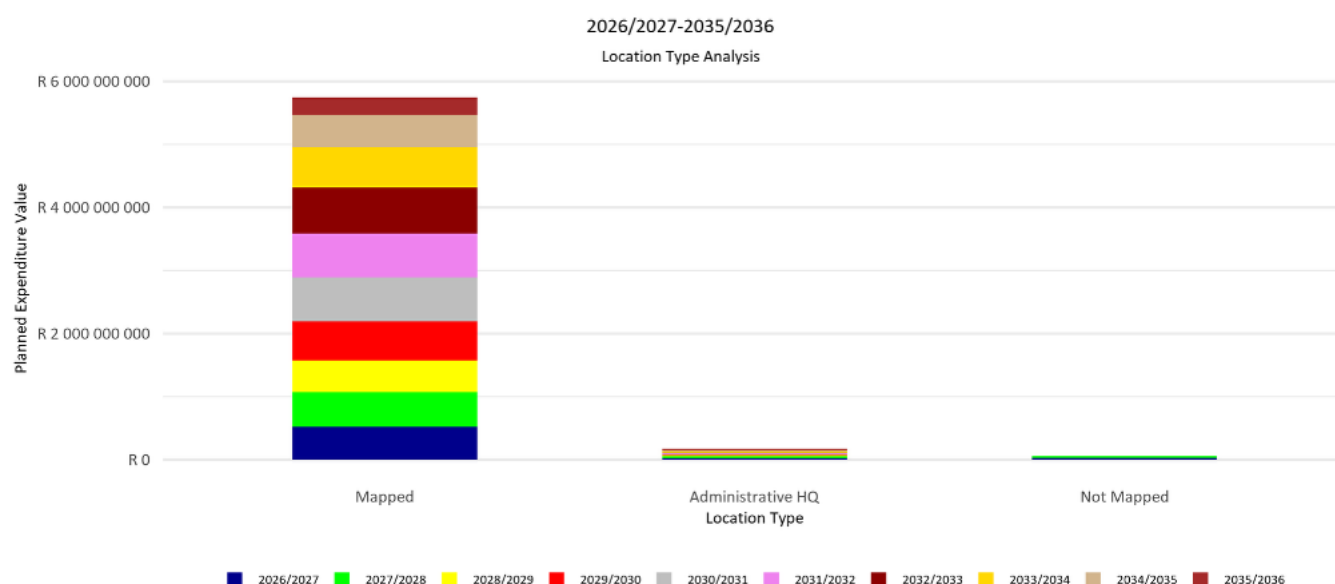


Table 2-7: Total Demand per Location across the Municipality

Financial Year	Mapped	Administrative HQ	Not Mapped	Total	Percentage	Financial Year
2026/2027	R 526 009 351	R 23 292 500	R 27 000 000	R 576 301 851	9.64%	2026/2027
2027/2028	R 545 917 698	R 28 612 500	R 35 500 000	R 610 030 198	10.20%	2027/2028
2028/2029	R 502 506 404	R 18 265 000	R-	R 520 771 404	8.71%	2028/2029
2029/2030	R 617 566 768	R 10 015 000	R-	R 627 581 768	10.49%	2029/2030

Financial Year	Mapped	Administrative HQ	Not Mapped	Total	Percentage	Financial Year
2030/2031	R 698 592 005	R 9 920 000	R-	R 708 512 005	11.85%	2030/2031
2031/2032	R 696 091 015	R 12 235 000	R-	R 708 326 015	11.85%	2031/2032
2032/2033	R 731 851 328	R 8 950 000	R-	R 740 801 328	12.39%	2032/2033
2033/2034	R 639 827 825	R 21 980 000	R-	R 661 807 825	11.07%	2033/2034
2034/2035	R 511 633 395	R 19 970 000	R-	R 531 603 395	8.89%	2034/2035
2035/2036	R 273 790 000	R 20 305 000	R-	R 294 095 000	4.92%	2035/2036
Total	R 5 743 785 789	R 173 545 000	R 62 500 000	R 5 979 830 789	100%	Total
%	97.05%	2.95%	0%	100%		%

Notable findings from Figure 2-8 and Table 2-7 are outlined as follows:

The categorisation of capital projects through spatial attributes provides critical insights into the municipality's capacity to align infrastructure investments with spatial priorities. This analysis examines how the distribution between Mapped, Administrative HQ, and Not Mapped projects affects strategic planning, spatial targeting, and the municipality's ability to implement MSDF objectives. Key observations are noted below:

- The overwhelming majority of planned capital expenditure, 96.06% of total demand (R5.74 billion), falls within the Mapped category. These projects possess identifiable spatial references that enable direct alignment with the municipality's spatial planning frameworks, including the MSDF and associated settlement strategies. This high proportion of spatially referenced projects reflects strong data quality and planning maturity, enabling targeted infrastructure investment and improved spatial prioritisation during subsequent CEF phases.
- Administrative HQ projects account for 2.90% of total demand (R173.5 million). These projects represent investments linked to municipal administrative facilities, central systems, and institutional infrastructure supporting operational governance and service delivery. The relatively modest proportion is appropriate given that administrative infrastructure primarily supports municipal operations rather than direct service delivery infrastructure.
- The dataset indicates 1.05% of capital demand classified as "Not Mapped" (R62.5 million). These projects represent a small number of initiatives where spatial references have not yet been captured or where project locations remain undefined during early planning stages. While this proportion is relatively minor, improving spatial referencing for these projects would further strengthen the municipality's ability to conduct location-based analysis and ensure alignment with spatial development priorities.
- The consistently high proportion of **Mapped projects across all years of the planning horizon—ranging from R526.0 million in 2026/27 to R273.8 million in 2035/36—**demonstrates sustained spatial alignment of the capital portfolio throughout the 10-year planning period. This consistency supports the municipality's ability to apply spatial prioritisation frameworks and evaluate infrastructure investment impacts across different settlements and development nodes.

The 96.06% mapped proportion reflects a high level of spatial data completeness, providing a strong foundation for spatially informed prioritisation and infrastructure planning. The near-complete spatial referencing of projects enhances the municipality's capacity to align capital investments with the MSDF, target infrastructure interventions within priority development areas, and support evidence-based decision-making in subsequent CEF phases. Continued maintenance of spatial data quality will ensure that infrastructure investment remains a key instrument for achieving the municipality's spatial transformation and service delivery objectives.

2.4 Concluding remarks

The analysis of planned capital expenditure reveals a substantial R5.98 billion portfolio, demonstrating strong planning capacity across the municipality. The portfolio is dominated by Infrastructure Services, accounting for 78.08% of total demand, reflecting the integration of sector master plans addressing electricity distribution, water supply, sanitation, transport, and road infrastructure. The concentration of 28.55% of total demand within the MTREF period (2026/27–2028/29) demonstrates alignment between medium-term budgeting processes and longer-term infrastructure planning. Furthermore, the high 96.06% spatial mapping proportion provides a robust foundation for location-based prioritisation, enabling the municipality to align capital investments with MSDF spatial objectives and settlement development priorities.

The distribution of projects across mSCOA action categories indicates a strong emphasis on upgrading existing infrastructure (57.63%), followed by new infrastructure development (29.30%) and renewal investments (13.06%). While the prominence of upgrade investments reflects a strategic focus on enhancing existing infrastructure capacity, the relatively modest allocation to renewal remains slightly below the 15–25% range typically observed in mature municipal asset portfolios. As the municipality advances toward project prioritisation, validating renewal requirements against asset condition assessments will be important to ensure that long-term infrastructure deterioration risks are adequately addressed.

The temporal distribution of project demand demonstrates that 62.74% of planned expenditure is concentrated within the first six years of the planning horizon, reflecting well-developed medium-term planning supported by existing sector master plans. The gradual decline in demand in the outer years of the portfolio reflects the natural limits of current planning frameworks rather than a lack of need for infrastructure. Strengthening long-term project identification through systematic master plan reviews will help extend planning horizons and maintain a credible project pipeline across the full 10-year CEF period. The portfolio of projects provides a comprehensive and spatially informed representation of the municipality's infrastructure demand, forming a credible foundation for the subsequent prioritisation process. By combining a substantial infrastructure pipeline with strong spatial data coverage and clear functional allocation, the municipality is well positioned to translate identified infrastructure needs into a fiscally sustainable and strategically targeted capital investment programme that balances growth accommodation, asset enhancement, and infrastructure renewal across Stellenbosch's diverse settlement pattern.

Annexure

Unit	Department	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Total
Community and Protection Services	Cemeteries	Calcutta Memorial Park	R3,043,478	R0	R0	R20,000,000	R10,000,000	R10,000,000	R70,000	R40,000	R40,000	R40,000	R43,233,478
Community and Protection Services	Cemeteries	Vehicle Fleet: Cemeteries	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
Community and Protection Services	Community Development	Furniture, Tools & Equipment: Comm Development	R50,000	R60,000	R70,000	R0	R0	R0	R0	R50,000	R60,000	R70,000	R360,000
Community and Protection Services	Community Development	Social Relief Distress Vehicle	R0	R0	R0	R0	R0	R0	R0	R500,000	R0	R0	R500,000
Community and Protection Services	Community Development	Upgrading: Early Childhood Development Centres on Municipal Land	R2,173,913	R2,608,696	R6,500,000	R0	R0	R0	R0	R2,500,000	R3,000,000	R7,000,000	R23,782,609
Community and Protection Services	Community Services: Library Services	Furniture, Tools & Equipment: Pniel Library	R0	R35,000	R20,000	R0	R0	R0	R0	R35,000	R20,000	R0	R110,000
Community and Protection Services	Community Services: Library Services	Furniture, Tools and Equipment: Idas Valley	R0	R0	R0	R0	R0	R0	R0	R30,000	R530,000	R0	R560,000
Community and Protection Services	Community Services: Library Services	Furniture, Tools and Equipment: Kayamandi	R0	R10,000	R0	R0	R0	R0	R0	R10,000	R0	R0	R20,000
Community and Protection Services	Community Services: Library Services	Library Books	R200,000	R210,000	R21,000	R210,000	R210,000	R220,000	R1,867,540	R1,867,540	R0	R0	R4,806,080
Community and Protection Services	Community Services: Library Services	Upgrade Stellenbosch Library	R0	R0	R0	R0	R0	R0	R0	R4,339,483	R4,339,483	R0	R8,678,966
Community and Protection Services	Community Services: Library Services	Upgrading: Cloetesville Library	R0	R0	R0	R0	R0	R0	R0	R450,000	R0	R0	R450,000
Community and Protection Services	Community Services: Library Services	Vehicles	R0	R300,000	R0	R0	R0	R0	R0	R300,000	R0	R0	R600,000
Community and Protection Services	Director: Community & Protection Services	Furniture, Tools & Equipment : Protection Services	R0	R400,000	R0	R0	R0	R0	R0	R400,000	R0	R0	R800,000
Community and Protection Services	Disaster Management	Re tarring of the Stellenbosch fire station drill yard	R1,000,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
Community and Protection Services	Disaster Management	Vehicle fleet: Disaster Management	R0	R5,000,000	R0	R0	R0	R0	R0	R5,000,000	R0	R1,000,000	R11,000,000
Community and Protection Services	Environmental Management: Implementation	Furniture, Tools & Equipment: Air and Noise Control	R0	R0	R150,000	R0	R0	R0	R0	R150,000	R0	R200,000	R500,000
Community and Protection Services	Environmental Management: Implementation	Furniture, Tools & Equipment: Environmental Management	R200,000	R0	R250,000	R0	R0	R0	R0	R200,000	R0	R250,000	R900,000
Community and Protection Services	Environmental Management: Implementation	Specialized Equipment: Workshop	R0	R0	R0	R0	R0	R0	R0	R3,000,000	R0	R0	R3,000,000
Community and Protection Services	Environmental Management: Implementation	Vehicle Fleet: Workshop	R0	R0	R0	R0	R0	R0	R0	R1,200,000	R0	R0	R1,200,000
Community and Protection Services	Environmental Management: Urban Forestry	Design and implement electronic Urban Forestry management tool	R0	R500,000	R0	R0	R0	R500,000	R0	R0	R0	R400,000	R1,400,000
Community and Protection Services	Environmental Management: Urban Forestry	Fencing :Urban Forestry	R1,500,000	R0	R0	R0	R0	R0	R0	R1,500,000	R0	R0	R3,000,000
Community and Protection Services	Environmental Management: Urban Forestry	Furniture, Tools & Equipment: Urban Forestry	R0	R2,000,000	R1,000,000	R0	R0	R0	R0	R2,000,000	R1,000,000	R2,000,000	R8,000,000
Community and Protection Services	Environmental Management: Urban Forestry	Specialized equipment: Urban Forestry	R0	R2,500,000	R0	R0	R0	R2,500,000	R0	R0	R0	R2,000,000	R7,000,000
Community and Protection Services	Environmental Management: Urban Forestry	Vehicle Fleet : Urban Foestry	R1,200,000	R0	R0	R0	R0	R0	R0	R1,200,000	R0	R0	R2,400,000
Community and Protection Services	Fire and Rescue Services	Fire Station - Jamestown	R0	R3,650,000	R20,826,675	R0	R0	R0	R0	R0	R0	R0	R24,476,675
Community and Protection Services	Fire and Rescue Services	Furniture, Tools & Equipment: Fire	R500,000	R100,000	R1,000,000	R0	R0	R0	R0	R500,000	R100,000	R1,000,000	R3,200,000
Community and Protection Services	Fire and Rescue Services	Rescue equipment	R1,000,000	R0	R1,000,000	R0	R0	R1,000,000	R0	R1,000,000	R0	R0	R4,000,000
Community and Protection Services	Fire and Rescue Services	Specialized Vehicles: Fire	R0	R0	R3,000,000	R0	R0	R3,000,000	R0	R5,000,000	R0	R10,000,000	R21,000,000
Community and Protection Services	Fire and Rescue Services	Vehicle fleet: Fire Services	R0	R1,000,000	R0	R0	R0	R1,000,000	R0	R1,000,000	R0	R0	R3,000,000
Community and Protection Services	Halls	Furniture, Tools & Equipment: Halls	R200,000	R250,000	R250,000	R0	R0	R0	R0	R200,000	R250,000	R250,000	R1,400,000
Community and Protection Services	Halls	Upgrading of Halls	R1,000,000	R500,000	R500,000	R1,500,000	R0	R500,000	R0	R600,000	R0	R0	R4,600,000
Community and Protection Services	Halls	Vehicle Fleet: Halls	R500,000	R500,000	R0	R700,000	R900,000	R0	R0	R0	R0	R0	R2,600,000
Community and Protection Services	Law Enforcement and Security	Furniture, Tools & Equipment: Law Enforcement	R0	R200,000	R200,000	R0	R0	R0	R0	R200,000	R200,000	R200,000	R1,000,000
Community and Protection Services	Law Enforcement and Security	Install and Upgrade CCTV/ LPR Cameras In WC024	R2,500,000	R2,500,000	R3,000,000	R3,000,000	R3,000,000	R5,000,000	R3,000,000	R3,000,000	R5,000,000	R3,000,000	R33,000,000
Community and Protection Services	Law Enforcement and Security	Install Computerized Access Security Systems and CCTV Cameras At Municipal Buildings	R2,000,000	R1,500,000	R1,500,000	R1,000,000	R900,000	R850,000	R800,000	R750,000	R700,000	R650,000	R10,650,000
Community and Protection Services	Law Enforcement and Security	K9 Unit	R869,565	R0	R0	R0	R0	R0	R0	R0	R0	R0	R869,565
Community and Protection Services	Law Enforcement and Security	Law Enforcement Tools and Equipment	R1,500,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R8,250,000
Community and Protection Services	Law Enforcement and Security	Neighborhood Watch Safety equipment	R500,000	R500,000	R500,000	R500,000	R0	R0	R0	R0	R0	R0	R2,000,000
Community and Protection Services	Law Enforcement and Security	Security Upgrades	R0	R250,000	R250,000	R0	R0	R250,000	R250,000	R250,000	R250,000	R250,000	R1,750,000
Community and Protection Services	Law Enforcement and Security	Vehicle Fleet: Law Enforcement	R3,000,000	R3,000,000	R3,000,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R26,500,000
Community and Protection Services	Parks and Cemeteries	Beautification of Parks and Cemeteries	R1,865,261	R869,565	R1,000,000	R0	R600,000	R700,000	R400,000	R400,000	R400,000	R400,000	R6,634,826
Community and Protection Services	Parks and Cemeteries	Fencing :Parks and Gardens	R1,869,565	R869,565	R1,000,000	R200,000	R0	R0	R0	R500,000	R300,000	R500,000	R5,239,130
Community and Protection Services	Parks and Cemeteries	Furniture, Tools & Equipment: Parks & Cemeteries	R300,000	R200,000	R500,000	R300,000	R200,000	R200,000	R200,000	R200,000	R300,000	R300,000	R2,700,000
Community and Protection Services	Parks and Cemeteries	Purchase of Specialised Vehicles	R1,200,000	R0	R0	R1,000,000	R0	R0	R1,300,000	R0	R500,000	R0	R4,000,000
Community and Protection Services	Parks and Cemeteries	Upgrading of Parks	R200,000	R0	R500,000	R200,000	R1,000,000	R1,000,000	R0	R0	R0	R0	R2,900,000
Community and Protection Services	Parks and Cemeteries	Urban Greening: Beautification: Main Routes and Tourist Routes	R200,000	R200,000	R200,000	R200,000	R250,000	R250,000	R200,000	R200,000	R200,000	R200,000	R2,100,000
Community and Protection Services	Parks and Cemeteries	Vehicle Fleet: Parks & Cemeteries	R0	R1,000,000	R0	R0	R0	R0	R0	R1,000,000	R0	R500,000	R2,500,000
Community and Protection Services	Sports Grounds and Picnic Sites	Fencing: Sport Grounds (WC024)	R1,300,000	R500,000	R500,000	R0	R0	R0	R0	R1,300,000	R500,000	R500,000	R4,600,000
Community and Protection Services	Sports Grounds and Picnic Sites	Furniture, Tools & Equipment: Sports	R350,000	R400,000	R400,000	R0	R0	R0	R0	R350,000	R400,000	R400,000	R2,300,000
Community and Protection Services	Sports Grounds and Picnic Sites	Installation of cricket nets	R250,000	R150,000	R150,000	R0	R150,000	R0	R150,000	R0	R0	R0	R850,000
Community and Protection Services	Sports Grounds and Picnic Sites	Jonkershoek Picnic Site	R300,000	R200,000	R200,000	R0	R200,000	R200,000	R0	R200,000	R200,000	R200,000	R1,700,000
Community and Protection Services	Sports Grounds and Picnic Sites	Re-Surface of Netball/Tennis Courts	R400,000	R400,000	R500,000	R0	R550,000	R0	R0	R0	R0	R0	R1,850,000
Community and Protection Services	Sports Grounds and Picnic Sites	Recreational Equipment Sport	R100,000	R300,000	R300,000	R200,000	R0	R0	R400,000	R0	R100,000	R100,000	R1,500,000
Community and Protection Services	Sports Grounds and Picnic Sites	Specialized Vehicles: Sports	R700,000	R1,200,000	R1,200,000	R0	R1,500,000	R0	R2,000,000	R0	R0	R0	R6,600,000
Community and Protection Services	Sports Grounds and Picnic Sites	Upgrade of Sport Facilities	R3,200,000	R3,700,000	R4,200,000	R4,000,000	R4,700,000	R4,700,000	R5,300,000	R5,300,000	R300,000	R300,000	R35,700,000
Community and Protection Services	Traffic Services	Furniture, Tools & Equipment: Traffic Services	R350,000	R200,000	R0	R0	R200,000	R0	R0	R0	R200,000	R0	R950,000
Community and Protection Services	Traffic Services	Replacement of vehicles	R2,500,000	R2,500,000	R0	R0	R0	R0	R0	R2,500,000	R2,500,000	R0	R10,000,000
Community and Protection Services	Traffic Services	Specialized Vehicles: Traffic	R0	R3,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R3,000,000
Community and Protection Services	Traffic Services	Traffic Fleet	R1,500,000	R1,500,000	R1,500,000	R0	R0	R0	R0	R1,500,000	R3,000,000	R0	R9,000,000
Corporate Services	Information and Communications Technology	Fibre Optic Implementation	R3,000,000	R2,500,000	R2,500,000	R0	R0	R0	R0	R3,000,000	R2,500,000	R2,500,000	R16,000,000
Corporate Services	Information and Communications Technology	ICT Cable Reticulation and Management	R1,000,000	R1,500,000	R500,000	R500,000	R1,000,000	R1,000,000	R500,000	R1,000,000	R1,500,000	R1,500,000	R10,000,000
Corporate Services	Information and Communications Technology	Purchase and Replacement of Computer/software and Peripheral devices	R2,500,000	R3,500,000	R2,000,000	R0	R0	R0	R0	R2,500,000	R3,500,000	R2,000,000	R16,000,000
Corporate Services	Information and Communications Technology	Server Storage expansion and upgrades	R2,000,000	R2,000,000	R1,000,000	R2,000,000	R2,000,000	R2,000,000	R1,000,000	R3,000,000	R2,000,000	R2,000,000	R19,000,000
Corporate Services	Information and Communications Technology	Upgrade and Expansion of IT Infrastructure Platforms	R2,000,000	R2,000,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R1,500,000	R1,500,000	R1,500,000	R21,000,000
Corporate Services	Information and Communications Technology	Upgrading Communication Network	R1,500,000	R2,250,000	R1,100,000	R1,500,000	R1,500,000	R1,500,000	R0	R1,000,000	R1,000,000	R0	R13,850,000
Corporate Services	Properties and Municipal Building Maintenanano	Airconditioners	R200,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R200,000
Corporate Services	Properties and Municipal Building Maintenanano	Furniture, Tools & Equipment: Property Management PC_0196	R0	R250,000	R500,000	R0	R0	R0	R0	R250,000	R250,000	R250,000	R1,500,000
Corporate Services	Properties and Municipal Building Maintenanano	Furniture, Tools & Equipment: Property Management PC_0371	R0	R0	R0	R0	R0	R0	R0	R250,000	R250,000	R250,000	R750,000
Corporate Services	Properties and Municipal Building Maintenanano	Kayamandi: Upgrading of Makapula Hall	R500,000	R0	R0	R0	R0	R0	R0	R500,000	R0	R0	R1,000,000
Corporate Services	Properties and Municipal Building Maintenanano	La Motte Fire Station	R100,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R100,000
Corporate Services	Properties and Municipal Building Maintenanano	Structural Improvement: General	R0	R0	R2,000,000	R2,000,000	R2,000,000	R2,000,000	R0	R0	R0	R0	R8,000,000
Corporate Services	Properties and Municipal Building Maintenanano	Structural Maintenance/Upgrade: Beltana	R30,000,000	R0	R0	R4,000,000	R4,000,000	R4,000,000	R0	R0	R0	R0	R42,000,000
Corporate Services	Properties and Municipal Building Maintenanano	Structural Upgrade: Heritage Building	R400,000	R1,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R1,900,000
Corporate Services	Properties and Municipal Building Maintenanano	Traffic Offices	R1,000,000	R7,000,000	R7,000,000	R0	R0	R0	R0	R9,000,000	R9,000,000	R0	R33,000,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading and conversion of Fire House to a Training Centre	R0	R400,000	R1,500,000	R0	R0	R0	R0	R400,000	R1,500,000	R0	R3,800,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading Fencing	R300,000	R500,000	R500,000	R0	R0	R0	R0	R300,000	R500,000	R500,000	R2,600,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading of New Office Space: Ryneveld Street	R1,600,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1,600,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading of Office Space: Community Services (Urban Forestry)	R1,000,000	R0	R80,000	R0	R0	R0	R0	R0	R0	R0	R1,080,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading: Admin Building and Community Hall	R2,250,000	R250,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,500,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading: Law Enforcement Offices	R2,500,000	R2,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R5,000,000
Corporate Services	Properties and Municipal Building Maintenanano	Upgrading: Main Office Complex	R250,000	R5,000,000	R10,000,000	R0	R0	R0	R0	R0	R0	R0	R15,250,000
Financial Services	Financial Management Services	Furniture, Tools & Equipment: FS	R100,000	R90,000	R100,000	R100,000	R100,000	R100,000	R100,000	R100,000	R100,000	R0	R890,000
Financial Services	Financial Management Services	Furniture, Tools & Equipment: Rev n Exp	R150,000	R80,000	R75,000	R0	R0	R0	R0	R75,000	R75,000	R0	R755,000
Financial Services	Financial Management Services	Furniture, Tools & Equipment: SCM	R150,000	R80,000	R75,000	R75,000	R75,000	R75,000	R75,000	R75,000	R75,000	R0	R755,000
Financial Services	Financial Management Services	Vehicle Fleet: FMS	R2,500,000	R1,000,000	R0	R0	R0	R0	R0	R2,500,000	R1,000,000	R0	R7,000,000
Financial Services	Financial Management Stores	Upgrade Municipal Stores	R1,000,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
Infrastructure Services	Electrical Services	20MW Renewable energy project	R520,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R520,000
Infrastructure Services	Electrical Services												

Unit	Department	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Total
Infrastructure Services	Electrical Services	Cable Network: Franschoek	R5,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R5,000,000
Infrastructure Services	Electrical Services	Cable replacement 66kV	R0	R11,036,500	R10,800,000	R0	R0	R0	R0	R0	R0	R0	R21,836,500
Infrastructure Services	Electrical Services	Control Room implementation	R0	R300,000	R0	R0	R0	R0	R0	R0	R0	R0	R300,000
Infrastructure Services	Electrical Services	Demand Side Management Geyser Control	R500,000	R3,500,000	R3,500,000	R400,000	R400,000	R400,000	R420,000	R400,000	R417,600	R0	R9,937,600
Infrastructure Services	Electrical Services	Electricity Network: Pniel	R3,500,000	R3,500,000	R3,500,000	R3,500,000	R3,850,000	R3,850,000	R4,074,000	R4,277,700	R4,465,918	R0	R34,517,618
Infrastructure Services	Electrical Services	Electrification INEP	R0	R9,036,522	R9,445,217	R26,600,000	R26,000,000	R26,000,000	R27,300,000	R28,665,000	R29,926,260	R0	R182,972,999
Infrastructure Services	Electrical Services	Energy Balancing - Metering and Mini-Substations	R0	R500,000	R250,000	R250,000	R250,000	R250,000	R262,500	R275,625	R287,752	R0	R2,325,877
Infrastructure Services	Electrical Services	Energy Efficiency and Demand Side Management	R0	R0	R0	R250,000	R250,000	R250,000	R250,000	R250,000	R261,000	R0	R1,511,000
Infrastructure Services	Electrical Services	Furniture, Tools and Equipment: Electrical Services	R0	R403,151	R443,466	R487,812	R536,593	R536,593	R681,742	R715,829	R747,326	R0	R4,552,512
Infrastructure Services	Electrical Services	Hot water load control	R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500,000
Infrastructure Services	Electrical Services	Integrated National Electrification Programme	R0	R321,957	R321,957	R321,957	R321,957	R321,957	R338,054	R354,957	R370,575	R0	R2,673,371
Infrastructure Services	Electrical Services	Jan Marais Upgrade: Remove Existing Tx and replace with 20MVA	R16,900,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R16,900,000
Infrastructure Services	Electrical Services	Kayamandi(Costa grounds)new substation 11 kV switching station	R25,829,739	R9,808,696	R3,130,435	R0	R0	R0	R0	R0	R0	R0	R38,768,870
Infrastructure Services	Electrical Services	Meter Panels	R250,000	R250,000	R250,000	R250,000	R250,000	R262,500	R250,000	R250,000	R261,000	R0	R2,273,500
Infrastructure Services	Electrical Services	Network Cable Replace 11 Kv	R3,630,000	R3,993,000	R4,392,300	R4,831,530	R5,314,683	R5,314,683	R6,752,304	R7,089,919	R7,401,876	R0	R48,720,295
Infrastructure Services	Electrical Services	Replace Control Panels 66 kV & Circuit breakers	R2,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R2,500,000
Infrastructure Services	Electrical Services	Replace Ineffective Meters	R100,000	R500,000	R402,628	R442,890	R487,179	R487,179	R618,961	R649,909	R678,505	R0	R4,367,251
Infrastructure Services	Electrical Services	SCADA Implementation	R4,000,000	R4,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R8,000,000
Infrastructure Services	Electrical Services	STB Switchgear (11kV) SF6	R0	R0	R0	R82,433,277	R98,919,933	R98,919,933	R149,566,939	R149,566,942	R156,147,887	R0	R735,554,911
Infrastructure Services	Electrical Services	Streetlights R304	R1,000,000	R7,816,990	R0	R0	R0	R0	R0	R0	R0	R0	R8,816,990
Infrastructure Services	Electrical Services	Substation 66kV equipment (Jan Marais)	R1,590,341	R1,457,812	R1,749,375	R1,924,312	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R13,644,651
Infrastructure Services	Electrical Services	Substation 66kV equipment (Main s)	R1,590,341	R1,457,812	R1,749,375	R1,924,312	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R13,644,651
Infrastructure Services	Electrical Services	Substation 66kV equipment (Golf.)	R1,590,341	R1,457,812	R1,749,375	R1,924,313	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R13,644,652
Infrastructure Services	Electrical Services	Substation 66kV equipment (Markotter)	R397,585	R1,457,812	R1,749,375	R1,924,312	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R12,451,895
Infrastructure Services	Electrical Services	Switchgear Substation Blake 2	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Cascade	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Papegaairand	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Paradyskloof	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Technopark	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation University	R0	R20,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R20,000,000
Infrastructure Services	Electrical Services	Switchgear Substation van der Stel	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Welgevonden	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switvhgear Substation Kayamandi	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	System Control Centre & Upgrade Telemetry:	R4,791,600	R2,506,454	R2,631,777	R2,763,365	R2,901,534	R3,046,610	R0	R0	R0	R0	R18,641,340
Infrastructure Services	Electrical Services	Third transformer and associated works 20MVA Cloetesville	R0	R0	R0	R29,503,381	R31,126,066	R0	R0	R0	R0	R0	R60,629,447
Infrastructure Services	Electrical Services	Turnkey - EPC of Hybrid inverter with Battery Storage Systems at Stellenbosch Community Buildings	R3,210,185	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,210,185
Infrastructure Services	Electrical Services	Uninterrupted Power Supply for buildings	R0	R2,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
Infrastructure Services	Electrical Services	Upgrade transformers at Main substation 7.5MVA to 20MVA	R18,000,000	R11,300,000	R0	R0	R0	R0	R0	R0	R0	R0	R29,300,000
Infrastructure Services	Electrical Services	Vehicles: Electrical Services	R350,000	R0	R0	R0	R3,800,000	R3,800,000	R5,985,000	R0	R0	R0	R13,935,000
Infrastructure Services	Electrical Services	Northern Extension Bulk Supply	R27,000,000	R35,500,000									R62,500,000
Infrastructure Services	Infrastructure Services	Furniture, Tools & Equipment: IS	R65,000	R115,000	R115,000	R120,000	R95,000	R95,000	R125,000	R115,000	R125,000	R0	R970,000
Infrastructure Services	Project Management Unit (PMU)	Franschhoek Mooiwater 236	R869,565	R869,565	R0	R0	R15,136,000	R15,136,000	R0	R0	R0	R0	R32,011,130
Infrastructure Services	Project Management Unit (PMU)	Furniture, Tools & Equipment: PMU	R110,000	R120,000	R130,000	R140,000	R150,000	R150,000	R170,000	R80,000	R80,000	R0	R1,130,000
Infrastructure Services	Project Management Unit (PMU)	Kayamandi: Zone O (±711 services)	R0	R0	R0	R10,000,000	R0	R0	R0	R0	R0	R0	R10,000,000
Infrastructure Services	Project Management Unit (PMU)	Upgrading Ad hoc Housing Projects	R400,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R0	R4,400,000
Infrastructure Services	Roads and Stormwater	Adam Tas Road Intersection Upgrades	R0	R0	R0	R0	R0	R0	R0	R10,000,000	R0	R0	R10,000,000
Infrastructure Services	Roads and Stormwater	Adhoc Reconstruction Of Roads (WC024)	R5,000,000	R5,000,000	R8,000,000	R7,000,000	R7,000,000	R7,000,000	R7,000,000	R7,000,000	R7,000,000	R7,000,000	R67,000,000
Infrastructure Services	Roads and Stormwater	Bridge Assessment and Design - Lacotte River Flood Resilience	R2,000,000	R4,000,000	R7,000,000	R5,000,000	R5,000,000	R5,000,000	R0	R0	R0	R0	R28,000,000
Infrastructure Services	Roads and Stormwater	Bridge Assessment and Design - Stiebeuel River Pedestrian Bridges	R1,700,000	R1,000,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R3,700,000
Infrastructure Services	Roads and Stormwater	Bridge Assessment and Design Stellenbosch and surrounding	R1,500,000	R1,500,000	R500,000	R3,000,000	R0	R0	R0	R0	R0	R0	R6,500,000
Infrastructure Services	Roads and Stormwater	Devon Valley Roads - Safety Improvements Structural Repairs	R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500,000
Infrastructure Services	Roads and Stormwater	Furniture, Tools & Equipment: Roads & Stormwater	R100,000	R400,000	R400,000	R0	R0	R0	R0	R400,000	R400,000	R400,000	R2,100,000
Infrastructure Services	Roads and Stormwater	George Blake Urban Upgrade	R0	R0	R0	R5,000,000	R0	R0	R0	R0	R0	R0	R5,000,000
Infrastructure Services	Roads and Stormwater	Parking Area Upgrades - Stellenbosch	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1,000,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Franschoek & Surrounding	R1,500,000	R2,000,000	R3,000,000	R2,000,000	R0	R1,500,000	R0	R1,500,000	R0	R15,000,000	R26,500,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Klamputs, Raithby & Surrounding	R1,000,000	R0	R0	R0	R1,500,000	R0	R1,500,000	R1,500,000	R1,500,000	R1,500,000	R8,500,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Kylemore & Surrounding	R0	R1,500,000	R1,500,000	R0	R0	R1,500,000	R1,500,000	R0	R1,000,000	R0	R7,000,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Stellenbosch & Surrounding	R3,500,000	R5,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R72,500,000
Infrastructure Services	Roads and Stormwater	River Rehabilitation Implementation	R1,500,000	R2,000,000	R1,500,000	R1,500,000	R0	R0	R0	R0	R0	R0	R6,500,000
Infrastructure Services	Roads and Stormwater	Specialized Vehicles: Roads and Stormwater	R6,000,000	R2,000,000	R5,000,000	R9,000,000	R0	R0	R0	R0	R0	R0	R22,000,000
Infrastructure Services	Roads and Stormwater	Update Stormwater Masterplan	R0	R0	R0	R2,000,000	R0	R0	R0	R0	R2,000,000	R0	R4,000,000
Infrastructure Services	Roads and Stormwater	Upgrade Stormwater Retention Facilities	R0	R500,000	R0	R0	R0	R0	R500,000	R500,000	R0	R0	R1,500,000
Infrastructure Services	Roads and Stormwater	Upgrade Stormwater System	R300,000	R600,000	R400,000	R400,000	R500,000	R500,000	R800,000	R800,000	R0	R0	R4,300,000
Infrastructure Services	Roads and Stormwater	Upgrade: Lower Dorp Street	R4,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R8,000,000
Infrastructure Services	Roads and Stormwater	Vehicles Fleet: Roads and Stormwater	R0	R500,000	R500,000	R0	R0	R500,000	R0	R0	R0	R500,000	R2,000,000
Infrastructure Services	Roads and Stormwater	Wilderbosch Extension to Trumali	R0	R1,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R1,500,000
Infrastructure Services	Roads and Stormwater	Wilderbosch Extension to Technopark	R0	R2,000,000	R2,000,000	R0	R1,500,000	R1,500,000	R0	R0	R0	R0	R7,000,000
Infrastructure Services	Traffic Engineering	Adhoc Intersection Improvements	R0	R0	R2,000,000	R0	R0	R0	R0	R2,000,000	R0	R2,000,000	R6,000,000
Infrastructure Services	Traffic Engineering	Bird Street Dualling - Adam Tas to Kayamandi	R100,000	R150,000	R150,000	R150,000	R80,000,000	R80,000,000	R90,000,000	R0	R0	R0	R310,000,000
Infrastructure Services	Traffic Engineering	Furniture, Tools & Equipment: Traffic Engineering	R16,000,000	R0	R0	R0	R0	R0	R150,000	R150,000	R150,000	R0	R1,300,000
Infrastructure Services	Traffic Engineering	Jamestown Transport Network - School Street	R0	R0	R0	R0	R0	R0	R0	R0	R0	R0	R16,000,000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: Franschoek	R0	R0	R1,500,000	R0	R0	R1,500,000	R10,000,000	R750,000	R750,000	R0	R14,500,000
Infrastructure Services	Traffic Engineering	Main road intersection improvements: Helshoogte rd/La Colline	R0	R0	R2,000,000	R25,000,000	R0	R0	R0	R0	R0	R0	R27,000,000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: R44 / Merriman Street	R1,500,000	R3,000,000	R2,000,000	R50,000,000	R50,000,000	R50,000,000	R0	R0	R0	R0	R156,500,000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: Strand / Adam Tas / Alexander	R17,000,000	R24,943,007	R0	R0	R0	R0	R0	R0	R0	R0	R41,943,007
Infrastructure Services	Traffic Engineering	Pedestrian Crossing Implementation	R300,000	R0	R0	R300,000	R0	R0	R500,000	R0	R0	R500,000	R1,600,000
Infrastructure Services	Traffic Engineering	Raised Intersection Implementation	R500,000	R600,000	R0	R0	R600,000	R600,000	R0	R0	R600,000	R750,000	R3,650,000
Infrastructure Services	Traffic Engineering	Road Safety Improvements	R500,000	R1,000,000	R500,000	R500,000	R0	R0	R500,000	R500,000	R500,000	R0	R4,000,000
Infrastructure Services	Traffic Engineering	Road Upgrades at School Precincts	R500,000	R500,000	R500,000	R1,000,000	R0	R0	R1,000,000	R0	R0	R1,000,000	R4,500,000
Infrastructure Services	Traffic Engineering	Specialized Equipment: Roadmarking Machine + Trailer	R0	R1,000,000	R500,000	R0	R0	R0	R0	R1,000,000	R500,000	R0	R3,000,000
Infrastructure Services	Traffic Engineering	Specialized Vehicles: Traffic Engineering	R0	R0	R0	R0	R0	R1,000,000	R0	R0	R0	R0	R1,000,000
Infrastructure Services	Traffic Engineering	Traffic Calming Projects: Implementation	R1,000,000	R1,000,000	R1,000,000	R750,000	R0	R0	R750,000	R0	R400,000	R750,000	R5,650,000
Infrastructure Services	Traffic Engineering	Traffic Management Improvement Programme	R1,000,000	R0	R0	R1,500,000	R0	R1,500,000	R0	R750,000	R0	R250,000	R5,000,000
Infrastructure Services	Traffic Engineering	Traffic Signal Control: Installation and Upgrading of Traffic Signals and Associated Components	R1,700,000	R1,700,000	R1,700,000	R500,000	R500,000	R500,000	R1,000,000	R500,000	R750,000	R1,000,000	R9,850,000

	Unit	Department	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Total
Infrastructure Services	Traffic Engineering	Traffic Signal Management System		R500,000	R1,500,000	R1,500,000	R0	R1,500,000	R0	R500,000	R0	R0	R2,000,000	R7,500,000
	Infrastructure Services	Traffic Engineering	Universal Access Implementation	R300,000	R0	R0	R300,000	R0	R0	R0	R0	R0	R0	R600,000
Infrastructure Services	Transport Planning	Adam Tas - Corridor Transport		R1,500,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,500,000
	Infrastructure Services	Transport Planning	Adam Tas - Technopark Link Road	R3,998,047	R5,000,000	R25,000,000	R25,000,000	R50,000,000	R50,000,000	R0	R0	R0	R0	R158,998,047
Infrastructure Services	Transport Planning	Bicycle Lockup Facilities		R300,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R300,000
	Infrastructure Services	Transport Planning	Comprehensive Integrated Transport Plan	R2,570,435	R1,910,522	R1,623,478	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R13,104,435
Infrastructure Services	Transport Planning	Cycle Plan - Design & Implementation		R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R5,000,000
	Infrastructure Services	Transport Planning	Non-Motorised Transport Implementation	R2,000,000	R3,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R37,000,000
Infrastructure Services	Transport Planning	Non-Motorised Transport Plan		R2,000,000	R0	R1,000,000	R0	R0	R0	R0	R2,000,000	R0	R0	R5,000,000
	Infrastructure Services	Transport Planning	Park and Ride (Transport Interchange)	R0	R2,000,000	R5,000,000	R10,000,000	R5,000,000	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R0	R26,000,000
Infrastructure Services	Transport Planning	Provision of Bulk Parking Planning & Development		R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500,000
	Infrastructure Services	Transport Planning	Public Transport Facilities (taxi ranks) new	R500,000	R500,000	R0	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R0	R4,000,000
Infrastructure Services	Transport Planning	Public Transport Facilities (Taxi Ranks) Adhoc Upgrades		R500,000	R500,000	R0	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R0	R4,000,000
	Infrastructure Services	Transport Planning	Public Transport Infrastructure (Public Transport Shelters & Embayments)	R400,000	R400,000	R400,000	R400,000	R500,000	R500,000	R500,000	R500,000	R500,000	R0	R4,100,000
Infrastructure Services	Transport Planning	Public Transport Planning - WC024		R1,000,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
	Infrastructure Services	Transport Planning	Re-design of Bergzicht Public Transport Facility	R1,000,000	R1,500,000	R2,000,000	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Transport Planning	Stellenbosch - Bicycle network		R200,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R200,000
	Infrastructure Services	Transport Planning	Stellenbosch Extension Road Network	R0	R0	R0	R0	R0	R1,500,000	R0	R0	R0	R0	R1,500,000
Infrastructure Services	Waste Management: Solid Waste Management	Expansion of the landfill site (New cells)		R0	R23,000,000	R0	R0	R0	R0	R0	R21,000,000	R0	R0	R44,000,000
	Infrastructure Services	Waste Management: Solid Waste Management	Furniture, Tools & Equipment: Solid Waste	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R0	R450,000
Infrastructure Services	Waste Management: Solid Waste Management	Landfill Gas To Energy		R0	R2,000,000	R0	R500,000	R18,000,000	R0	R0	R0	R0	R0	R20,500,000
	Infrastructure Services	Waste Management: Solid Waste Management	Major Drop-Offs: Construction - Franschoek	R1,000,000	R5,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R6,000,000
Infrastructure Services	Waste Management: Solid Waste Management	Major Drop-offs: Construction - Klapmuts		R7,141,917	R2,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R9,141,917
	Infrastructure Services	Waste Management: Solid Waste Management	Mini Waste drop-off facilities	R500,000	R200,000	R0	R0	R0	R0	R0	R0	R0	R0	R700,000
Infrastructure Services	Waste Management: Solid Waste Management	Plant and Vehicles: Solid Waste		R9,000,000	R4,500,000	R5,000,000	R7,000,000	R0	R0	R3,800,000	R0	R0	R0	R29,300,000
	Infrastructure Services	Waste Management: Solid Waste Management	Upgrade Material Recovery Facility	R500,000	R4,300,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R5,800,000
Infrastructure Services	Waste Management: Solid Waste Management	Waste containers		R200,000	R200,000	R0	R200,000	R0	R0	R0	R0	R0	R0	R600,000
	Infrastructure Services	Waste Management: Solid Waste Management	Waste Minimization Projects	R0	R0	R500,000	R0	R0	R500,000	R1,000,000	R1,000,000	R1,000,000	R0	R4,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Compilation of Water Service Development Plan (tri-annually)		R1,000,000	R815,000	R500,000	R500,000	R500,000	R500,000	R750,000	R750,000	R750,000	R750,000	R6,815,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Construction of New Dwaarsriver Sewer Pumpstation.	R1,500,000	R15,000,000	R20,000,000	R0	R0	R0	R0	R0	R0	R0	R36,500,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Dorp Street Bulk Sewer Upgrade		R0	R0	R0	R2,500,000	R0	R500,000	R5,000,000	R40,000,000	R0	R0	R48,000,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Extension Of WWTW: Stellenbosch	R0	R0	R36,250,000	R46,200,000	R36,250,000	R20,000,000	R45,000,000	R10,000,000	R0	R1,000,000	R194,700,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Furniture, Tools & Equipment: Sanitation		R200,000	R400,000	R500,000	R350,000	R350,000	R350,000	R250,000	R250,000	R350,000	R350,000	R3,350,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Pond rehabilitation and pond pumping systems construction WWTW	R250,000	R4,100,000	R0	R0	R1,000,000	R10,000,000	R0	R0	R0	R0	R15,350,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Refurbish Plant & Equipment - Raithby WWTW		R1,000,000	R8,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R9,000,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Sewer Pumpstation & Telemetry Upgrade	R3,750,000	R1,500,000	R2,500,000	R1,500,000	R500,000	R0	R1,000,000	R0	R1,000,000	R500,000	R12,250,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Sewerpipe Replacement		R10,000,000	R5,000,000	R5,000,000	R11,000,000	R11,000,000	R15,000,000	R15,000,000	R20,000,000	R30,000,000	R30,000,000	R152,000,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Specialized Vehicles: Sanitation	R3,000,000	R3,000,000	R3,000,000	R0	R0	R0	R0	R0	R8,000,000	R0	R17,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Update Sewer Masterplan		R1,500,000	R750,000	R1,500,000	R1,500,000	R500,000	R500,000	R500,000	R500,000	R1,500,000	R500,000	R9,250,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade Laboratory Equipment	R0	R250,000	R250,000	R0	R0	R0	R0	R0	R0	R0	R500,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of Dwaarsriver Bulk Sewer network and pump lines		R0	R2,000,000	R2,000,000	R10,000,000	R0	R0	R0	R0	R0	R0	R14,000,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of WWTW Wemmershoek	R1,000,000	R0	R0	R24,000,000	R60,000,000	R0	R0	R0	R0	R0	R85,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of WWTW: Klapmuts		R30,272,850	R2,500,000	R30,000,000	R30,000,000	R0	R0	R0	R0	R0	R0	R92,772,850
	Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade/Relocation of Stellenbosch Package Plants to Onderpapegaalberg Reservoir/Treatment site	R0	R0	R0	R0	R500,000	R5,000,000	R10,000,000	R5,000,000	R0	R0	R20,500,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Vehicles: Sanitation		R1,000,000	R0	R1,250,000	R0	R0	R1,000,000	R0	R2,000,000	R0	R1,000,000	R6,250,000
	Infrastructure Services	Water and Wastewater Services: Sanitation	Viottenburg Outfall Sewer: Construction of Digteby Sewerpipe	R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R50,000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe and Reservoir: Stellenbosch		R30,890,632	R8,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R38,890,632
	Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe: Cloetessville/ Idas Valley	R24,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R24,000,000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Upgrades Franschoek		R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500,000
	Infrastructure Services	Water and Wastewater Services: Water	Chlorination Installation: Upgrade	R500,000	R0	R0	R0	R7,500,000	R6,500,000	R0	R0	R0	R0	R14,500,000
Infrastructure Services	Water and Wastewater Services: Water	Dwaarsriver Bulk Supply Augmentation and Network Upgrades		R0	R0	R500,000	R3,500,000	R1,500,000	R0	R0	R0	R0	R0	R5,500,000
	Infrastructure Services	Water and Wastewater Services: Water	Furniture, Tools & Equipment: Water	R200,000	R200,000	R250,000	R250,000	R300,000	R300,000	R300,000	R300,000	R300,000	R300,000	R2,700,000
Infrastructure Services	Water and Wastewater Services: Water	New Onderpapegaalberg Reservoir		R0	R0	R0	R0	R750,000	R15,000,000	R25,000,000	R0	R0	R0	R40,750,000
	Infrastructure Services	Water and Wastewater Services: Water	New Reservoir & Pipeline: Viottenburg	R15,985,498	R18,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R33,985,498
Infrastructure Services	Water and Wastewater Services: Water	Reservoirs and Dam Safety		R1,250,000	R2,000,000	R3,000,000	R4,000,000	R2,000,000	R3,000,000	R0	R1,000,000	R2,000,000	R3,000,000	R21,250,000
	Infrastructure Services	Water and Wastewater Services: Water	Specialized Vehicles: Water	R3,000,000	R3,000,000	R6,000,000	R0	R7,000,000	R7,000,000	R0	R8,000,000	R0	R0	R27,000,000
Infrastructure Services	Water and Wastewater Services: Water	Uniepark & Helshoogte Storage and Supply scheme		R1,000,000	R1,000,000	R0	R1,000,000	R40,000,000	R80,000,000	R80,000,000	R40,000,000	R0	R0	R243,000,000
	Infrastructure Services	Water and Wastewater Services: Water	Update Water Masterplan	R1,250,000	R1,500,000	R1,500,000	R1,500,000	R500,000	R500,000	R500,000	R500,000	R1,500,000	R1,500,000	R10,750,000
Infrastructure Services	Water and Wastewater Services: Water	Upgrade and Replace Water Meters		R6,000,000	R7,000,000	R7,000,000	R3,000,000	R3,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R46,000,000
	Infrastructure Services	Water and Wastewater Services: Water	Upgrade of IdasValley WTP	R1,500,000	R40,000,000	R10,000,000	R0	R0	R0	R0	R0	R0	R0	R51,500,000
Infrastructure Services	Water and Wastewater Services: Water	Vehicles: Water		R3,000,000	R2,000,000	R750,000	R1,500,000	R0	R0	R0	R1,000,000	R2,000,000	R2,000,000	R12,250,000
	Infrastructure Services	Water and Wastewater Services: Water	Water Conservation & Demand Management	R2,000,000	R2,500,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R28,500,000
Infrastructure Services	Water and Wastewater Services: Water	Water Telemetry Upgrade		R2,000,000	R3,000,000	R0	R0	R1,000,000	R5,000,000	R0	R0	R2,500,000	R2,500,000	R16,000,000
	Infrastructure Services	Water and Wastewater Services: Water	Waterpipe Replacement	R10,000,000	R10,000,000	R10,000,000	R40,000,000	R45,000,000	R45,000,000	R45,000,000	R50,000,000	R55,000,000	R55,000,000	R365,000,000
Municipal Manager	Municipal Manager	Furniture, Tools & Equipment: MM		R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R0	R540,000
	Planning and Economic Development	Building Control	Furniture, Tools & Equipment: Building Control	R150,000	R150,000	R180,000	R190,000	R200,000	R200,000	R225,000	R225,000	R150,000	R0	R1,670,000
Planning and Economic Development	Development Planning	Furniture, Tools and Equipment: Spatial Planning		R80,000	R85,000	R90,000	R90,000	R95,000	R95,000	R100,000	R100,000	R100,000	R0	R830,000
	Planning and Economic Development	Economic Development & Tourism	Furniture, Tools & Equipment: LED	R80,000	R80,000	R85,000	R85,000	R90,000	R95,000	R95,000	R95,000	R95,000	R0	R800,000
Planning and Economic Development	Economic Development & Tourism	Restoration of Landbou Saal		R1,612,500	R537,500	R0	R0	R0	R0	R0	R0	R0	R0	R2,150,000
	Planning and Economic Development	Housing Administration	Flats: Interior Upgrading - Kayamandi	R6,300,000	R4,700,000	R0	R0	R0	R0	R0	R6,300,000	R4,700,000	R0	R22,000,000
Planning and Economic Development	Housing Administration	Furniture, Tools & Equipment: Housing Administration		R170,000	R180,000	R190,000	R195,000	R200,000	R210,000	R220,000	R230,000	R250,000	R0	R1,845,000
	Planning and Economic Development	Housing Administration	Kayamandi Hostels	R1,613,913	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1,613,913
Planning and Economic Development	Housing Administration	Upgrading of Flats: General		R3,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,000,000
	Planning and Economic Development	Housing Administration	Upgrading of Lapland waste water	R4,000,000	R2,000,000	R0	R0	R0	R0	R0	R4,000,000	R2,000,000	R0	R12,000,000
Planning and Economic Development	Housing Administration	Vehicles Fleet : Housing Administration		R1,000,000	R0	R0	R0	R0	R0	R0	R2,200,000	R0	R0	R3,200,000
	Planning and Economic Development	Housing Development	Adam Tas Corridor Precinct 10	R0	R8,695,652	R20,000,000	R0	R10,000,000	R23,000,000	R48,465,000	R24,000,000	R48,465,000	R24,000,000	R206,625,652
Planning and Economic Development	Housing Development	Erf 64, Kylemore		R0	R0	R0	R0	R0	R0	R15,800,000	R15,800,000	R15,800,000	R0	R70,400,000
	Planning and Economic Development	Housing Development	Erf 7001 Cloetessville (380) FLISP	R6,956,522	R6,956,522	R0	R0	R0	R0	R0	R0	R0	R0	R13,913,044
Planning and Economic Development	Housing Development	Franschhoek Meerlust: Bosdorp (±200 services & ±200 units)		R0	R0	R0	R0	R0	R6,000,000	R6,000,000	R15,800,000	R0	R0	R27,800,000
	Planning and Economic Development	Housing Development	Furniture, Tools & Equipment: Housing Development	R150,000	R80,000	R85,000	R0	R0	R0	R0	R150,000	R80,000	R85,000	R630,000
Planning and Economic Development	Housing Development	Housing projects		R320,000	R330,000	R340,000	R350,000	R360,000	R370,000	R380,000	R390,000	R0	R0	R2,840,000
	Planning and Economic Development	Housing Development	ISSP Kayamandi	R0	R434,782	R0	R0	R0	R0	R0	R0	R0</		





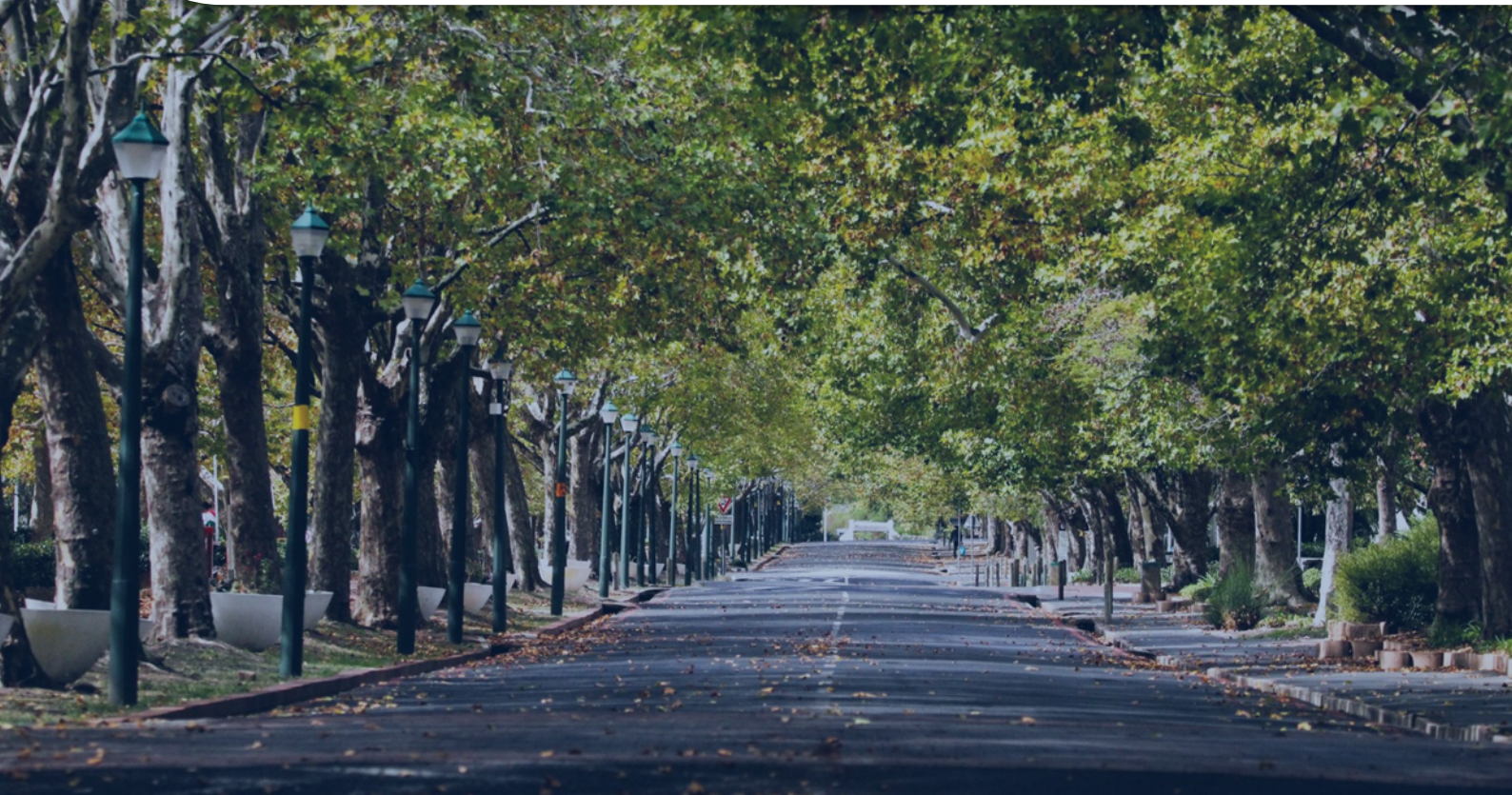
Stellenbosch Local Municipality



Capital Expenditure Framework

Long Term Financial Model & Funding Envelope Report

2026/27





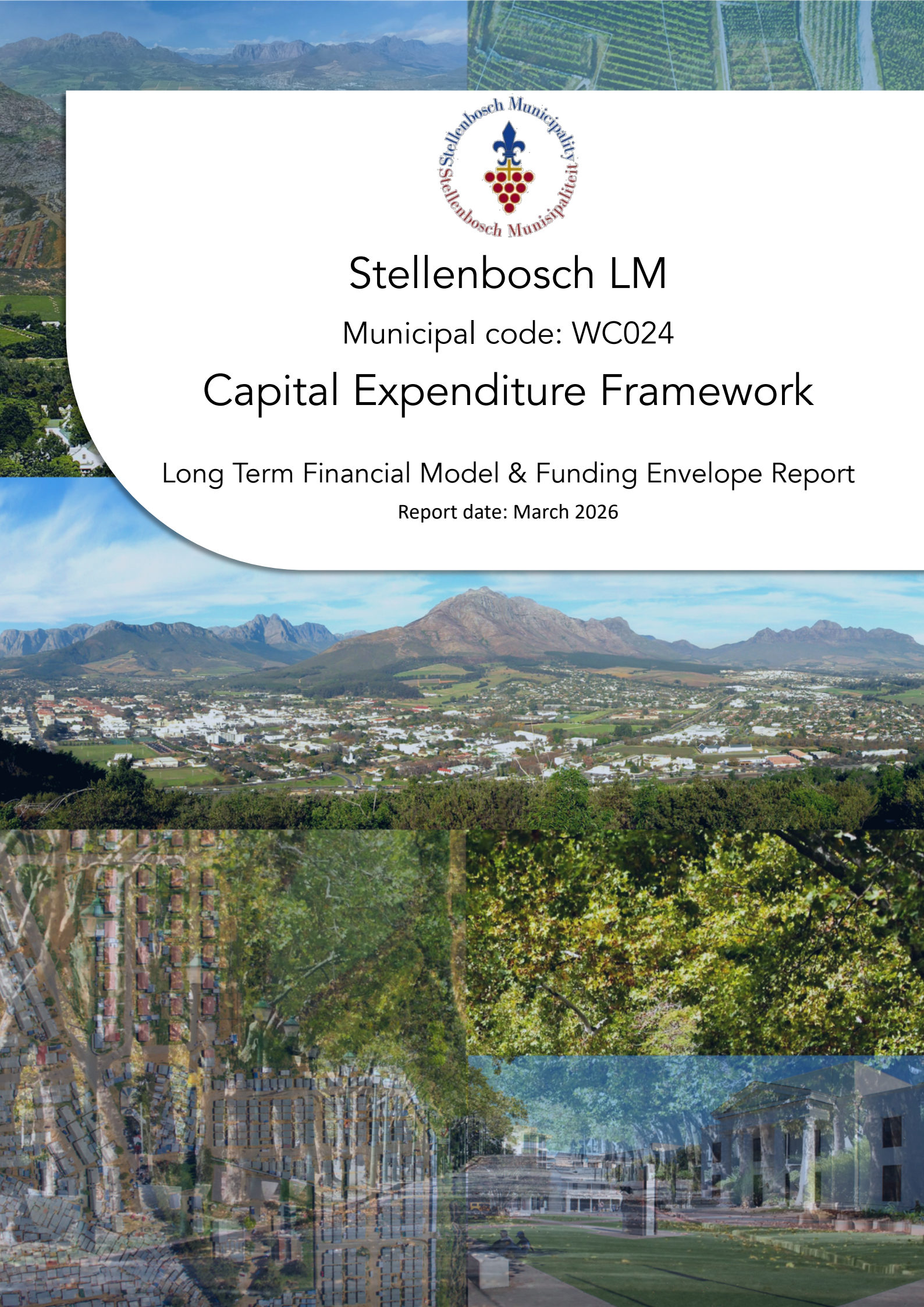
Stellenbosch LM

Municipal code: WC024

Capital Expenditure Framework

Long Term Financial Model & Funding Envelope Report

Report date: March 2026



Disclaimer

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Nomenclature / Abbreviations

CEF	Capital Expenditure Framework
CPM	Capital Prioritisation Model
CSIR	Council for Scientific and Industrial Research
ESG	Environmental, Social, and Governance
IDP	Integrated Development Plan
ICT	Information and Communication Technology
IUDG	Integrated Urban Development Grant
IUDF	Integrated Urban Development Framework
LTFM	Long-Term Financial Model
LTFP	Long-Term Financial Plan
MFMA	Municipal Finance Management Act
MTREF	Medium-Term Revenue and Expenditure Framework
NDP	National Development Plan
PDA	Priority Development Area
SDBIP	Service Delivery and Budget Implementation Plan
SDF	Spatial Development Framework
SPLUMA	Spatial Planning and Land Use Management Act
LED	Local Economic Development
MP	Master Plan

Phase 1

Introduction

1 Part 1: Introduction

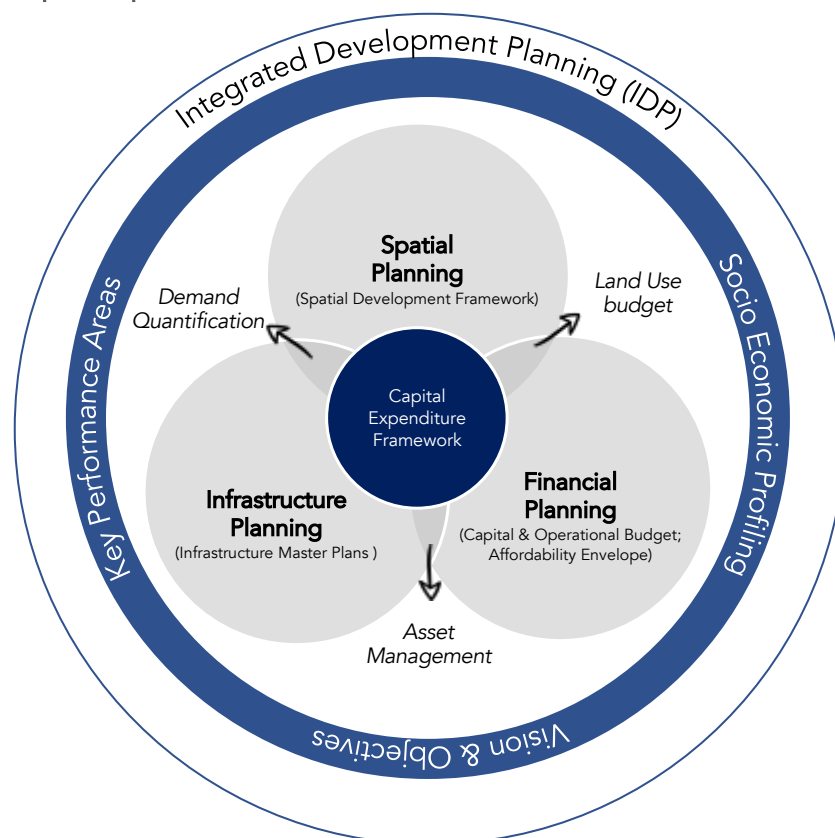
1.1 What is a Capital Expenditure Framework

According to the Department of Cooperative Governance and Traditional Affairs (COGTA) guidelines, a Capital Expenditure Framework (CEF) is a consolidated, high-level view of a municipality's long-term infrastructure investment needs. It ensures that infrastructure priorities are spatially aligned with municipal strategic objectives, budgetary realities, and development plans. The framework is grounded in principles of sustainability, financial feasibility, and strategic alignment, balancing immediate infrastructure needs with long-term development goals, the relationships between these spheres of planning and principles is illustrated in Figure 1–1.

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) mandates the inclusion of a CEF within a municipality's Spatial Development Framework (SDF). Specifically, Section 21(n) of SPLUMA requires that an SDF "determine a Capital Expenditure Framework for the municipality's development programmes, depicted spatially." This legislative requirement underscores the importance of integrating spatial planning with financial planning, ensuring that the spatial strategies articulated in the SDF are implemented through practical and affordable infrastructure investments.

A Capital Expenditure Framework links spatial development strategies with budgetary constraints and infrastructure demands. It provides a transparent mechanism for prioritising projects, promoting the efficient allocation of resources, and aligning capital expenditure with the municipality's long-term strategic vision.

Figure 1–1: The Capital Expenditure Framework within the built environment context



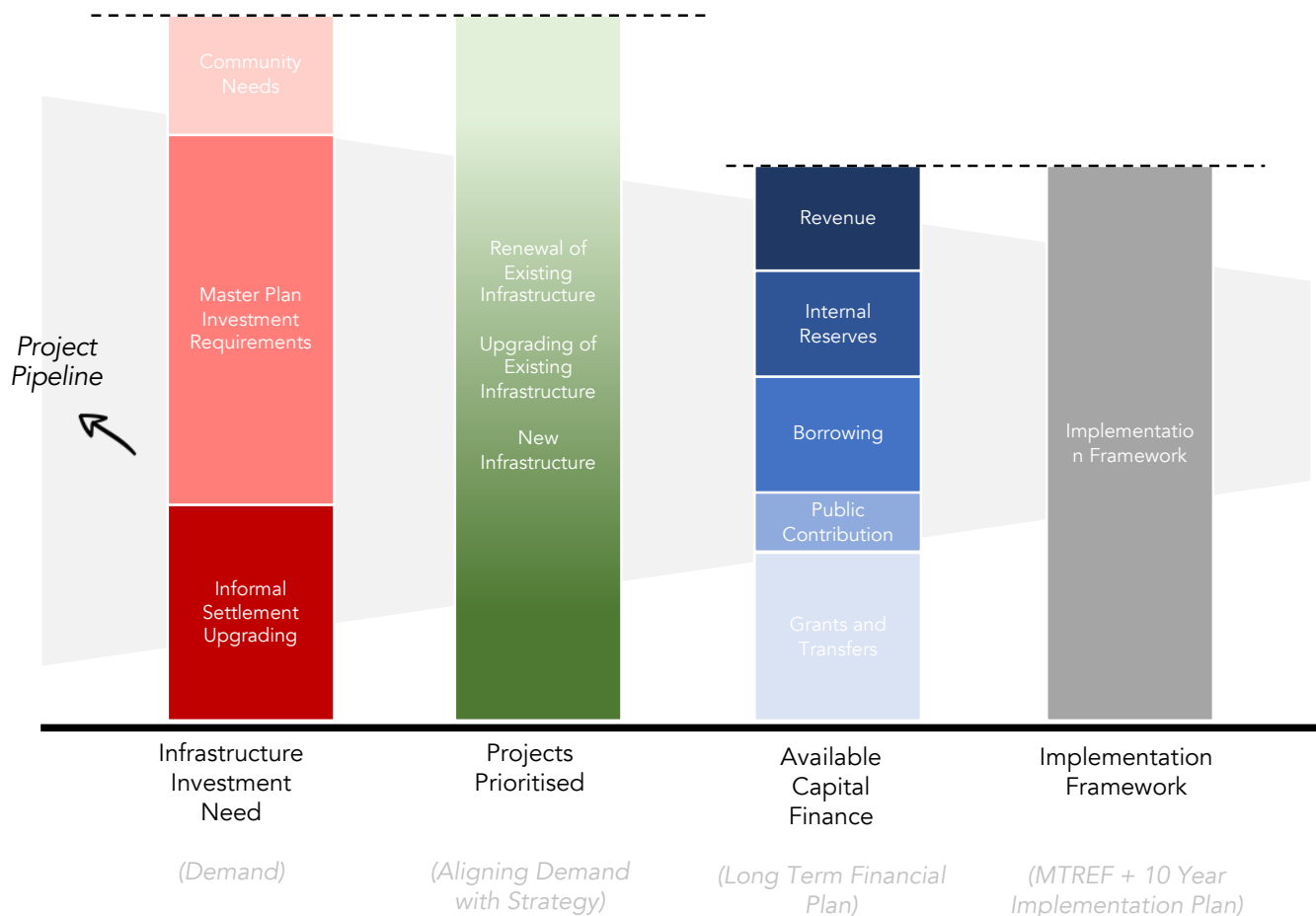
1.2 Aim of Capital Expenditure Framework

The aim of a Capital Expenditure Framework (CEF) is to create a structured and strategic approach to municipal infrastructure expenditure. The CEF is intended to align the municipality's spatial development strategies with its financial resources and capacity, ensuring that long-term growth and development objectives are achievable, and informs operational activities of a municipality.

A CEF aims to provide a municipality with the means to inform financial planning with infrastructure planning and spatial priorities identified in the Spatial Development Framework (SDF). It aims, furthermore, to establish a clear methodology for municipalities to evaluate, prioritise, and inform implementation processes of infrastructure projects within their affordability envelope, supporting both immediate and long-term development goals.

From Figure 1–2 one can see the illustration that infrastructure investment need, expressed as projects, usually exceeds available capital finance, and therefore it is an imperative for municipalities to partake in a prioritisation process to determine which projects are best aligned with the strategy of the municipality, together with a budget scenario process to determine which projects are affordable and should be implemented when.

Figure 1–2: Relationship between infrastructure investment needs, affordability envelope, prioritisation process, and budget scenario process



1.3 Objectives of Capital Expenditure Framework

The key objectives of a CEF is to:

- Socio-economic trends: Understand the socio-economic trends in a municipality over the long term;
- Quantify Infrastructure Needs: Assess and detail the municipality's long-term infrastructure requirements based on an SDF-informed land use budget, infrastructure standards, anticipated socio-economic growth, existing infrastructure, and backlogs;
- Align with the Spatial Development Framework (SDF): Translate the spatial vision and strategic priorities outlined in the SDF into priority development areas which informs prioritisation practices;
- Consolidate Infrastructure Demand: Create a comprehensive list of infrastructure projects across various sectors in line with the municipality's mandate, reflecting the municipality's overall infrastructure demands;
- Contextualise Financial Affordability: Integrate the municipality's affordability envelope, derived from the Long-Term Financial Model (LTFM), to ensure infrastructure expenditure are financially sustainable over the planning horizon;
- Facilitate Prioritisation: Establish a framework to evaluate and rank projects based on strategic alignment, socio-economic impact, and spatial targeting amongst others, ensuring that resources are allocated to the most critical and impactful projects;
- Determine a Budget Scenario: Offer a structured, evidence-based approach to infrastructure planning and budgeting, improving decision-making processes and accountability to stakeholders - amongst others, to indicate project-level responses per asset type per functional area;
- Enable Spatial Transformation: Direct infrastructure investments toward spatial transformation goals, focusing on reducing inequalities, improving access to services, and promoting inclusive economic growth, and;
- Bridge Short-Term and Long-Term Planning: Ensure a coherent link between the short-term MTREF cycles, Medium-term Integrated Development Plan (IDP) cycles and the municipality's long-term development vision, embedding sustainability and foresight into the planning process.

1.4 Role of the Capital Expenditure Framework as a policy instrument

The Capital Expenditure Framework (CEF) is a cornerstone of municipal planning, grounded in South Africa's legislative framework and designed to bridge the gap between long-term spatial development strategies and actionable infrastructure expenditure. The concept of the CEF was formalised under the Spatial Planning and Land Use Management Act (SPLUMA, Act 16 of 2013), specifically in Section 21(n), which mandates municipalities to determine a spatially referenced CEF as part of their Spatial Development Framework (SDF). This legislative requirement reflects the increasing emphasis on aligning planning and budgeting processes to address developmental challenges effectively.

Historically, the Constitution of South Africa laid the foundation for this alignment in Section 153, which directs municipalities to prioritise the basic needs of communities while promoting socio-economic development through structured planning and budgeting. The Integrated Development Plan (IDP) was introduced as a mechanism to achieve this in the Local Government Transition Act (Act 209 of 1993), evolving through subsequent legislation, including the Municipal Systems Act (MSA, Act 32 of 2000). The MSA established the IDP as the principal planning instrument of local government, requiring it to incorporate a comprehensive financial plan and a Spatial Development Framework. This integration ensures that municipal resources are allocated effectively to achieve the long-term developmental vision. The CEF builds on these legislative imperatives by operationalising the SDF within the IDP framework. As a long-term (10-year) planning tool, the CEF quantifies infrastructure needs, consolidates them into

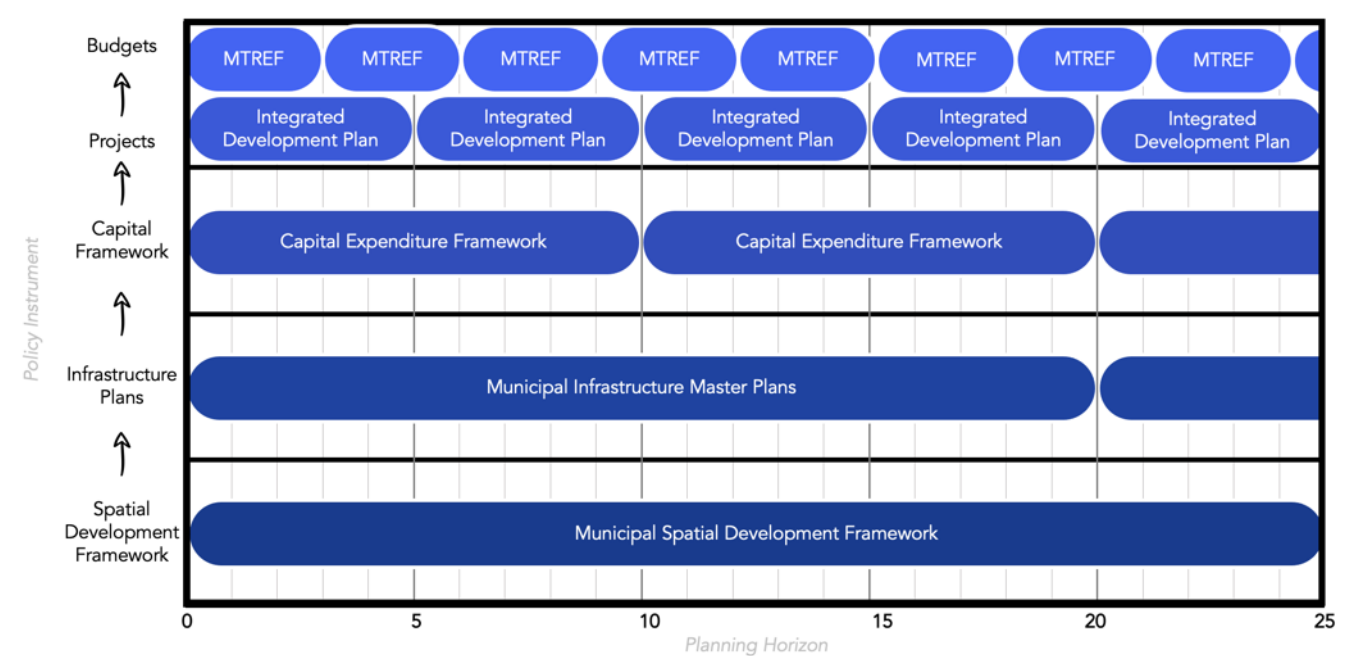
prioritised project pipelines, and aligns them with the municipality’s financial capacity as outlined in the Long-Term Financial Plan (LTFP). It ensures that infrastructure investments are not only spatially targeted but also financially sustainable, bridging the divide between visionary spatial strategies and practical implementation.

The CEF also plays a vital role in South Africa’s Local Government Accountability Cycle, a governance framework defined by the Municipal Finance Management Act (MFMA, Act 56 of 2003). This cycle integrates planning, budgeting, and reporting processes to ensure transparency, accountability, and alignment with development priorities. Through informing the IDP, and so the Medium-Term Revenue and Expenditure Framework (MTREF), as well as the Service Delivery and Budget Implementation Plan (SDBIP), the CEF enables municipalities to stabilise their decision-making processes. It provides a consistent rationale for allocating resources, ensuring that both short-term operational needs and long-term developmental objectives are addressed.

Importantly, the CEF institutionalises long-term planning practices within municipalities. It encourages decision-makers to adopt a forward-looking perspective that considers future growth patterns, socio-economic trends, and financial constraints. This approach reduces the reactive nature of municipal budgeting, replacing it with proactive, evidence-based strategies that support equitable service delivery and spatial justice.

The CEF is a transformative policy instrument that integrates spatial, financial, and infrastructure planning within the legislative and operational frameworks of municipal governance. It strengthens the IDP as the single most strategic document of municipalities, ensures alignment with the SDF, and guides resource allocation through the MTREF and SDBIP. Through its structured and integrated approach, the CEF enables municipalities to achieve their developmental mandates while ensuring financial sustainability and fostering spatial transformation.

Figure 1–3: The relationship between policy instruments effecting the spatial form



1.5 Structure of this Capital Expenditure Framework

The structure of this report is outlined below to guide the reader through the key components of the Capital Expenditure Framework (CEF) and its alignment with municipal planning processes as well as the norms and standards of the CEF.

Table 1-1: Structure of this Capital Expenditure Framework

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 1: Inception and Information Gathering	Phase 1	To provide a contextualisation to the Capital Expenditure Framework. This phase comprises the inception process of the CEF as well as the information gathering process in which a comprehensive integrated infrastructure investment framework, or portfolio of projects, is collated.
Part 2: Functional Area and Spatial Category for Investment Planning Profiling and Spatial Demand Quantification	Phase 2a	This part introduces functional areas for priority investment which are defined and mapped to indicate the spatial strategy depicted in the MSDF (linked to the MSDF proposals). The identified functional areas are used to determine the future population, housing, and land demand based on existing socio-economic and related data which is used in the spatial demand quantification component.
Part 3: Infrastructure demand	Phase 2b	This part determines the investment requirements for each functional area, including operational and maintenance costs per asset class. The goal is to compare the optimal infrastructure requirements scenario with the known infrastructure demand based on current planning frameworks.
Part 4: Affordability Envelope	Phase 3	This part is a reflection of the municipality's financial health and long-term financial plan. Primarily it includes the results of the re-application of the long-term financial plan to determine the appropriate affordability envelope.
Part 5: Prioritisation and Budget Scenario	Phase 4	This part has a prioritisation framework that considers spatial, engineering, and financial factors to calculate a composite score indicating each project's relative importance in the pipeline. It also applies this framework to the budget fit process to determine how to allocate capital within the affordability envelope per project for the next 10 years.
Part 6: Capital Expenditure Programme	Phase 5	This part is a breakdown of the 10-year capital expenditure framework. Essentially, it analyses the fitted project pipeline in terms of spatial alignment, asset type alignment, and other attributes to ultimately verify that the 10-year capital expenditure framework is in line with the strategic intent of the prioritisation framework and the MSDF objectives.
Part 7: Institutional Arrangements and Project Closeout	Phase 6	This phase comprises of a concluding chapter to the CEF, this part aims to identify areas of enhancement that will render the CEF not only as a compliance document but to solidify institutional change around the alignment of planning, engineering, and financial practices – with the ultimate aim to improve service delivery. Furthermore this phase contains a final close-out report detailing the project timeline and conclusions drawn.

Phase 1

Long Term Financial Model

2 Long Term Financial Model

2.1 Contextualisation

The purpose of this section is to provide the results from the most recent long-term financial plan (LTFP), derived from an independent financial assessment (IFA) and the long-term financial model (LTFM), as it pertains to the CEF.

The objective of a LTFP is to recommend strategies and policies that will maximise the probability of the municipality's financial sustainability into the future. Based on the municipality's historic performance and the environment in which it operates, future cash flows and affordable capital expenditure are forecast utilising a LTFM.

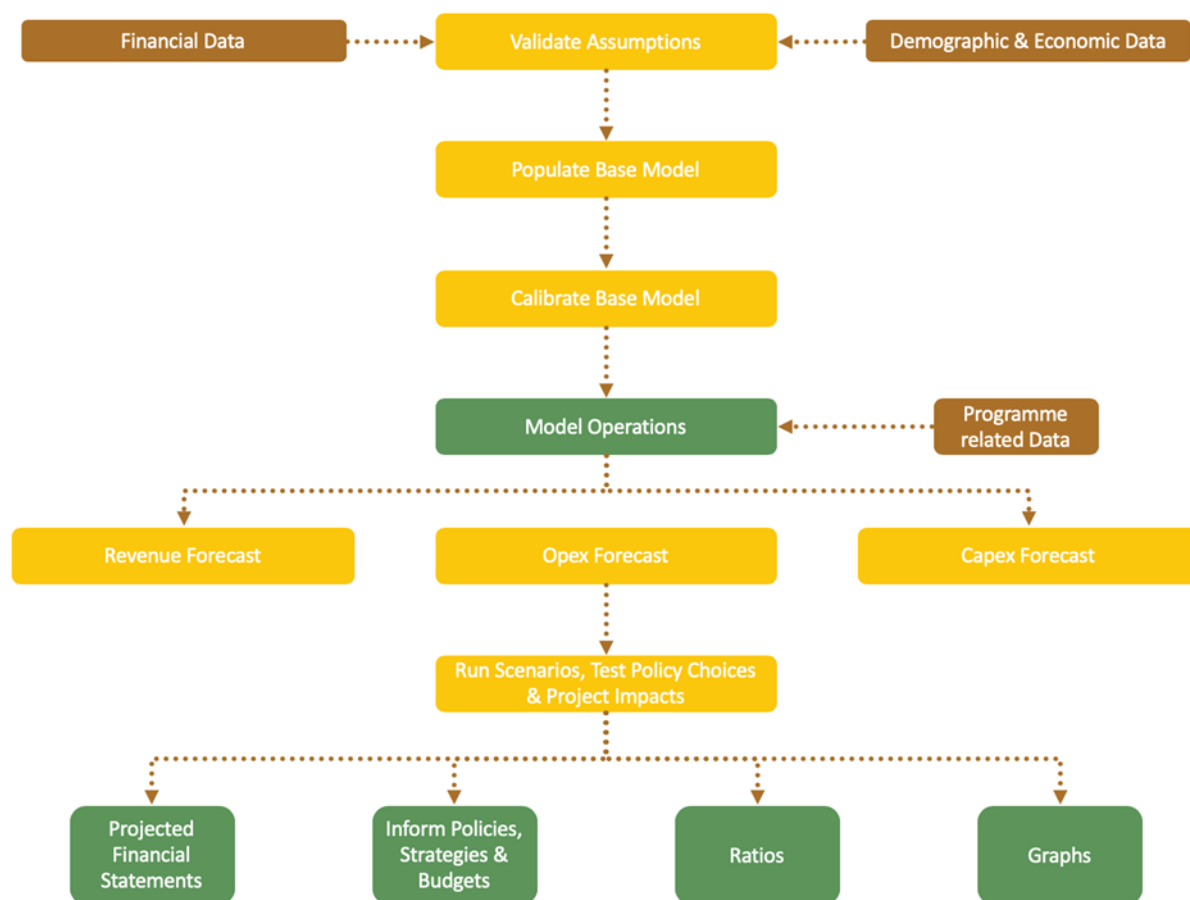
The main outcome of the LTFP, for the purposes of this report, is to determine the affordable future capital expenditure and proposed capital funding mix (affordability envelope) of the municipality over the next 10-years.

The forecast 10-year affordability envelope and proposed capital funding mix is presented in this section.

2.2 Financial model high-level outline

The LTFM used for this section has been populated with the latest information of Stellenbosch Local Municipality and is utilised in presenting a base case financial forecast. Figure 2-1 illustrates the outline of the model.

Figure 2-1: Long Term Financial Model



2.2.1 Financial model detailed elements

The LTFM requires input of reliable data and reasonable assumptions. The data and key assumptions utilised in the model are mainly informed by an IFA, which entails:

- A historic financial analysis updated with the information captured in the municipality's pre-audited annual financial statements for the financial year ended 30 June 2025.
- The 2025/26 to 2027/28 Adjusted Budget & 2026/27 to 2028/29 draft capital budget and associated worksheets data, and.
- Information gathered from market research, other strategic documents of the municipality (including the IDP, master plans etc), from experience gained in the sector and other relevant sources.

The outcomes of the IFA and the key assumptions made, are discussed in section 2. This provides an overview of a selection of forecast outcomes from the LTFM which are considered in the LTFP of Stellenbosch Local Municipality. These assumptions and forecasts also underpin the affordability envelope presented in the next section.

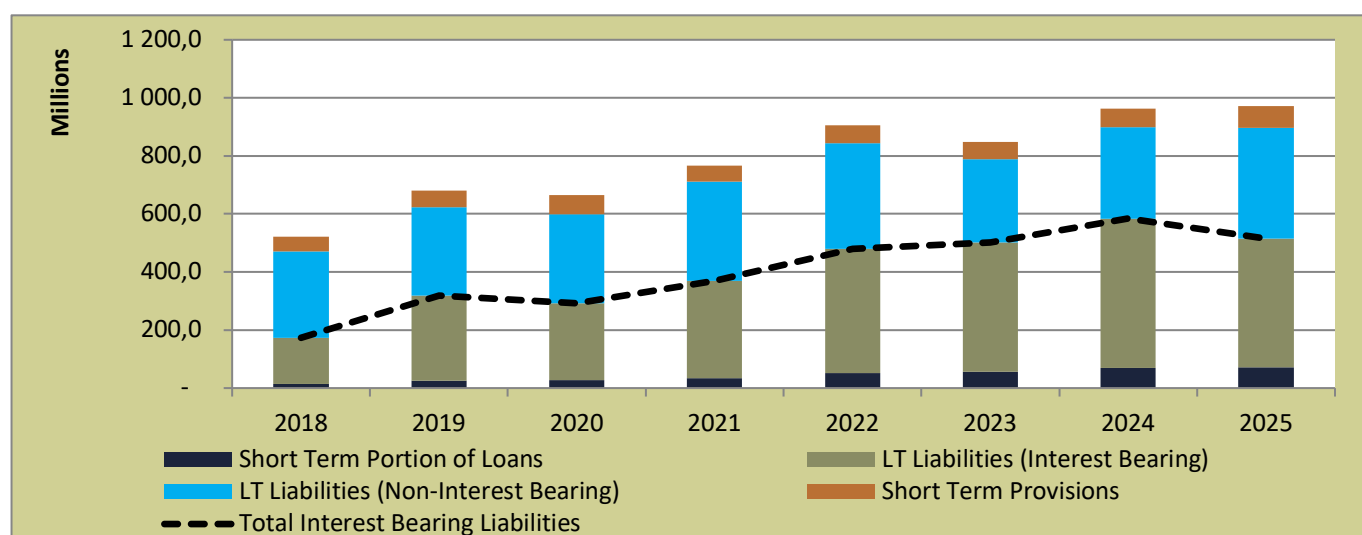
2.3 Historical financial perspective

2.3.1 Financial position

Stellenbosch Local Municipality's financial position has improved over the review period. There was an improvement in its net fixed asset position which increased by 4.7% to R6.6 billion in FY2024/25 from R6.3 billion in FY2023/24. The municipality's accumulated surplus increased by 3.3% during FY2024/25, increasing from R5.7 billion in the previous financial year to R5.9 billion. This was driven by sound financial performance observed during the year.

The municipality's interest-bearing long-term liabilities consist of annuity loans from the DBSA, Standard Bank and Nedbank. These loans carry interest rates that vary between 8-12%. The loan tenors range between 10 and 15 years. The debt indicators reflect that the municipality's borrowing levels remained affordable throughout the review period. This is evidenced by the gearing ratio trending below the NT maximum norm of 45% at an average of 21% p.a. over the review period. This ratio totalled 19.6% as at FYE2024/25, down from 24.9% in the prior year as no loans were undertaken in the current year. The debt service to total expense ratio remained below the NT norm of 8% at an average of 4% over the review period and totalled 5.1% as at FYE2024/25. In addition, the municipality maintains long-term provisions for the rehabilitation of landfill sites and employee benefit obligations.

Figure 2-2: Non-interest-bearing versus interest-bearing liabilities



a. Current liabilities

Current liabilities increased by 2.3% during FY2024/25 to a balance of R565.3 million, up from R552.7 million at the prior year end. This increase was mainly influenced by an increase of R8.6 million in creditors from R356.3 million as at FYE2023/24 to R364.9 million as at FYE2024/25. The creditors payment period averaged 59 days p.a. over the review period, exceeding the NT recommendation of 30 days p.a. This average was inflated by the comparably longer credit payment periods exhibited just before and during the Covid-19 pandemic in FY2018 and FY2021 at an average of 63 days p.a. The balance of unspent conditional grants decreased to R27.2 million as at FYE2024/25 from R37.2 million in the prior year. Short-term provisions increased to R76.1 million from R65.2 million in the prior year and contributed to the overall increase in current liabilities.

Figure 2-3: Current liabilities total

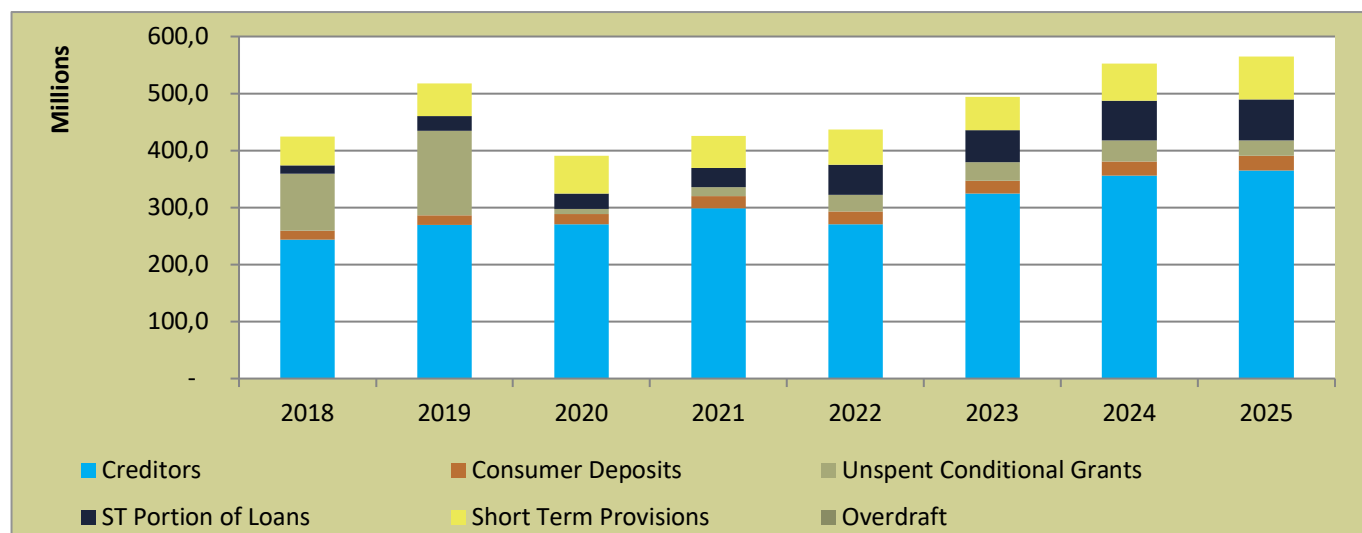
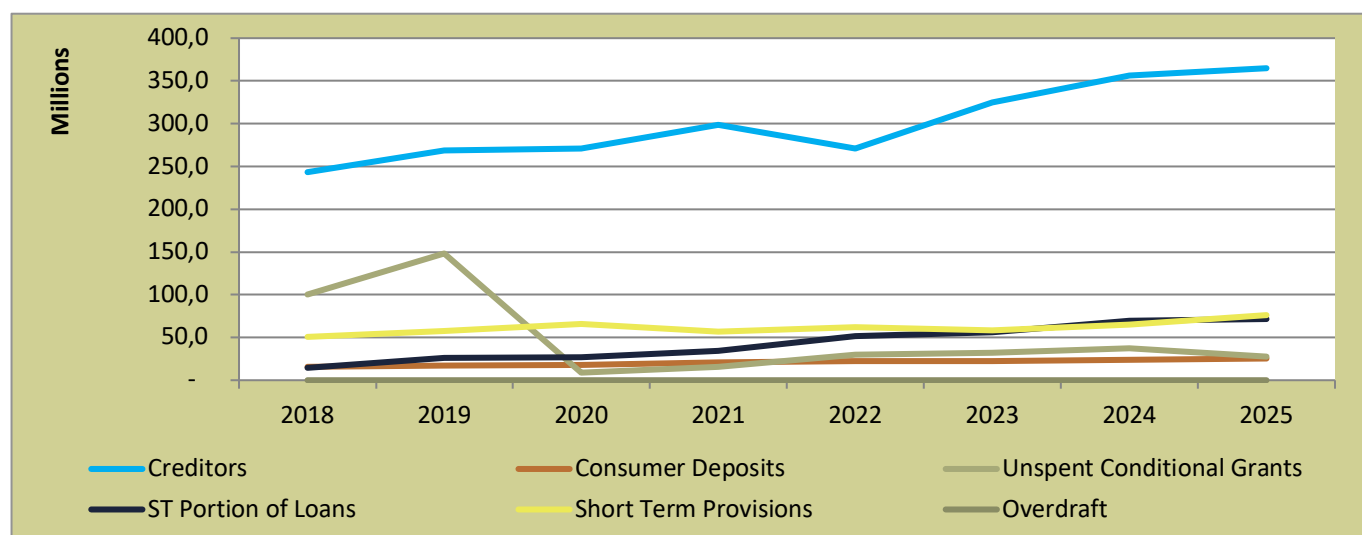


Figure 2-4: Current liabilities by item



b. Current assets

Current assets decreased by 3% during FY2024/25, to a total of R1.050 billion from R1.086 billion at the prior year end. This reduction was mainly as a result of a reduction in the municipality's cash and cash equivalents, which declined from R606.4 million to R549.5 million. This was predominantly driven by accelerated own cash utilisation to fund capital investment. Net consumer debtors also decreased by 3.2% from R279.3 million at the prior year end to R270.4 million as at FYE2024/25. The collection rate as at FYE2024/25 was calculated at 97.11% and averaged 96.64% over the review period. This is positive to note.

Figure 2-5: Current assets total

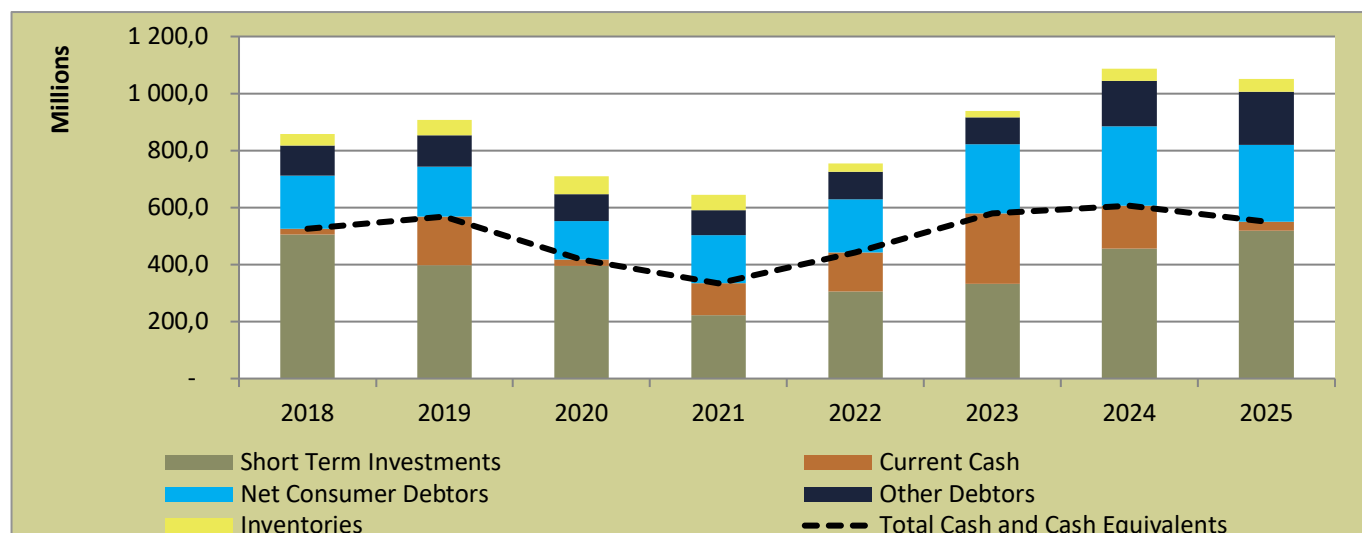
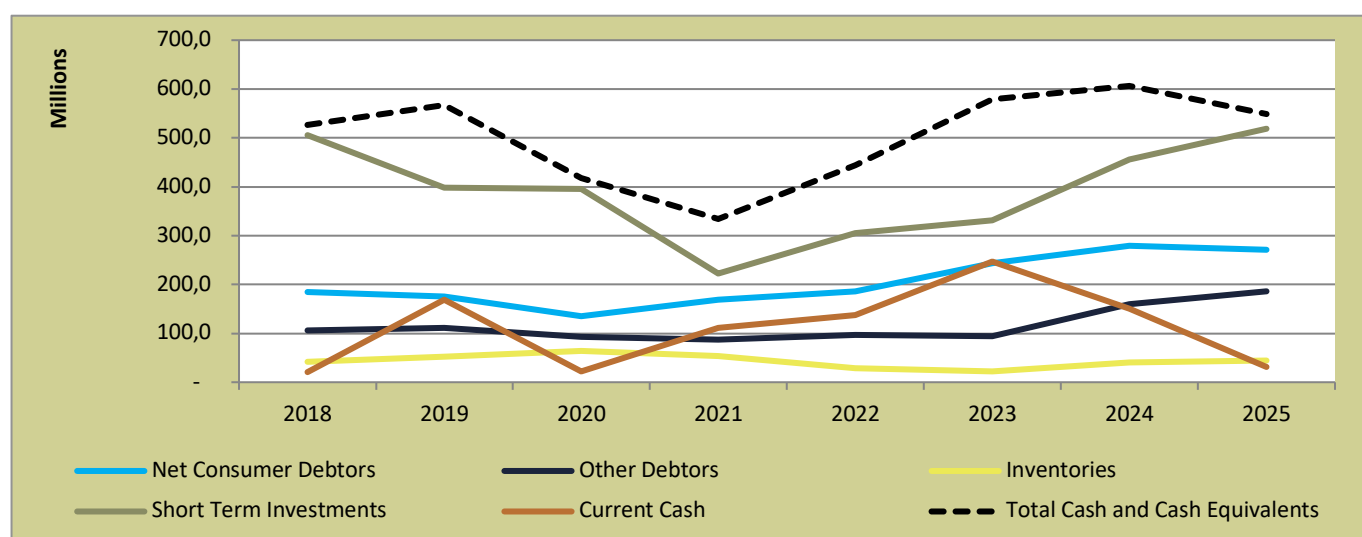


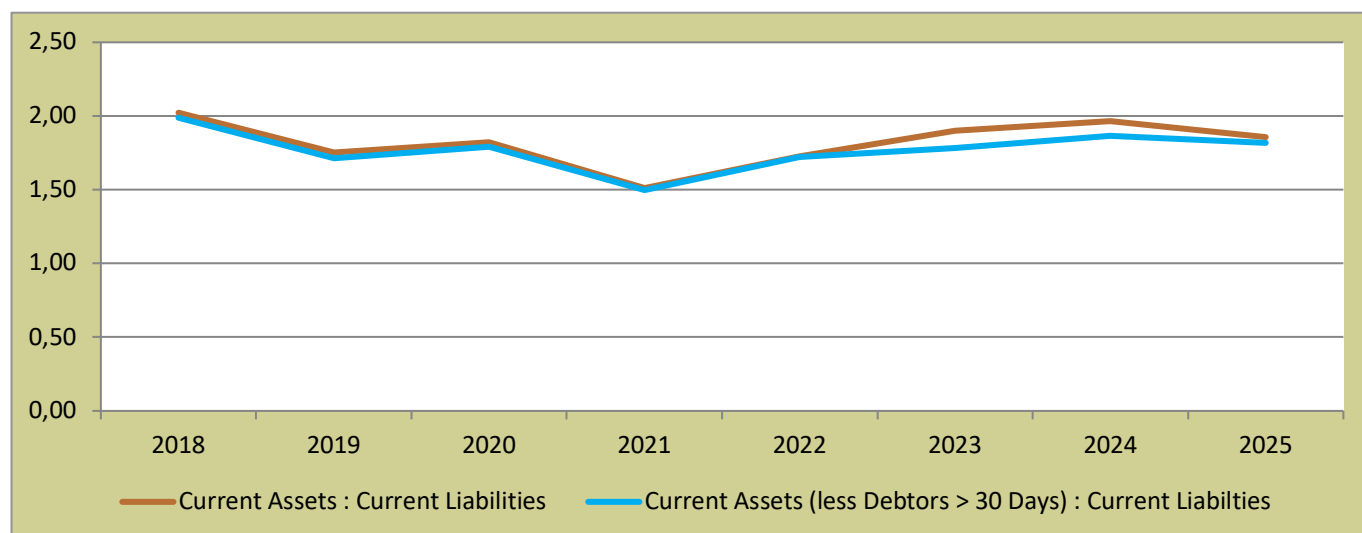
Figure 2-6: Current assets by item



c. Liquidity ratio

Stellenbosch's liquidity ratio fluctuated but remained healthy throughout the review period. The municipality's liquidity ratio declined to 1.86:1 as at FYE2024/25 from 1.97:1 in as at FYE2023/24. The liquidity ratio averaged 1.82:1 p.a. over the review period. In all years under assessment, the municipality managed to meet the minimum liquidity ratio of 1.5:1 as recommended by NT. This is positive to note. Should debtors older than 30 days be excluded from the calculation, the municipality still met the NT recommended minimum liquidity ratio in all years under review. The quality of the municipality's liquidity ratio is limited by a significant portion of the current assets being attributable to debtors. This provides a cash flow risk should a deterioration of the collection rate transpire. The extent of this risk is evident when the cash ratio (cash and cash equivalents to current liabilities) is considered. The cash ratio is calculated at just 0.97:1 at FYE2024/25, highlighting the impact of debtors on the municipality's liquidity position. Given the municipality's history of healthy collection rates, this risk has largely been mitigated. However, should the collection rate deteriorate, this would certainly present a greater risk to the municipality's cash flow prospects.

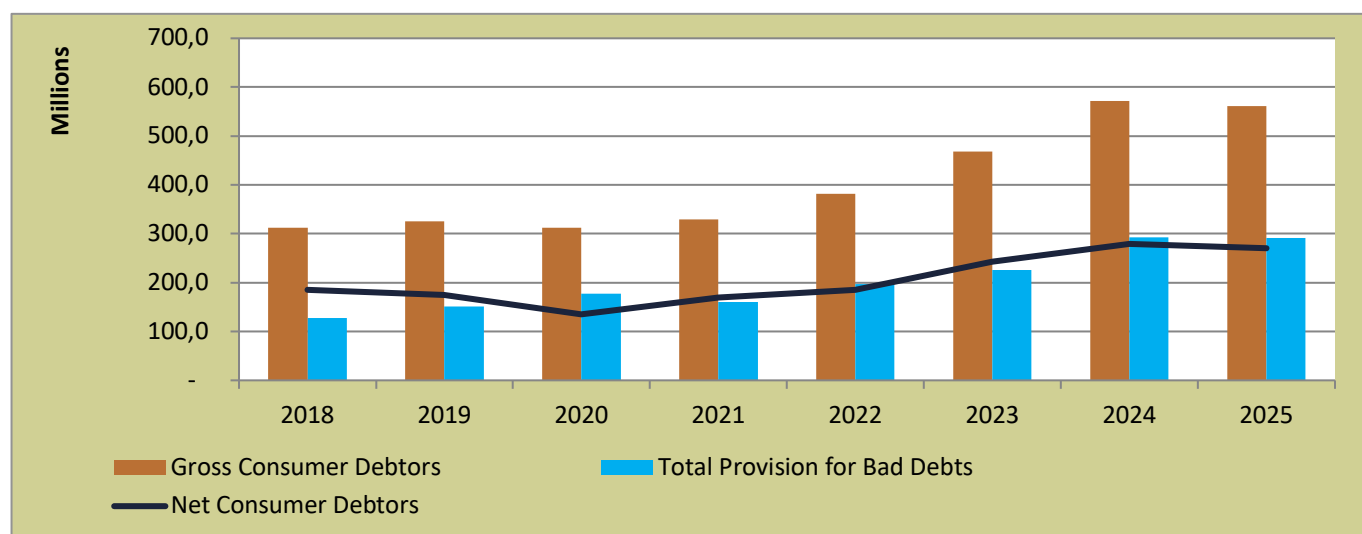
Figure 2-7: Current assets versus current liabilities



d. Net consumer debtors

Gross consumer debtors increased by an average of 9% p.a. over the review period, reaching R561.6 million as at FYE2024/25, from R312.3 million as at FYE2018. There was however a decrease in gross consumer debtors during FY2024/25. Net consumer debtors declined to R270.4 million as at FYE2024/25 from R279.3 million at the prior year end.

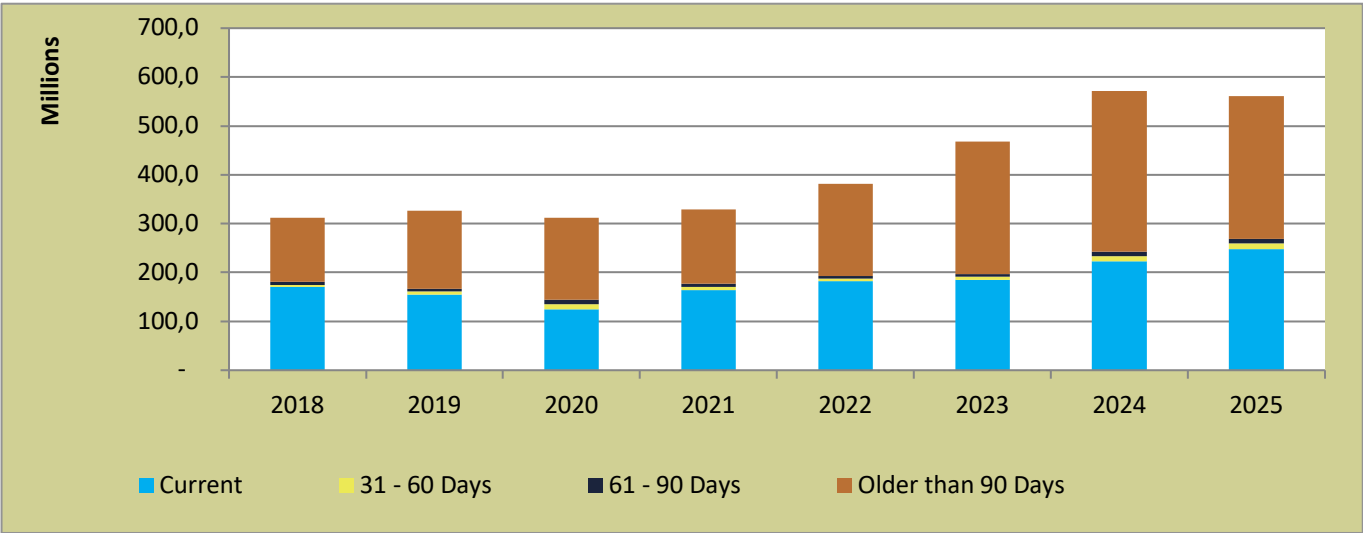
Figure 2-8: Customer debtors



e. Debtors age profile

Approximately 52.1% of debtors are overdue (older than 90 days), while just 44.1% of debtors are less than 30 days old (current). It is positive to note that debtors older than 90 days are fully provided for through the provision for bad debts, which on average covered 104% of this balance over the review period (101% as at FYE2024/25). It is crucial for the credit risk associated with aged debtors to be provided for through the provision for bad debts.

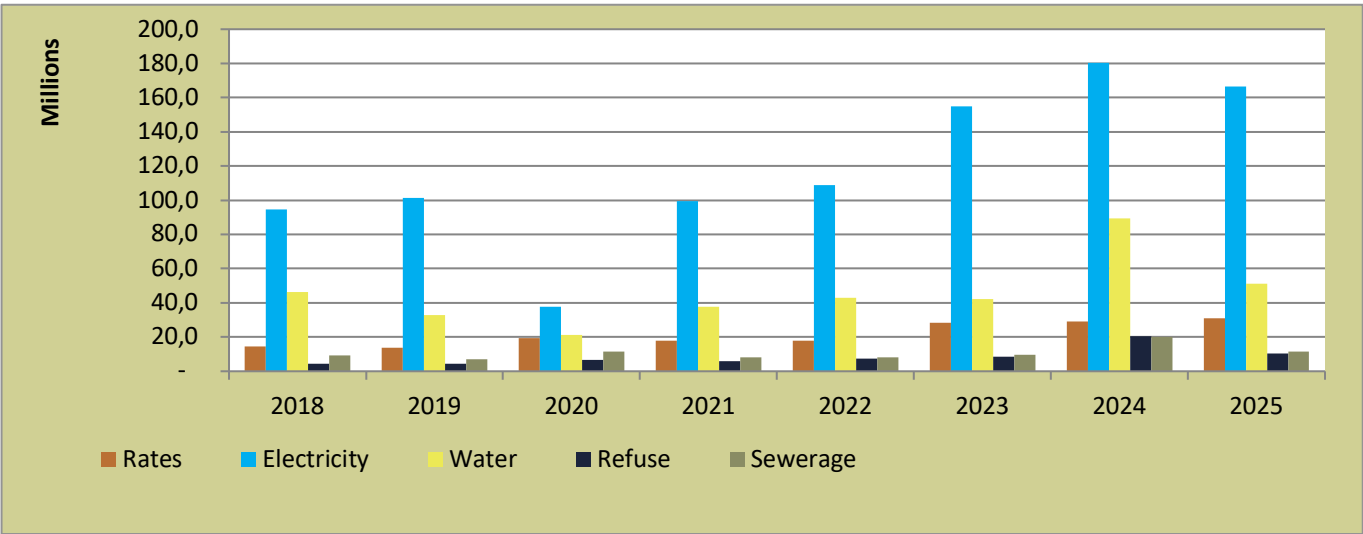
Figure 2-9: Customer debtor age profile



f. Consumer debtors by type

Electricity remained the main contributor to the municipality’s debtors and contributed 61.6% as at FYE2024/25. Water followed with a contribution of 18.9%, while rates debtors contributed 11.5% in the current year.

Figure 2-10: Customer debtors by type



2.3.2 Financial performance

Operating income and expenditure increased at average rates of 8.1% and 9.1% p.a. respectively over the review period. Stellenbosch LM posted accounting surpluses 7 out of 8 years under review. Operating surpluses (excluding capital grants) were posted in 6 out of 8 years under review, signalling sustained healthy financial performance. Cash was generated from operations (excluding capital grants) throughout the review period, underpinned by healthy financial performance and the maintenance of high collection rates.

Figure 2-11: Analysis of surpluses and deficits

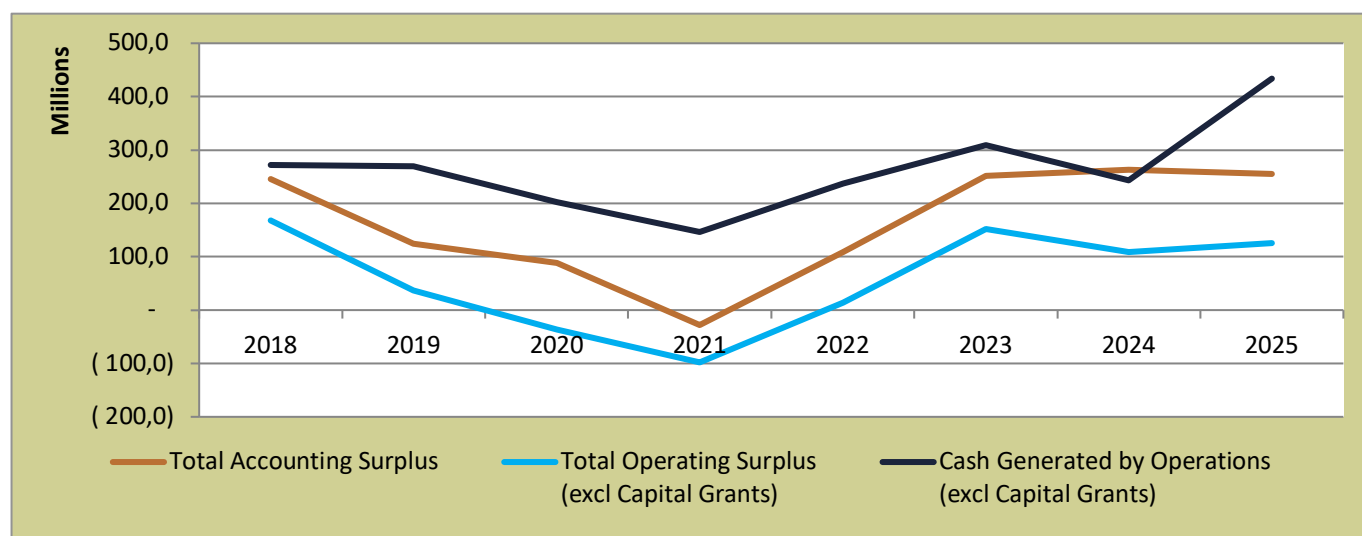
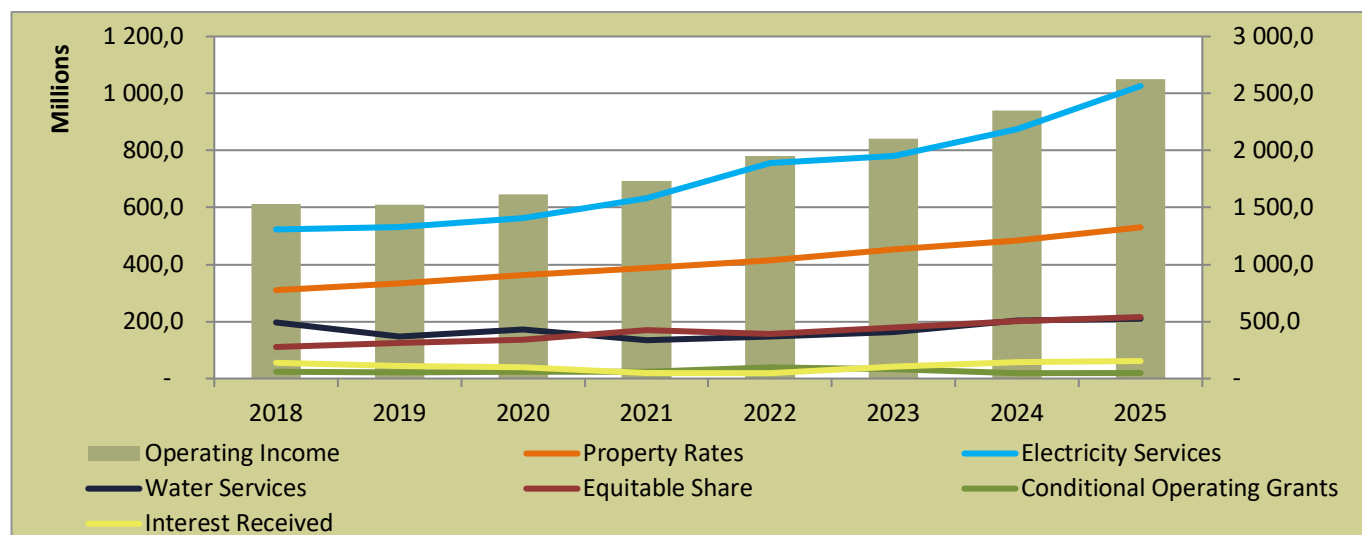


Figure 2-12: Operating income by source

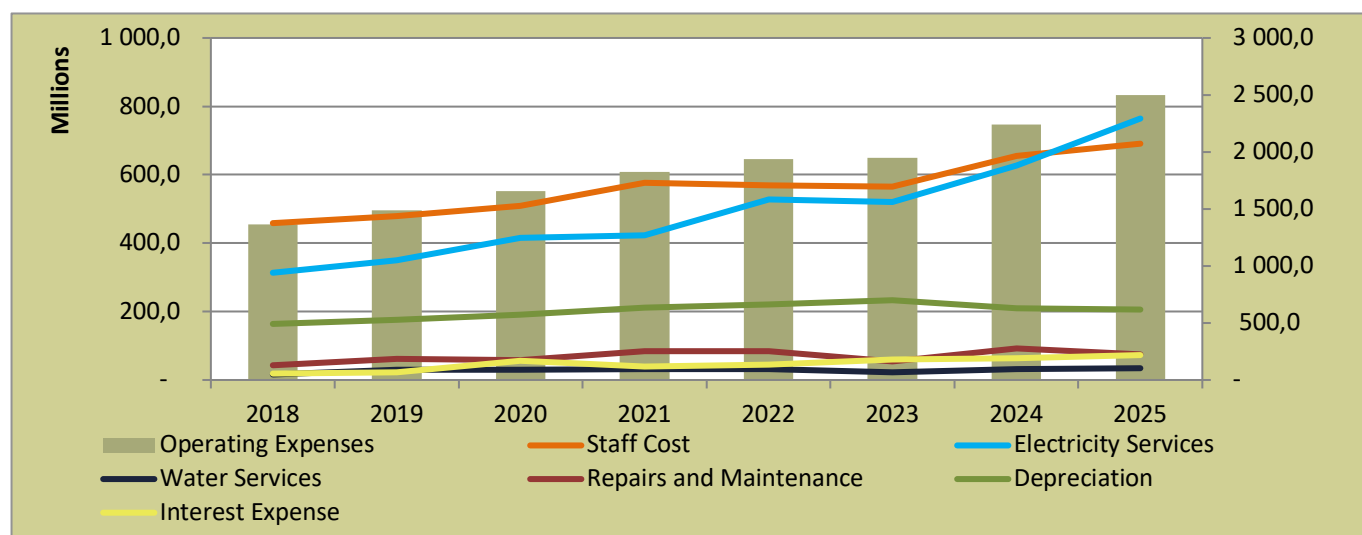


Revenue reflected year on year increases over the review period, rising from R1.60 billion in FY2017/18 to R2.75 billion during FY2024/25. Electricity distribution losses during FY2024/25 were calculated at 5.63% and remained consistent with the prior year. Electricity is the main contributor towards the municipality's revenue and contributed 39.1% towards operating income during FY2024/25, while averaging 37% p.a. over the review period. The high reliance on electricity revenue is evident in the revenue gap between electricity income and other revenue sources. This indicates that Stellenbosch's revenue is vulnerable not only to a reduction in electricity sales pursuant to a lack of energy supply (load

shedding) but also to the choice of consumers to make use of alternative sources of energy, resultantly posing a potential threat to the municipality's future revenue generation prospects.

Property rates contributed approximately 20.2% towards operating income during FYE2024/25. This is the second largest revenue stream for the municipality and had an average annual contribution of 21% p.a. over the review period.

Figure 2-13: Operating expenditure by item



Total operating expenditure increased by an average of 9.1% p.a. between FY2017/18 and FY2024/25. This growth was mostly driven by increases in staff costs and electricity bulk purchases. Electricity bulk purchases overtook staff costs as the main expenditure item, contributing 26% to operating expenditure during FY2024/25. Staff costs accounted for 23% of operating expenditure during the year. This expenditure increased at an annual average of 6% p.a. over the review period, which is above the average CPI over the same period. Contracted services contributed an average of 11% to total operating expenditure over the review period and approximately 11% during FY2024/25. This is well above the NT maximum norm of 5%. Contracted services are, in many respects, seen as an alternative to staff costs. As such, it is worth analysing the combined contribution of staff costs and contracted services to assess the affordability of the municipality's employee related expenditure profile. The combined contribution of staff costs and contracted services totalled 34.5% during FY2024/25. This is below the NT maximum norm of 40% and thus indicative of an affordable employee related expenditure profile. Repairs and maintenance constitute 1.13% as a percentage of PPE in FYE2024/25 this is very low. NT recommends a norm of 8%. The risk provided by the low operating component of repairs and maintenance expenditure is mitigated through a high proportion of capital investment on the renewal and upgrading of assets. It would be prudent, however, to consider increasing operational repairs and maintenance expenditure.

It is positive to note that the municipality earned interest income at levels above interest paid throughout the review period. Interest income averaged R42.4 million p.a. throughout the review period while interest expenses were incurred at an average of R36.2 million p.a. Interest earned on the balance of cash resulted in the surge of interest received since FY2021/22 as reflected in Figure 2-14 below.

Figure 2-14: Interest received versus interest paid

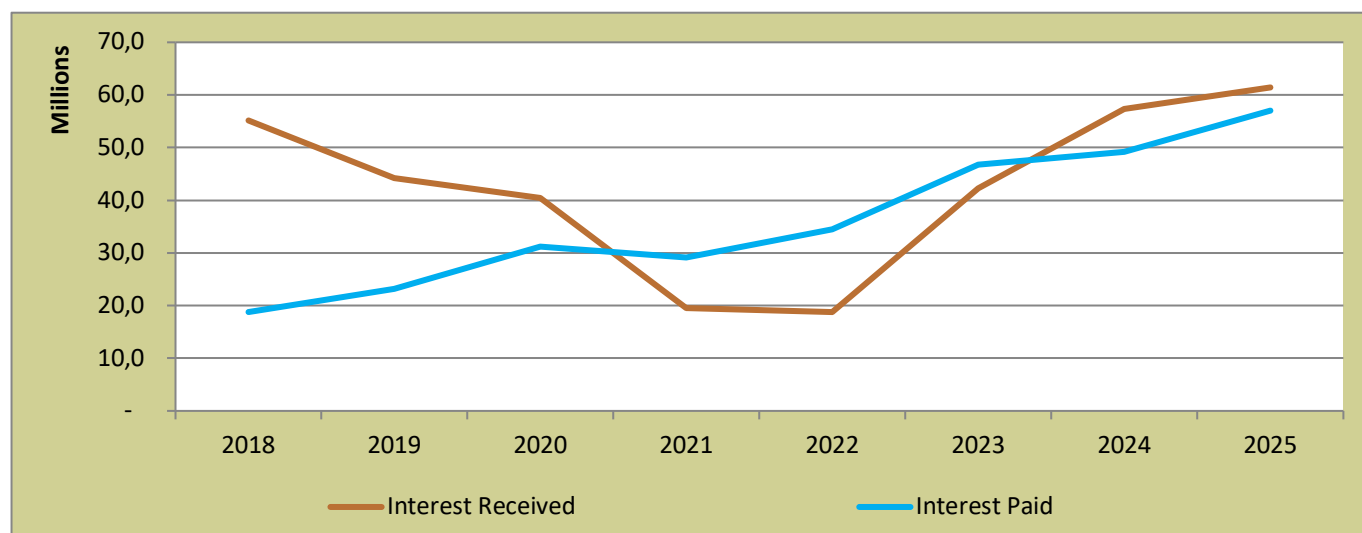


Table 2-1: Operating income by source

	2018	2019	2020	2021	2022	2023	2024	2025
Property Rates	310,0	333,0	361,9	387,1	414,4	452,0	484,5	530,6
Electricity Services	523,1	531,5	562,3	632,4	756,4	780,0	874,6	1 026,4
Water Services	197,3	147,3	171,6	134,4	146,8	162,1	203,3	209,8
Equitable Share	110,6	124,2	136,2	170,6	157,1	179,6	200,5	215,6
Conditional Operating Grants	23,0	21,8	24,5	24,2	39,1	31,7	18,8	18,8
Interest Received	55,1	44,3	40,5	19,5	18,8	42,3	57,3	61,4
Operating Income	1 532,1	1 524,0	1 617,5	1 734,5	1 949,5	2 101,3	2 350,2	2 623,3

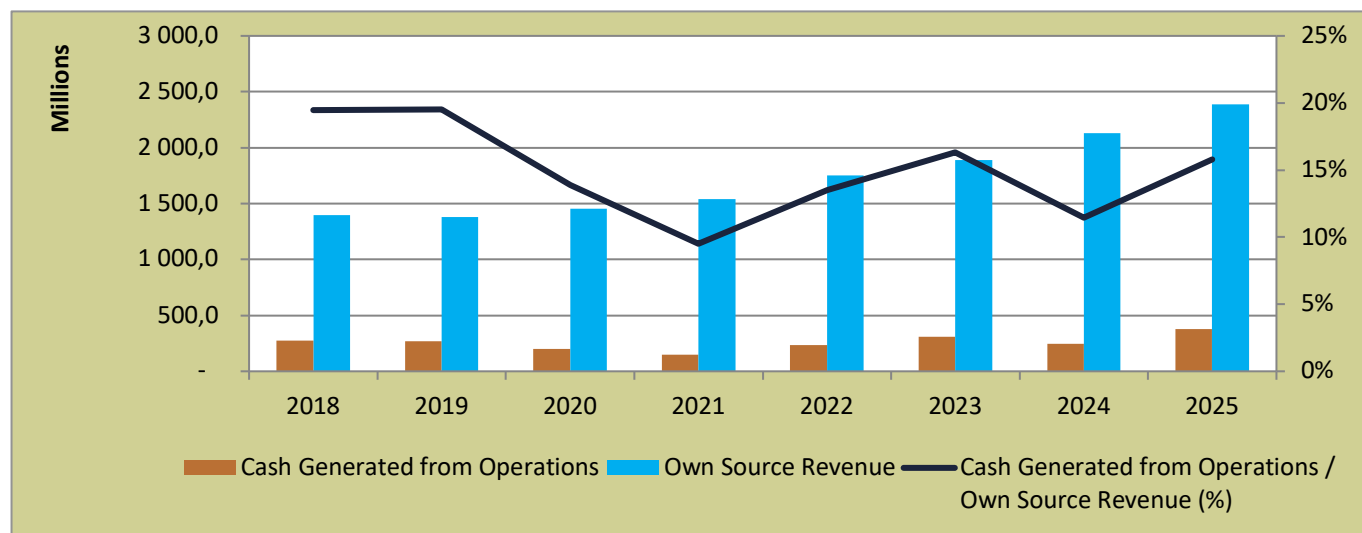
Table 2-2: Operating expenditure by item

	2018	2019	2020	2021	2022	2023	2024	2025
Staff Cost	458,6	479,4	509,5	577,1	569,4	565,5	654,9	690,9
Electricity Services	313,6	350,0	414,8	422,7	528,0	521,0	626,2	764,4
Water Services	16,1	30,7	30,9	31,0	31,2	23,0	32,1	34,4
Repairs and Maintenance	43,1	60,9	58,3	83,5	83,5	54,2	92,3	74,5
Depreciation	163,9	176,7	190,4	212,3	221,4	233,2	208,9	205,2
Interest Expense	18,8	23,2	56,0	38,6	44,3	59,9	63,4	72,9
Operating Expenses	1 364,0	1 487,6	1 653,9	1 825,6	1 935,4	1 949,8	2 241,5	2 498,2

2.3.3 Cash flow

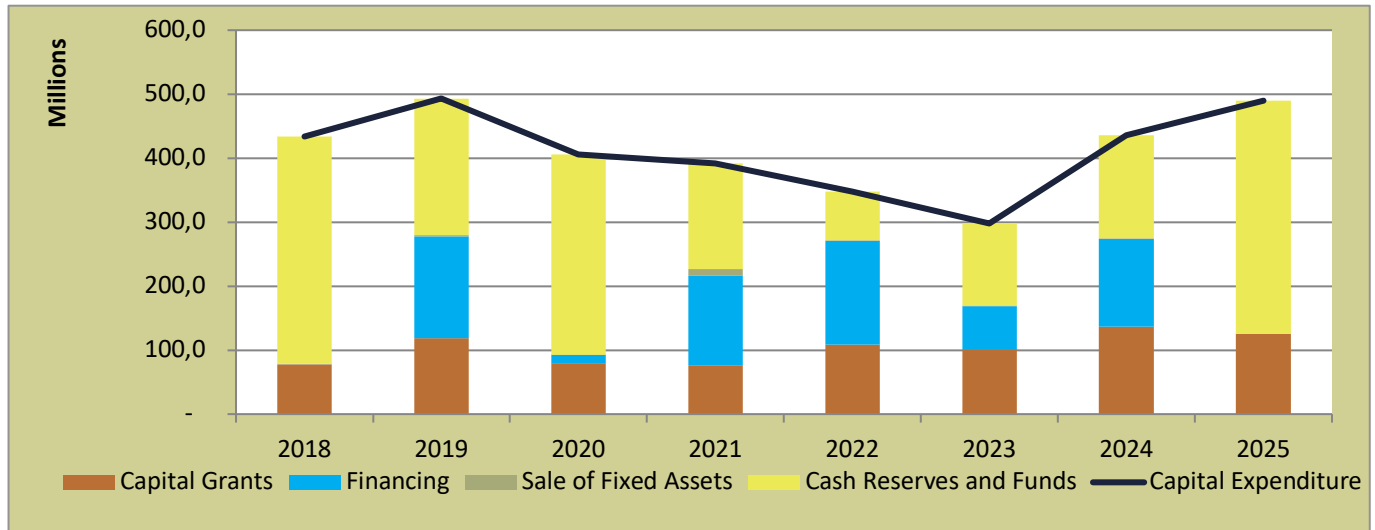
Stellenbosch has successfully generated cash from its operations throughout all years under review. This has been underpinned by the maintenance of a healthy collection rate. Cash from operations represents 15% of the municipality's own-source revenue, an improvement from the prior year.

Figure 2-15: Cash generated from operations/own source revenue



Over the past 8 years, Stellenbosch LM invested a cumulative R3.29 billion in capital infrastructure. This amount was funded by capital grants (25%); own cash reserves (53.8%); and external borrowings (20.7%). Stellenbosch did not undertake any additional borrowing during FY2024/25. The municipality remains heavily reliant on cash reserves and funds to fund infrastructure development. The funding mix observed over the review period can be considered balanced, with adequate borrowings undertaken to supplement own cash utilisation and grant funding. The municipality must however be cognisant of the impact of excessive own cash utilisation which can begin to erode the liquidity position over time, as evidenced by the decline in cash and cash equivalents as at FYE2024/25. It is thus recommended that consistent borrowings are undertaken to maintain historic levels of capital investment without relying too heavily on own cash reserves.

Figure 2-16: Capital funding mix



Stellenbosch is required to maintain sufficient cash reserves to cover Unspent Conditional Grants (R27.2 million), Short-Term Provisions (R76.1 million) and a Working Capital Provision (including 1-month's Opex) (R173.8 million). The municipality's unencumbered cash balance of R549.5 million was insufficient to meet the required minimum liquidity levels of R612.9 million, resulting in a cash shortfall of R63.4 million as at FYE2024/25. The cash coverage ratio (including working capital) decreased from 1.1:1 as at FYE2023/24 to 0.9:1 at FYE2024/25. The municipality has posted cash surpluses in 7 out of the 8 years under review.

Figure 2-17: Cash and investments

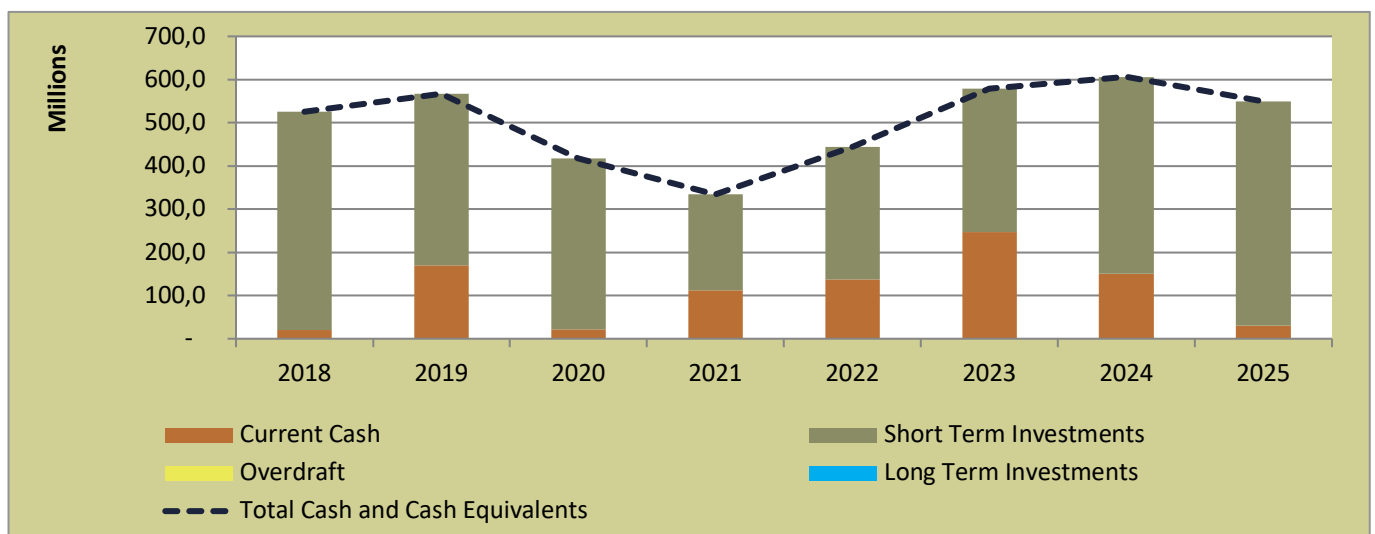


Figure 2-18: Minimum liquidity requirements

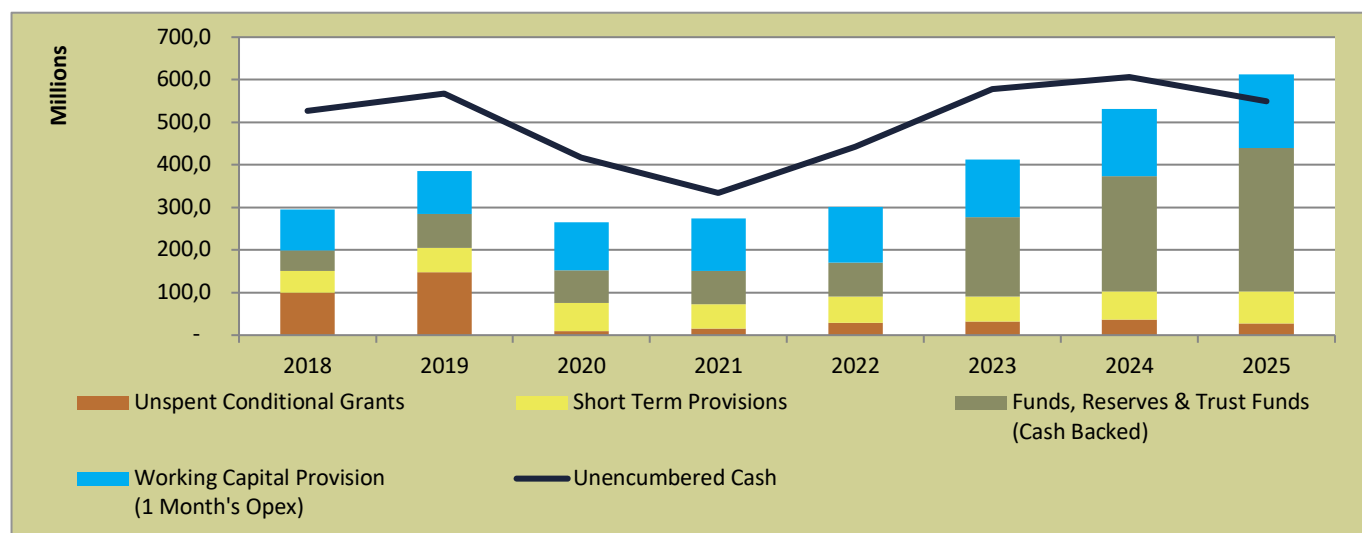


Table 2-3: Minimum liquidity requirements

	2018	2019	2020	2021	2022	2023	2024	2025
Unspent Conditional Grants	100,3	148,2	8,9	15,5	29,7	32,5	37,2	27,2
Short Term Provisions	50,7	57,2	66,1	56,5	61,7	58,3	65,2	76,1
Funds, Reserves & Trust Funds (Cash Backed)	48,6	79,9	77,8	79,4	79,4	186,7	271,7	335,7
Total	199,6	285,3	152,7	151,4	170,8	277,5	374,1	439,1
Unencumbered Cash	526,3	567,7	417,8	334,1	443,4	578,7	606,4	549,5
Cash Coverage Ratio (excl Working Capital)	2,6	2,0	2,7	2,2	2,6	2,1	1,6	1,3
Working Capital Provision (1 Month's Opex)	96,0	100,5	112,2	122,5	130,9	135,3	156,8	173,8
Cash Coverage Ratio (incl Working Capital)	1,8	1,5	1,6	1,2	1,5	1,4	1,1	0,9
Minimum Liquidity Required	295,6	385,8	264,9	273,9	301,7	412,8	530,9	612,9
Cash Surplus/(Shortfall)	230,7	181,8	152,9	60,2	141,7	166,0	75,5	(63,4)

2.3.4 Key findings

The following key findings can be drawn from the historic financial analysis for the period FY2018-FY2025:

- The municipality finds itself in a strong liquidity position, with a liquidity ratio of 1.86:1 as at FYE2024/25.
- Stellenbosch LM was able to retain sufficient cash reserves to meet minimum liquidity requirements 7 out of 8 years under assessment. A cash shortfall of R63.4 million was posted during FYE2024/25.
- The municipality's collection rate fluctuated during the assessment period, with an average of 96.64% over the review period. The collection rate was calculated 97.11% as at FYE2024/25.
- Stellenbosch LM managed to generate cash from operations throughout the review period.

- The capital funding mix mainly consisted of capital grants (25%), borrowings (20.7%) and the municipality's own cash reserves (53.8%). Stellenbosch had a capital budget implementation ratio of 90% in FYE2024/25, below the NT norm range of 95%-100%
- Repairs and maintenance constitute 1.13% as a percentage of PPE in FYE2024/25. NT recommends a norm of 8%.
- The creditors payment period averaged 59 days over the review period. The creditors days as of FYE2024/25 is 53 days down from 58 days in the prior year, exceeding the NT recommended norm of 30 days.

2.3.5 Outcome of the independent financial assessment

a. Strengths

- Healthy collection rate 97.11% as at FYE2024/25 (above NT recommended benchmark of 95%).
- Strong liquidity ratio of 1.86:1 as at FYE2024/25 (within NT recommended benchmark 1.5:1)
- Stellenbosch met the minimum liquidity requirements in 7/8 years under review.
- Strong financial performance, with operating surpluses posted in 6/8 years under review.
- Cash generated by operations (excl. capital grants) throughout the review period.
- Gearing and debt service to total expenditure ratios within the NT recommended benchmarks.

b. Weaknesses

- Low Repairs and Maintenance as % of PPE and Investment Property (1.13% as at FYE2024/25).
- Capital budget implementation ratio of 90% in FYE2024/25, below the NT norm range of 95%-100%

2.3.6 Outcome of the long-term financial model forecast

The forecast outcomes from the long-term financial model form the basis of formulating the long-term financial strategy of Stellenbosch Local Municipality. These forecasts also inform, and form part of the affordability envelope presented the next section of this report.

2.3.7 Municipal revenue risk indicators

The latest S&P Global Market Intelligence Update of the Stellenbosch LM economy reveals economic output, i.e., Gross Value Add (GVA) of R24.52 billion (current 2024 prices) which represents approximately 26% of the district economy and 3% of the provincial economy. Annual GVA growth has fluctuated over the last five years, with an average growth rate of 0.4% p.a. Stellenbosch LM had a Tress Index (a measure of economic diversification) of 48.16. This places the municipality as the middle municipality in the district in terms of economic diversification. This is evident in the top 4 contributing sectors contributing 76.08% to GVA in 2024. The higher the degree of diversification, the more resilient the municipality will be to economic shocks. These factors led to a rating of 3.4 which is a "Medium to High" rating on the economic risk component of the MRRI.

Figure 2-19: MRRI: Economic risk

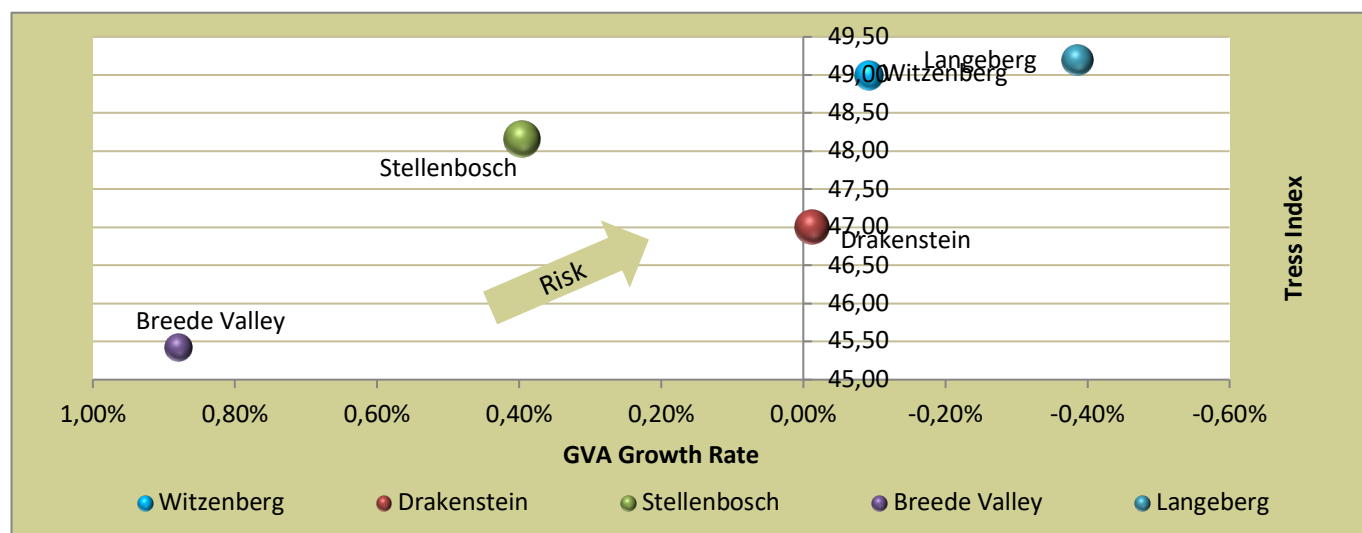
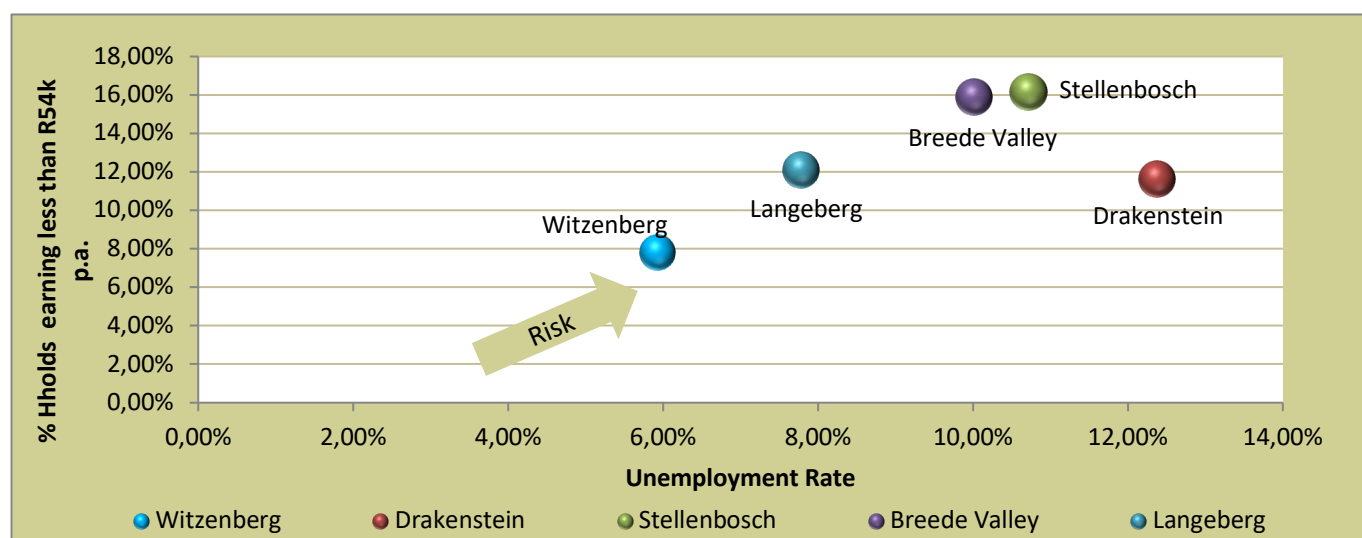


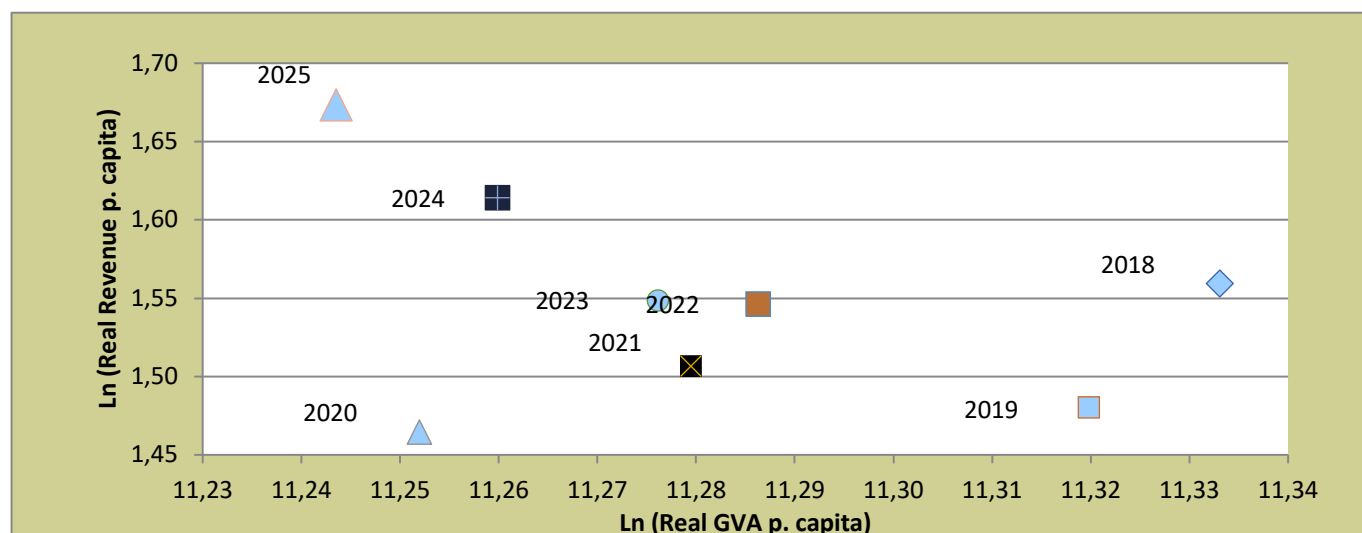
Figure 2-20 indicates the household ability to pay risk by plotting the percentage of households earning less than R54 000 per annum and the unemployment rate. A **“Medium to High”** risk rating on the household affordability component of the MRRI is due to 16.5% of households relying on indigent support, an official unemployment rate of 10.72%, and a Human Development Index of 0.73.

Figure 2-20: MRRI: Household ability to pay risk



The 2 MRRI components (economic risk and household ability to pay risk), resulted in an overall MRRI rating of 3.4 which resulted in **“Medium to High”**. This indicates that there is a medium to high risk that the municipality will not be able to generate the forecast cash revenue expected in future.

Figure 2-21: Historic real GVA per capita versus real revenue per capita



Fluctuations in the real revenue per capita reflect an overall increasing trend between 2018 and 2025. Notable reductions were observed in 2019 & 2020, whereafter year on year increases have been observed. The real GVA per capita decreased in between 2018-2025, with the only years of improvement being 2021 & 2022, representing the recovery from the economic fallout of the pandemic in 2020. This overall trend was influenced by rapid population growth at a 5-year average of 1.5% p.a. and the economic growth rate standing at a lower 5-year average of 0.4% p.a.

2.3.8 Long-Term Financial Model Outcomes

a. Base Case Scenario

- We modelled the municipality's cash needs compared to the operating cash flows it can expect to generate, based on the economy and population of the sub-region and drawing on the audited financial statements for the past 8 years up to FY2023/24 with the pre-audited financial statements used for FY2024/25. The 2025/26 February Adjustment Budget, as well as the Draft Capital Budget for FY2026/27-2028/29 were utilised. This forecast forms the basis to determine the future financial sustainability of the municipality.
- The "Base Case" presented below represents the ideal position the municipality should aim for. The Base Case aims to utilise realistic, achievable assumptions to guide the municipality towards long-term financial sustainability. These assumptions have been discussed and agreed upon with the municipality. Within the Base Case Model, the following variables were amended:
 - The collection rate is maintained at 95% throughout the planning period.
 - Creditor payment days of 59 days were decreased to 30 days over 10 years.
 - Repairs and maintenance expenditure was increased to 2.5% of PPE & IP (from 1.1%) over 10 years.
 - Electricity losses were maintained at 6.5% throughout the planning period, while water losses were decreased to 25% from 31.2% over a period of 1 year.
 - The MTREF capital expenditure programme was maintained as per the draft capital budget for FY2026/27-2028/29, with assumed annual growth in capital investment beyond FY2028/29 at 4%.
 - The MTREF external borrowing was maintained as per the draft capital budget for FY2026/27-2028/29, with assumed annual growth in borrowings beyond FY2028/29 at 6%.

- Borrowings under this scenario include 15-year amortising loans that carry interest at rates of 8% above forecast CPI over the planning period (expected to range between 10-12%).
- Tariff increases were included as put forward in the 2025/26 budget document.

Table 2-4: Base Case Outcomes:

Outcome	10-Year Outcome
Average annual % increase in Revenue	8,4%
Average annual % increase in Expenditure	8,8%
Accounting Surplus accumulated during Planning Period (Rm)	R 1 875
Operating Surplus accumulated during Planning Period (Rm)	R 945
Cash generated by Operations during Planning Period (Rm)	R 3 727
Average annual increase in Gross Consumer Debtors	14,0%
Capital investment programme during Planning Period (Rm) (FY2027-FY2036)	R 5 991
External Loan Financing during Planning Period (Rm) (FY2027-FY2036)	R 1 707
Cash and Cash Equivalents at the end of the Planning Period (Rm)	R 649
No of Months Cash Cover at the end of the Planning Period (Rm)	1,6
Liquidity Ratio at the end of the Planning Period	2,5 : 1
Gearing at the end of the Planning Period	30,1%
Debt Service to Total Expense Ratio at the end of the Planning Period	4,2%

b. Base Case Outcome

The municipality is forecast to post accounting surpluses in all years of the 10-year planning period. Additionally, operating surpluses (excluding capital grants) are forecast from FY2026/27 onwards. Cash is expected to be generated from operations throughout the planning period. The municipality's cash balance is forecast above the minimum liquidity requirement of one-months operating expenditure throughout the planning period.

The Base Case forecasts healthy operational cash generation over the planning period, with a total of R3.72 billion expected over the planning period. This is driven by the maintenance of a high collection rate of 95%. The reduction of creditors days, water losses as well as the healthy forecast financial performance also contribute to this positive forecast.

Stellenbosch LM's financial position is forecast to improve significantly over the planning period, with the liquidity ratio improving to 2.5:1 by the end of the planning period (1.86:1 at FYE2024/25). This improvement is influenced by the forecast increase in current assets, predominantly driven by the improving cash balance (from R549.5 million at FYE2024/25 to R649.0 million by the end of the 10-year planning period). While limited growth in cash and cash equivalents is expected over the short-term, owing to notable cash outlays to fund capital expenditure, the municipality is expected to maintain one-month's cash coverage throughout the planning period. This is a key indicator of financial sustainability. It must, however, be noted that should adverse economic conditions prevail and key assumptions such as the 95% collection rate not be met, it would be prudent to consider a downward revision of the affordable envelope presented in this report.

The Base Case presents an accelerated total capital investment programme over the planning period of R5 991 million (FY2027-FY2036). Cash reserves and funds remain a reliable and consistent source of funding and is expected to remain the main contributor over the planning period, followed by external financing and capital grants. The budgeted borrowing programme underpins the healthy liquidity position through reducing reliance on own cash reserves to achieve accelerated capital expenditure.

The assumptions in the Base Case can be considered as recommendations that aim to guide the municipality towards a financially sustainable position over the medium to long-term. The Base Case outcomes are characterized by a healthy liquidity ratio that underpins a capital investment programme that does not compromise liquidity and ensures that the minimum liquidity needed to cover at least 1-month's operating expenditure is available throughout the planning period.

Figure 2-22: Base Case Scenario Analysis of Surplus

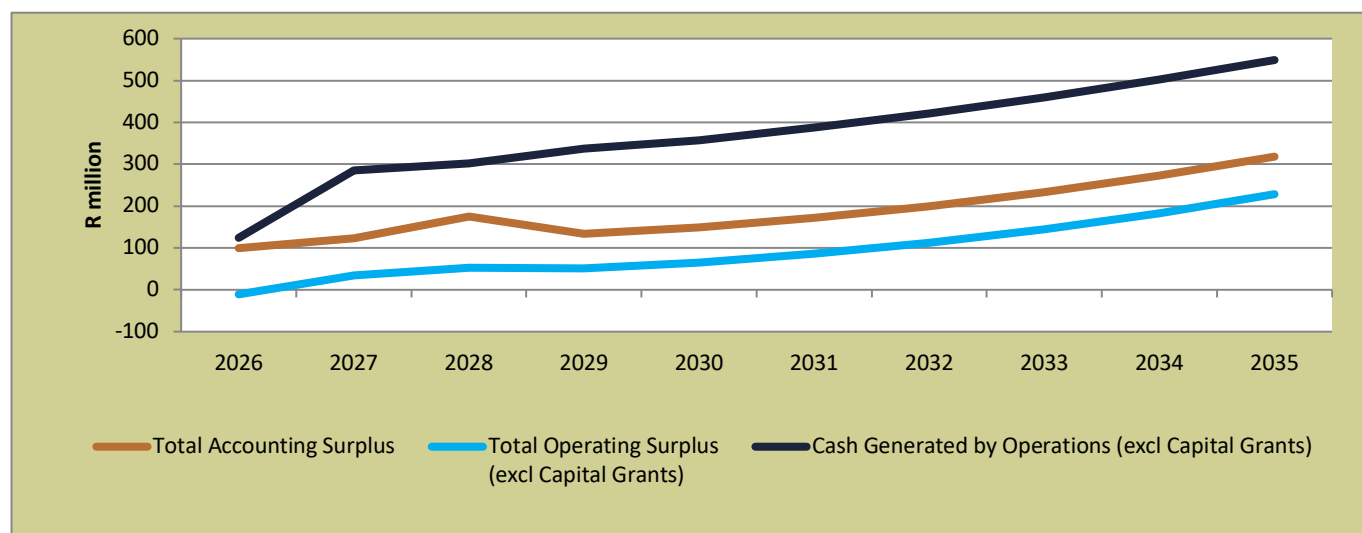


Figure 2-23: Base Case Scenario Bank Balance vs Minimum Liquidity

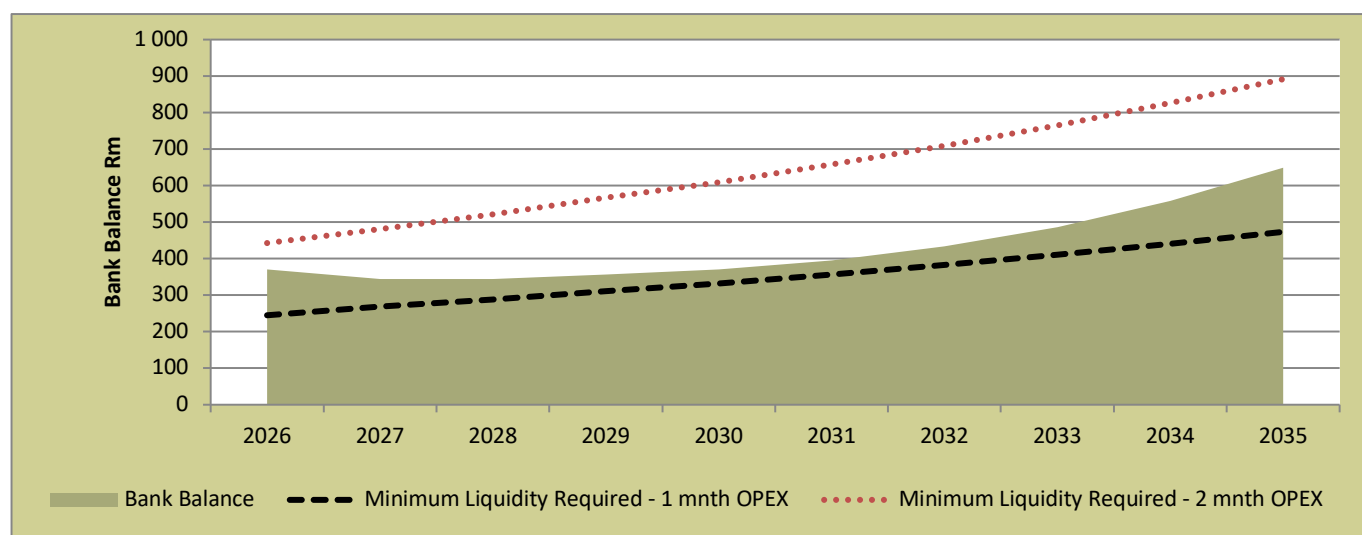


Figure 2-24: Base Case Scenario Capital Funding Mix (FY2027-FY2036)

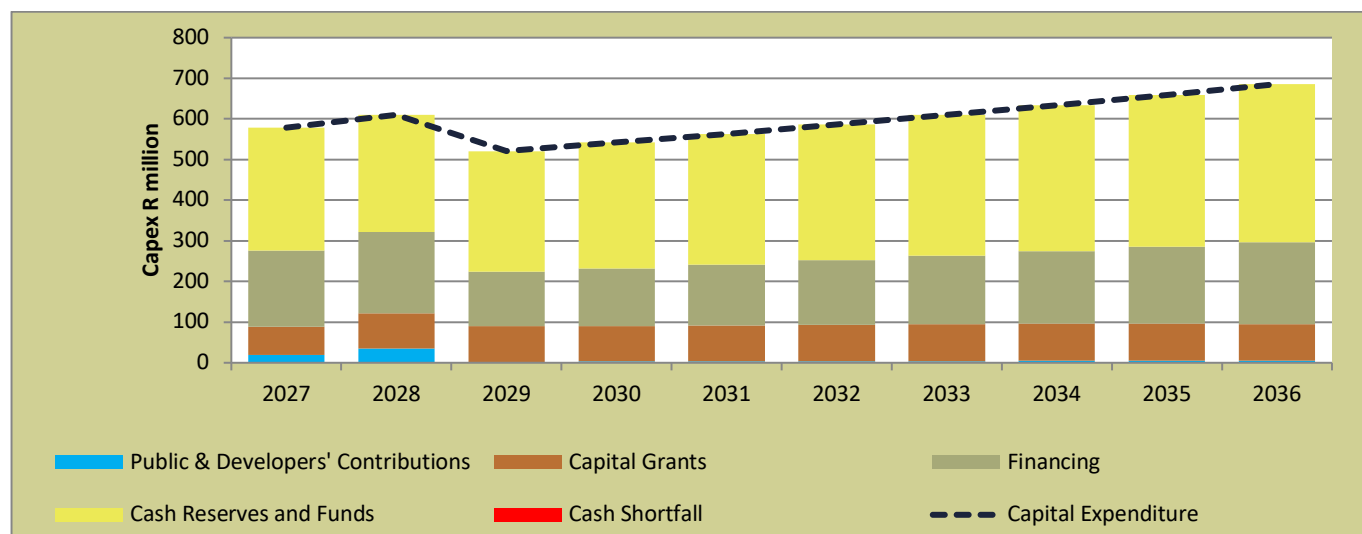
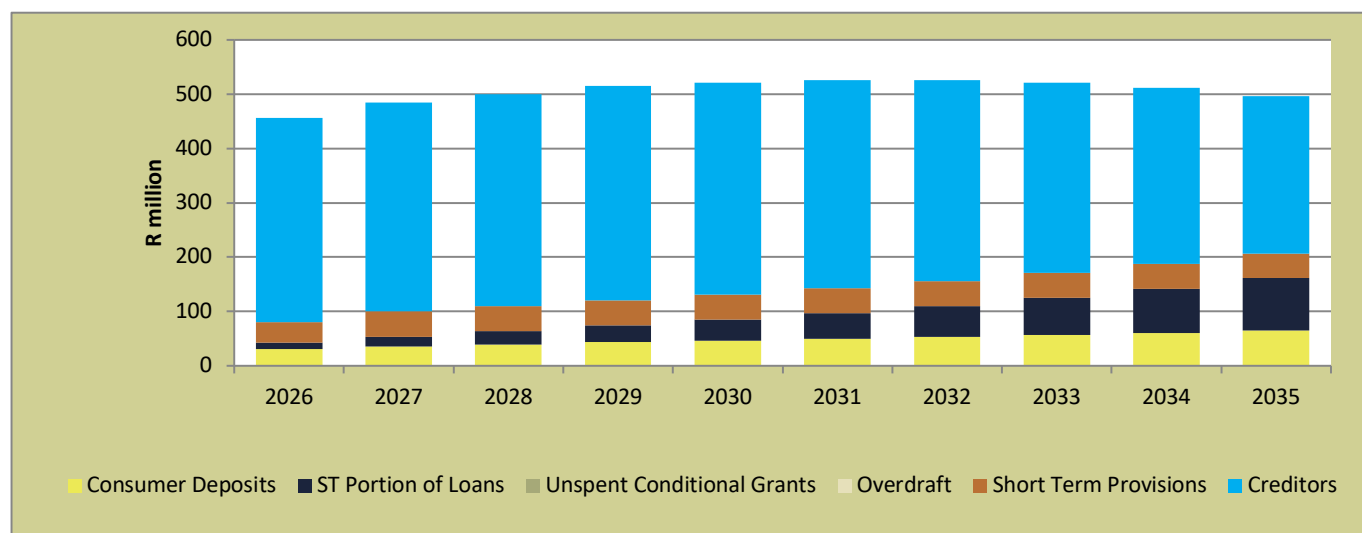


Figure 2-25: Base Case Scenario Current Liabilities



2.4 Summarised outcome of the long-term financial model forecast:

2.4.1 The socio-economic base and future revenue

The unemployment rate of 10.72% and the percentage of indigent households reliant on support (16.5%), create a Medium to high risk of households being unable to pay their municipal bills in future.

Investment in productive assets that create an enabling environment for economic growth, strengthening and expanding the economic base in the process, is critical for the municipality to pursue and sustain policies aimed at providing for the ever-increasing indigent population.

Tariff increases must be broadly aligned with CPI, and cognisance given to the implementation of a cost-reflective tariff structure.

2.4.2 Capital investment

This subsection provides a summary of the most significant forecast outcomes from the long-term financial model in terms of the municipality's ability to invest in capital over the long term. The next section includes the detail forecast outcomes as part of the municipality's 10-year affordability envelope. As the population increases, the municipality needs to cater for new migrants and improve access to and the quality-of-service delivery within the municipal area.

Heavy reliance is placed on the utilisation of own cash reserves. It must be noted that the extensive use of own cash reserves poses a high risk to the municipality's future liquidity. These further underscores the importance of implementing measures aimed at consolidating the healthy liquidity position. This is essential for the municipality's long-term sustainability.

The Base Case capital programme and funding mix was formulated with the aim of accelerating capital investment in order to meet the municipality's infrastructure and development needs, whilst ensuring that the long-term liquidity position is not compromised. The affordable capital envelope was calculated at R5 991 million for the 10-year planning period (FY2026/27-FY2035/36).

Affordability Envelope

3 Affordability Envelope

3.1 Affordable Future Capital Investment

3.1.1 Capex affordability and funding

We have calculated an affordable capital expenditure envelope for the 10-year planning period (FY2026/27-FY2035/36) which amounts to R5 911 million. This is underpinned by an optimised funding mix which balances sustainable own cash utilisation with affordable levels of borrowings to supplement forecast capital grant funding.

3.1.2 MTREF capital funding mix

The table below reflects the funding mix for the proposed Base Case MTREF capital investment programme (FY2026/27-FY2028/29).

Table 3-1: Base Case MTREF Funding Mix

Year	Total	2027	2028	2029
Public & Developers' Contributions	58	20	36	3
Capital Grants	237	69	87	81
Financing	520	187	199	133
Cash Reserves and Funds	895	303	288	304
Capital Expenditure	1 710	579	610	521

Over the past 8 years, Stellenbosch LM has invested a cumulative R3.29 billion in capital infrastructure. Historically, Stellenbosch LM was heavily reliant on cash reserves and funds to fund capital expenditure, with 53.8% of capital funding emanating from cash reserves. The remainder was comprised from borrowings (20.7%) and capital grants (25.0%). This funding mix indicates a conservative capital financing approach, characterised by limited reliance on debt and the leveraging of a strong liquidity position. As at FYE2024/25, the gearing ratio stood at 19.6%, underscoring a relatively low level of leverage. IPM recommends a maximum gearing ratio of 35% while NT's maximum level is 45%. In addition, the debt service to total expenditure ratio of 5.1% reflects a manageable debt repayment burden and adequate capacity to meet debt obligations without placing undue pressure on operating budgets.

The strong reliance on cash reserves has kept debt levels relatively low, but this may begin to reduce liquidity over time. Excessive cash-funded capital spending could weaken future cash buffers, particularly as costs and service demands increase. Stellenbosch LM therefore has scope to make greater use of long-term borrowing or grant funding to support a more balanced and sustainable capital funding approach, while still maintaining prudent debt levels.

3.1.3 10-Year capital funding mix

The Base Case capital funding mix for the 10-year planning period is forecast to be as follows:

Table 3-2: Base Case 10-Year Funding Mix (Rm) (FY2027-FY2036)

Capital Funding Mix (Rm)	Total	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Public & Developers' Contributions	87	20	36	3	3	3	4	4	4	5	5
Capital Grants	821	69	87	81	81	82	83	84	85	85	83
Financing	1 707	187	199	133	141	150	159	169	179	189	201
Cash Reserves and Funds	3 322	303	288	304	316	328	340	353	366	380	396
Cash Shortfall	0	0	0	0	0	0	0	0	0	0	0
Capital Expenditure	5 911	579	610	521	542	564	586	610	634	659	686

The table below indicates the forecast capital grant funding over the 10-year planning period. The Draft Capital Budget for FY2026/27-2028/29 reflected a notable reduction in capital grants compared to the February Adjustment Budget for FY2025/26-2027/28. This has necessitated a reduction in the affordable capital envelope from the previous iteration of this report. Public & developers' contributions have now been included.

Table 3-3: Forecast Capital Grant Funding (FY2027-FY2036)

Capital Grants (Rm)	Total	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Capital Grants	821	69	87	81	81	82	83	84	85	85	83

The municipality must thus strive to achieve the assumptions included in the Base Case to allow for an affordable implementation of the capital expenditure programme, while ensuring an improvement in the liquidity ratio through affordable utilization of own cash reserves. The Base Case indicates that the major source of funding will be from cash reserves, followed by borrowing and capital grants over the planning period. The municipality must thus focus on balancing sources for capital expenditure so that cash is not strained in future. It is recommended that, at the very least, the Base Case capital funding recommendations are implemented to ensure that the long-term sustainability of the municipality is prioritised. The proposed funding mix is illustrated below:

Figure 3-1: Base Case Capital Funding Mix (FY2027-FY2036)

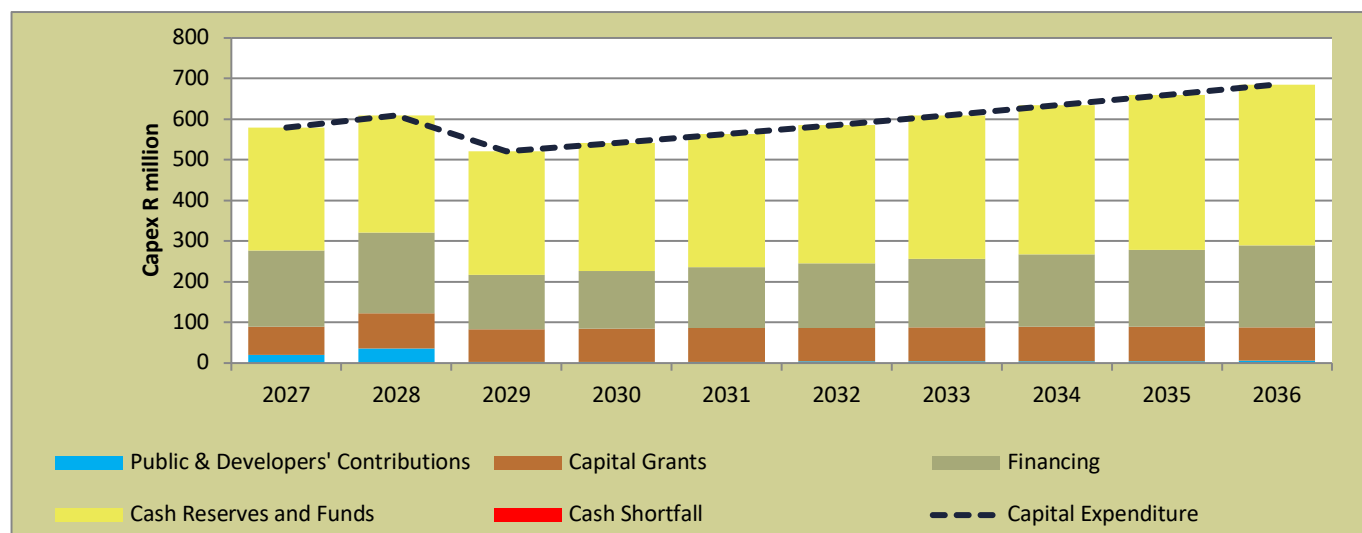
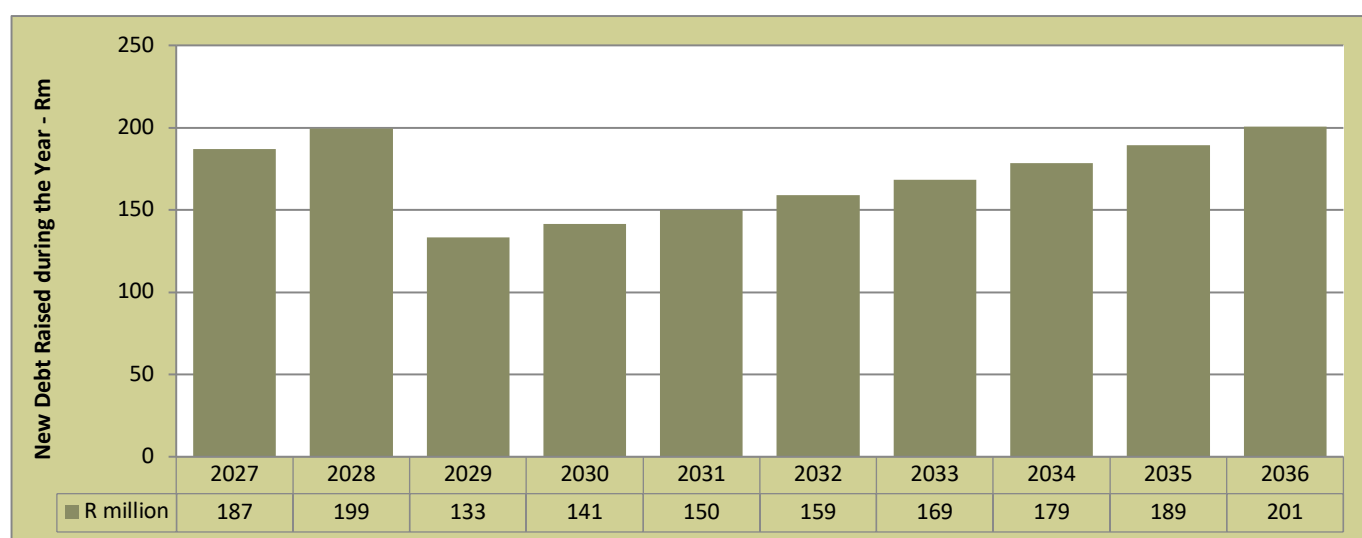


Figure 3-2: Base Case New Debt Raised (FY2027-FY2036)

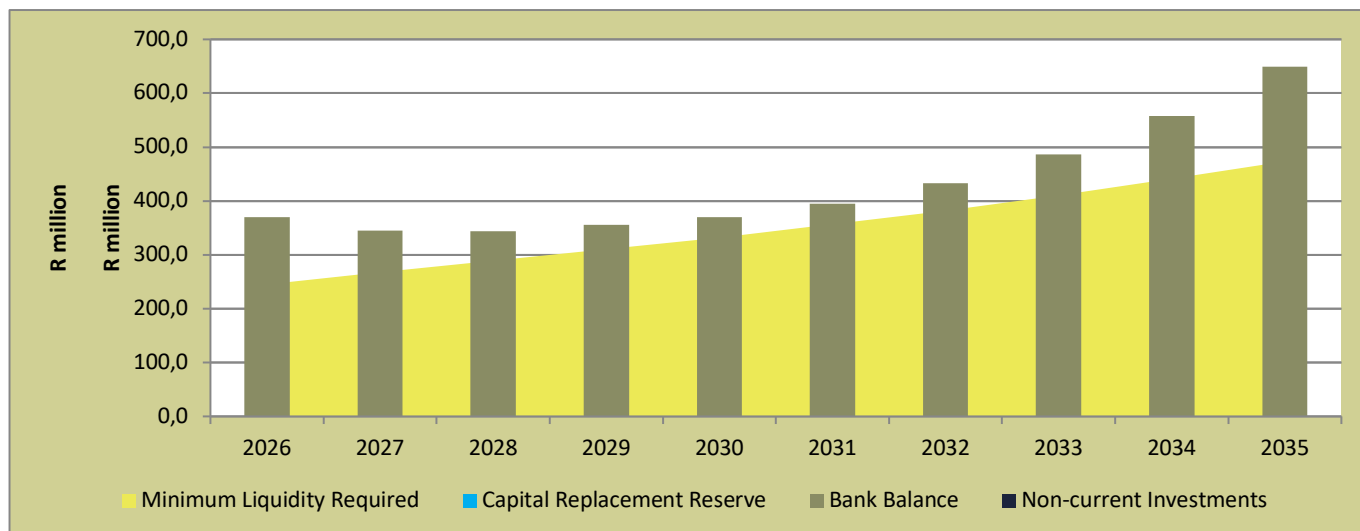


3.1.4 Liquidity and Capital Replacement Reserve

The minimum required liquidity levels cater for unspent conditional grants, short-term provisions, reserves, and a working capital provision of 1-month's operating expenditure. Historically, Stellenbosch achieved the minimum liquidity requirement and posted cash surpluses in 7 out of 8 years under the review period. It is important that the municipality undertakes a prudent approach to capital investment while ensuring that the capital investment decisions do not come at the cost of liquidity and financial sustainability. Stellenbosch is forecast to meet the minimum liquidity requirement of one-months operating expenditure throughout the planning period.

The capital replacement reserve serves to assist the municipality in ensuring that adequate reserves are kept for funding the future replacement, renewal and upgrading of assets to prevent a decline in operational efficiency or unnecessary obsolescence of assets. The annual depreciation charge is considered an indicator as to the extent of adequate annual provisions into the CRR.

Figure 3-3: Base Case Cash vs Minimum Liquidity Levels



a. Gearing

Stellenbosch undertook approximately R681.8 million in new loans over the review period. This resulted in the municipality reaching a gearing ratio of 19.6% at FYE2024/25. This remains below the NT maximum norm of 45% as well as IPM's maximum recommended limit of 35%. From a debt service perspective, the current levels remain within the recommended limits of 7% and 8% by IPM & NT respectively. The Base Case includes an accelerated borrowing programme aimed to underpin the funding from own cash sources and expected capital grant funding. IPM's maximum recommended limits serve as a guide towards the formulation of the borrowing programme. As depicted in the graphs below, from both a gearing and debt service perspective, the municipality is forecast to maintain an affordable debt profile. This underpins the contributions from own cash reserves and capital grants and enables an affordable acceleration of the capital investment programme. The loan tenor is assumed at 15-years for all new debt included in the Base Case. This underpins financial sustainability through supporting cash flow and liquidity management as a result of reducing annual debt service charges. This is particularly prevalent given the extent of the borrowing programme included in the Base Case.

Figure 3-4: Base Case Gearing (%)

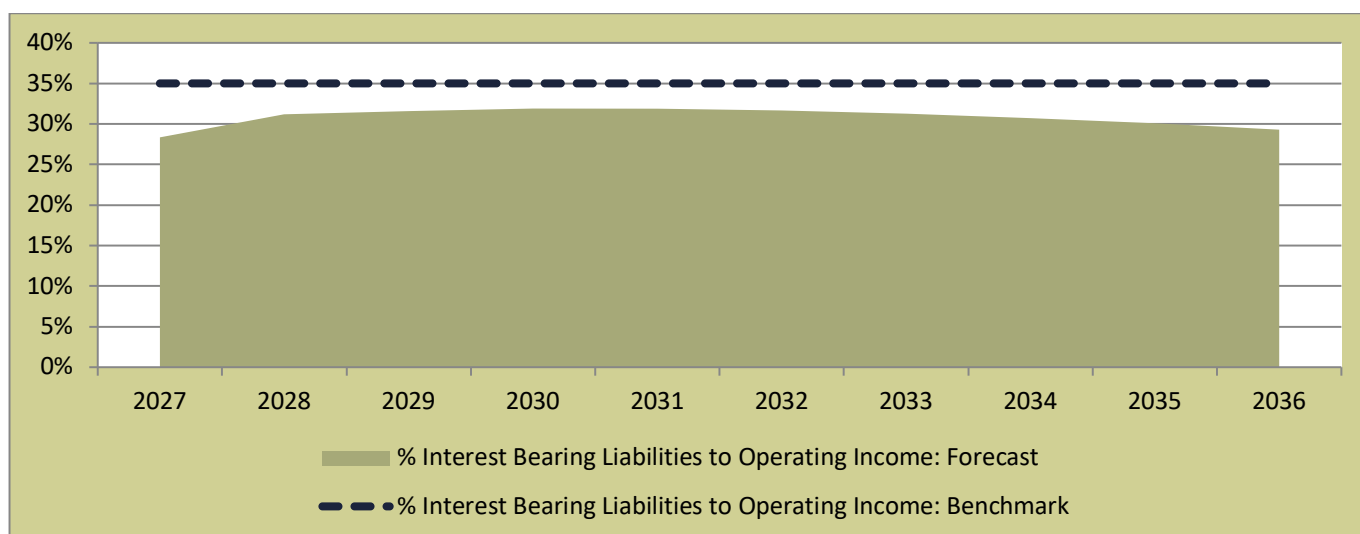
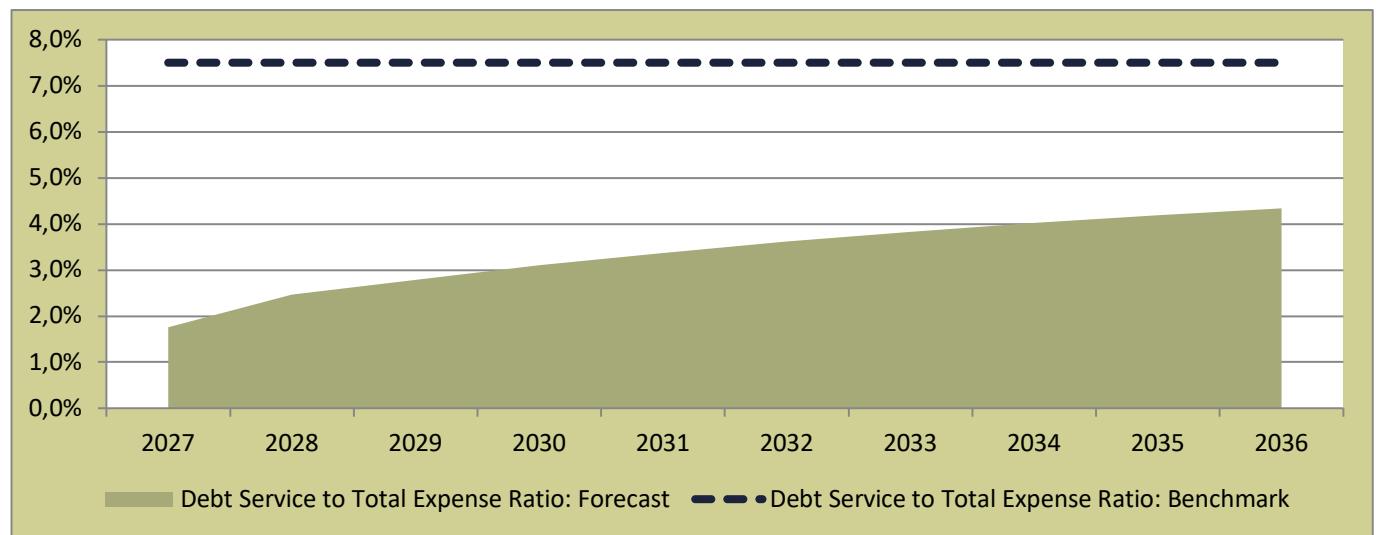


Figure 3-5: Base Case Debt Service to Total Expense Ratio (%)







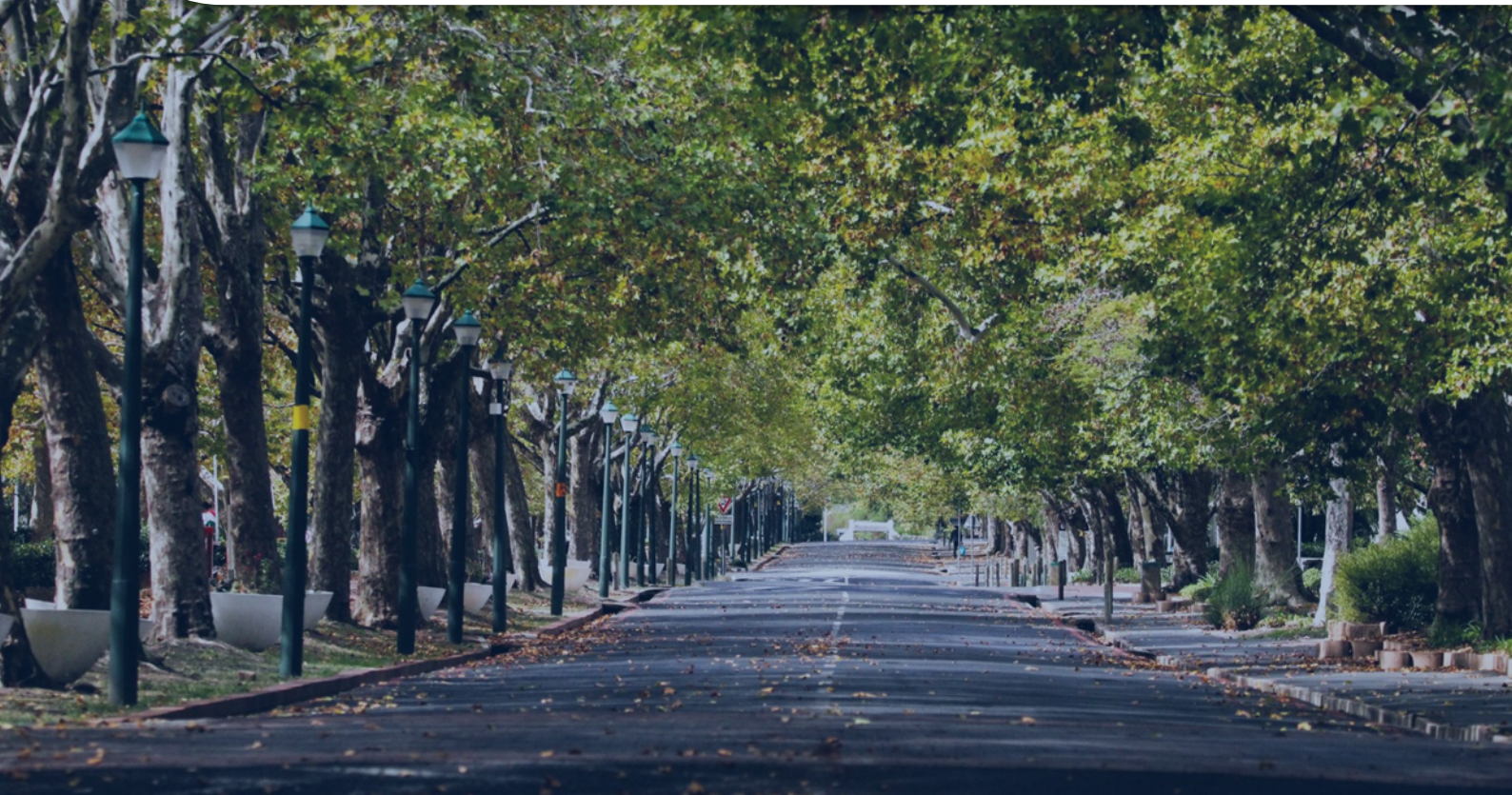
Stellenbosch Local Municipality



Capital Expenditure Framework

Prioritisation Framework

2026/27





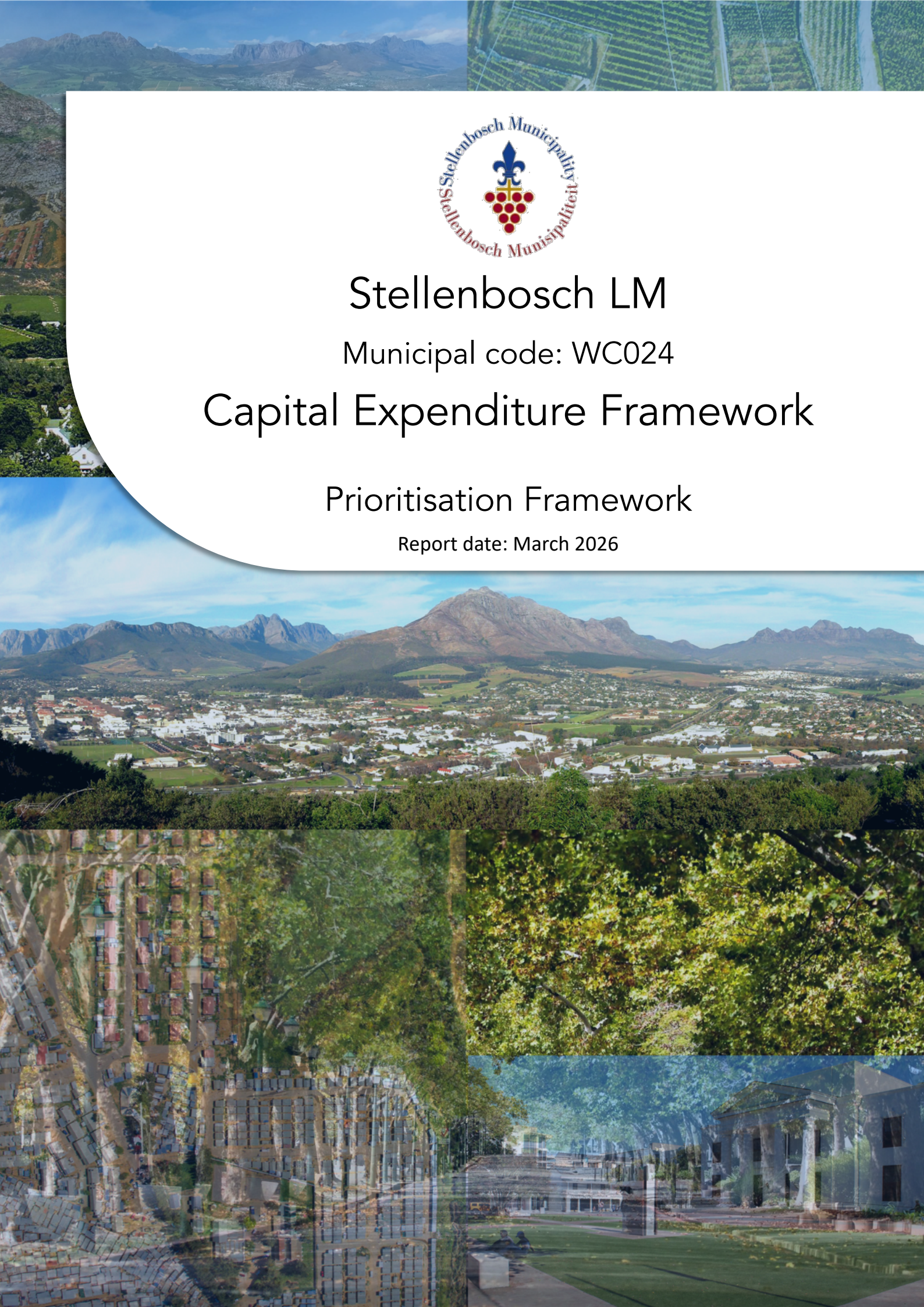
Stellenbosch LM

Municipal code: WC024

Capital Expenditure Framework

Prioritisation Framework

Report date: March 2026



Disclaimer

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Nomenclature / Abbreviations

CEF	Capital Expenditure Framework
CPM	Capital Prioritisation Model
CSIR	Council for Scientific and Industrial Research
ESG	Environmental, Social, and Governance
IDP	Integrated Development Plan
ICT	Information and Communication Technology
IUDG	Integrated Urban Development Grant
IUDF	Integrated Urban Development Framework
LTFM	Long-Term Financial Model
LTFP	Long-Term Financial Plan
MFMA	Municipal Finance Management Act
MTREF	Medium-Term Revenue and Expenditure Framework
NDP	National Development Plan
PDA	Priority Development Area
SDBIP	Service Delivery and Budget Implementation Plan
SDF	Spatial Development Framework
SPLUMA	Spatial Planning and Land Use Management Act
LED	Local Economic Development
MP	Master Plan

Phase 1

Introduction

1 Part 1: Introduction

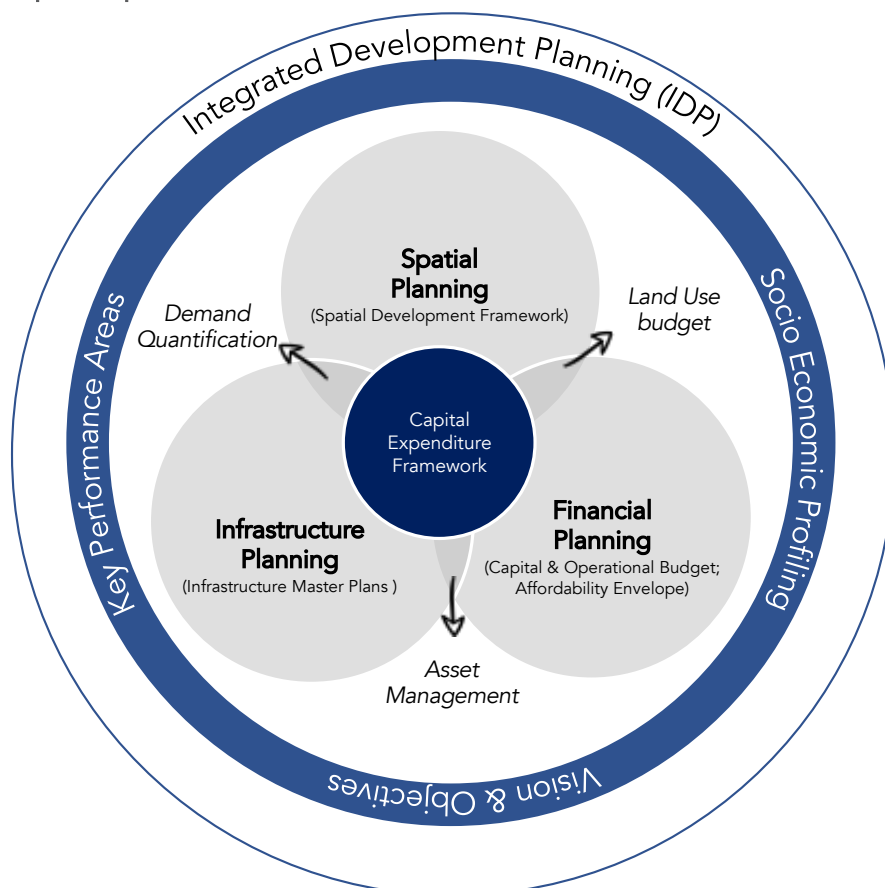
1.1 What is a Capital Expenditure Framework

According to the Department of Cooperative Governance and Traditional Affairs (COGTA) guidelines, a Capital Expenditure Framework (CEF) is a consolidated, high-level view of a municipality's long-term infrastructure investment needs. It ensures that infrastructure priorities are spatially aligned with municipal strategic objectives, budgetary realities, and development plans. The framework is grounded in principles of sustainability, financial feasibility, and strategic alignment, balancing immediate infrastructure needs with long-term development goals, the relationships between these spheres of planning and principles is illustrated in Figure 1–1.

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) mandates the inclusion of a CEF within a municipality's Spatial Development Framework (SDF). Specifically, Section 21(n) of SPLUMA requires that an SDF "determine a Capital Expenditure Framework for the municipality's development programmes, depicted spatially." This legislative requirement underscores the importance of integrating spatial planning with financial planning, ensuring that the spatial strategies articulated in the SDF are implemented through practical and affordable infrastructure investments.

A Capital Expenditure Framework links spatial development strategies with budgetary constraints and infrastructure demands. It provides a transparent mechanism for prioritising projects, promoting the efficient allocation of resources, and aligning capital expenditure with the municipality's long-term strategic vision.

Figure 1–1: The Capital Expenditure Framework within the built environment context



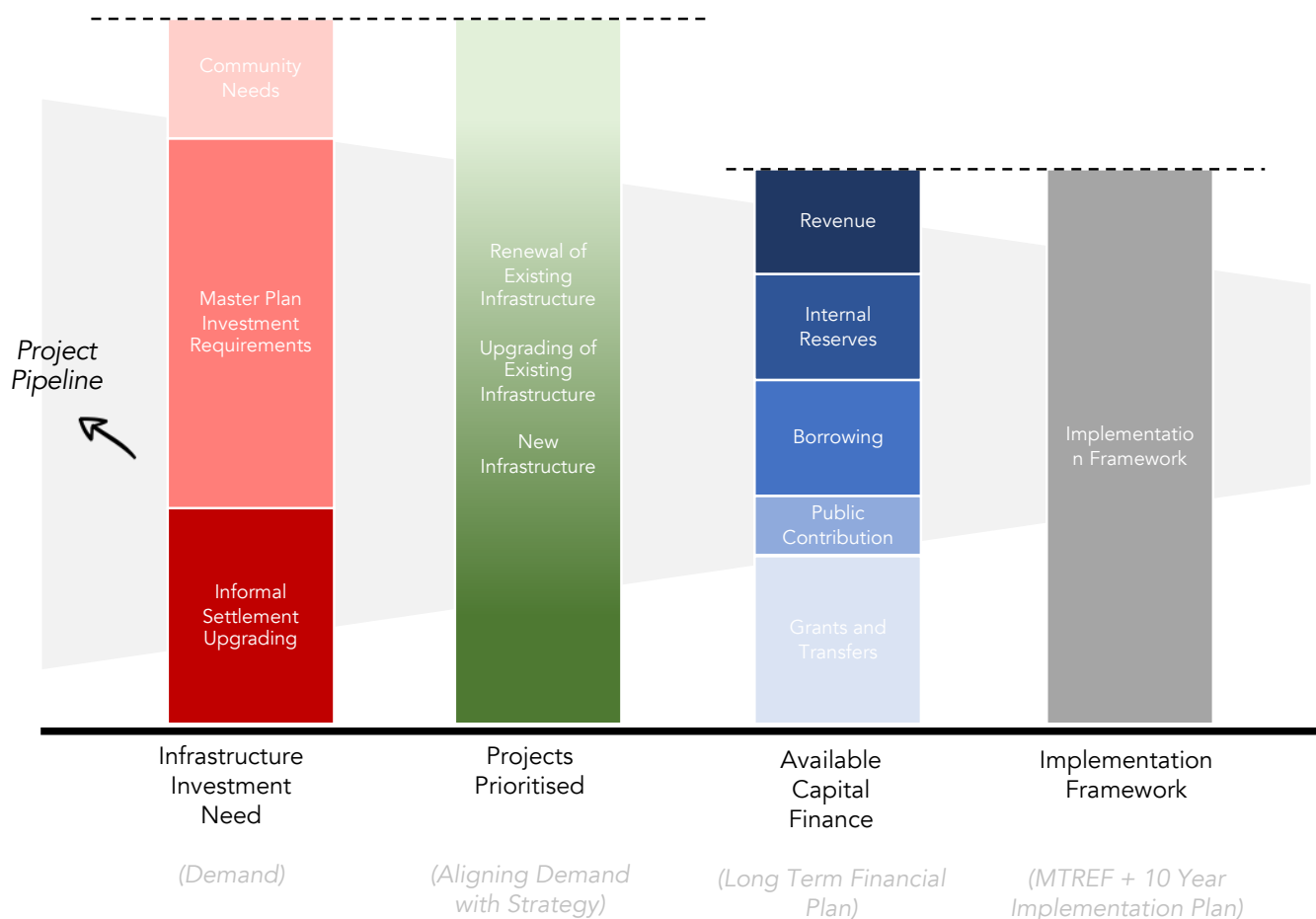
1.2 Aim of Capital Expenditure Framework

The aim of a Capital Expenditure Framework (CEF) is to create a structured and strategic approach to municipal infrastructure expenditure. The CEF is intended to align the municipality's spatial development strategies with its financial resources and capacity, ensuring that long-term growth and development objectives are achievable, and inform operational activities of a municipality.

A CEF aims to provide a municipality with the means to inform financial planning with infrastructure planning and spatial priorities identified in the Spatial Development Framework (SDF). It aims, furthermore, to establish a clear methodology for municipalities to evaluate, prioritise, and inform implementation processes of infrastructure projects within their affordability envelope, supporting both immediate and long-term development goals.

From Figure 1–2 one can see the illustration that infrastructure investment need, expressed as projects, usually exceeds available capital finance, and therefore it is an imperative for municipalities to partake in a prioritisation process to determine which projects are best aligned with the strategy of the municipality, together with a budget scenario process to determine which projects are affordable and should be implemented when.

Figure 1–2: Relationship between infrastructure investment needs, affordability envelope, prioritisation process, and budget scenario process



1.3 Objectives of Capital Expenditure Framework

The key objectives of a CEF is to:

- Socio-economic trends: Understand the socio-economic trends in a municipality over the long term;
- Quantify Infrastructure Needs: Assess and detail the municipality's long-term infrastructure requirements based on an SDF-informed land use budget, infrastructure standards, anticipated socio-economic growth, existing infrastructure, and backlogs;
- Align with the Spatial Development Framework (SDF): Translate the spatial vision and strategic priorities outlined in the SDF into priority development areas which informs prioritisation practices;
- Consolidate Infrastructure Demand: Create a comprehensive list of infrastructure projects across various sectors in line with the municipality's mandate, reflecting the municipality's overall infrastructure demands;
- Contextualise Financial Affordability: Integrate the municipality's affordability envelope, derived from the Long-Term Financial Model (LTFM), to ensure infrastructure expenditure are financially sustainable over the planning horizon;
- Facilitate Prioritisation: Establish a framework to evaluate and rank projects based on strategic alignment, socio-economic impact, and spatial targeting amongst others, ensuring that resources are allocated to the most critical and impactful projects;
- Determine a Budget Scenario: Offer a structured, evidence-based approach to infrastructure planning and budgeting, improving decision-making processes and accountability to stakeholders - amongst others, to indicate project-level responses per asset type per functional area;
- Enable Spatial Transformation: Direct infrastructure investments toward spatial transformation goals, focusing on reducing inequalities, improving access to services, and promoting inclusive economic growth, and;
- Bridge Short-Term and Long-Term Planning: Ensure a coherent link between the short-term MTREF cycles, Medium-term Integrated Development Plan (IDP) cycles and the municipality's long-term development vision, embedding sustainability and foresight into the planning process.

1.4 Role of the Capital Expenditure Framework as a policy instrument

The Capital Expenditure Framework (CEF) is a cornerstone of municipal planning, grounded in South Africa's legislative framework and designed to bridge the gap between long-term spatial development strategies and actionable infrastructure expenditure. The concept of the CEF was formalised under the Spatial Planning and Land Use Management Act (SPLUMA, Act 16 of 2013), specifically in Section 21(n), which mandates municipalities to determine a spatially referenced CEF as part of their Spatial Development Framework (SDF). This legislative requirement reflects the increasing emphasis on aligning planning and budgeting processes to address developmental challenges effectively.

Historically, the Constitution of South Africa laid the foundation for this alignment in Section 153, which directs municipalities to prioritise the basic needs of communities while promoting socio-economic development through structured planning and budgeting. The Integrated Development Plan (IDP) was

introduced as a mechanism to achieve this in the Local Government Transition Act (Act 209 of 1993), evolving through subsequent legislation, including the Municipal Systems Act (MSA, Act 32 of 2000). The MSA established the IDP as the principal planning instrument of local government, requiring it to incorporate a comprehensive financial plan and a Spatial Development Framework. This integration ensures that municipal resources are allocated effectively to achieve the long-term developmental vision.

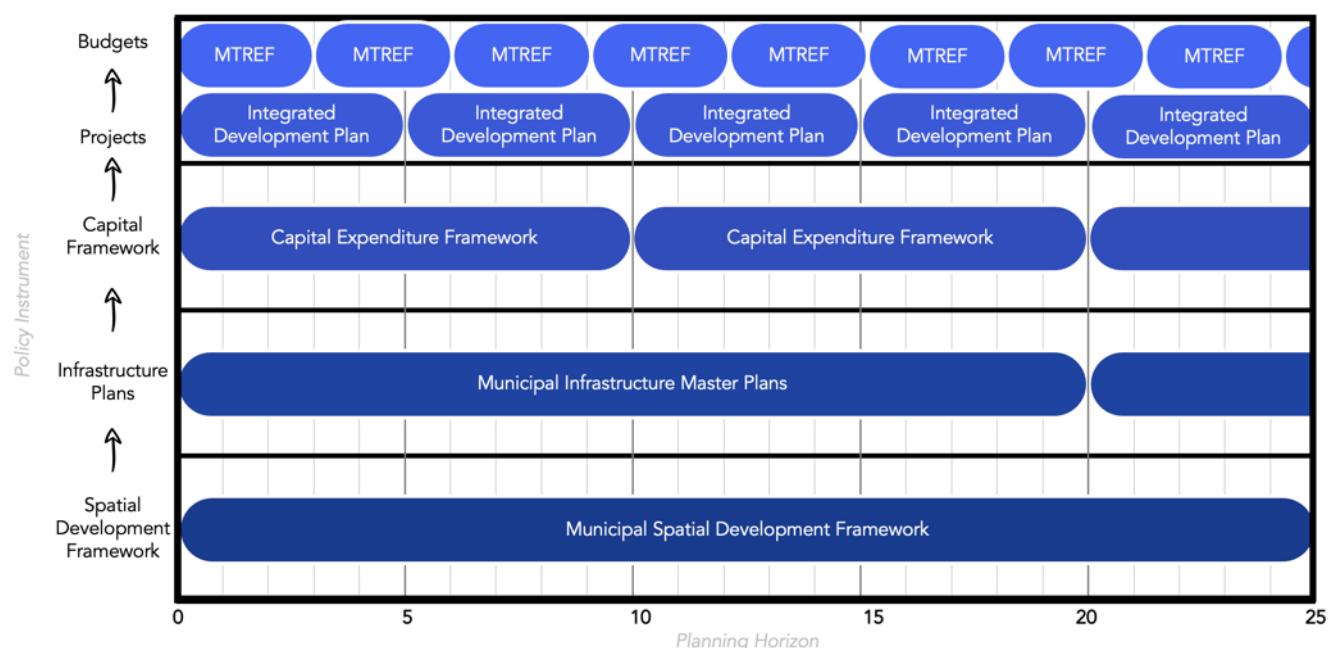
The CEF builds on these legislative imperatives by operationalising the SDF within the IDP framework. As a long-term (10-year) planning tool, the CEF quantifies infrastructure needs, consolidates them into prioritised project pipelines, and aligns them with the municipality's financial capacity as outlined in the Long-Term Financial Plan (LTFP). It ensures that infrastructure investments are not only spatially targeted but also financially sustainable, bridging the divide between visionary spatial strategies and practical implementation.

The CEF also plays a vital role in South Africa's Local Government Accountability Cycle, a governance framework defined by the Municipal Finance Management Act (MFMA, Act 56 of 2003). This cycle integrates planning, budgeting, and reporting processes to ensure transparency, accountability, and alignment with development priorities. Through informing the IDP, and so the Medium-Term Revenue and Expenditure Framework (MTREF), as well as the Service Delivery and Budget Implementation Plan (SDBIP), the CEF enables municipalities to stabilise their decision-making processes. It provides a consistent rationale for allocating resources, ensuring that both short-term operational needs and long-term developmental objectives are addressed.

Importantly, the CEF institutionalises long-term planning practices within municipalities. It encourages decision-makers to adopt a forward-looking perspective that considers future growth patterns, socio-economic trends, and financial constraints. This approach reduces the reactive nature of municipal budgeting, replacing it with proactive, evidence-based strategies that support equitable service delivery and spatial justice.

The CEF is a transformative policy instrument that integrates spatial, financial, and infrastructure planning within the legislative and operational frameworks of municipal governance. It strengthens the IDP as the single most strategic document of municipalities, ensures alignment with the SDF, and guides resource allocation through the MTREF and SDBIP. Through its structured and integrated approach, the CEF enables municipalities to achieve their developmental mandates while ensuring financial sustainability and fostering spatial transformation.

Figure 1–3: The relationship between policy instruments effecting the spatial form



1.5 Structure of this Capital Expenditure Framework

The structure of this report is outlined below to guide the reader through the key components of the Capital Expenditure Framework (CEF) and its alignment with municipal planning processes as well as the norms and standards of the CEF.

Table 1-1: Structure of this Capital Expenditure Framework

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 1: Inception and Information Gathering	Phase 1	To provide a contextualisation to the Capital Expenditure Framework. This phase comprises the inception process of the CEF as well as the information gathering process in which a comprehensive integrated infrastructure investment framework, or portfolio of projects, is collated.
Part 2: Functional Area and Spatial Category for Investment Planning Profiling and Spatial Demand Quantification	Phase 2a	This part introduces functional areas for priority investment which are defined and mapped to indicate the spatial strategy depicted in the MSDF (linked to the MSDF proposals). The identified functional areas are used to determine the future population, housing, and land demand based on existing socio-economic and related data which is used in the spatial demand quantification component.
Part 3: Infrastructure demand	Phase 2b	This part determines the investment requirements for each functional area, including operational and maintenance costs per asset class. The goal is to compare the optimal infrastructure requirements scenario with the known infrastructure demand based on current planning frameworks.
Part 4: Affordability Envelope	Phase 3	This part is a reflection of the municipality's financial health and long-term financial plan. Primarily it includes the results of the re-application of the long-term financial plan to determine the appropriate affordability envelope.
Part 5: Prioritisation and Budget Scenario	Phase 4	This part has a prioritisation framework that considers spatial, engineering, and financial factors to calculate a composite score indicating each project's relative importance in the pipeline. It also applies this framework to the budget fit process to determine how to allocate capital within the affordability envelope per project for the next 10 years.

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 6: Capital Expenditure Programme	Phase 5	This part is a breakdown of the 10-year capital expenditure framework. Essentially, it analyses the fitted project pipeline in terms of spatial alignment, asset type alignment, and other attributes to ultimately verify that the 10-year capital expenditure framework is in line with the strategic intent of the prioritisation framework and the MSDf objectives.
Part 7: Institutional Arrangements and Project Closeout	Phase 6	This phase comprises of a concluding chapter to the CEF, this part aims to identify areas of enhancement that will render the CEF not only as a compliance document but to solidify institutional change around the alignment of planning, engineering, and financial practices – with the ultimate aim to improve service delivery. Furthermore this phase contains a final close-out report detailing the project timeline and conclusions drawn.

Phase 4

Prioritisation Framework

2 Part 5: Prioritisation

2.1 Contextualisation

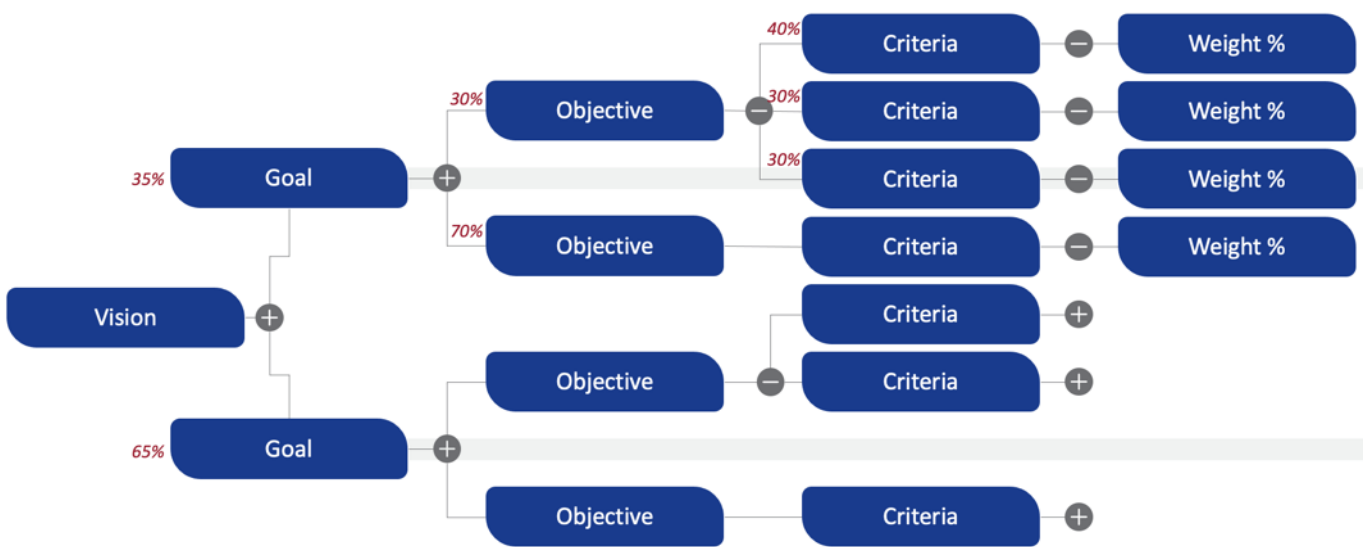
Prioritisation in a capital expenditure framework refers to the process of ranking and selecting investment projects based on their relative importance, measured in terms of their strategic alignment. This is typically done in order to ultimately allocate limited resources to the most deserving projects and ensure that the organisation's goals and objectives are met in the most efficient and effective manner.

Multi-criteria assessment frameworks are often used in prioritisation, as they provide a systematic and comprehensive approach to evaluating and comparing projects. These frameworks consider multiple dimensions or criteria that are relevant to the organisation, such as financial performance, strategic alignment, risk, and impact.

In a multi-criteria assessment framework, each project is rated against each criterion using a set of predefined weights and scales. The ratings are then combined to generate an overall score or rank for each project, which can be used to determine its priority. The selection of criteria and their relative importance is determined based on the specific goals and objectives of the organisation, as well as any relevant constraints or limitations.

Using a multi-criteria assessment framework can help organisations to make more informed and objective decisions about their capital expenditure priorities, by taking into account a wide range of factors and considering trade-offs between different criteria. This can lead to better alignment with strategic goals, improved allocation of resources, and increased return on investment.

Figure 2–1: Prioritisation Framework



2.2 Prioritisation Rationale

A prioritisation rationale is a written explanation that outlines the reasoning behind prioritising projects, initiatives, or investments. The criteria used in the prioritisation process and how each project was evaluated and ranked are detailed in the rationale. This document provides transparency and

accountability in the decision-making process and allows stakeholders to understand why certain projects were given priority.

The prioritisation rationale is influenced by the strategic goals and objectives of the municipality. It typically includes objectives, criteria, and weights associated to each. Having a clear prioritisation rationale can help build trust and support among stakeholders and serve as a reference for future decision-making. As the CEF is an extension of the municipal Spatial Development Framework (MSDF), it is key that the two documents are aligned. To align the documents key focus is placed on the municipality's SDF strategies. The rationale is an important tool for ensuring that resources are allocated in a way that aligns with the municipality's goals and objectives.

2.2.1 Objectives

The Stellenbosch prioritisation model is a framework used to evaluate and rank capital projects based on multiple criteria. The objectives of this model are as follows:

- **Strategic Focus Area Alignment:** This objective assesses how well a project aligns with the strategic focus areas identified by the municipality. This helps ensure that resources are being allocated to initiatives that support the municipality's overall goals and objectives.
- **Master Plan Alignment:** This objective evaluates how well a project aligns with the municipality's master plan, which outlines its long-term vision for growth and development. Projects that are in line with the master plan are given priority, as they support the municipality's overall direction.
- **Urban Edge Alignment:** This objective assesses how well a project aligns with the municipality's vision for the urban edge, which refers to the physical and functional boundaries of the city. Projects that are consistent with the vision for the urban edge are given priority as they help shape the city's future.
- **Adam Tas Corridor Alignment:** This objective evaluates how well a project aligns with the Adam Tas Corridor, which is a key transportation and development corridor in the city. Projects that support the Adam Tas Corridor are given priority, as they help to improve connectivity and support economic growth.
- **Beneficial Area Alignment:** This objective assesses the potential benefits a project will bring to the community, including economic, social, and environmental benefits. Projects that are expected to have a positive impact on the community are given priority, as they support the overall well-being of the city.

Figure 2-2: Prioritisation Objectives



2.2.2 Strategic Alignment

Prioritisation Objective	Primary Strategy Alignment	Secondary Strategy Alignment
Strategic Focus Area Alignment	Strategy 7: Enable private/community sector alignment Strategy 8: Focus on catalytic development areas	Strategy 3: Direct growth to specific areas
Master Plan Alignment	Strategy 3: Direct significant growth to designated areas Strategy 4: Clarify settlement roles and maintain identity	Strategy 6: Develop balanced, inclusive communities Strategy 8: Catalytic development areas
Urban Edge Alignment	Strategy 1: Maintain natural environment assets Strategy 3: Direct growth appropriately	Strategy 4: Maintain settlement identity Strategy 6: Positive relationship with nature and agricultural land
Adam Tas Corridor Alignment	Strategy 5: Balanced transport approach (regional mobility + local accessibility)	Strategy 8: Catalytic development areas along corridor
Beneficial Area Alignment	Strategy 6: Balanced, inclusive, serviced communities Strategy 1: Natural environment Strategy 2: Cultural heritage	All strategies contribute to community well-being.

2.3 Prioritisation Criteria

2.3.1 Strategic Focus Area Alignment

The Strategic Focus Area Alignment branch assesses the alignment of each capital project with the IDP strategic Focus Areas. The Strategic focus areas of Stellenbosch include:

- **Good Governance and Compliance:** This area focuses on ensuring that the municipality is run in a transparent and accountable manner, with processes and policies in place to ensure compliance with local and national regulations. This could include areas such as financial management, ethics, and corruption, and ensuring that all decision-making is in the best interest of the community.
- **Green and Sustainable Valley:** This area focuses on promoting sustainability and environmental responsibility in the municipality. This could include initiatives to reduce the municipality's carbon footprint, protect natural resources, and promote sustainable development practices.
- **Dignified Living:** This area focuses on improving the quality of life for all residents in the municipality. This could include initiatives to address poverty and inequality, promote affordable housing, and ensure access to basic services such as healthcare, education, and employment.
- **Safe Valley:** This area focuses on improving safety and security for residents in the municipality. This could include initiatives to reduce crime and improve emergency response times, as well as promoting community engagement and public safety awareness programs.
- **Valley of Possibility:** This area focuses on promoting economic growth and development in the municipality. This could include initiatives to attract investment, create jobs, and support small businesses and entrepreneurs.

2.3.2 Master Plan Alignment

The Master Plan Alignment branch evaluates the degree to which each capital project aligns with the various sector master plans. The sector master plan groupings include:

- Water Supply and Bulk Water
- Wastewater & Sanitation
- Strategic/IDP
- Stormwater
- Solid Waste and Environmental Management

- Roads and Transport
- Other/Miscellaneous
- Fleet and Equipment
- Council Resolutions and Governance

By prioritising projects emanating from the sector Master Plans, the municipality aims to leverage the expertise encapsulated within each masterplan. This is to take into consideration the comprehensive understanding of the needs, challenges, and opportunities in each sector, such as transportation, water, or housing. This information is utilised to develop a vision and goals for the sector that align with the overall development objectives of the municipality. By prioritising projects within the sector master plans, the municipality can focus its investment in areas that will have the greatest impact in achieving the desired outcomes for that sector.

Prioritising projects within sector master plans provides a clear and transparent process for decision-making, providing technical support and evidence-based information during the decision-making process. The process of prioritisation within the sector master plans involves considering the needs and constraints of the sector, as well as the available resources, which determine which projects should receive priority based on a set of criteria. This process helps to ensure that investments are made in a strategic and evidence-based manner and that they are aligned with the overall goals and objectives of the municipality.

2.3.3 Urban Edge Alignment

The Urban Edge alignment branch evaluates the degree to which each capital project aligns with the spatial boundary of the Urban Edge. Focusing investment within the urban edge is an important strategy for cities seeking to promote sustainable and equitable development. By taking advantage of opportunities in these areas, cities can help to create vibrant, liveable communities that meet the needs of all residents. It is further regarded as an important prioritisation criteria as it:

- Firstly, helps to mitigate urban sprawl and promote compact, sustainable development patterns. By investing in and revitalising areas along the urban edge, cities can encourage more efficient use of land, reduce the need for long commutes, and minimize the negative impacts of urbanisation on the environment.
- Secondly, the result of investing within the urban edge can help create new job opportunities and support local economic development. By developing and improving commercial, retail, and industrial centres within the urban edge, cities can attract new businesses and workers, which further drives economic growth and improves overall quality of life.
- Thirdly, by guiding investment spatially, it helps to address social and environmental challenges, such as poverty, crime, and environmental degradation. Improving housing, transportation, and other infrastructure in urban centres can enhance the safety and liveability of communities, thereby promoting the health and well-being of residents.

2.3.4 Adam Tas Corridor Alignment

The Adam Tas Corridor alignment branch evaluates the degree to which each capital project aligns to the spatial delineation of the Adam Tas Corridor. Projects within this area are given higher priority than

those outside of it. This is important for Stellenbosch, especially in terms of spatial planning, financial management, and infrastructure delivery:

- **Spatial Planning:** The alignment of the Adam Tas Corridor contributes to the development of a cohesive and integrated spatial development plan for the area. Prioritising projects within the corridor ensures that development takes place in an orderly and planned manner. This helps in avoiding haphazard and piecemeal development that can result in land-use conflicts, degradation of the environment, and reduced effectiveness of infrastructure investments.
- **Financial Management:** Prioritising projects within the Adam Tas Corridor alignment can also lead to cost savings and more efficient use of resources. By focusing on the corridor, it becomes possible to optimize the use of existing infrastructure and services, and to leverage economies of scale in the development of new infrastructure. This leads to a more cost-effective and efficient use of public funds.
- **Infrastructure Delivery:** Focusing investment within the Adam Tas Corridor ensures that adequate infrastructure is in place to support development. This includes both hard infrastructure, such as roads and water supply systems, as well as soft infrastructure, such as health and education services. By prioritising the development of infrastructure in the corridor, it becomes possible to provide the necessary support for sustainable and equitable growth and development in the area. This helps to create an enabling environment for economic growth and to improve the quality of life for residents and businesses in the area.

2.3.5 Beneficial Area Alignment

The Beneficial Areas Alignment evaluates the degree to which each capital project aligns with the various wards of the municipality. Capital investment is aligned based on the following three arguments, using wards:

- **Community Impact:** Wards align capital projects to impactful areas by allowing a localised approach to identifying the community's areas of greatest benefit. This enables decision-makers to prioritise projects that are expected to bring significant benefits to the people living in a particular ward, improving their quality of life and supporting the overall well-being of the city.
- **Equity and Fairness:** By aligning capital projects with wards, the prioritisation process ensures that investment is distributed equitably across the city. Projects that bring significant benefits to underserved or marginalised communities are given priority, reducing disparities, and promoting a more equitable and just society.
- **Data-Driven Decision-Making:** Using ward-level data benefits the prioritisation process by allowing for an informed and data-driven decision-making approach. Considering the specific locational attributes of capital projects, and their alignment to each ward, decision-makers can make more informed and strategic investment decisions, leading to better outcomes for the community and the municipality.

2.4 Prioritisation Tool

2.4.1 A Multi-Criteria Assessment Framework Approach

A multi-criteria assessment framework is a decision-making tool that helps in evaluating different options based on multiple criteria. It involves a step-by-step process that assigns scores to each alternative based on its performance against the criteria. The scores are then converted into points for each criterion and

project. The weightage of each criterion is pre-determined using a points system, where a higher number indicates a greater level of importance.

By applying this framework, decision-makers can assess multiple options objectively, based on their performance against various criteria. It helps in identifying the most suitable option that meets the needs of the organisation or project. This approach also ensures transparency in the decision-making process, as the criteria and weightage assigned to each criterion are clearly defined beforehand.

The outcome of a multi-criteria assessment framework is a set of scores or rankings for each alternative being evaluated, based on their performance against multiple criteria. The scores are typically presented as a set of numbers, where each number represents the performance of a specific alternative on a particular criterion.

2.4.2 Determining Prioritisation Results

Determining prioritisation results is a critical step in decision-making, ensuring that projects or initiatives are assessed fairly and systematically. A structured approach helps stakeholders align their decisions with strategic goals, ensuring transparency and objectivity. The process involves defining preferences, establishing criteria, collecting relevant data, and ultimately ranking projects based on their importance. The following table outlines the key steps involved in determining prioritisation results using a multi-criteria assessment framework.

Table 2-1: Prioritisation Methodology

Step	Description
Step 1: Define The Relative Preferences for Each Goal That Was Set Out	Weights for relative preferences should be determined through stakeholder consultations to prioritise goals. In some cases, all goals may be given equal weight to reflect their equal importance.
Step 2: Define Relative Preferences for Each Objective That Was Set Out	Objectives contribute differently to achieving a goal, with some being more significant than others. This step ensures that prioritisation is based on principles rather than the merits of individual projects, allowing for a fair comparison of all projects.
Step 3: Set-Up Each Criterion to Evaluate Relative Importance	Evaluation criteria are established based on performance indicators, spatial, qualitative, or quantitative measures. The goal is to ensure fairness by avoiding discrimination and allowing all projects an equal opportunity for assessment.
Step 4: Data Collection & Standardisation	The availability of relevant data is crucial for assessment. If specific data is unavailable, proxy criteria can be used. Essential data include project name, implementing department, scope, spatial details, cost, and duration.
Step 5: Calculate Score	Once criteria, weights, and evaluation measures are set, projects are assessed within the multi-criteria assessment framework. This process ranks them from most important to least important based on their attributes.
Step 6: Assess Outcome	This final step allows decision-makers to calibrate the model to ensure reliability and validity. Adjustments may be made to enhance the accuracy and fairness of the prioritisation results.

2.5 Prioritisation Results

The Capital Prioritisation Model (CPM) is a critical tool used by municipalities to identify and rank capital projects based on their potential impact and benefit to the community. Prioritising capital projects is a critical process that involves identifying and ranking impactful projects for government investment. This helps allocate resources and focus efforts on the municipality’s strategic overview. This section will discuss the relative ranking resulting from the CPM.

2.5.1 Project Distribution

The visualisation and analysis of prioritised projects through score distribution is a valuable technique. By examining score distributions, we can detect data trends and patterns, while also pinpointing potential gaps or biases requiring attention. One metric used to gauge distribution is skewness, which measures the degree of asymmetry in the data. A perfectly symmetrical distribution yields a skewness of zero. Conversely, positive skewness signifies a rightward skew, indicating a longer tail on the positive side of the axis.

Within the context of project scores, a positive skewness suggests a preponderance of projects with lower scores and fewer with higher scores. This is typical of the start-up effect (running the model for the first time) and might indicate the necessity for standardising data collection procedures and ensuring uniform evaluation criteria for all projects. Additionally, it could point toward the need for an extra criterion to bolster the prioritisation process. However, it's crucial to emphasise that achieving a normal distribution of scores is of paramount importance. Achieving a normal distribution of scores is crucial for several reasons. Normal distributions, well-understood in statistics, offer predictability for estimating probabilities and making inferences about project outcomes. They enable fair project comparisons, aid balanced decision-making, and support efficient resource allocation. Additionally, striving for a normal distribution encourages an ongoing evaluation process refinement, identifying and rectifying biases or inconsistencies, ultimately leading to improved decision quality.

Ultimately, comprehending the skewness of the score distribution empowers municipalities to enhance project planning practices and optimise resource allocation. Figure 2-3 illustrates the project score distribution for the Municipality.

Figure 2-3: Project Score Distribution

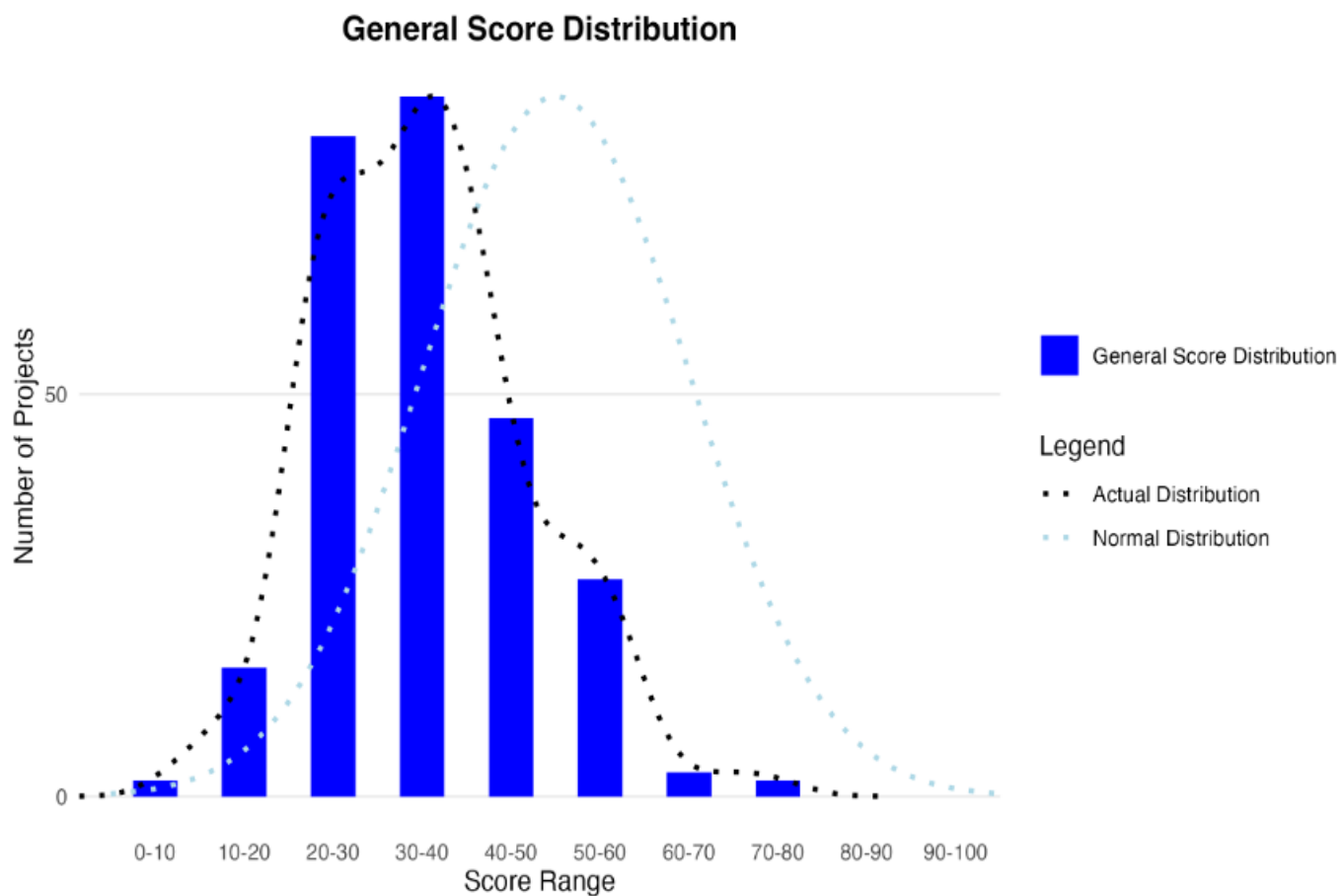


Table 2-2: Project Score Distribution

Score Range	Total Projects
0-10	2
10-20	16
20-30	82
30-40	87
40-50	47
50-60	27
60-70	3
70-80	2
80-90	0
90-100	0

The following observations can be made from Figure 2-3 and Table 2-2:

The distribution of prioritisation scores across the project portfolio reveals important patterns regarding strategic alignment, framework calibration, and the municipality’s ability to advance infrastructure investments that support its spatial and development objectives. The analysis assesses how projects performed against the multi-criteria prioritisation framework, highlighting concentrations of higher-scoring projects, the characteristics of lower-scoring initiatives, and the implications for capital investment decision-making. Key observations are outlined below:

- The scoring distribution demonstrates a clear concentration of projects within the middle ranges of the prioritisation spectrum, with the largest share of projects falling between 20 and 40 points. Specifically, 82 projects fall within the 20–30 range and 87 projects within the 30–40 range, representing the dominant portion of the portfolio. This pattern suggests that a significant share of

projects demonstrate partial alignment with the strategic criteria, performing well in certain dimensions while showing weaker linkages in others.

- A further grouping of projects is observed within the 40–60 range, comprising 47 projects scoring between 40–50 and 27 projects between 50–60. These projects represent initiatives with stronger strategic alignment and clearer connections to municipal spatial priorities, service delivery requirements, or development objectives. While smaller in number compared to the mid-range cohort, these projects demonstrate a higher degree of alignment with the prioritisation framework.
- Only a limited number of projects achieve scores above 60 points, with three projects in the 60–70 range and two projects in the 70–80 range. The absence of projects above 80 points indicates that very few initiatives demonstrate consistently strong performance across all prioritisation criteria. This outcome reflects the rigorous application of the multi-criteria framework, where high scores require strong alignment across spatial targeting, service delivery impact, financial considerations, and broader municipal policy objectives.
- At the lower end of the distribution, 18 projects fall below the 20-point threshold, including two projects in the 0–10 range and 16 projects in the 10–20 range. These projects likely reflect initiatives with limited alignment to the prioritisation criteria or projects addressing operational or administrative requirements without strong spatial or strategic justification. The relatively small proportion of projects in this range indicates that most initiatives demonstrate at least a baseline level of strategic relevance within the portfolio.
- The overall distribution exhibits a moderate positive skew, with the majority of projects concentrated in the 20–40 range and progressively fewer projects achieving higher scores. This pattern is typical when a prioritisation model is applied across a broad portfolio of projects for the first time, as scoring depends heavily on the completeness and consistency of project information. Over time, as project definitions are refined and data inputs become more standardised, the distribution is likely to evolve toward a more balanced profile.
- From a capital planning perspective, the distribution provides important guidance for investment decision-making. Projects in the higher scoring ranges represent the strongest candidates for advancement within the capital programme, while projects in the mid-range require further consideration regarding sequencing, timing, and alignment with available funding. Lower-scoring projects should be reviewed to determine whether they require additional strategic justification, improved project definition, or repositioning within the municipality's planning frameworks.

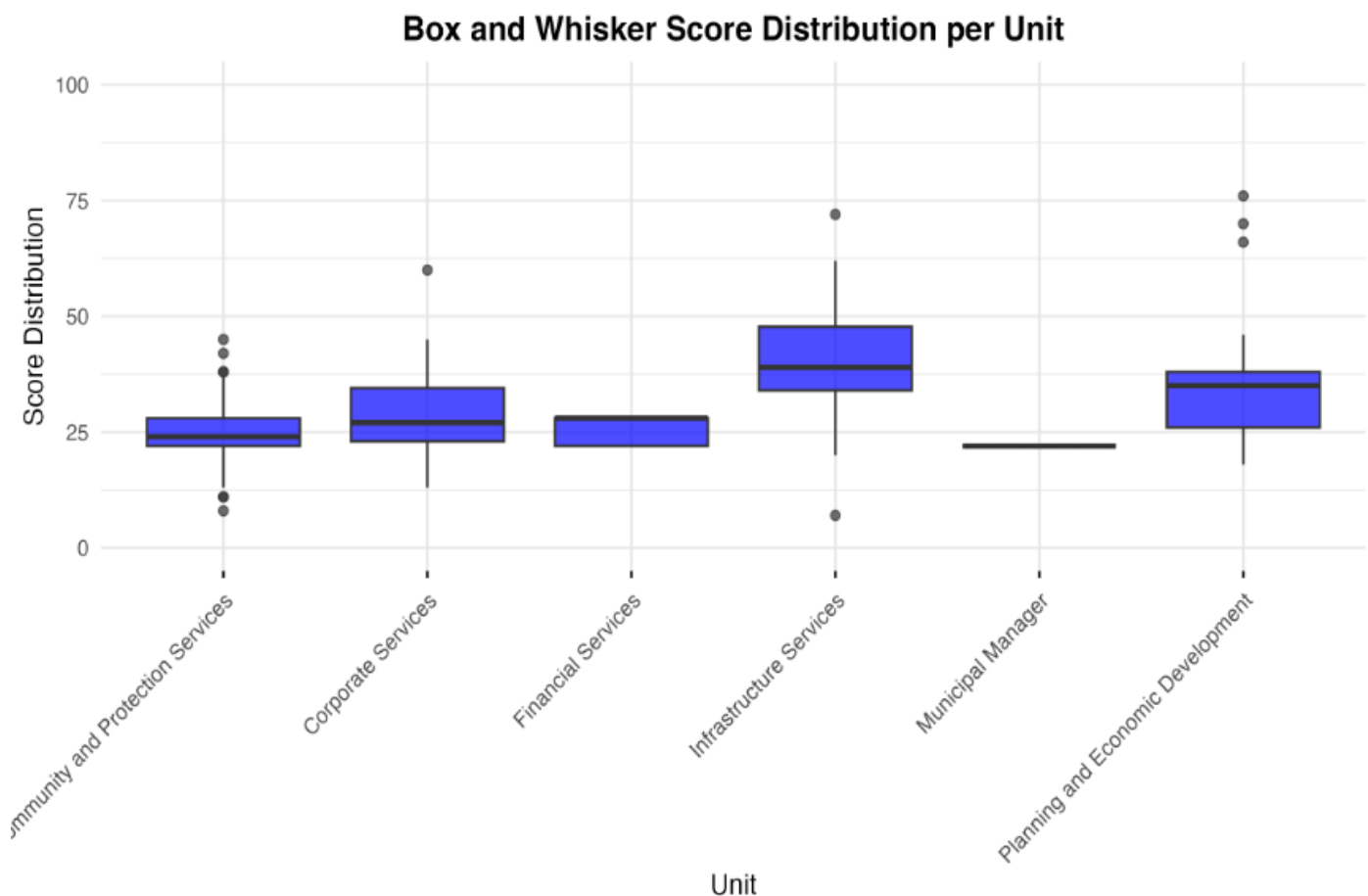
The prioritisation results demonstrate that while a limited number of projects exhibit very high strategic alignment, the majority of the project portfolio occupies the middle ranges of the scoring framework. This outcome highlights the role of the prioritisation process in differentiating between competing infrastructure investments and provides a structured and transparent basis for determining which projects should be advanced within the municipality's capital expenditure programme.

2.5.2 Project Score Distribution Across Units

Comparing project scores within the Municipality serves to discern projects that closely align with the strategic goals and rationale of the Municipality. The visual representation in Figure 2-4 employs a box and whisker diagram to portray the composite project scores spanning the entire Municipality. This diagram is a powerful visual aid that effectively condenses a range of data points into a coherent summary. This graphical representation provides insight into several key aspects of the data. It highlights the median score of a given unit, along with the spectrum between the minimum and maximum scores. Furthermore, it visually conveys the distribution of scores encompassed between the 25th and 75th

percentiles. The "x" symbol corresponds to the unit's average score. Meanwhile, the endpoints of the whiskers extend to indicate the maximum and minimum scores. In this diagram, projects that fall within the range of scores spanning from the minimum value to the 25th percentile are positioned along the lower whisker. Conversely, projects with scores ranging from the maximum value to the 75th percentile find their place along the upper whisker and within the box section of the diagram.

Figure 2-4: Score Distribution per Unit



The following observations can be made from Figure 2-4:

The box and whisker plot illustrates the distribution of prioritisation scores across municipal units, providing insight into the relative strategic alignment of projects and the variability of performance across organisational functions. The analysis highlights how project scores cluster within each unit, identifies the degree of variability in project performance, and reveals structural differences between service delivery units and administrative functions. Key observations are noted below:

- The score distribution indicates clear variation between municipal units in terms of strategic alignment. Infrastructure Services demonstrates the highest median score, approximately in the upper-30 to low-40 range, with the interquartile range concentrated roughly between the mid-30s and mid-40s. This pattern indicates that the majority of infrastructure-related projects demonstrate stronger alignment with the prioritisation framework relative to other units. Planning and Economic Development follows with a median score in the low-to-mid-30 range, with several higher-scoring outliers extending well above 60 points, reflecting the presence of projects with strong spatial and strategic alignment.
- Corporate Services and Financial Services display median scores clustered within the mid-20 range, indicating moderate alignment with the prioritisation criteria. Corporate Services exhibits a slightly

broader distribution, including a notable higher-scoring outlier approaching approximately 60 points, suggesting that while most initiatives are operational in nature, certain projects demonstrate stronger strategic alignment. Financial Services, by contrast, shows a relatively narrow range of scores centred around the mid-20 range, reflecting a portfolio largely composed of operational or support-oriented projects.

- Community and Protection Services demonstrates a similar distribution pattern, with a median score in the mid-20 range and moderate variability across projects. The presence of several higher-scoring observations above the interquartile range indicates that some projects within this unit demonstrate stronger alignment with strategic criteria, although the majority fall within the moderate scoring band of the prioritisation framework.
- The Municipal Manager portfolio displays the lowest and most concentrated score distribution, with a median score around the low-20 range and very limited variability. This reflects the small number of projects within this portfolio and the administrative nature of these initiatives, which typically lack strong spatial targeting or direct infrastructure delivery components.
- Distinct functional groupings emerge when considering the distribution of scores across units. Service delivery-oriented units, particularly Infrastructure Services and Planning and Economic Development, demonstrate relatively higher median scores and greater variability, reflecting projects linked to infrastructure investment, spatial development priorities, and sector master planning. Operational and administrative units, including Financial Services, Corporate Services, and the Municipal Manager portfolio, cluster within lower score ranges due to the nature of their projects, which primarily support internal municipal operations rather than direct service delivery infrastructure.
- The observed distribution pattern highlights the effectiveness of the prioritisation framework in differentiating between projects with strong strategic and spatial alignment and those that serve primarily administrative or operational functions. Infrastructure and spatial planning portfolios tend to achieve higher prioritisation scores due to their direct contribution to service delivery, spatial targeting, and development objectives, while internal support projects naturally score lower within a framework designed to prioritise infrastructure investment and spatial transformation.

The box and whisker analysis demonstrates that the distribution of scores across municipal units reflects the differing functional mandates within the municipality. Units responsible for infrastructure delivery and spatial planning exhibit stronger alignment with the prioritisation framework, while administrative units cluster within lower score ranges due to the operational nature of their project portfolios. This distribution confirms that the prioritisation framework effectively differentiates between project types and provides a credible basis for evidence-based capital investment decision-making.

2.5.3 Project Score Analysis: Score per Unit

The prioritisation model is used to rank projects in order of importance. To validate the model, the distribution of scores of projects must be considered. A fair score distribution should show a gradual increase in the number of projects as the score increases. A clustered distribution of scores could indicate bias within the model or an underrepresentation of data attributes. For example, if most projects do not have a location or a budget, then most projects will score low, resulting in a clustered distribution – even if the model is well calibrated. Figure 2-5 illustrates the score per project for all Units.

Figure 2-5: Score per Project for All Units

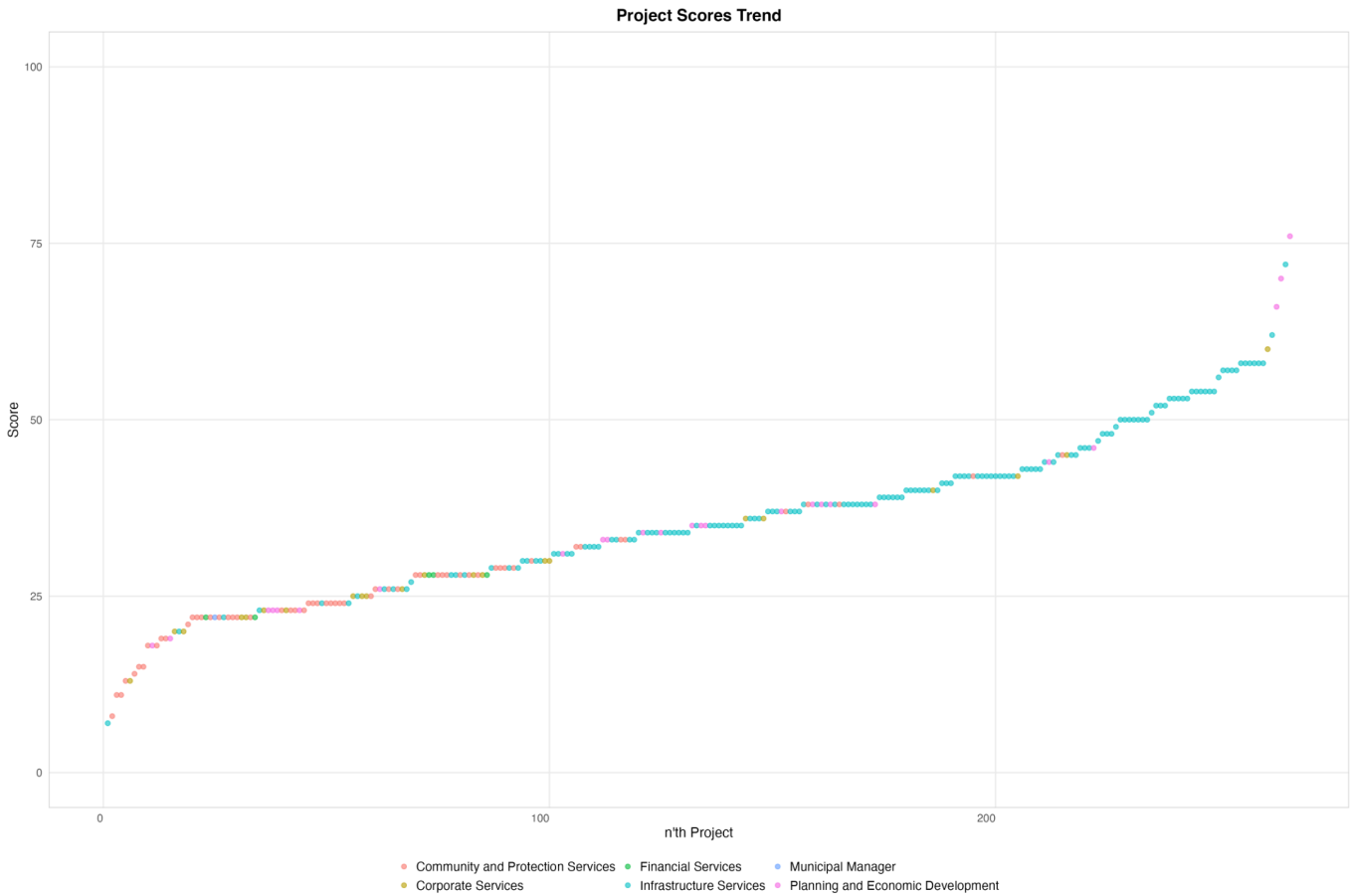
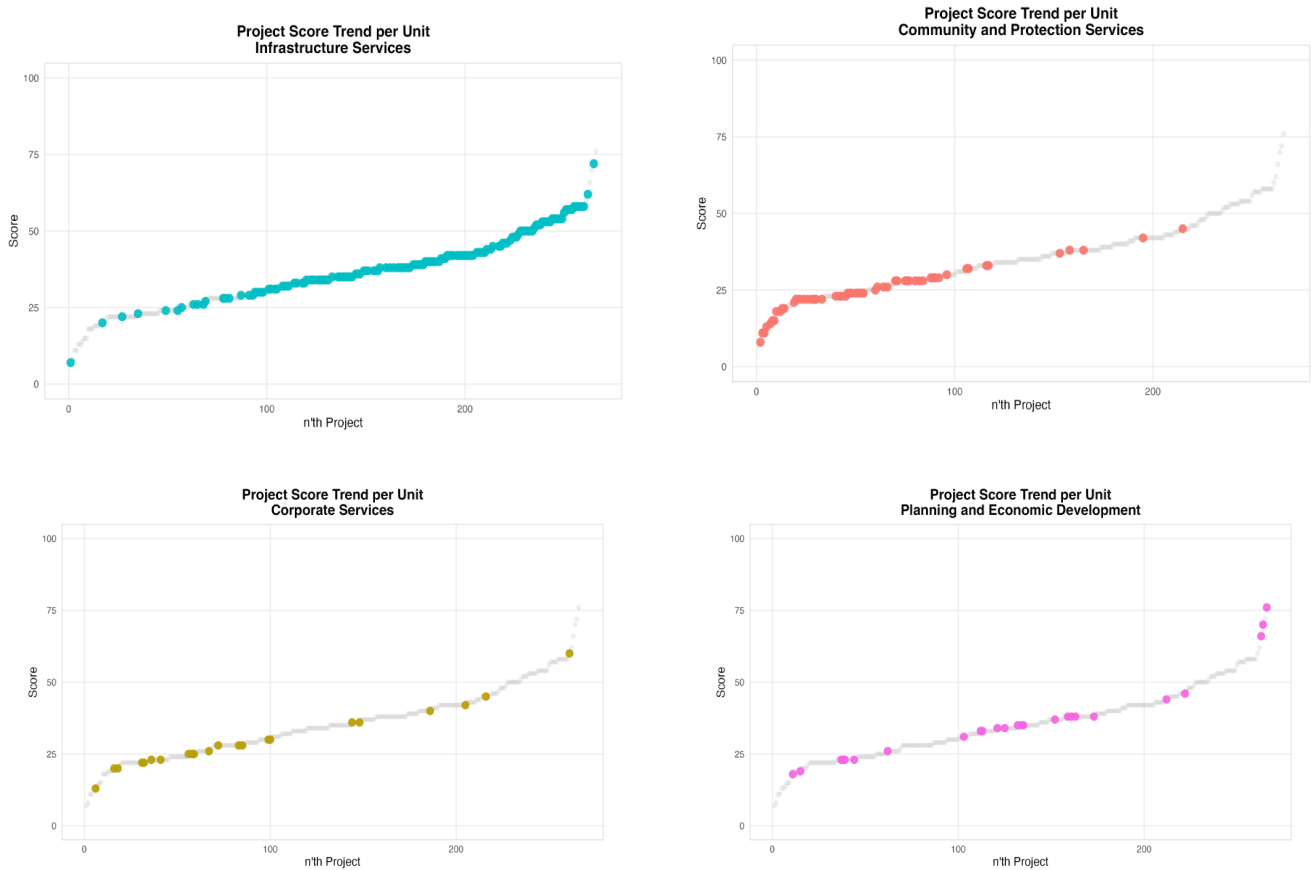
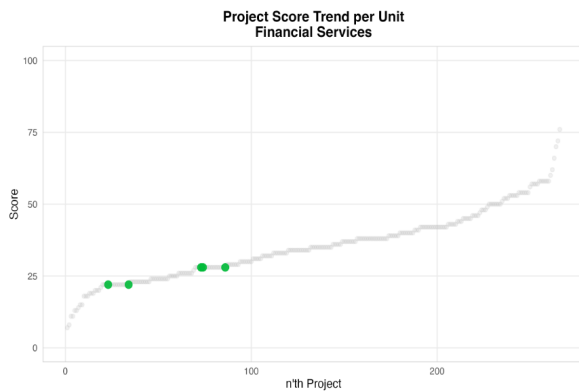
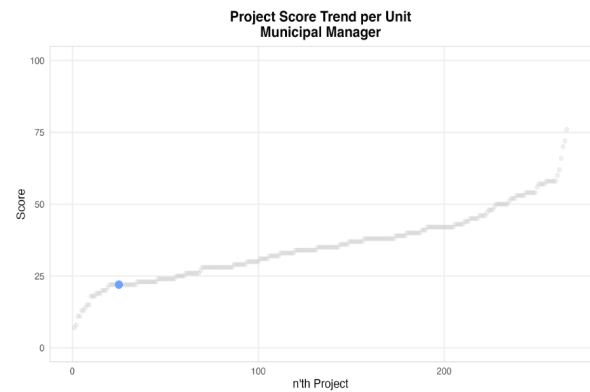


Figure 2-6: Score per Project for All Units - split per Unit





The following observations can be made from Figure 2-5 and Figure 2-6:

The progression of project scores across municipal units provides an additional validation of the prioritisation model by illustrating how projects are ranked according to their strategic alignment. Examining the score progression allows the municipality to assess whether the model differentiates projects gradually and fairly, or whether clustering patterns suggest potential gaps in project data or evaluation criteria. The analysis presented in Figure 2-7 evaluates the score progression both across the overall portfolio and within individual municipal units. Key observations are outlined below:

- The overall project score trend demonstrates a smooth upward progression from approximately 7 to 75 points, forming a gradual S-curve pattern across the full project portfolio. This progression indicates that the prioritisation model differentiates projects incrementally rather than clustering scores within narrow bands. The absence of abrupt jumps or dense clustering confirms that the multi-criteria framework is effectively capturing varying levels of strategic alignment across the project portfolio.
- Units managing larger project portfolios exhibit broader score distributions, reflecting the diversity of projects evaluated within those functions. Infrastructure Services demonstrates the widest range of scores, extending from low-scoring operational initiatives in the lower ranges to high-scoring strategic infrastructure projects approaching the upper-70 range. Community and Protection Services and Planning and Economic Development display similar gradual progressions, confirming that projects within these service-delivery functions vary substantially in their alignment with spatial, technical, and service delivery priorities.
- Units with smaller capital portfolios demonstrate narrower score distributions, reflecting the functional nature of their project portfolios rather than limitations in the prioritisation framework. Financial Services and the Municipal Manager portfolio each contain only a limited number of projects, resulting in a more constrained score progression. These projects generally fall within the lower to mid-range of the scoring spectrum, which is consistent with their administrative and institutional focus rather than direct infrastructure delivery.
- Corporate Services presents a moderate spread of scores with a gradual upward progression. While many of its projects are operational in nature, the presence of higher-scoring projects indicates that certain initiatives—particularly those related to institutional capacity, ICT systems, and municipal facilities—demonstrate stronger alignment with the prioritisation criteria.
- Importantly, no units display significant score clustering within a single band, which would typically indicate incomplete data inputs or poorly calibrated evaluation criteria. Instead, the score progression across all units demonstrates consistent incremental increases, suggesting that project data inputs are sufficiently complete to enable meaningful differentiation between initiatives.

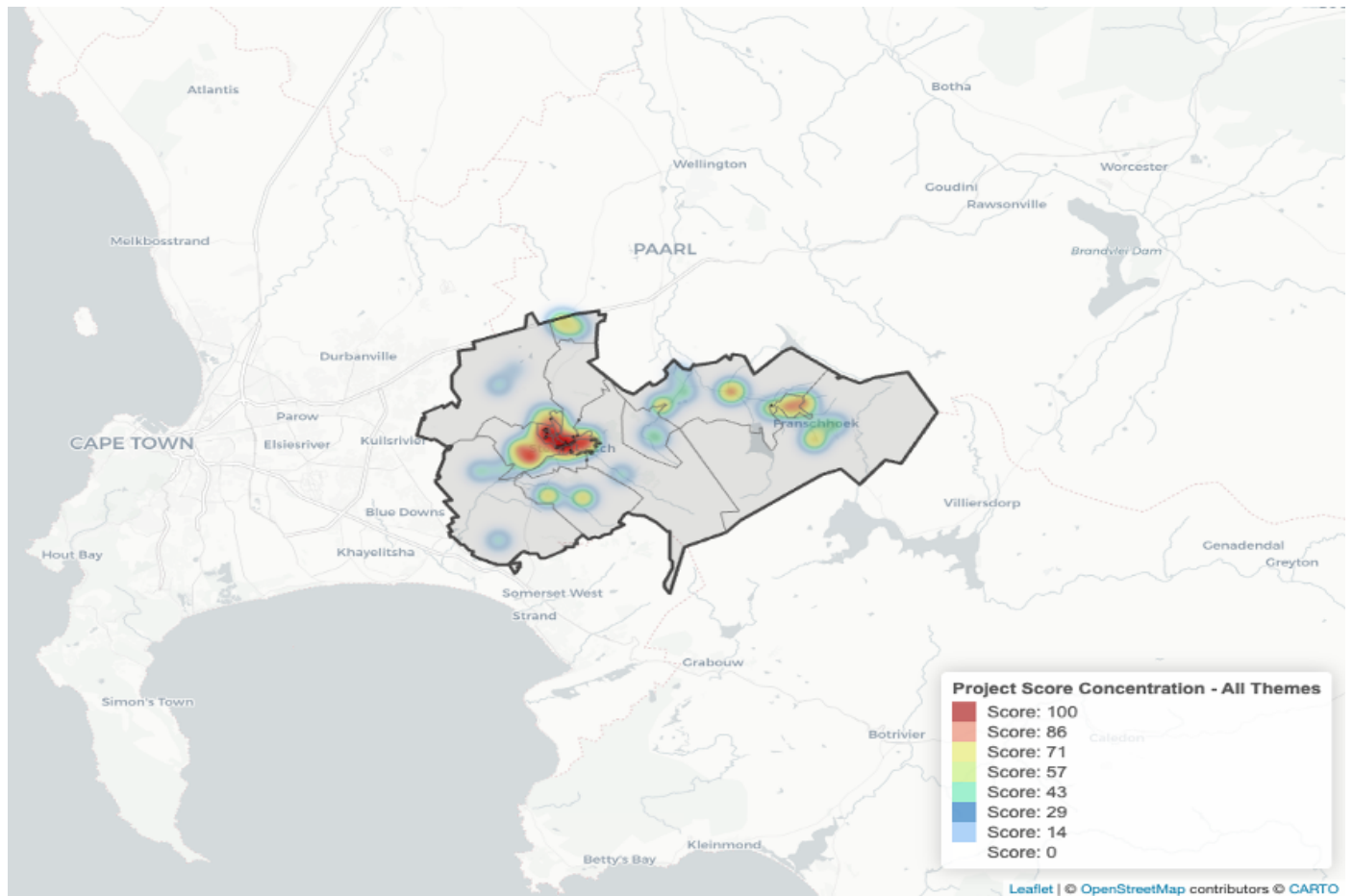
- The gradual score progression across the portfolio confirms that the prioritisation model is functioning as intended. Projects with stronger spatial targeting, infrastructure impact, and service delivery outcomes achieve higher scores, while projects with more limited strategic alignment occupy the lower ranges of the distribution. This pattern reinforces the ability of the model to distinguish between projects based on their contribution to municipal development objectives.

The project score progression analysis therefore validates the effectiveness of the prioritisation model in assessing strategic alignment across the municipal project portfolio. The smooth progression of scores across units confirms that the framework differentiates projects based on genuine strategic merit rather than artificial clustering. This provides confidence that the prioritisation results form a reliable basis for evidence-based capital investment decision-making and the subsequent alignment of projects with the municipality's long-term financial planning framework.

2.5.4 Spatial Alignment

The prioritisation tool provides a significant advantage in that it allows for both alphanumeric and spatial data analytics. This means that spatial inputs can be used to prioritise projects, allowing for a more targeted approach. As per Section 152 (1) (b), (c), and (d) of the Constitution, a municipality is obligated to ensure sustainable provision of services to communities, foster social and economic development, and create safe and healthy environments. Section 152 (2) further emphasises that a municipality must endeavour, within its financial and administrative capacities, to realise the goals outlined in Section 152 (1). Given the prevailing developmental pressures in South Africa, notably the scarcity of resources to meet municipalities' infrastructure demands, this scenario is coupled with the constitutional framework and other planning documents. Consequently, the principle of spatial targeting has been adopted. Spatial targeting involves a deliberate concentration of efforts within a specific spatial area to attain a particular desired outcome or objective. Ultimately, the use of spatial data analytics in the prioritisation process helps to ensure that resources are allocated efficiently and effectively, resulting in more equitable and sustainable development. Figure 2-7 represents the concentration of scores of projects spatially.

Figure 2-7: Generalised Spatial Representation of Project Scores



The following observations can be made from Figure 2-7:

The integration of spatial data analytics within the prioritisation framework enables the municipality to assess how capital projects align with spatial development objectives and service delivery priorities. The spatial distribution of project scores provides insight into the geographic concentration of higher-scoring initiatives and the extent to which the prioritisation framework supports the strategic direction of the Municipal Spatial Development Framework (MSDF). Key observations are noted below:

- The combined thematic heatmap indicates a clear concentration of higher-scoring projects within the Stellenbosch urban core and its surrounding urbanised areas. The most intense clustering occurs within the central Stellenbosch area and the Adam Tas development corridor, with an additional notable concentration in Franschhoek. These locations correspond with established urban settlements and key economic nodes identified in the MSDF, suggesting that projects located within these areas tend to demonstrate stronger alignment with spatial development priorities, infrastructure capacity, and service demand.
- Secondary clusters of project activity are visible across other parts of the municipal area, particularly around Franschhoek and portions of the greater Stellenbosch urban region, as well as smaller isolated nodes distributed throughout the municipal area. These clusters indicate that capital investment proposals are generally aligned with existing settlement structures where population density, infrastructure networks, and economic activity are concentrated.
- Lower-intensity project concentrations are visible across peripheral and rural portions of the municipality, where projects appear more dispersed spatially. These areas display fewer high-scoring initiatives, which reflects the nature of spatial prioritisation criteria that favour settlement consolidation, infrastructure efficiency, and proximity to established service networks. Projects in

these areas may therefore score lower in spatial alignment despite addressing important local service delivery needs.

- The spatial distribution observed in the heatmap reflects a pattern of investment broadly aligned with the municipality's spatial development approach of reinforcing existing urban settlements and strategic development corridors. The concentration within the Stellenbosch urban core and along the Adam Tas corridor is particularly significant, as this corridor represents a key spatial restructuring and economic development focus area within the municipality's long-term planning framework.
- Importantly, the spatial distribution does not suggest the exclusion of rural or peripheral areas. Rather, it illustrates the natural outcome of a prioritisation framework that rewards projects demonstrating stronger spatial integration, population service potential, and alignment with identified development nodes. Projects located in lower-density areas remain present in the portfolio but typically achieve lower composite scores due to the structure of the spatial criteria.

The spatial heatmap analysis indicates that higher-scoring projects tend to cluster within established settlements and strategic development corridors across the Stellenbosch municipal area. This pattern suggests that the prioritisation framework successfully integrates spatial considerations into the capital investment assessment process, supporting infrastructure investment decisions that reinforce the municipality's spatial development objectives while maintaining a balanced distribution of projects across the broader municipal area.

2.6 Concluding Remarks

The multi-criteria assessment framework demonstrates strong effectiveness as a capital expenditure prioritisation tool, supporting the differentiation of projects based on strategic alignment while maintaining fairness across the municipal project portfolio. The overall score distribution, together with the smooth progression of project scores across the scoring range, confirms that the model functions without systematic bias. The concentration of projects within the moderate score ranges indicates that a substantial portion of the municipal capital portfolio demonstrates meaningful alignment with Integrated Development Plan (IDP) priorities and Municipal Spatial Development Framework (MSDF) spatial objectives.

Differences in scoring patterns between municipal units reflect expected functional characteristics rather than inconsistencies in the assessment framework. Infrastructure Services demonstrates the strongest overall performance, reflecting the spatially targeted nature of infrastructure investments and the alignment of many projects with sector master plans and service delivery priorities. Planning and Economic Development similarly demonstrates relatively strong performance due to the strategic significance of spatial planning, housing, and economic development initiatives within the municipal development agenda. By contrast, portfolios such as Financial Services and the Municipal Manager reflect lower average scores, which is consistent with the administrative and institutional nature of projects within these units that typically have limited spatial targeting or direct infrastructure delivery impact.

Spatial analysis further supports the validity of the prioritisation outcomes. The heatmap of project scores illustrates a clear concentration of higher-scoring projects within the Stellenbosch urban core and surrounding settlement areas, with notable clustering along the Adam Tas development corridor and within the Franschhoek node. These areas correspond with key development nodes and corridors identified in the MSDF, indicating that projects located within established settlements and priority growth

areas tend to achieve stronger alignment with spatial development objectives and infrastructure investment criteria. The spatial distribution, therefore, demonstrates how the prioritisation framework supports the translation of spatial policy into investment decision-making.

The analysis also highlights several opportunities to strengthen future prioritisation cycles. Improved completeness of project data, particularly spatial coordinates, implementation timeframes, and indicative cost estimates, would enhance the precision of the scoring process. Periodic review of assessment criteria would ensure continued alignment with evolving municipal priorities, including climate resilience, renewable energy transitions, and digital infrastructure development. Greater integration of lifecycle cost considerations would further strengthen the framework by balancing capital investment requirements with long-term operational affordability. Institutionalising the multi-criteria prioritisation approach within the municipality's annual capital budgeting process would reinforce consistent, transparent and evidence-based decision-making, support the efficient allocation of limited financial resources while advance the municipality's long-term development objectives.

Annexure

Unit	Department	Project Name	Project Score
Community and Protection Services	Cemeteries	Vehicle Fleet: Cemeteries	24
Community and Protection Services	Cemeteries	Vehicle Fleet: Cemeteries	24
Community and Protection Services	Cemeteries	Calcatta Memorial Park	21
Community and Protection Services	Community Development	Furniture, Tools & Equipment: Comm Development	18
Community and Protection Services	Community Development	Social Relief Distress Vehicle	11
Community and Protection Services	Community Development	Upgrading: Early Childhood Development Centres on Municipal Land	11
Community and Protection Services	Community Services: Library Services	Library Books	29
Community and Protection Services	Community Services: Library Services	Upgrade Stellenbosch Library	26
Community and Protection Services	Community Services: Library Services	Vehicles	24
Community and Protection Services	Community Services: Library Services	Furniture, Tools & Equipment: Pniel Library	22
Community and Protection Services	Community Services: Library Services	Furniture, Tools and Equipment: Kayamandi	22
Community and Protection Services	Community Services: Library Services	Upgrading: Cloetesville Library	22
Community and Protection Services	Community Services: Library Services	Furniture, Tools and Equipment: Idas Valley	18
Community and Protection Services	Director: Community & Protection Services	Furniture, Tools & Equipment : Protection Services	26
Community and Protection Services	Disaster Management	Re tarring of the Stellenbosch fire station drill yard	30
Community and Protection Services	Disaster Management	Vehicle fleet: Disaster Management	23
Community and Protection Services	Environmental Management: Implementation	Specialized Equipment: Workshop	24
Community and Protection Services	Environmental Management: Implementation	Vehicle Fleet: Workshop	24
Community and Protection Services	Environmental Management: Implementation	Furniture, Tools & Equipment: Air and Noise Control	22
Community and Protection Services	Environmental Management: Implementation	Furniture, Tools & Equipment: Environmental Management	22
Community and Protection Services	Environmental Management: Urban Forestry	Design and implement electronic Urban Forestry management tool	32
Community and Protection Services	Environmental Management: Urban Forestry	Specialized equipment: Urban Forestry	28
Community and Protection Services	Environmental Management: Urban Forestry	Furniture, Tools & Equipment: Urban Forestry	22
Community and Protection Services	Environmental Management: Urban Forestry	Fencing :Urban Forestry	19
Community and Protection Services	Environmental Management: Urban Forestry	Vehicle Fleet : Urban Foestry	19
Community and Protection Services	Fire and Rescue Services	Specialized Vehicles: Fire	29
Community and Protection Services	Fire and Rescue Services	Vehicle fleet: Fire Services	29
Community and Protection Services	Fire and Rescue Services	Rescue equipment	23
Community and Protection Services	Fire and Rescue Services	Furniture, Tools & Equipment: Fire	22
Community and Protection Services	Fire and Rescue Services	Fire Station - Jamestown	13
Community and Protection Services	Halls	Vehicle Fleet: Halls	24
Community and Protection Services	Halls	Upgrading of Halls	23
Community and Protection Services	Halls	Furniture, Tools & Equipment: Halls	8
Community and Protection Services	Law Enforcement and Security	K9 Unit	29
Community and Protection Services	Law Enforcement and Security	Install and Upgrade CCTV/ LPR Cameras In WC024	28
Community and Protection Services	Law Enforcement and Security	Install Computerized Access Security Systems and CCTV Cameras At Municipal Buildings	28
Community and Protection Services	Law Enforcement and Security	Neighborhood Watch Safety equipment	28
Community and Protection Services	Law Enforcement and Security	Security Upgrades	28
Community and Protection Services	Law Enforcement and Security	Law Enforcement Tools and Equipment	26
Community and Protection Services	Law Enforcement and Security	Vehicle Fleet: Law Enforcement	24
Community and Protection Services	Law Enforcement and Security	Furniture, Tools & Equipment: Law Enforcement	22
Community and Protection Services	Parks and Cemeteries	Upgrading of Parks	33
Community and Protection Services	Parks and Cemeteries	Urban Greening: Beautification: Main Routes and Tourist Routes	33
Community and Protection Services	Parks and Cemeteries	Beautification of Parks and Cemeteries	32
Community and Protection Services	Parks and Cemeteries	Fencing :Parks and Gardens	28
Community and Protection Services	Parks and Cemeteries	Furniture, Tools & Equipment: Parks & Cemetries	28
Community and Protection Services	Parks and Cemeteries	Vehicle Fleet: Parks & Cemeteries	25
Community and Protection Services	Parks and Cemeteries	Purchase of Specialised Vehicles	24
Community and Protection Services	Sports Grounds and Picnic Sites	Recreational Equipment Sport	45
Community and Protection Services	Sports Grounds and Picnic Sites	Re-Surface of Netball/Tennis Courts	42
Community and Protection Services	Sports Grounds and Picnic Sites	Installation of cricket nets	38
Community and Protection Services	Sports Grounds and Picnic Sites	Specialized Vehicles: Sports	38
Community and Protection Services	Sports Grounds and Picnic Sites	Jonkershoek Picnic Site	37
Community and Protection Services	Sports Grounds and Picnic Sites	Upgrade of Sport Facilities	23
Community and Protection Services	Sports Grounds and Picnic Sites	Furniture, Tools & Equipment: Sports	22
Community and Protection Services	Sports Grounds and Picnic Sites	Fencing: Sport Grounds (WC024)	15
Community and Protection Services	Traffic Services	Furniture, Tools & Equipment: Traffic Services	28
Community and Protection Services	Traffic Services	Specialized Vehicles: Traffic	24

Unit	Department	Project Name	Project Score
Community and Protection Services	Traffic Services	Traffic Fleet	15
Community and Protection Services	Traffic Services	Replacement of vehicles	14
Corporate Services	Information and Communications Technology (ICT)	ICT Cable Reticulation and Management	60
Corporate Services	Information and Communications Technology (ICT)	Upgrading Communication Network	36
Corporate Services	Information and Communications Technology (ICT)	Server Storage expansion and upgrades	28
Corporate Services	Information and Communications Technology (ICT)	Upgrade and Expansion of IT Infrastructure Platforms	28
Corporate Services	Information and Communications Technology (ICT)	Purchase and Replacement of Computer/software and Peripheral devices	22
Corporate Services	Information and Communications Technology (ICT)	Fibre Optic Implementation	20
Corporate Services	Properties and Municipal Building Maintenance	Structural Improvement: General	45
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of Office Space: Community Services (Urban Forestry)	42
Corporate Services	Properties and Municipal Building Maintenance	Structural Upgrade: Heritage Building	40
Corporate Services	Properties and Municipal Building Maintenance	La Motte Fire Station	36
Corporate Services	Properties and Municipal Building Maintenance	Upgrading: Law Enforcement Offices	30
Corporate Services	Properties and Municipal Building Maintenance	Upgrading: Main Office Complex	30
Corporate Services	Properties and Municipal Building Maintenance	Furniture, Tools & Equipment: Property Management PC_0196	28
Corporate Services	Properties and Municipal Building Maintenance	Upgrading: Admin Building and Community Halll	26
Corporate Services	Properties and Municipal Building Maintenance	Structural Maintenance/Upgrade: Beltana	25
Corporate Services	Properties and Municipal Building Maintenance	Upgrading and conversion of Fire House to a Training Centre	25
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of New Office Space: Ryneveld Street	25
Corporate Services	Properties and Municipal Building Maintenance	Airconditioners	23
Corporate Services	Properties and Municipal Building Maintenance	Traffic Offices	23
Corporate Services	Properties and Municipal Building Maintenance	Kayamandi: Upgrading of Makapula Hall	22
Corporate Services	Properties and Municipal Building Maintenance	Furniture, Tools & Equipment: Property Management PC_0371	20
Corporate Services	Properties and Municipal Building Maintenance	Upgrading Fencing	13
Financial Services	Financial Management Services	Furniture, Tools & Equipment: Rev n Exp	28
Financial Services	Financial Management Services	Furniture, Tools & Equipment: SCM	28
Financial Services	Financial Management Services	Furniture, Tools & Equipment: FS	22
Financial Services	Financial Management Services	Vehicle Fleet: FMS	22
Financial Services	Financial Management Stores	Upgrade Municipal Stores	28
Infrastructure Services	Electrical Services	Cable replacement 66kV	58
Infrastructure Services	Electrical Services	Energy Balancing - Metering and Mini-Substations	58
Infrastructure Services	Electrical Services	Kayamandi(Costa grounds)new substation 11 kV switching station	58
Infrastructure Services	Electrical Services	Network Cable Replace 11 Kv	58
Infrastructure Services	Electrical Services	STB Switchgear (11kV) SF6	58
Infrastructure Services	Electrical Services	Uninterrupted Power Supply for buildings	58
Infrastructure Services	Electrical Services	System Control Centre & Upgrade Telemetry:	54
Infrastructure Services	Electrical Services	Upgrade transformers at Main substation 7.5MVA to 20MVA	54
Infrastructure Services	Electrical Services	Vehicles: Electrical Services	54
Infrastructure Services	Electrical Services	Automatic Meter Reader	50
Infrastructure Services	Electrical Services	Demand Side Management Geyser Control	50
Infrastructure Services	Electrical Services	Energy Efficiency and Demand Side Management	50
Infrastructure Services	Electrical Services	Meter Panels	50
Infrastructure Services	Electrical Services	Replace Ineffective Meters	50
Infrastructure Services	Electrical Services	Ad-Hoc Provision of Streetlighting	46
Infrastructure Services	Electrical Services	Electrification INEP	43
Infrastructure Services	Electrical Services	Integrated National Electrification Programme	43
Infrastructure Services	Electrical Services	Jan Marais Upgrade: Remove Existing Tx and replace with 20MVA	43
Infrastructure Services	Electrical Services	Electricity Network: Pniel	42
Infrastructure Services	Electrical Services	Furniture, Tools and Equipment: Electrical Services	42
Infrastructure Services	Electrical Services	Switchgear Substation Cascade	42
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Infrastructure Services	Electrical Services	Control Room implementation	34
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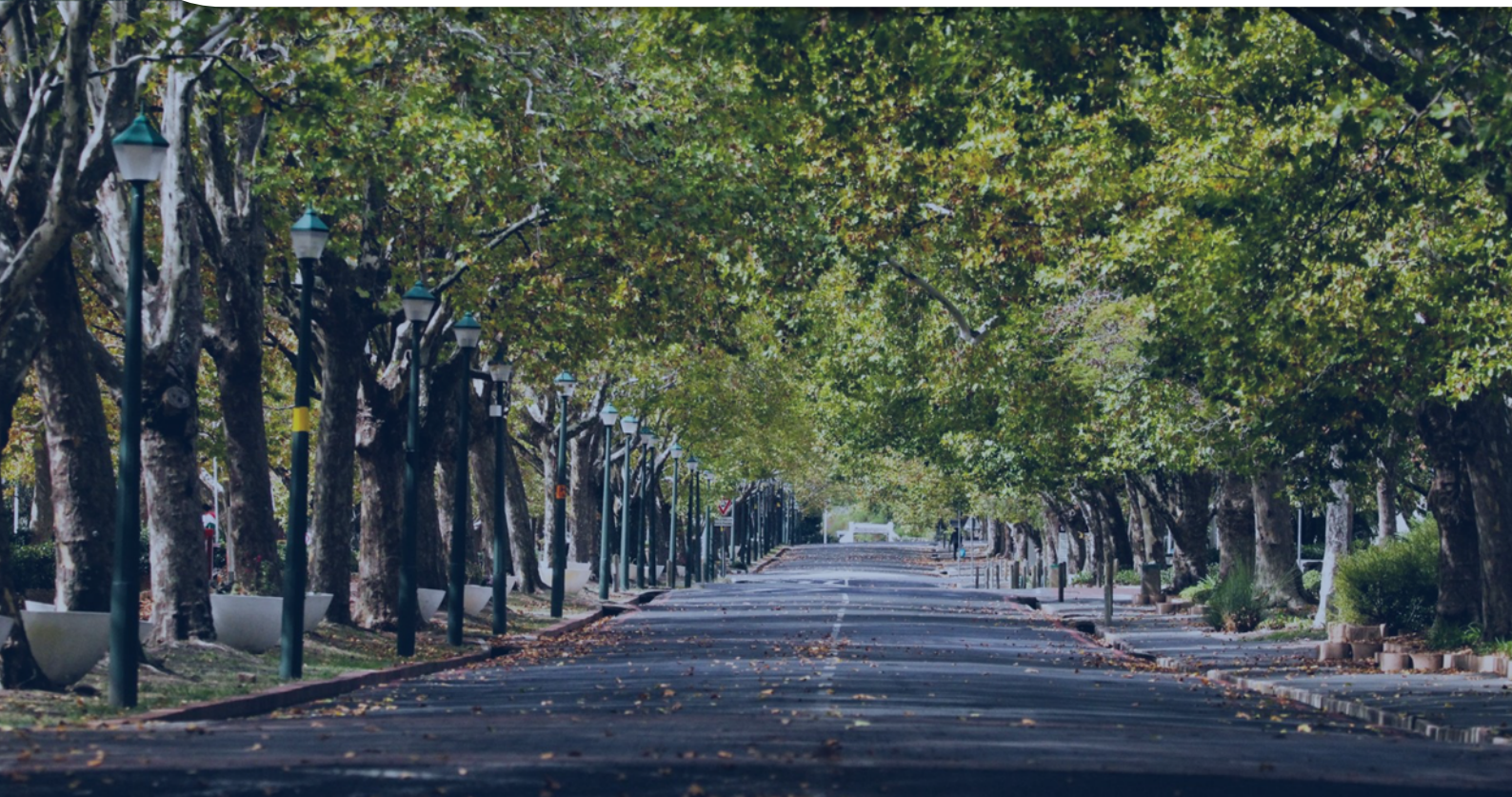
Stellenbosch Local Municipality



Capital Expenditure Framework

Budget Scenario Report

2026/27





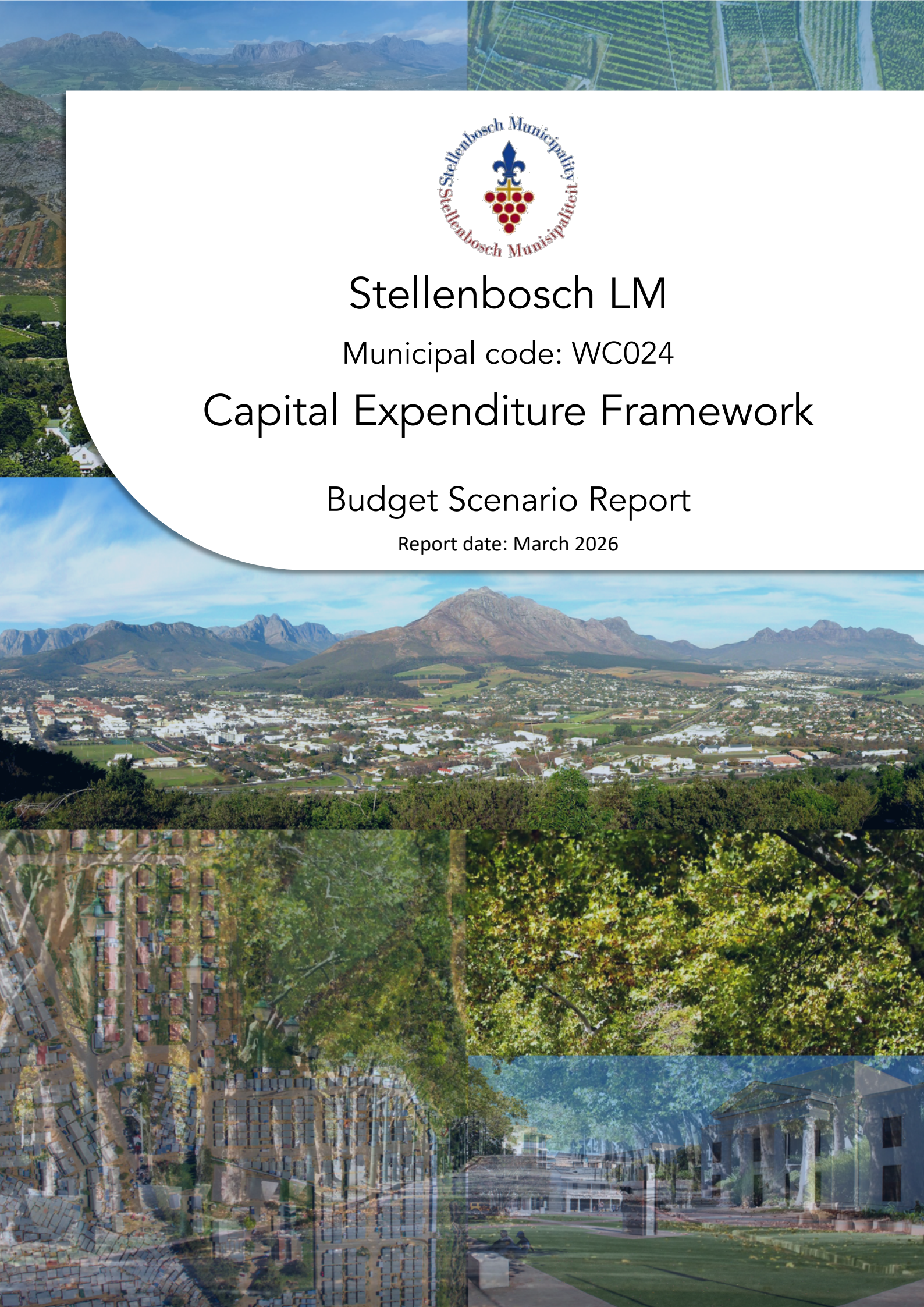
Stellenbosch LM

Municipal code: WC024

Capital Expenditure Framework

Budget Scenario Report

Report date: March 2026



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Nomenclature / Abbreviations

CEF	Capital Expenditure Framework
CPM	Capital Prioritisation Model
CSIR	Council for Scientific and Industrial Research
ESG	Environmental, Social, and Governance
IDP	Integrated Development Plan
ICT	Information and Communication Technology
IUDG	Integrated Urban Development Grant
IUDF	Integrated Urban Development Framework
LTFM	Long-Term Financial Model
LTFP	Long-Term Financial Plan
MFMA	Municipal Finance Management Act
MTREF	Medium-Term Revenue and Expenditure Framework
NDP	National Development Plan

PDA	Priority Development Area
SDBIP	Service Delivery and Budget Implementation Plan
SDF	Spatial Development Framework
SPLUMA	Spatial Planning and Land Use Management Act
LED	Local Economic Development
MP	Master Plan

Phase 1

Introduction

1 Part 1: Introduction

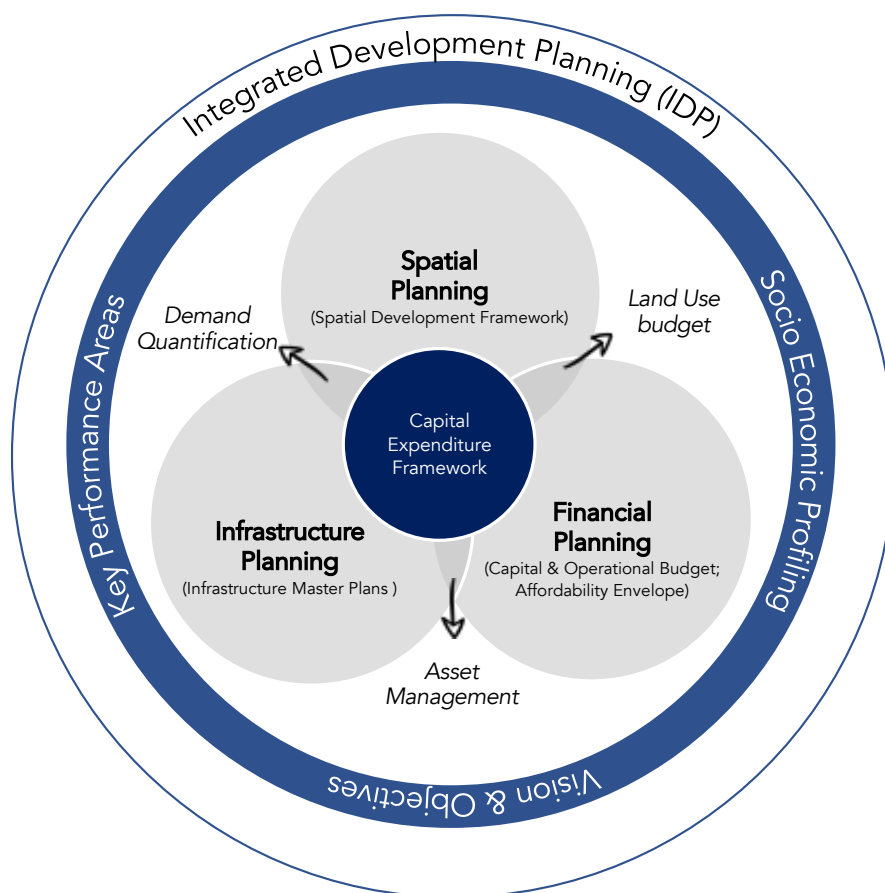
1.1 What is a Capital Expenditure Framework

According to the Department of Cooperative Governance and Traditional Affairs (COGTA) guidelines, a Capital Expenditure Framework (CEF) is a consolidated, high-level view of a municipality's long-term infrastructure investment needs. It ensures that infrastructure priorities are spatially aligned with municipal strategic objectives, budgetary realities, and development plans. The framework is grounded in principles of sustainability, financial feasibility, and strategic alignment, balancing immediate infrastructure needs with long-term development goals, the relationships between these spheres of planning and principles is illustrated in Figure 1–1.

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) mandates the inclusion of a CEF within a municipality's Spatial Development Framework (SDF). Specifically, Section 21(n) of SPLUMA requires that an SDF “determine a Capital Expenditure Framework for the municipality's development programmes, depicted spatially.” This legislative requirement underscores the importance of integrating spatial planning with financial planning, ensuring that the spatial strategies articulated in the SDF are implemented through practical and affordable infrastructure investments.

A Capital Expenditure Framework links spatial development strategies with budgetary constraints and infrastructure demands. It provides a transparent mechanism for prioritising projects, promoting the efficient allocation of resources, and aligning capital expenditure with the municipality's long-term strategic vision.

Figure 1–1: The Capital Expenditure Framework within the built environment context



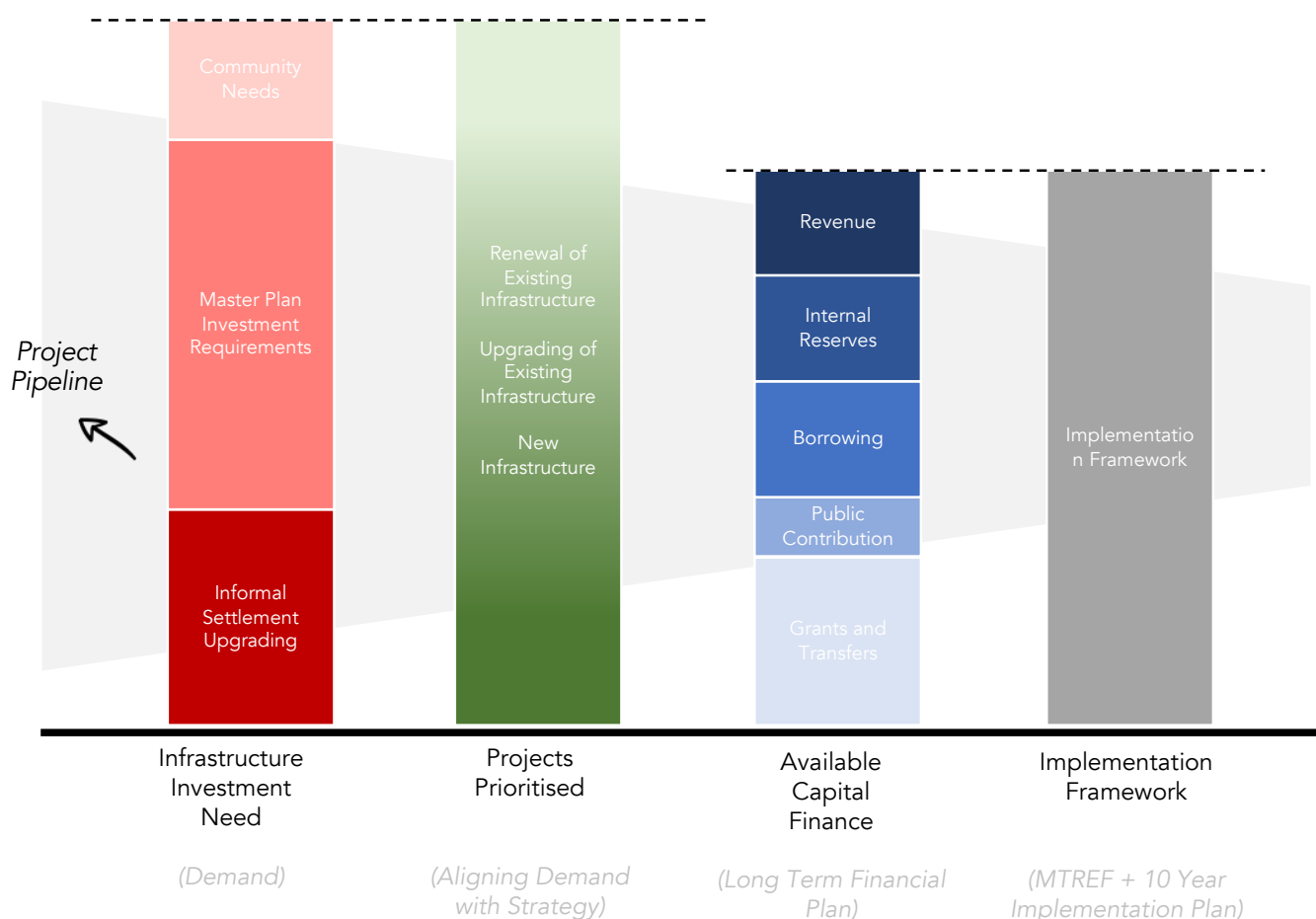
1.2 Aim of Capital Expenditure Framework

The aim of a Capital Expenditure Framework (CEF) is to create a structured and strategic approach to municipal infrastructure expenditure. The CEF is intended to align the municipality's spatial development strategies with its financial resources and capacity, ensuring that long-term growth and development objectives are achievable, and informs operational activities of a municipality.

A CEF aims to provide a municipality with the means to inform financial planning with infrastructure planning and spatial priorities identified in the Spatial Development Framework (SDF). It aims, furthermore, to establish a clear methodology for municipalities to evaluate, prioritise, and inform implementation processes of infrastructure projects within their affordability envelope, supporting both immediate and long-term development goals.

From Figure 1–2one can see the illustration that infrastructure investment need, expressed as projects, usually exceeds available capital finance, and therefore it is an imperative for municipalities to partake in a prioritisation process to determine which projects are best aligned with the strategy of the municipality, together with a budget scenario process to determine which projects are affordable and should be implemented when.

Figure 1–2: Relationship between infrastructure investment needs, affordability envelope, prioritisation process, and budget scenario process



1.3 Objectives of Capital Expenditure Framework

The key objectives of a CEF is to:

- Socio-economic trends: Understand the socio-economic trends in a municipality over the long term;
- Quantify Infrastructure Needs: Assess and detail the municipality's long-term infrastructure requirements based on an SDF-informed land use budget, infrastructure standards, anticipated socio-economic growth, existing infrastructure, and backlogs;
- Align with the Spatial Development Framework (SDF): Translate the spatial vision and strategic priorities outlined in the SDF into priority development areas which informs prioritisation practices;
- Consolidate Infrastructure Demand: Create a comprehensive list of infrastructure projects across various sectors in line with the municipality's mandate, reflecting the municipality's overall infrastructure demands;

- **Contextualise Financial Affordability:** Integrate the municipality's affordability envelope, derived from the Long-Term Financial Model (LTFM), to ensure infrastructure expenditure are financially sustainable over the planning horizon;
- **Facilitate Prioritisation:** Establish a framework to evaluate and rank projects based on strategic alignment, socio-economic impact, and spatial targeting amongst others, ensuring that resources are allocated to the most critical and impactful projects;
- **Determine a Budget Scenario:** Offer a structured, evidence-based approach to infrastructure planning and budgeting, improving decision-making processes and accountability to stakeholders - amongst others, to indicate project-level responses per asset type per functional area;
- **Enable Spatial Transformation:** Direct infrastructure investments toward spatial transformation goals, focusing on reducing inequalities, improving access to services, and promoting inclusive economic growth, and;
- **Bridge Short-Term and Long-Term Planning:** Ensure a coherent link between the short-term MTREF cycles, Medium-term Integrated Development Plan (IDP) cycles and the municipality's long-term development vision, embedding sustainability and foresight into the planning process.

1.4 Role of the Capital Expenditure Framework as a policy instrument

The Capital Expenditure Framework (CEF) is a cornerstone of municipal planning, grounded in South Africa's legislative framework and designed to bridge the gap between long-term spatial development strategies and actionable infrastructure expenditure. The concept of the CEF was formalised under the Spatial Planning and Land Use Management Act (SPLUMA, Act 16 of 2013), specifically in Section 21(n), which mandates municipalities to determine a spatially referenced CEF as part of their Spatial Development Framework (SDF). This legislative requirement reflects the increasing emphasis on aligning planning and budgeting processes to address developmental challenges effectively.

Historically, the Constitution of South Africa laid the foundation for this alignment in Section 153, which directs municipalities to prioritise the basic needs of communities while promoting socio-economic development through structured planning and budgeting. The Integrated Development Plan (IDP) was introduced as a mechanism to achieve this in the Local Government Transition Act (Act 209 of 1993), evolving through subsequent legislation, including the Municipal Systems Act (MSA, Act 32 of 2000). The MSA established the IDP as the principal planning instrument of local government, requiring it to incorporate a comprehensive financial plan and a Spatial Development Framework. This integration ensures that municipal resources are allocated effectively to achieve the long-term developmental vision.

The CEF builds on these legislative imperatives by operationalising the SDF within the IDP framework. As a long-term (10-year) planning tool, the CEF quantifies infrastructure needs, consolidates them into prioritised project pipelines, and aligns them with the municipality's financial capacity as outlined in the Long-Term Financial Plan (LTFP). It ensures that infrastructure investments are not only spatially targeted but also financially sustainable, bridging the divide between visionary spatial strategies and practical implementation.

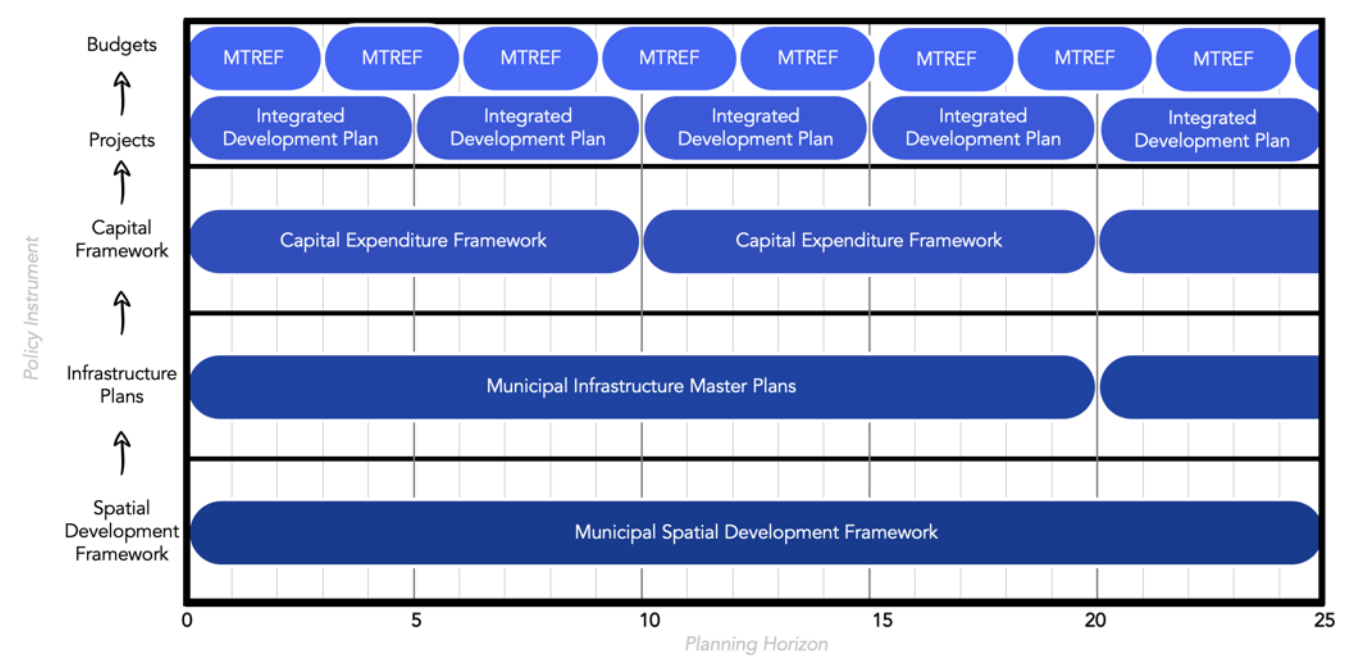
The CEF also plays a vital role in South Africa's Local Government Accountability Cycle, a governance framework defined by the Municipal Finance Management Act (MFMA, Act 56 of 2003). This cycle integrates planning, budgeting, and reporting processes to ensure transparency, accountability, and alignment with development priorities. Through informing the IDP, and so the Medium-Term Revenue

and Expenditure Framework (MTREF), as well as the Service Delivery and Budget Implementation Plan (SDBIP), the CEF enables municipalities to stabilise their decision-making processes. It provides a consistent rationale for allocating resources, ensuring that both short-term operational needs and long-term developmental objectives are addressed.

Importantly, the CEF institutionalises long-term planning practices within municipalities. It encourages decision-makers to adopt a forward-looking perspective that considers future growth patterns, socio-economic trends, and financial constraints. This approach reduces the reactive nature of municipal budgeting, replacing it with proactive, evidence-based strategies that support equitable service delivery and spatial justice.

The CEF is a transformative policy instrument that integrates spatial, financial, and infrastructure planning within the legislative and operational frameworks of municipal governance. It strengthens the IDP as the single most strategic document of municipalities, ensures alignment with the SDF, and guides resource allocation through the MTREF and SDBIP. Through its structured and integrated approach, the CEF enables municipalities to achieve their developmental mandates while ensuring financial sustainability and fostering spatial transformation.

Figure 1–3: The relationship between policy instruments effecting the spatial form



1.5 Structure of this Capital Expenditure Framework

The structure of this report is outlined below to guide the reader through the key components of the Capital Expenditure Framework (CEF) and its alignment with municipal planning processes as well as the norms and standards of the CEF.

Table 1-1: Structure of this Capital Expenditure Framework

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 1: Inception and Information Gathering	Phase 1	To provide a contextualisation to the Capital Expenditure Framework. This phase comprises the inception process of the CEF as well as the information gathering process in which a comprehensive integrated infrastructure investment framework, or portfolio of projects, is collated.

Document Reference	Adapted CEF Structure Reference	Adapted CEF Structure Aim
Part 2: Functional Area and Spatial Category for Investment Planning Profiling and Spatial Demand Quantification	Phase 2a	This part introduces functional areas for priority investment which are defined and mapped to indicate the spatial strategy depicted in the MSDF (linked to the MSDF proposals). The identified functional areas are used to determine the future population, housing, and land demand based on existing socio-economic and related data which is used in the spatial demand quantification component.
Part 3: Infrastructure demand	Phase 2b	This part determines the investment requirements for each functional area, including operational and maintenance costs per asset class. The goal is to compare the optimal infrastructure requirements scenario with the known infrastructure demand based on current planning frameworks.
Part 4: Affordability Envelope	Phase 3	This part is a reflection of the municipality's financial health and long-term financial plan. Primarily it includes the results of the re-application of the long-term financial plan to determine the appropriate affordability envelope.
Part 5: Prioritisation and Budget Scenario	Phase 4	This part has a prioritisation framework that considers spatial, engineering, and financial factors to calculate a composite score indicating each project's relative importance in the pipeline. It also applies this framework to the budget fit process to determine how to allocate capital within the affordability envelope per project for the next 10 years.
Part 6: Capital Expenditure Programme	Phase 5	This part is a breakdown of the 10-year capital expenditure framework. Essentially, it analyses the fitted project pipeline in terms of spatial alignment, asset type alignment, and other attributes to ultimately verify that the 10-year capital expenditure framework is in line with the strategic intent of the prioritisation framework and the MSDF objectives.
Part 7: Institutional Arrangements and Project Closeout	Phase 6	This phase comprises of a concluding chapter to the CEF, this part aims to identify areas of enhancement that will render the CEF not only as a compliance document but to solidify institutional change around the alignment of planning, engineering, and financial practices – with the ultimate aim to improve service delivery. Furthermore this phase contains a final close-out report detailing the project timeline and conclusions drawn.

Phase 4

Budget Scenario

2 Budget Scenario

2.1 Contextualisation

The process of developing a budget scenario is a crucial step in the annual capital planning process, designed to guide the allocation of resources efficiently and effectively. This systematic approach leverages the wealth of information gathered during the planning process and employs a defined set of rules and scenario parameters to determine which projects should be incorporated into the 10-year capital expenditure framework, in conjunction with the annual draft budget. In this section, the primary objectives are to establish a clear understanding of the budget determination process and delve into the budget components concerning modelled demand, planned capital expenditure, and affordability. These objectives form the foundation upon which prudent financial decisions are made.

The Local Municipality relies on the budget scenario methodology to construct the draft MTREF capital budget on an annual basis. The methodology utilised in this CEF integrates the outcomes of various planning processes to create a well-informed budget scenario:

- **Portfolio of Projects:** The portfolio of projects identified during the demand identification phase is evaluated and integrated into the annual capital planning process, ensuring that there is a transparent and succinct way to incorporate new demand into the annual capital planning process.
- **Committed Budget:** The recently approved capital budget is used as an input to the budget scenario, to ensure that current commitments by the municipality are taken into account for particular commitments with a multi-year implication.
- **Long-Term Financial Model Alignment:** The results of the Long-Term Financial Model (LTFM) are synchronised with the budget scenario parameters. This alignment helps establish sustainable affordability envelopes for a 10-year planning horizon, ensuring fiscal responsibility.
- **Project Prioritisation:** Projects identified within the portfolio of projects are ranked in terms of their relative importance. The Capital Prioritisation Model (CPM) outcomes are seamlessly incorporated into the budget scenario preparation process, aiding in strategic project selection.

Through this comprehensive approach, the municipality not only crafts a budget scenario that aligns with its long-term objectives and capital demand but also prioritises projects that align with the strategy while adhering to financial sustainability principles.

2.2 The Difference between Prioritisation and a Budget Scenario

Prioritisation and budget scenarios are related but distinct concepts in the local government space. Prioritisation involves identifying and ranking the most important projects that a municipality should undertake based on their level of strategic importance and impact on the community. Prioritisation is typically done during the planning process, before the budget is developed, and involves determining which initiatives should receive the most attention and resources.

Budget scenario, on the other hand, involves allocating resources to the initiatives that have been prioritised. It involves creating a financial plan that outlines how much money will be allocated to each

initiative and how it will be spent. Budget scenarios are developed based on various factors, such as a municipality's financial resources, priorities, and objectives.

It is important to understand that just because an initiative is prioritised and deemed strategically important, it does not necessarily mean that it will be allocated funds in the current budget cycle. Budgets are developed based on available resources, and some priorities may have to be deferred or delayed until a municipality has sufficient funds to allocate to them.

The use of software/tools to facilitate the prioritisation and budget scenario process in local government can bring several benefits that can help streamline and optimise the decision-making process.

2.3 Preparing for a Budget Scenario

To initiate the process of applying a budget scenario, a number of input variables should be prepared. These variables provide the content of the budget scenario and how the budget scenario parameters are applied, in order to achieve a draft capital budget. These include the baseline management, project status and relative project score.

2.3.1 Project Status

Project status is considered a first priority during the application of the budget scenario. The allocation of a project's status considers projects which are earmarked as Assets Under Construction (AUC's); committed projects from previous original or adjusted capital budgets, and projects which are ready for implementation. A status is allocated to selected projects during the baseline management process and can include one of the following:

- **Committed** - Includes projects identified as AUC's, which are contractually committed, and previously formed part of either the approved capital budget or adjusted capital budget. Termination of a committed project will result in either legal or financial liability for the municipality. Given commitments made on these projects, the budget scenario methodology regards these projects as non-negotiable, irrespective of the CPM project score. Furthermore, projects with a committed status will be fitted to the budget scenario template based on the financial year in which the budget is requested.
- **Provisioned-In** - Includes projects which previously formed part of either the approved capital budget or adjusted capital budget, but not identified as contractually committed AUC's. Projects classified as provisioned-in include projects that are ready for implementation, but without contractual commitments in place. Termination of a provisioned-in project will not result in either legal or financial liability for the municipality. The budget scenario methodology regards these projects as having a higher priority than projects without a status. Projects which form part of this category will be fitted to the budget scenario template based on the financial year in which the budget is required, but only if there is sufficient capital budget available.

2.3.2 Relative Project Score

The Municipality's CPM is a systematic and objective methodology that provides a way to rank or sort a diverse set of projects into an order of importance based on each project's alignment with the spatial and

technical objectives of the municipality. The CPM identifies each project's relative importance by deriving a numerical value representative of the project's priority in terms of the municipality's strategic direction.

As part of the budget scenario preparation process, the Municipality's CPM is applied to the input baseline to obtain an order of importance for projects and capital demand captured during the planning process. The relative importance of projects determines which projects will be allocated budget within the parameters of the budget scenario. For more information on how relative project scores are applied to the budget scenario refer to below.

2.4 Budget scenario setup

To prepare a budget scenario template, budget scenario parameters are applied to establish a rule set in which planned capital expenditure is applied.

The budget scenario template defines the available capital budget for the MTREF and is distributed according to the grant allocations as documented within the DoRA. Although the DoRA indicates a total available capital budget for the MTREF, the outcomes of the LTFM determine a 10-year affordability envelope.

In addition to defining the overall total available budget and the distribution thereof per funding source, optional ring-fencing of capital budget can also be applied per outcomes-based portfolios, departmental level or stage gates.

2.4.1 Funding Source Balancing and Grant Allocations

The DoRA is published on an annual basis with the distinct purpose to document the equitable share and grant allocations to municipalities. Although the publication dates may differ annually, the DoRA publication will set out all the external available capital funding for a municipality emanating from national and provincial budgets.

It is important to note that not all projects are eligible to utilise all of the funding sources as documented within the DoRA publication. An example of this includes the PTIS grant which is only applicable to public transport orientated infrastructure and the INEP grant which is only applicable to electrification programmes.

Although the budget scenario template outlines the total capital budget and source of funding as documented within the DORA publication, together with internal capital funding sources, funding source alignment should be undertaken prior to publishing a final capital budget. The process of funding source balancing ensures the correct alignment of capital budget as outlined within the grant conditions.

2.4.2 Long-Term Financial Model and Resultant Affordability Envelopes

As part of National Treasury's Budget Reporting Regulations and Templates, the Local Municipality submits all internally generated capital funding as determined through the use of a Long-Term Financial Model (LTFM). Internal capital budget funding typically comprises of the following funding sources:

- Own Municipal Funding: Funding generated from municipality revenue (i.e. rates and taxes);
- Public Contributions and Donations: Donations and bulk services contributions for capital expenditure to provide additional bulk capacity to service new developmental demand;
- Capital Replacement Reserves (CRR): Savings by the municipality for deferred capital expenditure to maintain the existing municipal asset base, and;
- Borrowings: External loans from the financial markets or bonds issued by the municipality to the financial markets.

Based on the outcome of the LTFM, a Funding Envelope is established which evaluates amongst others the municipality's financial position. This includes a view on the optimal funding mix per annum which aids the municipality in maintaining a desirable financial position.

2.5 Budget Scenario: Input & Output

2.5.1 Input

a. Planned Capital Expenditure Review

The annual planned capital expenditure can be expressed as follows:

Table 2-1: Planned Capital Expenditure Summary

Year	Planned Capital Expenditure	Percentage
2026/2027	R 576 301 851	9.64%
2027/2028	R 610 030 198	10.20%
2028/2029	R 520 771 404	8.71%
2029/2030	R 627 581 768	10.49%
2030/2031	R 708 512 005	11.85%
2031/2032	R 708 326 015	11.85%
2032/2033	R 740 801 328	12.39%
2033/2034	R 661 807 825	11.07%
2034/2035	R 531 603 395	8.89%
2035/2036	R 294 095 000	4.92%
Total	R5 979 830 789	100.00%

b. Funding Envelope

The available funds as per the LTFM can be expressed as follows:

Table 2-2: Funding Envelope Summary

Year	Funding Envelope	Percentage
2026/2027	R 579 296 000	9.67%
2027/2028	R 610 026 000	10.18%
2028/2029	R 521 021 000	8.70%
2029/2030	R 541 896 000	9.05%
2030/2031	R 563 591 000	9.41%
2031/2032	R 586 148 000	9.78%
2032/2033	R 609 600 000	10.18%
2033/2034	R 633 983 000	10.58%
2034/2035	R 659 332 000	11.01%
2035/2036	R 685 685 000	11.45%
Total	R5 990 578 000	100.00%

Table 2-1 and Table 2-2 provide an overview of the input data relevant to the budget scenario. Table 2-1 is a summary of the current demand of the municipality, identified in the portfolio of projects. Table 2-2 is a summary of the available funds and supply, as per the LTFM.

2.5.2 Output

a. Fit Status Summary

After the budget scenario has been applied, the following summary can be observed:

Table 2-3: Budget Scenario Results

Fit Status	Total for Analysis Period	Percentage
Fitted	R 81 849 966	1.46%
Fitted with delay	R 646 619 529	11.57%
Project Committed	R4 859 646 465	86.96%
Total	R5 588 115 960	100.00%

Figure 2-1: Budget Scenario Results

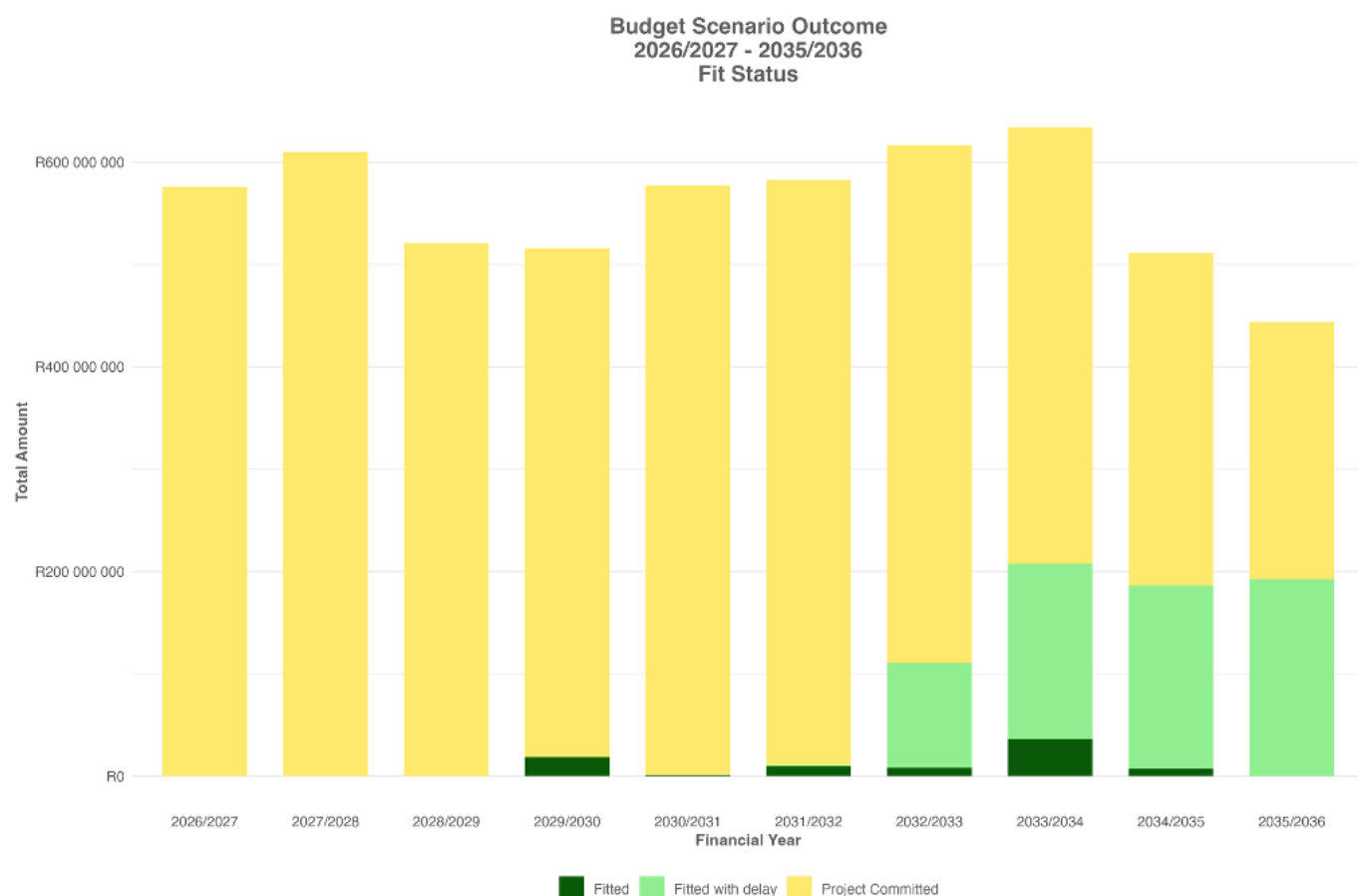
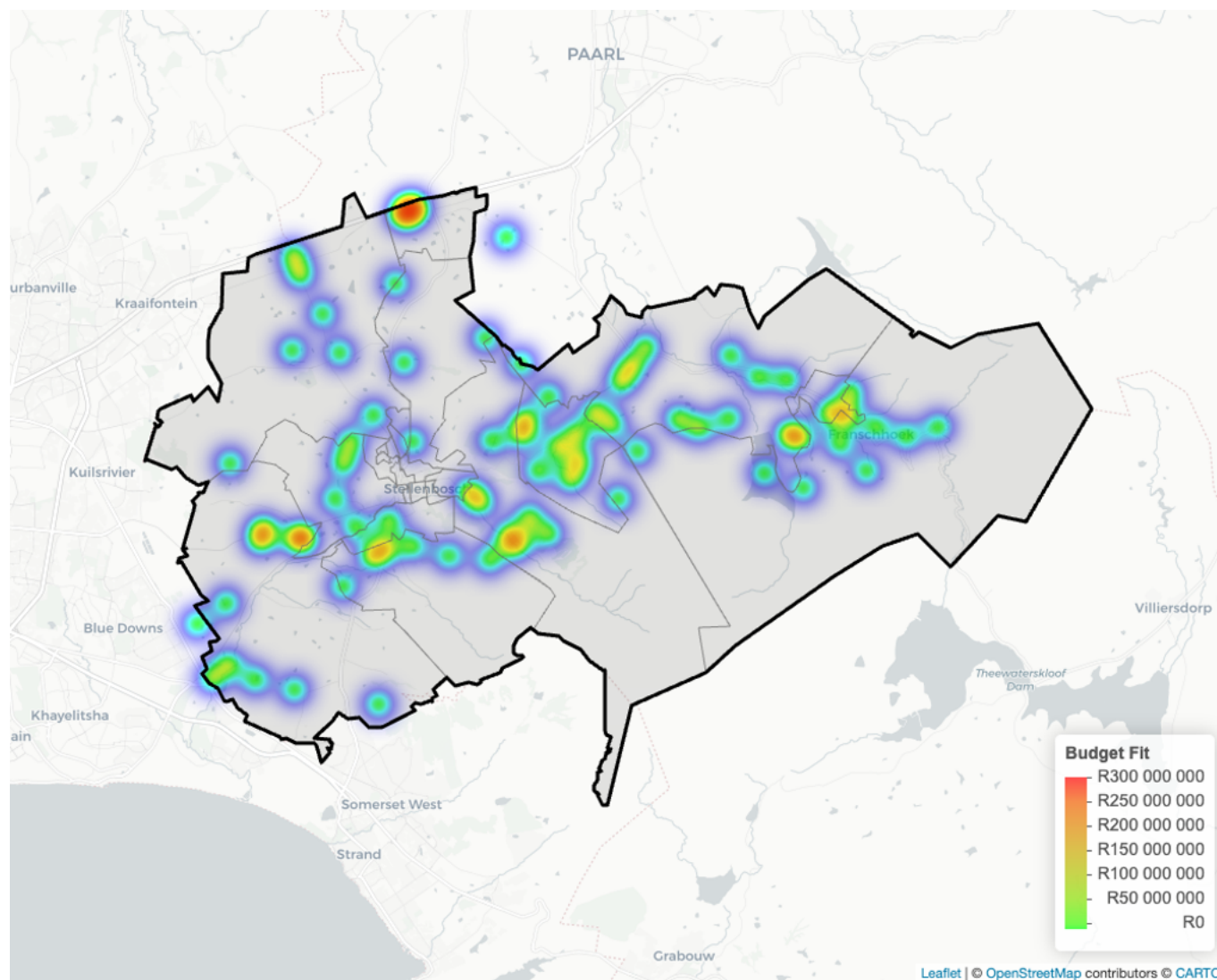


Figure 2-2: Spatial Representation of Budget Scenario Results



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- The following observations can be made from Table 2-3, Figure 2-1 and Figure 2-2:

The application of the budget scenario methodology results in a capital expenditure programme valued at R5.65 billion over the 10-year planning horizon. This allocation reflects the outcome of applying the affordability envelope derived from the Long-Term Financial Model (LTFM) to the prioritised portfolio of projects and existing multi-year commitments. The resulting fit status distribution illustrates the dominant role of previously committed projects, together with the limited fiscal space available for accommodating newly prioritised projects within the affordability envelope. Key observations are outlined below:

- Projects classified as Project Committed account for R4 859 billion (86.96%) of the total programme. These projects typically represent Assets Under Construction (AUCs), multi-year contractual obligations, or projects that formed part of previously approved budgets. As these projects cannot be deferred without legal or financial implications, they are automatically accommodated within the

budget scenario irrespective of prioritisation outcomes. The large share of committed expenditure demonstrates how historical capital investment decisions significantly shape the available fiscal space for new projects within the planning horizon.

- Projects classified as Fitted amount to R81 million (1.46%) of the programme. These projects were able to be accommodated within the requested financial year while remaining within the affordability constraints defined by the LTFM. The modest share of projects fitted without delay indicates that limited funding capacity remains available after accounting for committed projects, highlighting the restrictive influence of historical commitments on the municipality’s ability to introduce new capital initiatives.
- Projects categorised as Fitted with delay amount to R646.6 million (11.57%) of the capital programme. These projects are accommodated within the 10-year planning horizon but require scheduling in later financial years due to insufficient budget availability in the originally requested implementation periods. This pattern indicates that while the municipality’s long-term financial capacity can support these projects, short-term affordability constraints require phased implementation and careful sequencing across the planning horizon.
- Together, Committed and Fitted with delay projects represent approximately 98% of the total capital programme, demonstrating that the majority of the available funding envelope is already predetermined by existing commitments or by projects that require phased implementation. This distribution highlights the importance of disciplined capital planning and careful management of multi-year commitments, as early budget decisions have long-term implications for the municipality’s investment flexibility.
- Prioritisation outcomes determine the relative importance of projects, while the budget scenario allocates projects within the limits of the affordability envelope. The relatively small share of newly fitted projects suggests that although the municipality maintains a strong pipeline of prioritised projects, the ability to introduce these projects into the capital programme remains constrained by the existing financial commitments embedded within the portfolio.
- The spatial distribution of fitted and delayed projects shows clear concentrations within the Stellenbosch urban core, the Adam Tas development corridor, and the Franschhoek node, with additional investment clusters emerging along key transport and settlement corridors. This spatial pattern aligns with the municipality’s spatial development objectives, directing infrastructure investment toward established settlements and priority development areas where infrastructure spending can support economic activity, residential growth, and improved service delivery.

The fit status analysis demonstrates that the budget scenario successfully translates the prioritised project portfolio into a financially viable capital programme while maintaining alignment with the municipality’s long-term affordability constraints. At the same time, the dominant share of committed expenditure highlights the importance of maintaining flexibility within future capital budgets to ensure that emerging infrastructure needs and strategic priorities can be accommodated within the municipality’s long-term investment framework.

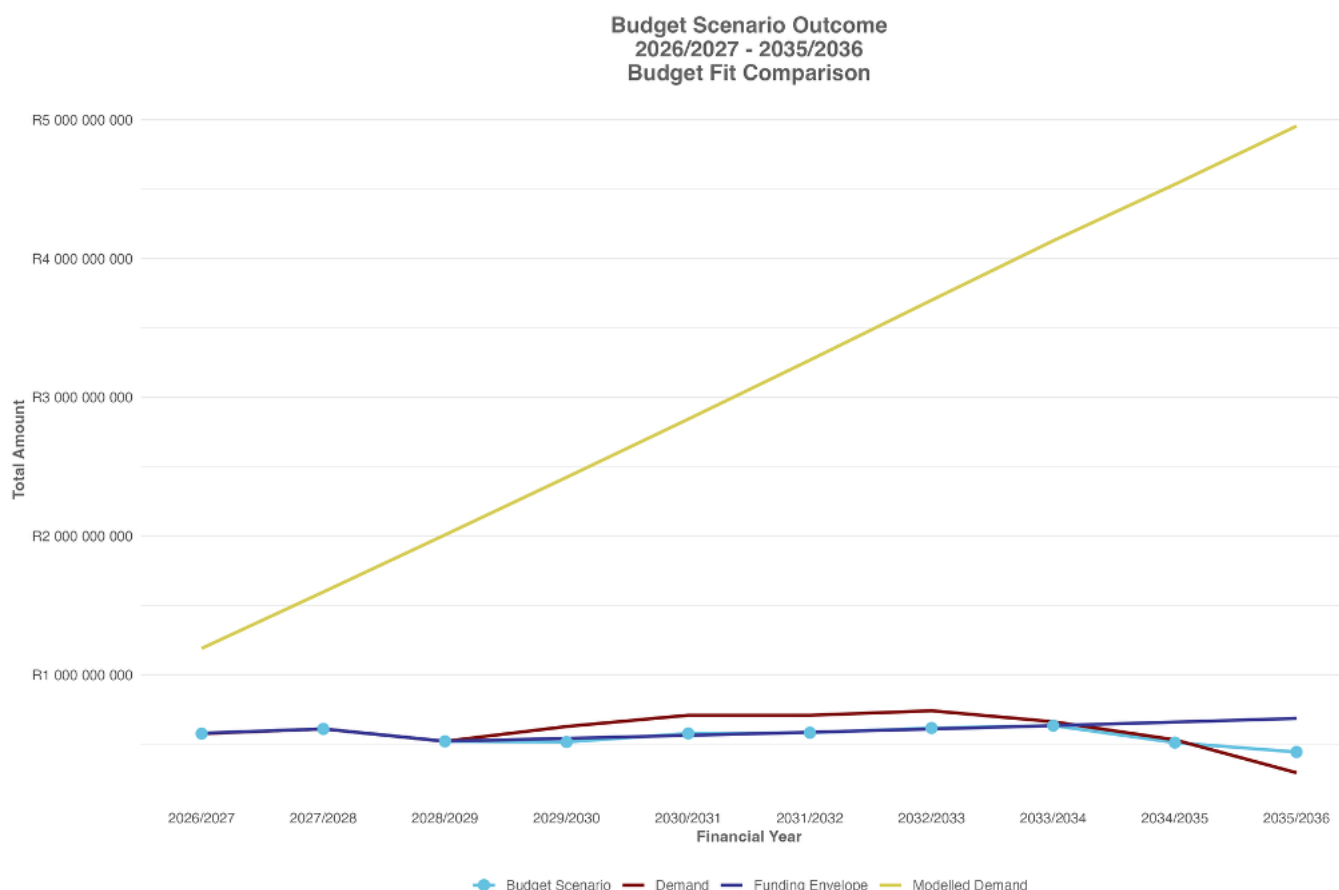
b. Budget Scenario Comparison

Table 2-4: Budget Scenario Comparison

Year	Demand	Modelled Demand	Funding Envelope	Budget Scenario
2026/2027	R 576 301 851	R 1 190 374 000	R 579 296 000	R 576 301 851
2027/2028	R 610 030 198	R 1 596 850 000	R 610 026 000	R 610 030 198

Year	Demand	Modelled Demand	Funding Envelope	Budget Scenario
2028/2029	R 520 771 404	R 2 008 347 000	R 521 021 000	R 520 771 404
2029/2030	R 627 581 768	R 2 423 361 000	R 541 896 000	R 515 645 110
2030/2031	R 708 512 005	R 2 842 596 000	R 563 591 000	R 577 216 006
2031/2032	R 708 326 015	R 3 267 858 000	R 586 148 000	R 582 656 082
2032/2033	R 740 801 328	R 3 699 792 000	R 609 600 000	R 616 467 666
2033/2034	R 661 807 825	R 4 127 754 000	R 633 983 000	R 633 964 197
2034/2035	R 531 603 395	R 4 534 302 464	R 659 332 000	R 511 401 507
2035/2036	R 294 095 000	R 4 954 232 679	R 685 685 000	R 443 661 939
Total	R5 979 830 789	R30 645 467 143	R5 990 578 000	R5 588 115 960

Figure 2-3: Budget Fit Scenario



- The following observations can be noted from Table 2-4 and Figure 2-3:

The comparison between municipal demand, modelled demand, the funding envelope, and the resulting budget scenario provides insight into how the prioritised project portfolio aligns with the municipality's long-term financial capacity. This analysis demonstrates how the budget scenario reconciles identified infrastructure demand with the affordability limits established through the Long-Term Financial Model (LTFM) while sequencing projects across the 10-year planning horizon. Key observations are outlined below:

- In the first three financial years, municipal demand closely matches the available funding envelope. For example, demand in 2026/27 amounts to R576.3 million against an envelope of R579.3 million, while 2027/28 demand of R610.0 million closely aligns with the R610.0 million envelope. This alignment suggests that the municipality's current capital planning processes are reasonably calibrated to the medium-term financial capacity reflected in the MTREF period.

- The funding envelope grows steadily from approximately R579.3 million in 2026/27 to R685.7 million by 2035/36, reflecting the municipality's projected growth in revenue capacity and borrowing potential as modelled in the LTFM. This gradual expansion of fiscal capacity creates additional room for infrastructure investment in the later years of the framework, although the effective utilisation of this capacity depends on the maturity and readiness of the project pipeline.
- Annual demand generally ranges between R520 million and R740 million during the period 2026/27 to 2033/34, indicating a relatively stable medium-term infrastructure pipeline supported by existing sector plans and project identification processes. Demand declines in the final two years of the horizon, dropping to R531.6 million in 2034/35 and R294.1 million in 2035/36, reflecting the natural tapering of identified projects beyond current sector planning horizons rather than a reduction in infrastructure need.
- The resulting budget scenario totals R5.58 billion, compared with a funding envelope of R5.99 billion over the analysis period. In most years, the budget scenario utilises a substantial portion of the available funding capacity, demonstrating that the budget scenario methodology effectively translates the affordability envelope into a feasible capital investment programme. Minor variations between the envelope and the budget scenario reflect the practical constraints of scheduling individual projects within discrete financial years.
- For example, in 2030/31 the budget scenario reaches R577.2 million against an envelope of R563.6 million, reflecting the requirement to accommodate previously committed projects within the capital programme. These instances illustrate how multi-year project commitments can temporarily place pressure on annual affordability limits, highlighting the long-term financial implications associated with capital investment decisions.
- From 2033/34 onwards, the funding envelope continues to increase while municipal demand begins to decline. For example, in 2035/36 the envelope reaches R685.7 million while demand is only R294.1 million. This divergence indicates that additional fiscal capacity may be available in the outer years of the framework to accommodate deferred projects or newly identified infrastructure priorities as future master plan reviews expand the municipality's long-term project pipeline.
- Total municipal demand amounts to R5.98 billion, while the budget scenario accommodates R5.58 billion within the affordability envelope of R5.99 billion. Although the majority of demand is accommodated, there are some projects that are forced out of the 10-year scope due to high single year demands. These projects include the STB Switch Gear (11kv) SF6, Jamestown: Housing (Phase 4), and Erf 64, Kylemore projects. These projects have initial lower cost years but throughout the project cycle represent a large enough demand that it becomes difficult to accommodate within the demanded year. These projects are in the outer years of the budget scenario and should be reviewed in subsequent long term planning engagement.

The budget scenario comparison illustrates how the municipality balances infrastructure demand with fiscal constraints over the 10-year planning horizon. While early-year demand pressures require careful prioritisation and sequencing of projects, the increasing funding envelope in later years provides opportunities to accommodate additional infrastructure investments as planning pipelines mature. Continuous refinement of the project pipeline, combined with disciplined financial management, will remain essential to ensure that capital investment supports both service delivery objectives and long-term financial sustainability.

2.6 Concluding remarks

The budget scenario analysis demonstrates that the municipality successfully accommodated R5.88 billion (approximately 98%) of the R5.98 billion planned capital expenditure portfolio within the 10-year affordability envelope. The distribution of fit statuses indicates that the capital programme is strongly influenced by existing commitments, with R4.85 billion (86.96%) classified as Project Committed. A further R646.6 million (11.57%) of projects are accommodated through temporal adjustment, indicating that while these projects remain viable within the planning horizon, their implementation requires phased scheduling to align with annual fiscal constraints. Only R81.8 million (1.46%) of projects are fitted directly within the originally requested implementation period, reflecting the limited fiscal flexibility available once historical commitments are accommodated.

Despite the strong alignment between the budget scenario and the funding envelope, several structural constraints remain evident. The difference between total municipal demand and the resulting budget scenario amounts to approximately R400 million, representing projects that could not be fully accommodated within the affordability parameters or required adjustment through delayed implementation. The presence of substantial committed expenditure also constrains fiscal flexibility, as nearly 86% of the capital programme is allocated to projects that must proceed irrespective of prioritisation outcomes. This significantly reduces the portion of the funding envelope available for introducing newly prioritised projects and highlights the long-term fiscal implications associated with multi-year capital commitments.

Temporal patterns within the capital programme further illustrate the importance of disciplined project sequencing. Municipal demand remains relatively stable during the first eight years of the planning horizon, generally ranging between R520 million and R740 million annually, while the funding envelope gradually increases from approximately R579 million in 2026/27 to R686 million by 2035/36. In the later years of the framework, demand declines while the funding envelope continues to expand, suggesting that additional fiscal capacity may become available toward the end of the planning horizon. This divergence indicates that additional project preparation and long-term planning will be required to ensure that available fiscal capacity in the outer years of the framework is effectively utilised.

Strengthening long-term infrastructure planning will therefore be essential to ensure that future capital investment opportunities are fully realised. Continued refinement of sector master plans and infrastructure pipelines can help populate the outer years of the framework with credible projects aligned with municipal development objectives. At the same time, exploring complementary financing mechanisms such as development contributions, expanded grant utilisation, and other external funding sources may help bridge remaining funding gaps and accelerate delivery of high-priority infrastructure.

The budget scenario demonstrates that the municipality is able to translate the prioritised project portfolio into a financially viable capital expenditure programme while remaining broadly aligned with the affordability envelope established through the Long-Term Financial Model. Maintaining this balance between infrastructure demand, fiscal sustainability, and strategic investment priorities will remain critical

to ensuring that capital expenditure continues to support spatial transformation, service delivery equity, and long-term municipal development objectives.

Phase 5

Capital Expenditure Programme

3 Capital Expenditure Programme

3.1 Contextualisation

A Capital Expenditure Programme (CEP) refers to a detailed programme that outlines the municipality's list of projects that are required to be implemented over a multi-year period. This programme is the municipality's list of projects that are prioritised according to the strategic prioritisation process, in which projects were given a ranking. Using the budget scenario tool, these projects were allocated resources efficiently, in line with their respective demand estimates, whilst ensuring that their collective cost aligns with the affordability envelope of the municipality.

There are multiple benefits of having this overview, some of which are listed below:

- **Improved service delivery:** A Capital Expenditure Programme identifies the most essential projects required to improve service delivery in the municipality. It allows for more effective planning and allocation of resources to meet the needs of the population.
- **Strategic planning:** A Capital Expenditure Programme enables the municipality with a strategic plan, based on an understanding of the projects that are necessary to meet the needs of the municipality. It allows for a long-term vision to be developed that is aligned with the goals of the municipality.
- **Increased efficiency:** By understanding the essential projects, the municipality can ensure that resources are used efficiently. Projects are already prioritised based on their importance, and resources have been allocated accordingly.
- **Attraction of investment:** A comprehensive overview of necessary projects can help attract investment to the municipality. It provides potential investors with a clear understanding of the opportunities that exist in the area and the projects that are necessary to support growth and development.
- **Attraction and retention of residents:** By addressing the needs of the population through these essential projects, the municipality can attract new residents whilst retaining the current population. This can lead to increased economic activity and a higher quality of life for those living in the region.
- **In essence,** the CEP furnishes the municipality with a comprehensive perspective on the essential capital undertakings it must carry out to fulfil its current and future service delivery responsibilities, while concurrently enticing investment, commerce, and inhabitants from throughout the province.

3.2 Capital Expenditure Programme Results

As municipalities strive to deliver basic infrastructure services and meet the needs of their communities, budgeting is a critical process. Through the Budget Scenario Tool, the municipality was able to consider various budget-related parameters and align resources, strategic priorities and investment demand. In this section of the report, the results of the budget scenario results is presented using different perspectives, detailing the proposed implementation framework over the 10-year horizon. This section aims to provide insight into how the municipality intends to allocate its resources to meet its strategic objectives. Understanding the budget scenario results over the next 10 years in a municipality is crucial for effective long-term planning. A clear understanding of budget scenario results enables municipalities to prioritise the right capital projects, allocate resources accordingly, and ensure that funds are available to complete critical projects. It also helps to identify areas of improvement required in the planning process over the long term, acting as an early warnings system in the planning and project preparation

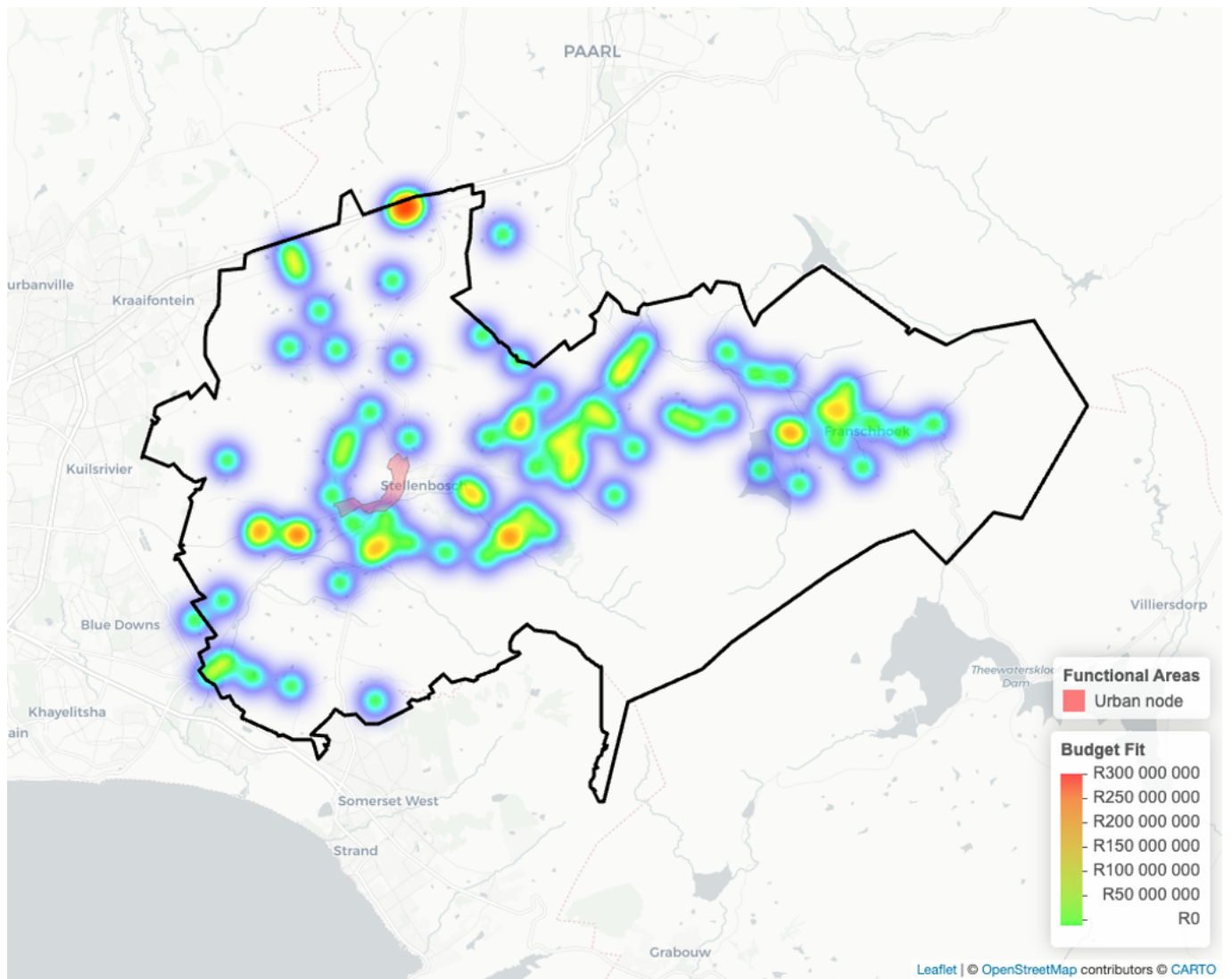
process. This understanding can also support infrastructure maintenance and improvement, economic growth, and development and promote transparency and accountability in government. This section explores the budget scenario results for 10 years in the municipality.

3.3 Budget Scenario Spatial Distribution

In the following section, an exploration of the budget scenario will be undertaken, with a focus on its spatial aspects. This will involve an examination of Priority Development Areas (PDAs) and Electoral Wards. The spatial investment approach, established through the prioritisation and budget scenario methodology, forms the core of this analysis. This section will present the spatial distribution of the Capital Expenditure Programme, providing clear illustrations of how the budget scenario results are strategically distributed across various geographic areas within the municipality. Navigating through this section, the goal is to better understand the degree of spatial targeting.

3.3.1 Budget Scenario Outcome Analysis per Urban Edge

The budget scenario results are presented with a particular focus on urban edges spanning over a 10-year horizon. The main objective is to assess the municipality's attempts to spatially target and limit its resource allocation within marked edges. This analysis seeks to offer insights into the manifestation of strategic decisions through budgetary action as outlined in the 10-year plan within the municipality's urban edges. Consequently, it provides a comprehensive understanding of the spatial agglomeration and concentration, as well as the potential impacts of the budget scenario across urbanised areas. Figure 3-2 illustrates the distribution of the budget scenario outcomes across the different urban edges, while



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Table 3-1 provides a detailed breakdown of the budget scenario results.

Figure 3-1: Budget Scenario Results per Urban Edge

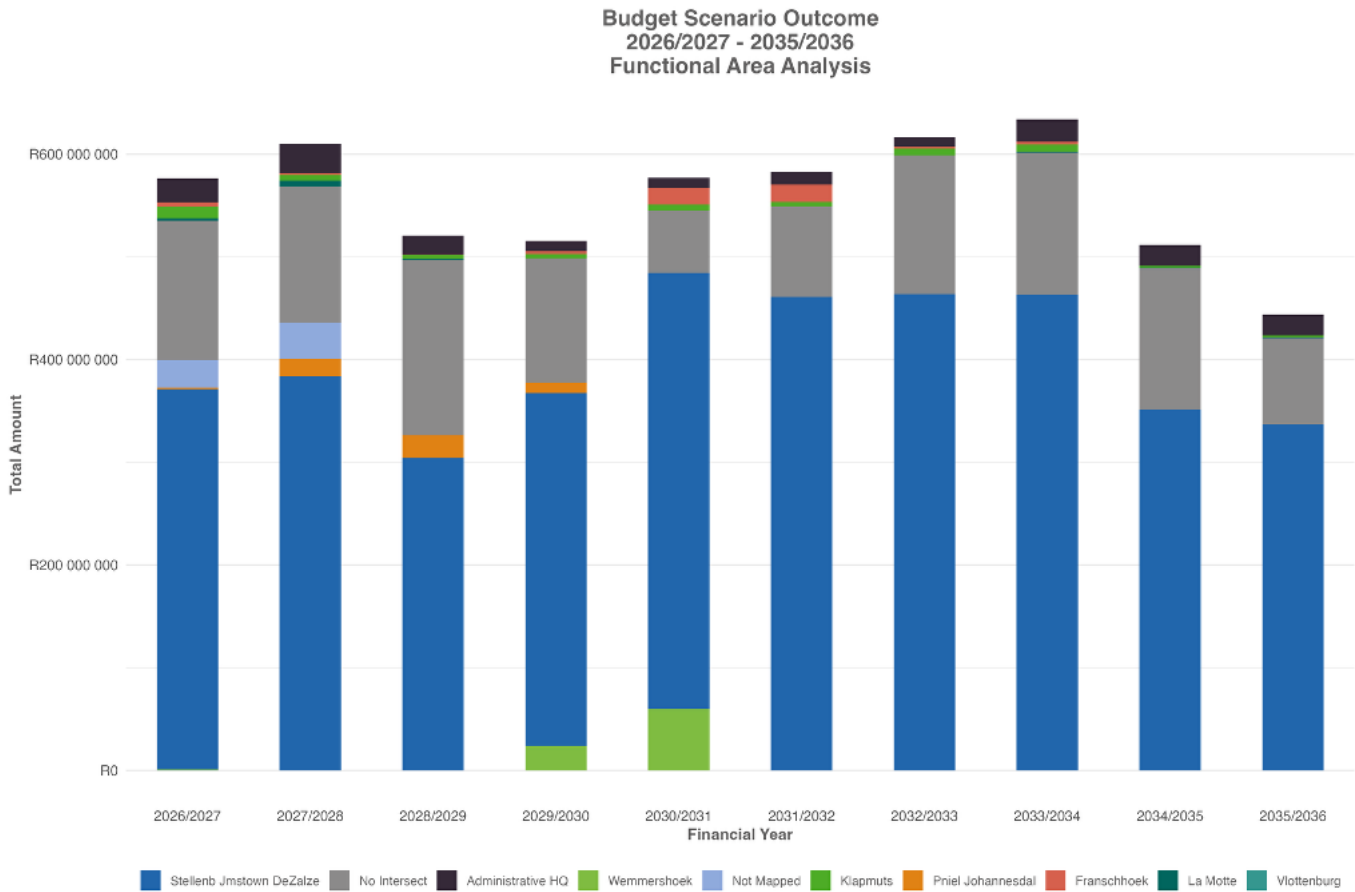


Figure 3-2: Spatial Representation of Budget Scenario Results per Urban Edge

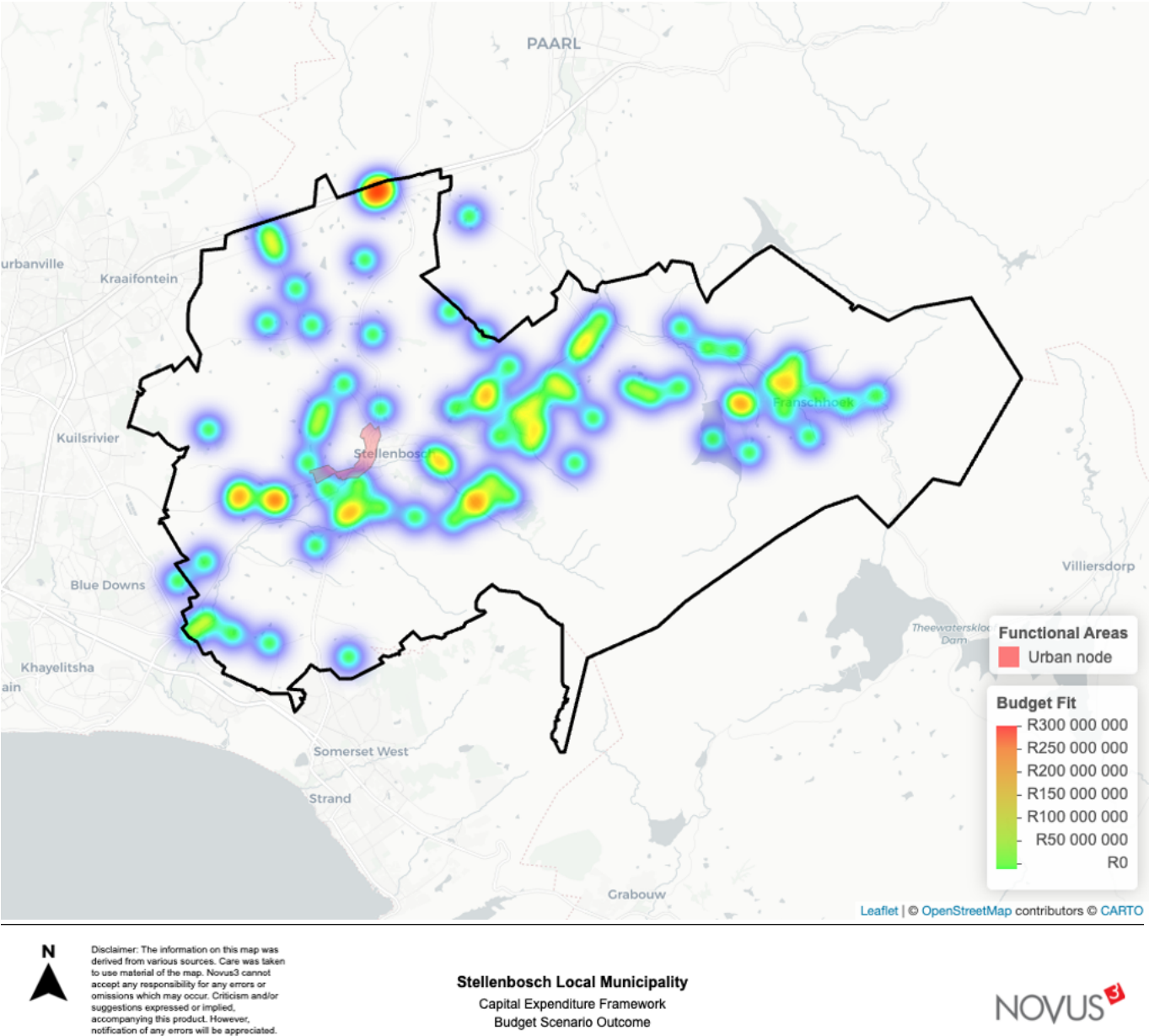


Table 3-1: Budget Scenario Results per Urban Edge Analysis

Vlottenburg	R 50 000	R 0	R 0	R 0	R 0	R 0	R 0	R 0	R 0	R 0	R 50 000	0.00%
	R 2 300 000	R 5 500 000	R 500 000	R 0	R 0	R 0	R 0	R 1 300 000	R 500 000	R 500 000	R 10 600 000	0.19%
La Motte												

Financial Year	Stellenb Jmstown DeZaize	No Intersect	Administrative HQ	Wemmershoek	Not Mapped	Klapmuts	Priel Johannesdal	Franschhoek
2026/2027	R 370 012 191	R 135 685 678	R 23 292 500	R 1 000 000	R 27 000 000	R 11 341 917	R 1 500 000	R 4 119 565
2027/2028	R 383 592 237	R 132 505 896	R 28 612 500	R 0	R 35 500 000	R 5 700 000	R 17 000 000	R 1 619 565
2028/2029	R 304 100 816	R 171 205 588	R 18 265 000	R 0	R 0	R 4 200 000	R 22 000 000	R 500 000
2029/2030	R 343 513 153	R 121 116 957	R 10 015 000	R 24 000 000	R 0	R 4 000 000	R 10 000 000	R 3 000 000
2030/2031	R 424 338 049	R 60 571 957	R 9 920 000	R 60 000 000	R 0	R 6 200 000	R 0	R 16 186 000
2031/2032	R 461 203 125	R 87 831 957	R 12 235 000	R 0	R 0	R 4 700 000	R 0	R 16 686 000
2032/2033	R 463 750 612	R 134 967 054	R 8 950 000	R 0	R 0	R 6 800 000	R 0	R 2 000 000
2033/2034	R 463 466 540	R 137 817 657	R 21 980 000	R 0	R 0	R 6 800 000	R 0	R 2 600 000
2034/2035	R 351 163 754	R 137 967 753	R 19 970 000	R 0	R 0	R 1 800 000	R 0	R 0
2035/2036	R 337 016 939	R 84 040 000	R 20 305 000	R 0	R 0	R 1 800 000	R 0	R 0
Total	R 3 902 157 416	R 1 203 710 497	R 173 545 000	R 85 000 000	R 62 500 000	R 53 341 917	R 50 500 000	R 46 711 130
Percentage	69.83%	21.54%	3.11%	1.52%	1.12%	0.95%	0.90%	0.84%

The following observations can be noted from Figure 3-1, Figure 3-2 and Table 3-1:

The budget scenario demonstrates a strong spatial concentration of capital investment within the municipality's primary urban core and established settlement areas. The resulting capital expenditure programme of R5.59 billion reflects a deliberate investment pattern aligned with the Spatial Development

Framework (SDF), prioritising infrastructure investment within existing settlements and key development nodes while limiting extensive infrastructure expansion into dispersed rural areas. Key observations are noted below:

- This functional area receives R3.90 billion (69.83%) of the total capital programme over the 10-year planning horizon. The magnitude of this allocation reflects the concentration of infrastructure demand within the municipality's primary economic and population centre, where investments in bulk services, electricity networks, transport infrastructure, and urban development initiatives support densification, economic activity, and continued growth within the Stellenbosch urban core and surrounding development corridors.
- Projects classified as "No Intersect" account for R1.20 billion (21.54%) of the programme. These projects typically represent infrastructure investments that serve the broader municipal system rather than a specific settlement, such as network upgrades, bulk infrastructure improvements, or projects where spatial location is not yet precisely defined. While these investments remain essential for maintaining municipal infrastructure capacity, their classification highlights the continued importance of strengthening spatial data precision in future iterations of the Capital Expenditure Framework.
- Projects associated with Administrative Headquarters amount to R173.5 million (3.11%) of the capital programme. These projects relate primarily to municipal operational facilities, institutional infrastructure, and administrative support systems required to sustain service delivery operations. The relatively small share confirms that the majority of capital investment remains directed toward service delivery infrastructure rather than internal municipal facilities.
- Settlements such as Klapmuts (R53.3 million; 0.95%), Pniel/Johannesdal (R50.5 million; 0.90%), and Franschhoek (R46.7 million; 0.84%) receive moderate allocations aimed at supporting localised service delivery improvements, tourism-related infrastructure, and community facilities. These investments contribute to improving infrastructure quality within these settlements while maintaining proportional alignment with their population size, infrastructure needs, and economic activity relative to the Stellenbosch urban core.
- Areas such as Wemmershoek (R85 million; 1.52%) and La Motte (R10.6 million; 0.19%) receive smaller capital allocations focused on specific projects within these localities. Similarly, Vlothenburg receives a minimal allocation of R50 000, reflecting limited infrastructure requirements within dispersed rural areas. These smaller allocations demonstrate a selective investment approach that prioritises targeted infrastructure improvements rather than large-scale network expansion in low-density areas.
- Projects categorised as "Not Mapped" account for R62.5 million (1.12%) of the capital programme. These projects likely represent initiatives where spatial attribution remains incomplete or where project location may be determined during later design phases. While this proportion remains relatively small, improving spatial data completeness will strengthen future spatial analysis and enhance the municipality's ability to align infrastructure investment with settlement development priorities.
-
- The spatial distribution confirms the municipality's strategic focus on consolidating infrastructure investment within its primary urban growth area while supporting targeted service delivery improvements in secondary settlements. The concentration of approximately 70% of capital investment within the Stellenbosch urban core reflects the municipality's role as the principal economic, administrative, and service delivery hub within the municipal area. At the same time, the presence of municipality-wide infrastructure investments and targeted allocations to smaller settlements demonstrates a balanced approach that supports both infrastructure efficiency and equitable service delivery across the broader municipal region.

- The spatial allocation of the capital expenditure programme therefore demonstrates clear alignment between infrastructure investment and the municipality's long-term spatial development objectives. By concentrating the majority of capital investment within established urban areas and strategic development nodes while limiting dispersed infrastructure expansion, the municipality strengthens the efficiency, sustainability, and long-term resilience of its infrastructure network.

The spatial allocation of the capital expenditure programme therefore demonstrates clear alignment between infrastructure investment and the municipality's long-term spatial development objectives. By concentrating the majority of capital investment within established urban areas and strategic development nodes while limiting dispersed infrastructure expansion, the municipality strengthens the efficiency, sustainability, and long-term resilience of its infrastructure network.

3.3.2 Budget Scenario Outcome Analysis per Electoral Wards

In the analysis of the budget scenario results per Electoral Wards, the focus shifts towards understanding the allocation and utilisation of financial resources within specific electoral divisions. This examination seeks to illuminate how the budget scenario results are distributed across different wards, providing insights into the municipality's strategic investment priorities at a localised level. By scrutinising the budget scenario through the lens of Electoral Wards, this analysis unveils the geographic nuances that influence financial decisions, reflecting the municipality's commitment to addressing the unique needs and development requirements of each electoral area. Figure 3-3 and Table 3-2 serve as valuable tools in comprehending the localised impact of budgetary decisions as per the budget scenario on the development landscape within each Electoral Ward.

Figure 3-3: Budget Scenario Results per Electoral Ward

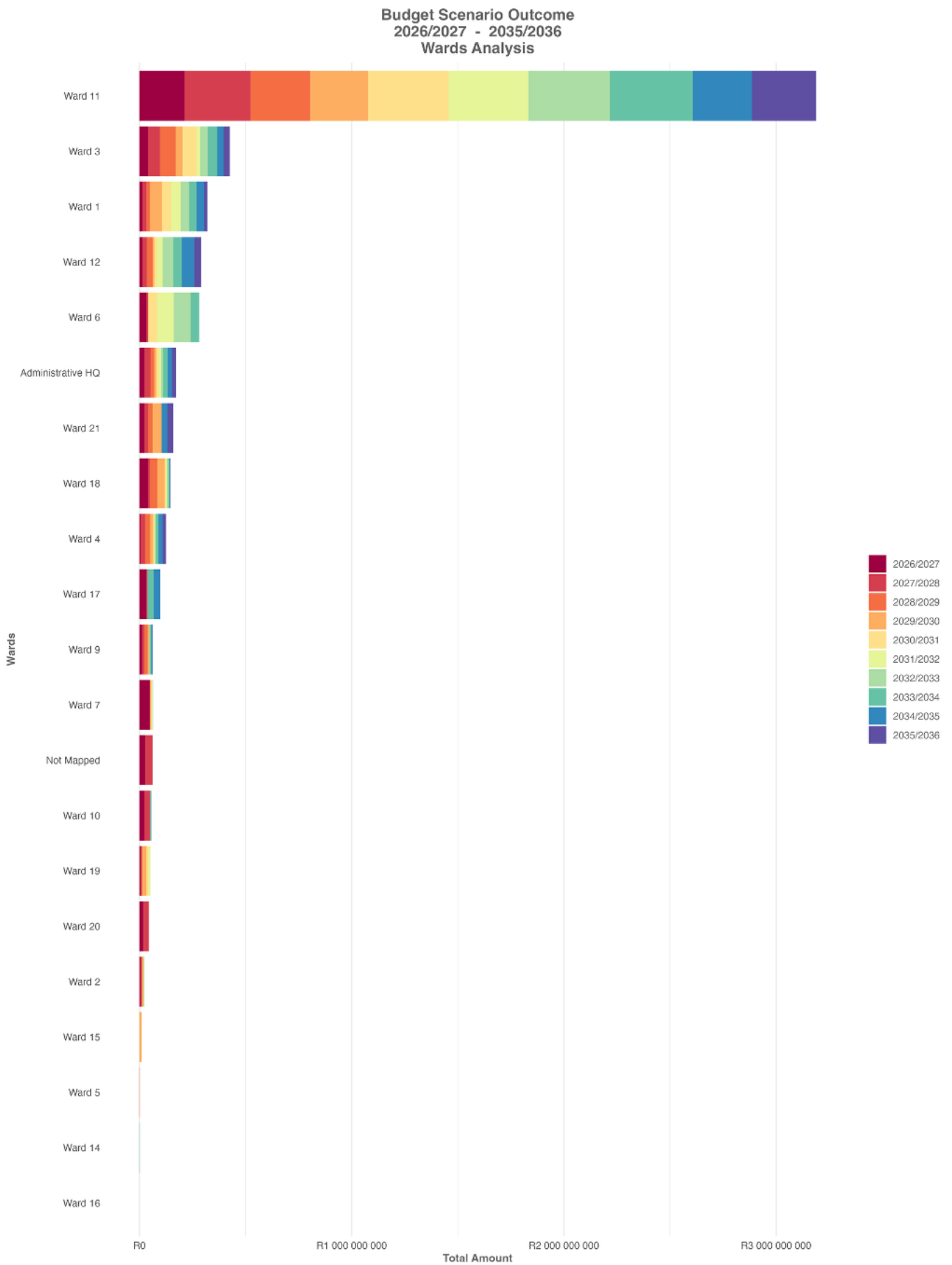


Table 3-2: Budget Scenario Results per Electoral Ward

2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035	2035/2036	Total	Percentage
R 281 100 816	R 273 173 153	R 379 838 049	R 375 203 125	R 383 450 612	R 391 573 676	R 278 798 205	R 302 316 939	R 3 188 770 147	57.06%
R 74 721 739	R 32 500 000	R 66 500 000	R 16 250 000	R 36 500 000	R 44 800 000	R 30 000 000	R 29 000 000	R 426 490 366	7.63%
R 17 767 174	R 55 921 957	R 43 007 957	R 46 007 957	R 40 138 054	R 35 269 957	R 34 546 835	R 15 000 000	R 320 257 500	5.73%
R 28 500 000	R 7 000 000	R 12 000 000	R 27 500 000	R 51 465 000	R 38 800 000	R 59 165 000	R 31 000 000	R 289 856 956	5.19%
R 0	R 1 000 000	R 40 000 000	R 80 000 000	R 80 000 000	R 40 000 000	R 0	R 0	R 281 890 632	5.04%
R 18 265 000	R 10 015 000	R 9 920 000	R 12 235 000	R 8 950 000	R 21 980 000	R 19 970 000	R 20 305 000	R 173 545 000	3.11%
R 20 826 675	R 42 640 000	R 0	R 0	R 0	R 0	R 27 200 000	R 27 200 000	R 159 277 544	2.85%
R 34 200 000	R 34 000 000	R 6 200 000	R 4 700 000	R 6 800 000	R 6 800 000	R 1 800 000	R 1 800 000	R 146 114 767	2.61%
R 25 690 000	R 13 695 000	R 4 050 000	R 4 060 000	R 4 294 000	R 12 507 700	R 19 715 918	R 15 800 000	R 125 662 618	2.25%
R 0	R 0	R 0	R 0	R 0	R 29 503 381	R 31 126 066	R 0	R 98 542 491	1.76%
R 16 000 000	R 7 200 000	R 0	R 500 000	R 4 800 000	R 5 639 483	R 5 839 483	R 500 000	R 62 928 966	1.13%
R 0	R 4 000 000	R 4 000 000	R 4 000 000	R 0	R 0	R 500 000	R 0	R 62 900 000	1.13%
R 0	R 0	R 0	R 0	R 0	R 0	R 0	R 0	R 62 500 000	1.12%
R 0	R 0	R 0	R 0	R 0	R 4 000 000	R 2 000 000	R 0	R 56 443 007	1.01%
R 0	R 20 000 000	R 10 000 000	R 10 000 000	R 70 000	R 40 000	R 40 000	R 40 000	R 52 550 468	0.94%
R 0	R 0	R 0	R 0	R 0	R 0	R 0	R 0	R 43 035 498	0.77%
R 3 500 000	R 4 500 000	R 1 500 000	R 2 000 000	R 0	R 1 900 000	R 500 000	R 500 000	R 24 200 000	0.43%
R 0	R 10 000 000	R 0	R 0	R 0	R 0	R 0	R 0	R 10 000 000	0.18%
R 200 000	R 0	R 200 000	R 200 000	R 0	R 200 000	R 200 000	R 200 000	R 1 700 000	0.03%
R 0	R 0	R 0	R 0	R 0	R 500 000	R 0	R 0	R 1 000 000	0.02%

Wards	2026/2027	2027/2028
Ward 11	R 212 679 385	R 310 636 187
Ward 3	R 40 613 852	R 55 604 775
Ward 1	R 13 119 565	R 19 478 044
Ward 12	R 13 987 826	R 20 439 130
Ward 6	R 31 890 632	R 9 000 000
Administrative HQ	R 23 292 500	R 28 612 500
Ward 21	R 23 847 826	R 17 563 043
Ward 18	R 41 614 767	R 8 200 000
Ward 4	R 5 170 000	R 20 680 000
Ward 17	R 30 956 522	R 6 956 522
Ward 9	R 12 050 000	R 10 400 000
Ward 7	R 50 400 000	R 0
Not Mapped	R 27 000 000	R 35 500 000
Ward 10	R 23 500 000	R 26 943 007
Ward 19	R 4 543 478	R 7 816 990
Ward 20	R 17 035 498	R 26 000 000
Ward 2	R 3 800 000	R 6 000 000
Ward 15	R 0	R 0
Ward 5	R 300 000	R 200 000
Ward 14	R 500 000	R 0

The following observations can be noted from Figure 3-3 and Table 3-2:

The electoral ward distribution of the capital expenditure programme demonstrates a strong spatial concentration of infrastructure investment within a limited number of wards that correspond with the municipality's primary urban settlement areas and development corridors. The R5.59 billion ward-specific capital programme reflects a highly uneven distribution of investment, where a small number of wards receive the majority of capital allocations while several peripheral wards receive comparatively modest funding. Key observations are outlined below:

- This ward receives R3.19 billion (57.06%) of the total capital expenditure programme over the 10-year planning horizon. The scale of this allocation reflects the concentration of major infrastructure projects within the Stellenbosch urban core and surrounding development corridors. Investments within this ward are associated with large-scale bulk infrastructure upgrades, electricity network expansion, transport improvements, and urban development initiatives that support both the ward itself and the broader municipal economy.
- Ward 3 (R426.5 million; 7.63%), Ward 1 (R320.3 million; 5.73%), Ward 12 (R289.9 million; 5.19%), and Ward 6 (R281.9 million; 5.04%) collectively account for a significant share of the remaining capital programme. These wards represent established residential and development areas where infrastructure upgrades, service expansion, and urban development projects are required to support population growth and economic activity.
- Ward 21 (R159.3 million; 2.85%), Ward 18 (R146.1 million; 2.61%), and Ward 4 (R125.7 million; 2.25%) represent a third tier of investment within the capital programme. Projects within these wards are typically associated with localised infrastructure upgrades, network extensions, and targeted service delivery improvements that address community infrastructure needs.
- Projects associated with Administrative Headquarters total R173.5 million (3.11%) across the planning horizon. These investments support municipal operational capacity through upgrades to administrative facilities, institutional infrastructure, and supporting systems required for effective governance and service delivery.
- Wards such as Ward 17 (1.76%), Ward 9 (1.13%), Ward 7 (1.13%), Ward 10 (1.01%), Ward 19 (0.94%), and Ward 20 (0.77%) receive smaller shares of the overall capital programme. These allocations typically correspond to smaller-scale infrastructure upgrades, local service improvements, and targeted community projects rather than major bulk infrastructure investments.

- Projects classified as Not Mapped account for R62.5 million (1.12%), while wards such as Ward 2 (0.43%), Ward 15 (0.18%), Ward 5 (0.03%), and Ward 14 (0.02%) receive minimal allocations. These lower allocations may reflect lower population densities, fewer large-scale infrastructure projects within these wards, or investments that serve broader municipal systems rather than being geographically confined to a specific ward.
- Annual allocations within this ward remain consistently high across the planning horizon, suggesting the implementation of multi-year capital projects that require sustained funding. Such patterns are typically associated with bulk infrastructure upgrades, electricity network expansion, and transport-related investments that support broader municipal service delivery.

The ward-level distribution of the capital expenditure programme therefore illustrates a highly concentrated investment pattern driven by major infrastructure projects within the municipality's primary urban areas. While this concentration reflects strategic spatial targeting and the location of large-scale capital investments, continued monitoring of ward allocations will be necessary to ensure that infrastructure spending remains responsive to service delivery needs, population growth, and spatial development priorities across the municipality.

3.3.3 Budget Scenario Outcome Analysis per Priority Development Area (PDAs)

The analysis of the budget scenario results by Priority Development Areas (PDAs) provides an analysis of how financial resources are allocated and utilised within the zones defined by the Spatial Development Framework. This analysis aims to assess the effectiveness of spatial targeting by the municipality, determining whether resources are being directed toward areas of strategic importance as intended. This spatial perspective is crucial for understanding the alignment between the municipality's budgetary decisions and its development objectives. It allows for an assessment of whether the investments are reinforcing the intended spatial structure, fostering growth in priority areas, and addressing regional inequalities. Figure 3-4 and Table 3-3 serve as valuable tools in understanding this analysis.

Figure 3-4: Budget Scenario Results per Priority Development Area

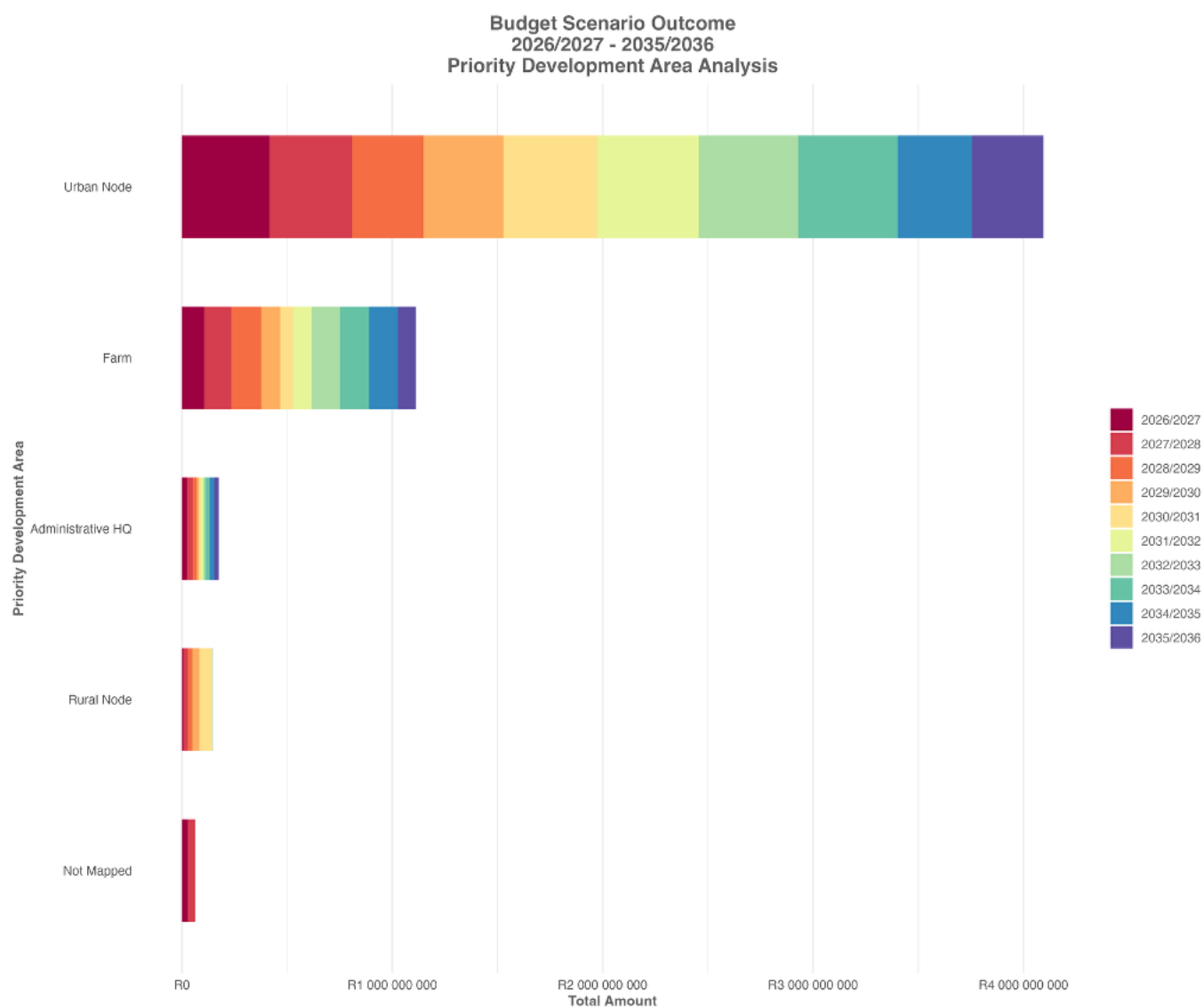


Table 3-3: Budget Scenario Results per Priority Development Area

2035/2036	Total	Percentage
R 338 816 939	R 4 094 983 313	73.28%
R 84 040 000	R 1 110 937 647	19.88%
R 20 305 000	R 173 545 000	3.11%
R 500 000	R 146 150 000	2.62%
R 0	R 62 500 000	1.12%
R 443 661 939	R 5 588 115 960	100.00%
7.94%	100.00%	

Priority Development Area	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035
Urban Node	R 415 746 523	R 393 411 802	R 338 800 816	R 380 513 153	R 446 724 049	R 482 589 125	R 472 550 612	R 472 866 540	R 352 963 754
Farm	R 105 412 828	R 130 005 896	R 141 205 588	R 91 116 957	R 60 571 957	R 87 831 957	R 134 967 054	R 137 817 657	R 137 967 753
Administrative HQ	R 23 292 500	R 28 612 500	R 18 265 000	R 10 015 000	R 9 920 000	R 12 235 000	R 8 950 000	R 21 980 000	R 19 970 000
Rural Node	R 4 850 000	R 22 500 000	R 22 500 000	R 34 000 000	R 60 000 000	R 0	R 0	R 1 300 000	R 500 000
Not Mapped	R 27 000 000	R 35 500 000	R 0	R 0	R 0	R 0	R 0	R 0	R 0
Total	R 576 301 851	R 610 030 198	R 520 771 404	R 515 645 110	R 577 216 006	R 582 656 082	R 616 467 666	R 633 964 197	R 511 401 507
Percentage	10.31%	10.92%	9.32%	9.23%	10.33%	10.43%	11.03%	11.34%	9.15%

The following observations can be noted from Figure 3-4 and Table 3-4:

The Priority Development Area (PDA) distribution of the capital expenditure programme demonstrates a strong spatial alignment with the municipality's settlement hierarchy and spatial development objectives. The R5.59 billion capital programme shows a clear concentration of infrastructure investment within established urban nodes, supported by targeted investments within farm areas and minimal allocations to rural settlements. This distribution reflects the municipality's spatial development approach of consolidating infrastructure investment within existing settlements while supporting key economic activities across the broader municipal landscape. Key observations are noted below:

- Urban Nodes represent the dominant focus of capital investment within the municipality. Projects located within Urban Nodes receive R4.09 billion (73.28%) of the total capital expenditure programme over the 10-year planning horizon. This substantial allocation reflects the concentration of infrastructure demand within Stellenbosch's principal settlement areas, including the Stellenbosch urban core and surrounding development nodes. Investments within these areas typically include bulk infrastructure upgrades, electricity network improvements, transport investments, and urban development initiatives that support densification, economic activity, and improved service delivery within the municipality's primary population centres.
- Farm areas represent the second-largest category of capital investment. Projects associated with farm areas account for R1.11 billion (19.88%) of the programme. These investments often relate to infrastructure supporting the municipality's agricultural economy, including infrastructure servicing wine estates, tourism-related developments, and rural infrastructure networks that support economic activity within the Cape Winelands landscape. The scale of this allocation reflects the continued importance of agriculture, wine production, and tourism within the Stellenbosch local economy.
- Administrative infrastructure represents a modest but necessary component of the capital programme. Projects associated with Administrative Headquarters total R173.5 million (3.11%) across the planning horizon. These investments support municipal operational capacity through upgrades to administrative facilities, institutional infrastructure, and systems required for effective governance and service delivery.
- Rural Nodes receive a comparatively small share of the capital programme. Projects located within Rural Nodes total R146.2 million (2.62%) across the planning horizon. This limited allocation reflects the municipality's spatial development approach of avoiding extensive infrastructure expansion in dispersed rural settlements where service delivery costs are significantly higher. Infrastructure investment is therefore prioritised within established settlement nodes where economies of scale can be achieved and service delivery efficiency can be maintained.
- A very small proportion of the programme remains spatially unassigned. Projects classified as Not Mapped account for R62.5 million (1.12%) of the capital programme. These projects typically represent initiatives where spatial coordinates have not yet been fully specified or where infrastructure benefits extend across multiple areas rather than being linked to a single spatial category.
- The temporal distribution of investment demonstrates sustained emphasis on Urban Nodes throughout the planning horizon. Annual allocations to Urban Node areas remain consistently high across the framework, ranging from approximately R338.8 million in 2035/36 to over R482 million in 2031/32, reflecting multi-year infrastructure programmes and ongoing urban development investment. This pattern indicates that major infrastructure projects are implemented across several financial years rather than through short-term expenditure spikes.
- Farm area investments show moderate variation over time, reflecting the phased implementation of infrastructure projects associated with agricultural activity and tourism development. These

allocations are particularly evident across the middle years of the planning horizon as infrastructure projects supporting rural economic activity are implemented in stages.

- The relatively limited allocation to Rural Nodes reinforces the municipality's spatial development strategy. By limiting large-scale infrastructure investment in dispersed rural settlements, the capital programme supports more efficient infrastructure provision within established urban areas while protecting the surrounding agricultural and heritage landscapes that form an important component of the municipality's identity.

The Priority Development Area budget distribution therefore demonstrates strong alignment between the capital expenditure programme and the municipality's spatial development objectives. The concentration of nearly three-quarters of capital investment within Urban Nodes confirms that infrastructure investment is primarily directed toward the municipality's principal settlement areas, while targeted investments within farm areas support the agricultural economy and limited allocations to Rural Nodes reflect a deliberate strategy to manage infrastructure expansion in dispersed areas. This spatial pattern reinforces the municipality's commitment to sustainable settlement development and efficient infrastructure.

3.3.4 Budget Scenario Outcome Analysis per Pro-Poor Areas

The budget scenario will analyse how financial allocations are dedicated to pro-poor areas, assessing the impact of these investments on both regional upliftment and overall municipal stability. Whilst allocating budget resources to poor areas is crucial for addressing challenges like inadequate infrastructure, limited services, and low income levels. By focusing investments in these pro-poor regions, the municipality can improve living conditions, boost public services, and stimulate local economies, which can help break the cycle of poverty. However, it is equally important to maintain funding for non-poor areas to ensure infrastructure upkeep and support broader economic growth. Figure 3-5 and Table 3-4 serve as valuable tools in understanding this analysis.

Figure 3-5: Budget Scenario Results by poor vs. non-poor expenditure analysis

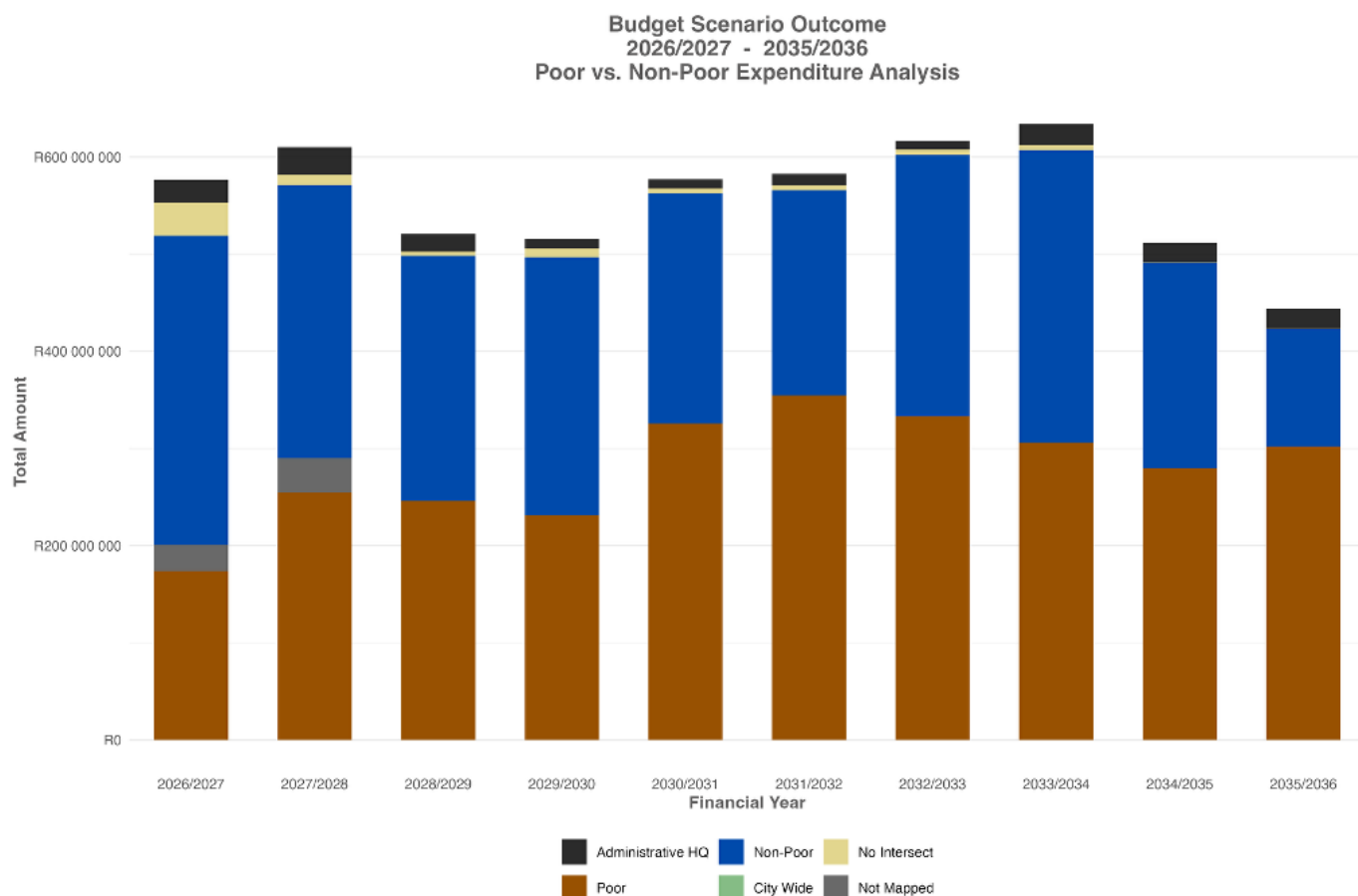


Table 3-4: Budget Scenario Results by poor vs. non-poor expenditure analysis

Poor	Non-Poor	Total	Poor : Non-Poor
R 173 599 646	R 318 253 183	R 553 009 351	1:0.5
R 254 590 991	R 280 670 185	R 581 417 698	1:0.9
R 245 920 381	R 252 386 023	R 502 506 404	1:1.0
R 231 173 153	R 265 456 957	R 505 630 110	1:0.9
R 325 588 049	R 237 007 957	R 567 296 006	1:1.4
R 354 703 125	R 211 017 957	R 570 421 082	1:1.7
R 333 250 612	R 268 967 054	R 607 517 666	1:1.2
R 306 213 159	R 300 471 038	R 611 984 197	1:1.0
R 279 637 688	R 211 493 819	R 491 431 507	1:1.3
R 301 816 939	R 121 240 000	R 423 356 939	1:2.5
R 2 806 493 743	R 2 466 964 173	R 5 414 570 960	1:1.1

Year	Not Mapped	No Intersect	City Wide	Administrative HQ
2026/2027	R 27 000 000	R 34 156 522	R 0	R 23 292 500
2027/2028	R 35 500 000	R 10 656 522	R 0	R 28 612 500
2028/2029	R 0	R 4 200 000	R 0	R 18 265 000
2029/2030	R 0	R 9 000 000	R 0	R 10 015 000
2030/2031	R 0	R 4 700 000	R 0	R 9 920 000
2031/2032	R 0	R 4 700 000	R 0	R 12 235 000
2032/2033	R 0	R 5 300 000	R 0	R 8 950 000
2033/2034	R 0	R 5 300 000	R 0	R 21 980 000
2034/2035	R 0	R 300 000	R 0	R 19 970 000
2035/2036	R 0	R 300 000	R 0	R 20 305 000
Total	R 62 500 000	R 78 613 044	R 0	R 173 545 000

The following observations can be noted from Figure 3-5 and Table 3-4:

The beneficial area distribution of the capital expenditure programme provides insight into how municipal infrastructure investment supports equitable service delivery across socio-economic groups. The analysis distinguishes between projects benefiting areas classified as Poor and Non-Poor, together with investments associated with administrative infrastructure and projects without clearly defined spatial benefit areas. The results indicate a substantial allocation of infrastructure investment toward poorer communities over the 10-year planning horizon. Key observations are noted below:

- Poor areas receive the majority of capital investment within the analysed programme. Projects benefiting areas classified as Poor amount to R2.81 billion, representing approximately 51.8% of the analysed capital expenditure. This allocation marginally exceeds that directed toward Non-Poor areas and reflects the municipality's focus on addressing infrastructure backlogs and improving service delivery conditions within disadvantaged communities.
- Non-Poor areas account for a significant but smaller share of the capital programme. Projects benefiting Non-Poor areas total R2.47 billion, representing approximately 45.6% of the analysed capital expenditure. These investments typically include infrastructure upgrades within established urban areas, bulk service expansions, and infrastructure supporting economic activity and urban development within higher-income areas.
- Administrative and non-spatially defined projects represent a relatively small portion of the programme. Projects associated with Administrative Headquarters total R173.5 million, while projects classified as No Intersect amount to R78.6 million and Not Mapped projects total R62.5 million over the planning horizon. Together, these categories represent a minor share of the overall capital programme and generally relate to institutional infrastructure or projects that benefit the municipality broadly rather than a specific socio-economic area.
- The temporal distribution of investment reveals a gradual shift toward poorer areas during the middle and later years of the programme. In the early years of the framework, capital investment is relatively balanced between Poor and Non-Poor areas. However, from approximately 2030/31 onwards, allocations to Poor areas increase significantly, reaching annual levels of over R300 million in several years of the planning horizon. This pattern suggests a sequencing of infrastructure investments aimed at progressively addressing service delivery gaps within disadvantaged communities.
- The ratio of investment between Poor and Non-Poor areas varies over time but increasingly favours poorer communities. Early years of the programme demonstrate a stronger share of investment in Non-Poor areas due to previously committed projects or bulk infrastructure investments located in established urban centres. Over time, however, the balance shifts toward Poor areas, with the Poor:Non-Poor ratio increasing from approximately 1:0.5 in 2026/27 to around 1:2.5 by 2035/36, indicating the progressive rollout of projects targeting lower-income communities.
- The distribution indicates that the capital programme incorporates both equity and economic considerations. Investments in Poor areas contribute toward addressing infrastructure backlogs and improving service delivery conditions, while continued investment in Non-Poor areas supports economic activity, urban development, and infrastructure capacity within key growth areas of the municipality.

The beneficial area distribution therefore demonstrates a broadly balanced capital investment pattern that combines pro-poor infrastructure investment with continued support for infrastructure development within established urban areas. The fact that a slightly larger share of the capital programme benefits poorer communities indicates that the municipality's capital expenditure framework supports broader

service delivery equity objectives while maintaining the infrastructure investments required to sustain economic growth and urban development across the municipal area.

3.4 Budget Scenario as per the mSCOA Perspectives

In the subsequent sections, the budget scenario outcomes will be explored through the lens of the Municipal Standard Chart of Accounts (mSCOA). The National Treasury has introduced Integrated Financial Management and Internal Control System processes for local government, a significant component of which is the implementation of the Regulation of a Standard Chart of Accounts—commonly known as mSCOA. This standardised financial transaction classification framework, in accordance with mSCOA, gazetted on April 22, 2014 (Gazette No 37577), plays a pivotal role in ensuring consistency and uniformity in financial reporting for municipalities.

3.4.1 Budget Scenario Outcome Analysis per mSCOA Asset Type

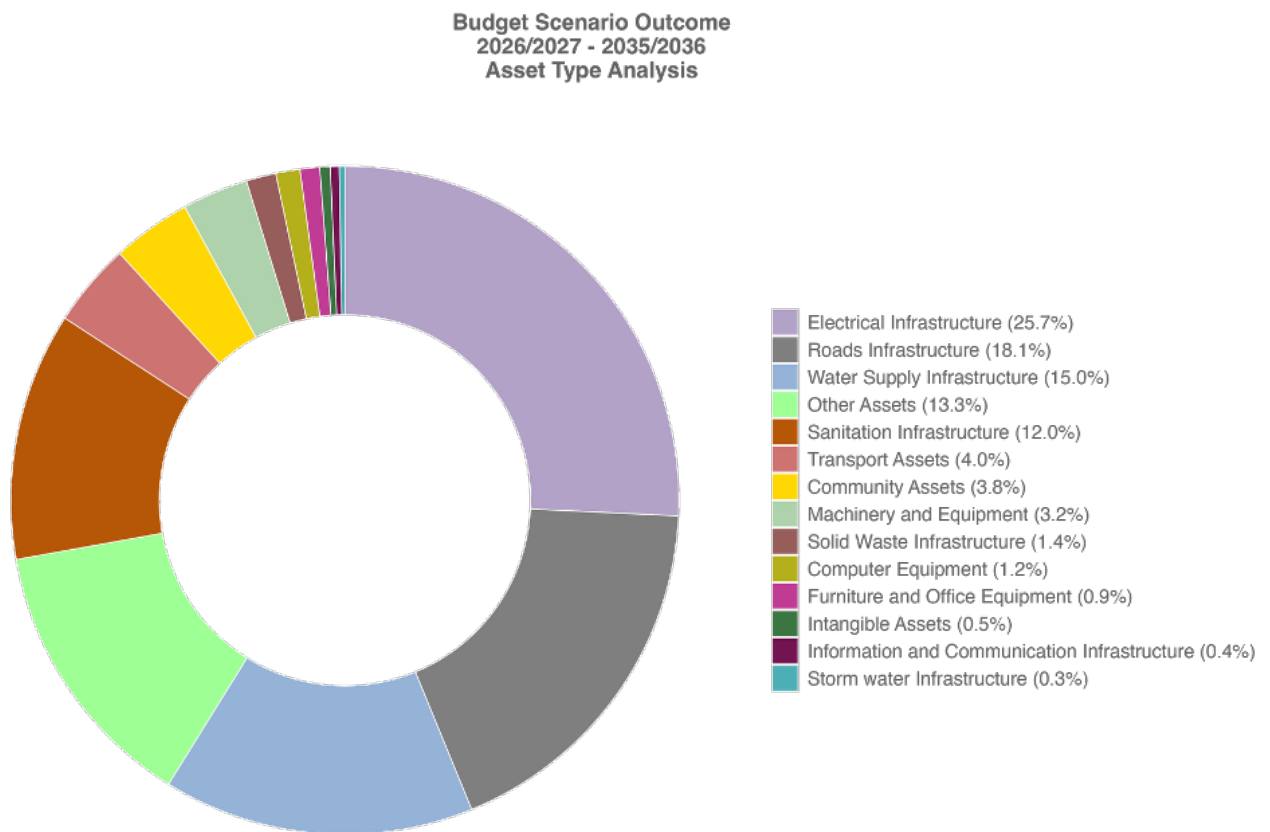
In this section, a detailed analysis is conducted of the budget scenario results based on the mSCOA Asset Type. This perspective involves the intricate details of how the budget scenario results are allocated and managed across various asset types within the municipal environment. The visual representations in Table 3-5, and Figure 3-6 illustrate the budget scenario results per Asset Type and Sub-Type. This analysis not only sheds light on the fiscal dynamics of the municipality but also facilitates a nuanced understanding of the prioritisation and strategic planning associated with distinct asset types.

Table 3-5: Budget Scenario Results per Asset Type and Sub-Asset Analysis

Asset Type	Asset Total	Asset Percentage	Sub-Type	Sub-Type Total	Sub-Type Percentage
Electrical Infrastructure	R1 233 350 006	22.07%	MV Switching Stations	R 429 840 082	7.69%
			MV Substations	R 262 352 504	4.69%
			LV Networks	R 256 502 564	4.59%
			MV Networks	R 146 303 060	2.62%
			HV Substations	R 138 351 796	2.48%
Roads Infrastructure	R1 079 191 054	19.31%	Roads	R 718 998 047	12.87%
			Road Furniture	R 321 993 007	5.76%
			Road Structures	R 38 200 000	0.68%
Water Supply Infrastructure	R 899 387 260	16.09%	Distribution	R 720 011 130	12.88%
			Reservoirs	R 134 876 130	2.41%
			Bulk Mains	R 30 000 000	0.54%
			Water Treatment Works	R 14 500 000	0.26%
Sanitation Infrastructure	R 718 187 850	12.85%	Waste Water Treatment Works	R 429 322 850	7.68%
			Reticulation	R 240 115 000	4.30%
			Pump Station	R 48 750 000	0.87%
Other Assets	R 709 790 869	12.70%	Housing	R 597 360 869	10.69%
			Operational Buildings	R 112 430 000	2.01%
Transport Assets	R 242 235 000	4.33%	No Selection	R 242 235 000	4.33%
Community Assets	R 228 195 684	4.08%	Community Facilities	R 181 995 684	3.26%
			Sport and Recreation Facilities	R 46 200 000	0.83%
Machinery and Equipment	R 190 846 293	3.42%	No Selection	R 190 846 293	3.42%
Solid Waste Infrastructure	R 86 141 917	1.54%	Landfill Sites	R 44 000 000	0.79%
			Electricity Generation Facilities	R 20 500 000	0.37%
			Waste Drop-off Points	R 15 841 917	0.28%
			Waste Processing Facilities	R 5 800 000	0.10%

Asset Type	Asset Total	Asset Percentage	Sub-Type	Sub-Type Total	Sub-Type Percentage
Computer Equipment	R 69 850 000	1.25%	No Selection	R 69 850 000	1.25%
Furniture and Office Equipment	R 56 735 592	1.02%	No Selection	R 56 735 592	1.02%
Intangible Assets	R 29 754 435	0.53%	Licences and Rights	R 28 354 435	0.51%
			Computer Software and Applications	R 1 400 000	0.03%
Information and Communication Infrastructure	R 26 000 000	0.47%	Core Layers	R 16 000 000	0.29%
			Distribution Layers	R 10 000 000	0.18%
Storm water Infrastructure	R 16 300 000	0.29%	Storm water Conveyance	R 9 800 000	0.18%
			Drainage Collection	R 6 500 000	0.12%
Heritage Assets	R 2 150 000	0.04%	Historic Buildings	R 2 150 000	0.04%
Total	R5 588 115 960	NA%		R5 588 115 960	NA%

Figure 3-6: Budget Scenario Results per Asset Type Analysis



The following observations can be noted from Table 3-5, as well as Figure 3-6:

The mSCOA asset type distribution reveals the municipality's capital investment priorities across major infrastructure systems and supporting assets. The R5.59 billion capital expenditure programme shows a strong concentration within core service delivery infrastructure, particularly electricity, roads, water supply, and sanitation systems. These categories represent the foundational infrastructure required to support urban growth, service delivery reliability, and economic activity across the municipality. Key observations are noted below:

- Electrical infrastructure represents the largest share of the capital programme. Investments in this category total R1.23 billion (22.07%), reflecting the municipality's focus on strengthening electricity distribution capacity and network reliability. The largest components within this category include MV Switching Stations (7.69%), MV Substations (4.69%), and LV Networks (4.59%), indicating substantial investment in both bulk electrical infrastructure and distribution systems required to support residential growth and economic development.
- Roads infrastructure forms the second-largest investment category. Projects within this asset type total R1.08 billion (19.31%), primarily directed toward road construction and upgrades (12.87%) and road furniture (5.76%), with a smaller allocation for road structures (0.68%). These investments support urban mobility, access to economic opportunities, and the continued expansion and maintenance of the municipal transport network.
- Water supply infrastructure represents a significant component of the capital programme. Investments amount to R899.4 million (16.09%), with the majority allocated to water distribution networks (12.88%), followed by reservoir infrastructure (2.41%) and smaller allocations to bulk mains (0.54%) and water treatment works (0.26%). This distribution reflects the importance of maintaining reliable water distribution systems to meet increasing demand associated with population growth and economic activity.
- Other assets, primarily housing infrastructure, account for a substantial share of the programme. This category totals R709.8 million (12.70%), with the majority allocated to housing projects (10.69%) and a smaller portion directed toward operational buildings (2.01%). The scale of this investment indicates continued focus on residential development and the provision of supporting municipal facilities.
- Sanitation infrastructure represents another critical investment category. Projects in this category total R718.2 million (12.85%), with significant allocations to wastewater treatment works (7.68%), reticulation networks (4.30%), and pump stations (0.87%). These investments are essential to maintain environmental compliance, expand sanitation capacity, and accommodate population growth within the municipality.
- Secondary infrastructure categories support municipal operations and service delivery systems. These include transport assets (4.33%), community assets (4.08%), and machinery and equipment (3.42%), which collectively contribute toward maintaining operational capacity, improving municipal service delivery systems, and supporting the provision of community facilities and recreational infrastructure.
- Environmental and waste-related infrastructure receives comparatively smaller allocations. Solid waste infrastructure totals R86.1 million (1.54%), including investments in landfill sites, electricity generation facilities associated with waste infrastructure, waste drop-off points, and processing facilities. These investments support waste management services and environmental sustainability objectives.
- Administrative and technological infrastructure represents a small but necessary portion of the programme. Investments in computer equipment (1.25%), furniture and office equipment (1.02%), intangible assets (0.53%), and information and communication infrastructure (0.47%) contribute toward strengthening the municipality's institutional capacity and supporting digital systems required for effective governance and service delivery.
- Stormwater and heritage infrastructure receive minimal allocations. Stormwater infrastructure totals R16.3 million (0.29%), while heritage assets account for R2.15 million (0.04%). Although these allocations are relatively small compared with core infrastructure systems, they contribute toward maintaining drainage networks and preserving historic buildings within the municipality.

The mSCOA asset type distribution demonstrates a strong concentration of capital investment within core municipal infrastructure systems. Electricity, roads, water supply, sanitation, and housing-related infrastructure collectively represent the majority of the capital programme, reflecting the municipality's

priority to maintain essential service delivery infrastructure while supporting urban development and population growth. Smaller allocations to operational, technological, and environmental assets complement these core investments by strengthening institutional capacity and supporting long-term infrastructure sustainability.

3.4.2 Budget Scenario Outcome Analysis per mSCOA Action

In this section, the focus shifts to the budget scenario results analysis per mSCOA Action, particularly concentrating on new or upgrading assets. This examination closely inspects the budget scenario results landscape to reveal how resources are planned and managed concerning the implementation or enhancement of assets within the framework of the mSCOA actions. Figure 3-7 and Table 3-6 provide a visual representation of these budget scenario results allocations, and their implications for different asset-related actions. By zeroing in on actions related to the introduction or improvement of assets, the aim is to uncover the strategic decisions and priorities guiding the municipality's developmental initiatives. This analysis offers a nuanced understanding of the fiscal implications associated with creating new assets or enhancing existing ones, providing valuable insights into the dynamic interplay between budget allocations, mSCOA classifications, and the municipality's overarching goals for asset development and improvement.

Figure 3-7: Budget Scenario Results per Action

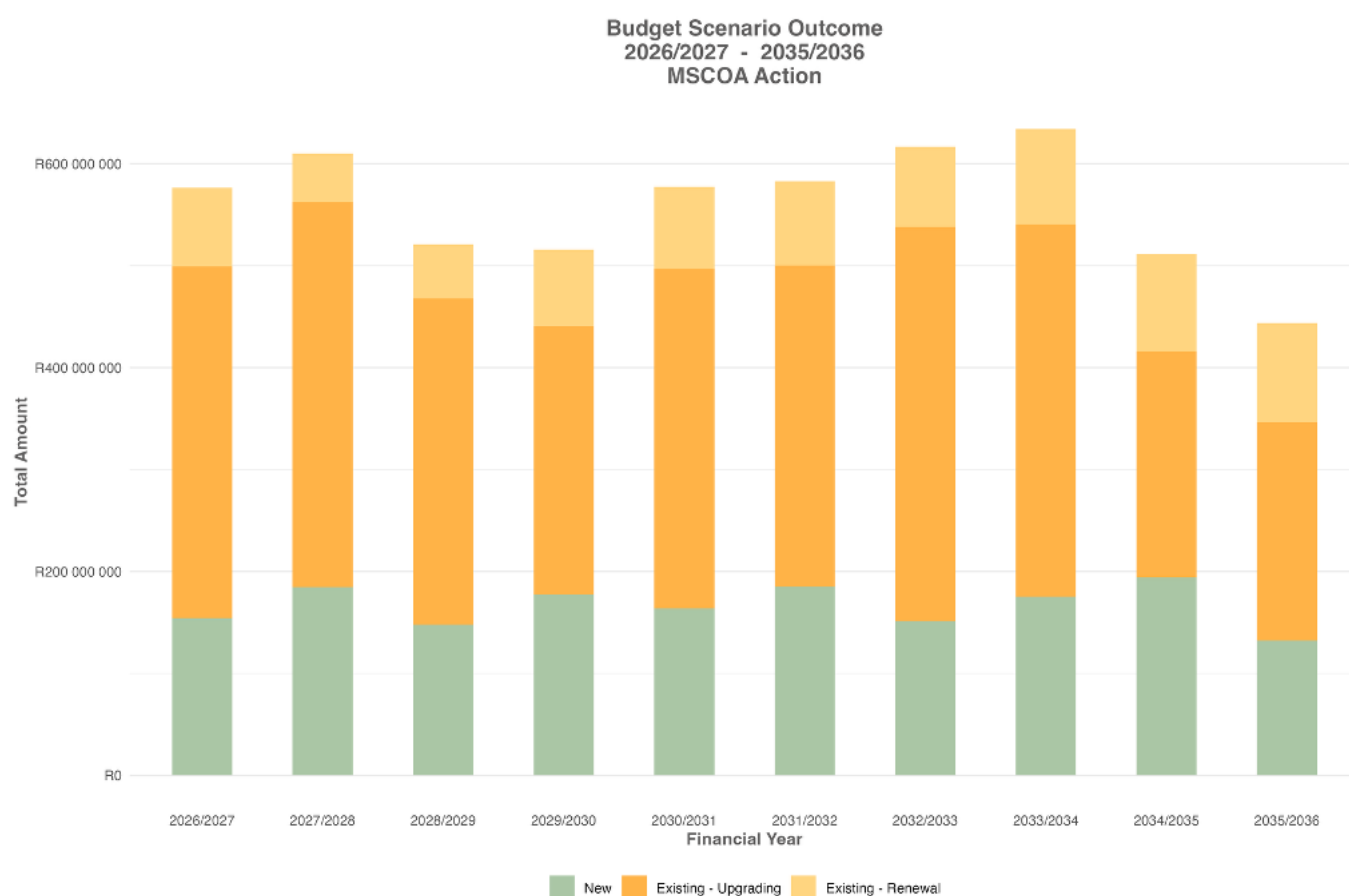


Table 3-6: Budget Scenario Results per Action

Financial Year	Renewal	Renewal Percentage	Upgrading	Upgrading Percentage	New	New Percentage	Total	Ratio (Existing:New)
2026/2027	R 76 986 500	9.86%	R 344 994 907	10.99%	R 154 320 444	9.26%	R 576 301 851	1:0.37
2027/2028	R 47 791 051	6.12%	R 377 660 582	12.03%	R 184 578 565	11.08%	R 610 030 198	1:0.43
2028/2029	R 53 110 034	6.80%	R 319 711 304	10.18%	R 147 950 066	8.88%	R 520 771 404	1:0.40
2029/2030	R 75 057 436	9.61%	R 263 015 717	8.37%	R 177 571 957	10.66%	R 515 645 110	1:0.53
2030/2031	R 80 368 079	10.29%	R 332 969 970	10.60%	R 163 877 957	9.83%	R 577 216 006	1:0.40
2031/2032	R 82 693 079	10.59%	R 315 165 046	10.04%	R 184 797 957	11.09%	R 582 656 082	1:0.46
2032/2033	R 78 606 814	10.06%	R 386 331 258	12.30%	R 151 529 594	9.09%	R 616 467 666	1:0.33
2033/2034	R 93 441 979	11.96%	R 365 327 021	11.63%	R 175 195 197	10.51%	R 633 964 197	1:0.38
2034/2035	R 95 776 623	12.26%	R 221 307 131	7.05%	R 194 317 753	11.66%	R 511 401 507	1:0.61
2035/2036	R 97 305 000	12.46%	R 214 116 939	6.82%	R 132 240 000	7.94%	R 443 661 939	1:0.42
Total	R 781 136 595	100.00%	R 3 140 599 875	100.00%	R 1 666 379 490	100.00%	R 5 588 115 960	1:0.42

The following observations can be made from Figure 3-7 and Table 3-6:

The mSCOA action distribution illustrates the balance between investment in new infrastructure and expenditure on maintaining and improving the municipality's existing asset base. The R5.59 billion capital

expenditure programme demonstrates a clear emphasis on strengthening and upgrading existing infrastructure systems, while still accommodating new infrastructure required to support urban growth and service delivery expansion. Key observations are noted below:

- Existing infrastructure enhancement represents the dominant focus of the capital programme. Combined investment in upgrading and renewal of existing assets totals approximately R3.92 billion (70.2%), compared with R1.67 billion (29.8%) allocated to new infrastructure. This distribution reflects a strategic emphasis on improving the performance, reliability, and capacity of the municipality's existing infrastructure networks rather than relying primarily on the creation of entirely new assets.
- Upgrading of existing infrastructure constitutes the largest component of the programme. Investments in upgrading amount to R3.14 billion (56.2%) over the planning horizon. These projects typically involve expanding the capacity of existing infrastructure systems, modernising infrastructure networks, or improving service levels within established urban areas. The strong emphasis on upgrading reflects the need to accommodate population growth and increased service demand within the municipality's existing urban footprint.
- Renewal of ageing infrastructure forms an important but smaller component of the capital programme. Renewal projects total R781.1 million (14.0%), focusing on the replacement or refurbishment of existing assets that have reached the end of their useful life. Although this proportion is smaller than upgrading investments, it remains an essential component of sustainable asset management by ensuring that critical infrastructure continues to function effectively over the long term.
- New infrastructure development represents just under one-third of the capital programme. Investments in new assets total R1.67 billion (29.8%), reflecting projects aimed at expanding infrastructure networks to accommodate growth areas, new residential developments, and emerging economic activities. While this proportion exceeds the commonly referenced 10–20% benchmark for mature municipalities, it remains moderate within the context of ongoing urban development and infrastructure expansion within the municipality.
- The overall ratio between existing infrastructure investment and new infrastructure development remains relatively consistent across the planning horizon. Annual ratios vary between approximately 1:0.33 and 1:0.61, with an overall average ratio of approximately 1:0.42 across the 10-year framework. This indicates that while the municipality continues to invest in new infrastructure, the majority of capital expenditure remains directed toward strengthening and maintaining the existing asset base.
- Temporal patterns demonstrate relatively stable upgrading investment throughout the planning horizon. Upgrading allocations remain above R260 million annually in most years, peaking at over R386 million in 2032/33, before declining toward the end of the planning horizon as the overall capital programme tapers. In contrast, renewal investments gradually increase over time, rising from approximately R77 million in 2026/27 to over R97 million by 2035/36, reflecting the growing importance of asset replacement as infrastructure networks age.
- The distribution highlights the need to maintain a careful balance between expansion and maintenance. While new infrastructure investments support economic development and population growth, continued emphasis on upgrading and renewal is necessary to avoid deterioration of existing infrastructure and the accumulation of maintenance backlogs.

The mSCOA action distribution demonstrates that the municipality's capital expenditure programme prioritises the improvement and sustainability of its existing infrastructure systems while still accommodating strategic investments in new infrastructure. The strong emphasis on upgrading and

renewal supports sound asset management practices and contributes to maintaining reliable service delivery while enabling the municipality to respond to future growth and development pressures.

3.4.3 Budget Scenario Outcome Analysis per Infrastructure and Non-Infrastructure Factors

This examination is pivotal in understanding how the budget scenario results are distributed and managed within these distinct realms of municipal development. By differentiating between infrastructure and non-infrastructure elements, it offers an overview of the budgetary allocations and priorities associated with both sectors. Figure 3-8 and Table 3-7 provide a visual representation of these capital expenditure allocations and their implications for both categories.

This analysis serves as a strategic lens, providing insights into the municipality's approach to balancing investments in physical structures, utilities, and other tangible assets against non-physical aspects such as policies, programs, and services. The ensuing exploration sheds light on the nuanced decision-making process that underlies the budget scenario, contributing to a holistic understanding of the municipality's development strategy and its impact on both physical and non-physical dimensions of community growth. Non-physical dimensions encompass intangible elements such as policies, programs, and services that contribute to community well-being. Municipalities allocate funds to develop and implement regulations, social services, and cultural initiatives, representing a strategic approach to balancing investments in tangible infrastructure with non-physical aspects. This includes directing resources toward educational programs, healthcare services, community engagement efforts, and technology infrastructure. This sheds light on the municipality's nuanced decision-making process, offering insights into how budgetary allocations impact both the physical structures and the intangible dimensions crucial for holistic community growth. Non-physical dimensions play a pivotal role in fostering a comprehensive understanding of the municipality's development strategy, emphasising its commitment to addressing both tangible and intangible facets of community well-being.

Figure 3-8: Budget Scenario Results per Infrastructure/ Non-Infrastructure Factors

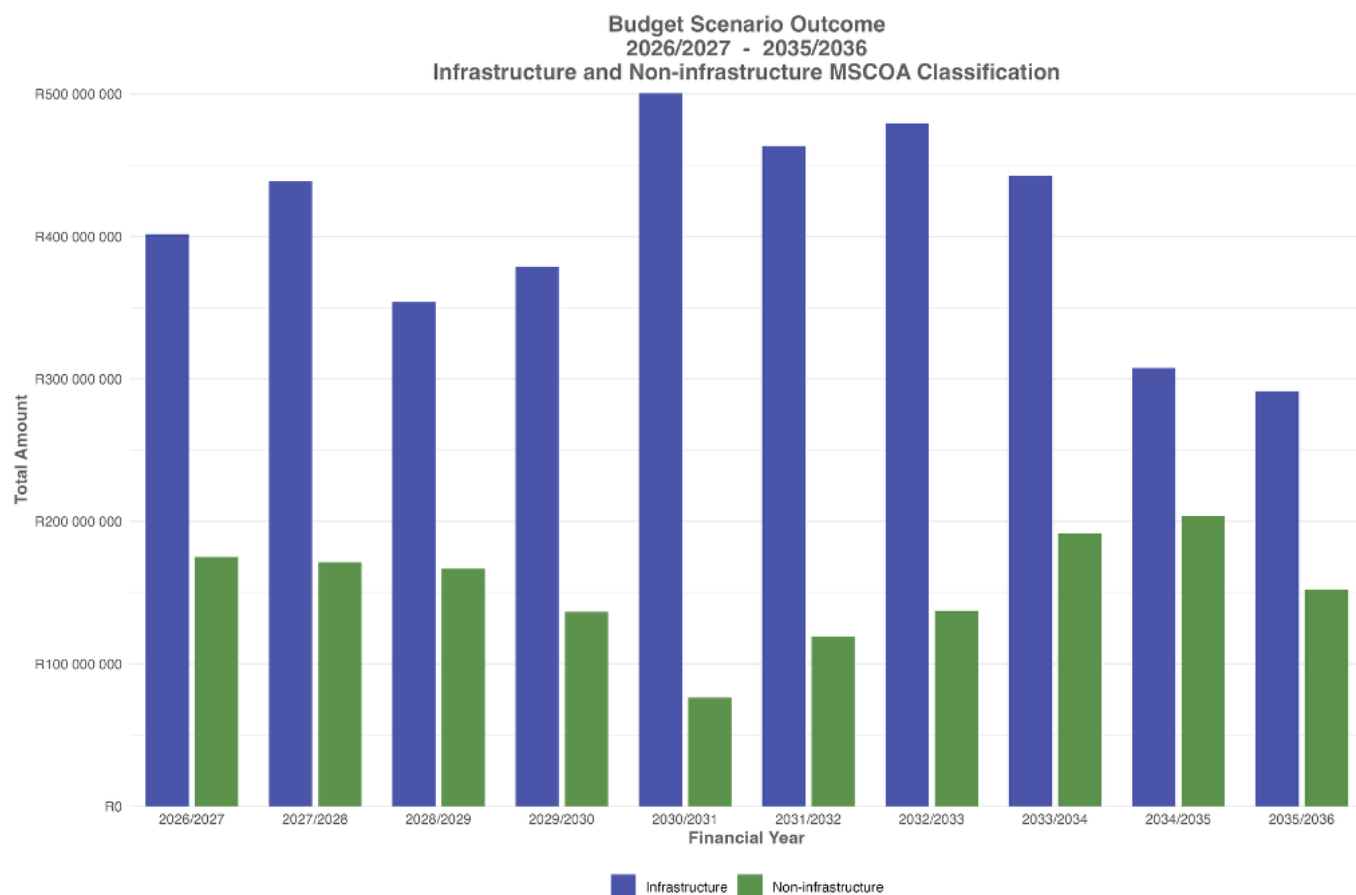


Table 3-7: Budget Scenario Results per Infrastructure/ Non-Infrastructure Factors

Non-infrastructure	Non-infrastructure Percentage	Total	Ratio (Infrastructure:Non-Infrastructure)
R 174 928 578	11.44%	R 576 301 851	1:0.44
R 171 213 722	11.19%	R 610 030 198	1:0.39
R 166 762 403	10.90%	R 520 771 404	1:0.47
R 136 689 271	8.94%	R 515 645 110	1:0.36
R 76 524 930	5.00%	R 577 216 006	1:0.15
R 118 965 006	7.78%	R 582 656 082	1:0.26
R 137 142 050	8.97%	R 616 467 666	1:0.29
R 191 539 083	12.52%	R 633 964 197	1:0.43
R 203 697 830	13.32%	R 511 401 507	1:0.66
R 152 095 000	9.94%	R 443 661 939	1:0.52
R 1 529 557 873	100.00%	R 5 588 115 960	1:0.38
27.37%	0.00%	100.00%	

Financial Year	Infrastructure	Infrastructure Percentage
2026/2027	R 401 373 273	9.89%
2027/2028	R 438 816 476	10.81%
2028/2029	R 354 009 001	8.72%
2029/2030	R 378 955 839	9.34%
2030/2031	R 500 691 076	12.34%
2031/2032	R 463 691 076	11.43%
2032/2033	R 479 325 616	11.81%
2033/2034	R 442 425 114	10.90%
2034/2035	R 307 703 677	7.58%
2035/2036	R 291 566 939	7.18%
Total	R 4 058 558 087	100.00%
Percentage	72.63%	0.00%

The following observations can be noted from Figure 3-8 and Table 3-7:

The distribution between infrastructure and non-infrastructure expenditure provides insight into the extent to which the capital programme prioritises physical service delivery assets relative to institutional, operational, and supporting investments. The R5.59 billion capital expenditure programme demonstrates a strong concentration of resources within physical infrastructure systems, reflecting the municipality's focus on maintaining and expanding core service delivery networks. Key observations are noted below:

- Infrastructure investment represents the dominant component of the capital programme. Infrastructure assets account for R4.06 billion (72.63%) of total capital expenditure over the planning horizon. These investments include core service delivery systems such as electricity networks, water supply infrastructure, sanitation infrastructure, and road infrastructure. The magnitude of this allocation reflects the municipality's priority to maintain reliable infrastructure services while accommodating urban growth and increasing service demand.
- Non-infrastructure expenditure represents a smaller but important portion of the capital programme. Projects classified as non-infrastructure total R1.53 billion (27.37%) over the planning horizon. These investments typically include institutional assets, operational facilities, housing projects, machinery and equipment, information technology infrastructure, and other municipal assets that support service delivery capacity rather than forming part of the core engineering infrastructure networks.
- The overall ratio between infrastructure and non-infrastructure expenditure reflects a strong infrastructure focus. The capital programme demonstrates an overall ratio of approximately 1:0.38, indicating that for every rand invested in infrastructure, roughly 38 cents are allocated to supporting non-infrastructure assets. This pattern is consistent with municipalities prioritising physical service delivery infrastructure as the primary driver of capital investment.
- Annual ratios demonstrate variation across the planning horizon. The ratio of infrastructure to non-infrastructure expenditure ranges between approximately 1:0.15 and 1:0.66 over the 10-year period. Years such as 2030/31 show particularly strong infrastructure dominance due to the scheduling of major infrastructure projects, while later years such as 2034/35 show a relatively higher proportion of non-infrastructure expenditure as the overall capital programme tapers.
- Infrastructure investment remains relatively strong during the early and middle years of the programme. Annual infrastructure allocations remain above R354 million between 2026/27 and 2033/34, peaking at approximately R500.7 million in 2030/31. This pattern indicates sustained multi-

year investment in core service delivery infrastructure required to maintain network reliability and support municipal growth.

- Non-infrastructure investment shows greater variability over time. Allocations fluctuate between approximately R76.5 million and R203.7 million annually, reflecting the episodic nature of investments in operational facilities, institutional assets, and supporting equipment rather than the long-term construction cycles associated with engineering infrastructure.
- The strong infrastructure emphasis aligns with the municipality's service delivery responsibilities. Investments in electricity, roads, water supply, and sanitation infrastructure represent the essential backbone of municipal service provision and therefore constitute the majority of capital expenditure.

The infrastructure versus non-infrastructure distribution therefore demonstrates a capital programme that prioritises investment in core service delivery infrastructure while maintaining a smaller but necessary allocation for institutional and operational assets. The strong emphasis on infrastructure reflects the municipality's commitment to maintaining reliable service delivery systems while supporting long-term urban development and economic growth across the municipal area.

3.5 Concluding remarks

The Capital Expenditure Programme demonstrates strategic alignment between fiscal constraints and infrastructure priorities, fitting R5.59 billion (approximately 93%) of the R5.98 billion planned portfolio within the 10-year affordability envelope. The spatial distribution validates strong targeting, with 69.83% of capital expenditure concentrated in the Stellenbosch/Jamestown/De Zalze urban area and 73.28% allocated within Urban Nodes, reflecting alignment with the municipality's settlement hierarchy and Urban Edge strategy. The mSCOA asset type distribution appropriately emphasises core infrastructure investment, with Electrical Infrastructure (22.07%), Roads Infrastructure (19.31%), Water Supply Infrastructure (16.09%), Other Assets – primarily housing (12.70%), and Sanitation Infrastructure (12.85%) representing the dominant categories within the capital programme. However, comparatively small allocations to Stormwater Infrastructure (0.29%), Information and Communication Infrastructure (0.47%), and Heritage Assets (0.04%) suggest areas that may require strengthening in future capital planning cycles.

Several strategic considerations require continued monitoring. The beneficial area distribution demonstrates a pro-poor investment bias, with R2.81 billion (approximately 51.8%) of the programme benefiting areas classified as Poor compared with R2.47 billion (approximately 45.6%) in Non-Poor areas. However, ward-level disparities remain pronounced, with Ward 11 receiving R3.19 billion (57.06%) of total capital expenditure while several peripheral wards receive allocations below 1%, warranting periodic review to ensure alignment with population distribution and service delivery needs. Investment in new assets totals R1.67 billion (29.8%), exceeding the commonly referenced 10–20% industry benchmark, although the capital programme remains dominated by investment in existing assets through upgrading (56.2%) and renewal (14.0%). The infrastructure-to-non-infrastructure ratio of 72.63:27.37 reflects a strong emphasis on core service delivery infrastructure relative to institutional and operational assets.

The CEP's adaptive framework enables continuous refinement in response to evolving fiscal conditions and infrastructure priorities. The remaining difference between municipal demand and the resulting budget scenario highlights the importance of disciplined project prioritisation and sequencing.

Opportunities exist to strengthen the capital programme through alternative financing mechanisms, including development contributions, grant optimisation, and strategic partnerships that can accelerate the delivery of priority infrastructure. Strengthening demand management through rigorous project preparation, whole-of-life cost modelling, and disciplined commitment management will help protect fiscal space for high-priority investments. Regular review of both the Capital Expenditure Framework (CEF) and the Long-Term Financial Plan will ensure continued alignment between capital investment, spatial transformation objectives, service delivery equity, and long-term financial sustainability.

Phase 5

MTREF Report

4 MTREF Budget Scenario Results

4.1 Contextualisation

The Medium-Term Revenue and Expenditure Framework (MTREF) serves as a three-year rolling budgetary tool that guides municipal expenditure decisions within an affordability framework. As part of the Capital Expenditure Framework (CEF), the MTREF Budget Scenario Results provide a structured assessment of how capital projects align with municipal strategic objectives, financial capacity, and spatial planning imperatives.

This section presents the results of the budget scenario developed for the municipality's Capital Expenditure Programme (CEP) (refer to the previous report of the CEF), outlining the projected capital expenditure across financial years, municipal departments, asset types, and functional areas. The scenario reflects a data-driven approach to prioritising infrastructure projects, ensuring that capital allocation supports both immediate service delivery needs and long-term strategic goals.

It is important to recognise that the budget scenario is not static but rather a working model that evolves over time. Each year, as new financial data, planning priorities, and infrastructure needs emerge, adjustments will be made to optimise capital expenditure decisions. The CEF and MTREF are iterative processes, requiring continuous refinement to reflect changes in municipal priorities, funding availability, and regulatory frameworks.

4.2 MTREF Budget Scenario Results Analysis

4.2.1 MTREF Budget Scenario Results by Financial Year

This section presents the results of the MTREF budget scenario, analysing projected capital expenditure trends over the three-year planning horizon. Evaluating these results at a financial-year level provides insight into the anticipated trajectory of municipal expenditure, indicating whether expenditure is expected to increase, stabilise, or decline over time. It also assesses the financial sustainability of the scenario, ensuring alignment with the municipality's affordability envelope as outlined in the Long-Term Financial Model (LTFM). Additionally, given the evolving nature of municipal planning, the outer-year projections remain subject to adjustments as new priorities emerge, master planning processes are refined, and funding availability changes. Understanding these year-by-year trends establishes a foundation for the more detailed analyses that follow, including budget scenario results by department, asset type, and spatial distribution.

Figure 4-1: MTREF Budget Scenario Results by Financial Year

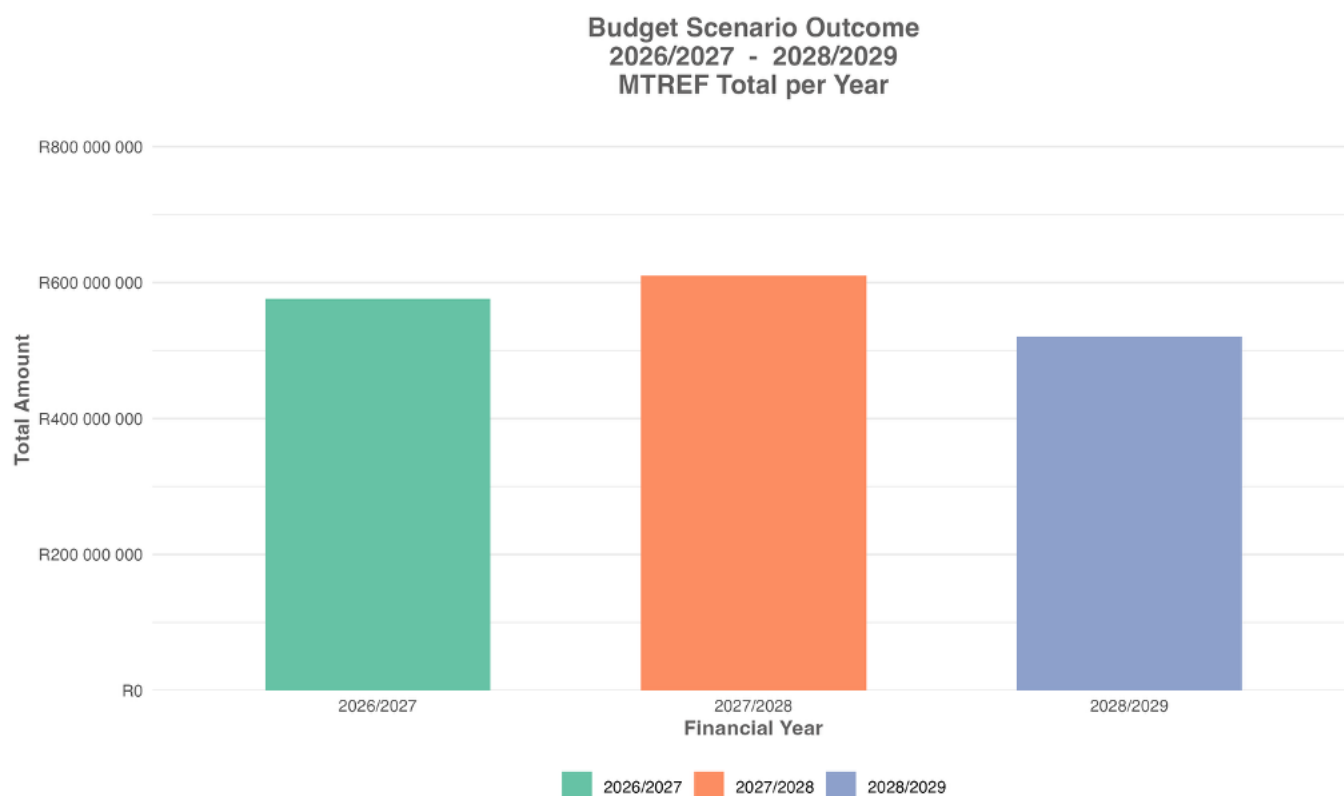


Table 4-1: MTREF Budget Scenario Results by Financial Year

Financial Year	Total	Percentage
2026/2027	R 576 301 851	33.76%
2027/2028	R 610 030 198.17	35.73%
2028/2029	R 520 771 403.62	30.51%
Total	R 1 707 103 452.79	100.00%

The following observations can be noted from Figure 4-1 and Table 4-1:

The MTREF budget scenario demonstrates a relatively balanced expenditure pattern across the three-year planning horizon, with R1.69 billion allocated to capital infrastructure. The distribution reveals R571.30 million (33.82%) in 2026/27, increasing to R605.03 million (35.82%) in 2027/28, before declining to R512.77 million (30.36%) in 2028/29. This pattern reflects the interaction between committed projects, affordability envelope constraints, and the strategic sequencing of infrastructure investments within the municipality's medium-term financial framework. Key observations are noted below:

- The MTREF demonstrates moderate mid-term concentration, with 2027/28 commanding the highest allocation at R605.03 million (35.82%). The initial allocation of R571.30 million (33.82%) in 2026/27 reflects the accommodation of committed projects and early-stage implementation of prioritised infrastructure investments. The subsequent increase in 2027/28 suggests the continuation and peak implementation of several multi-year capital projects before expenditure declines in 2028/29 to R512.77 million (30.36%), reflecting the tapering of certain projects toward completion.
- The distribution over time reflects alignment with LTFM-defined affordability constraints, balancing the need for immediate infrastructure investment with the preservation of medium-term fiscal sustainability. The relatively strong allocation in the first two years allows the municipality to advance

committed projects and implement high-priority infrastructure interventions, while the adjustment in the third year demonstrates prudent fiscal planning that maintains capital investment within projected revenue and expenditure limits.

- The slightly higher allocation in 2027/28 (35.82%) reflects the sequencing of infrastructure investments and the natural progression of multi-year capital projects. Many infrastructure programmes typically reach peak expenditure during the second year of implementation as procurement processes are completed and construction activities accelerate. The subsequent decline in 2028/29 (30.36%) reflects the anticipated completion of several projects and the phasing of new initiatives within the outer year of the MTREF.
- 2028/29 remains the most susceptible to adjustment as municipal priorities evolve and revenue projections are refined through the annual budget process. The current allocation of R512.77 million represents the planning estimate based on the Long-Term Financial Model and the prioritised project pipeline. External factors such as economic performance, national fiscal transfers, and municipal revenue trends may influence final allocations during future MTREF reviews.

The MTREF budget scenario therefore demonstrates a generally balanced expenditure pattern, with R571.30 million (33.82%) in 2026/27, increasing slightly to R605.03 million (35.82%) in 2027/28, before declining to R512.77 million (30.36%) in 2028/29. This distribution reflects the sequencing of multi-year capital projects, the accommodation of committed investments, and alignment with affordability constraints established through the LTFM. The pattern supports sustained infrastructure delivery while recognising that outer-year allocations remain subject to refinement as municipal priorities and fiscal conditions evolve.

4.2.2 MTREF Budget Scenario Results by Unit and Department

This section analyses the MTREF budget scenario results at the Unit and Department level, providing a breakdown of planned capital expenditure across the municipality's divisions. By examining the projected expenditure per unit, this analysis highlights how different departments are expected to spend capex over the MTREF period. The results reflect the municipality's strategic priorities and focus, offering insight into how expenditure is distributed across various functions.

As the municipality's understanding of capital expenditure needs evolves, these projections may be adjusted to accommodate emerging priorities, financial constraints, and policy shifts. Future updates to the Capital Expenditure Framework (CEF) may refine expenditure allocations based on updated assessments and planning directives.

Figure 4-2: MTREF Budget Scenario Results by Unit and Department

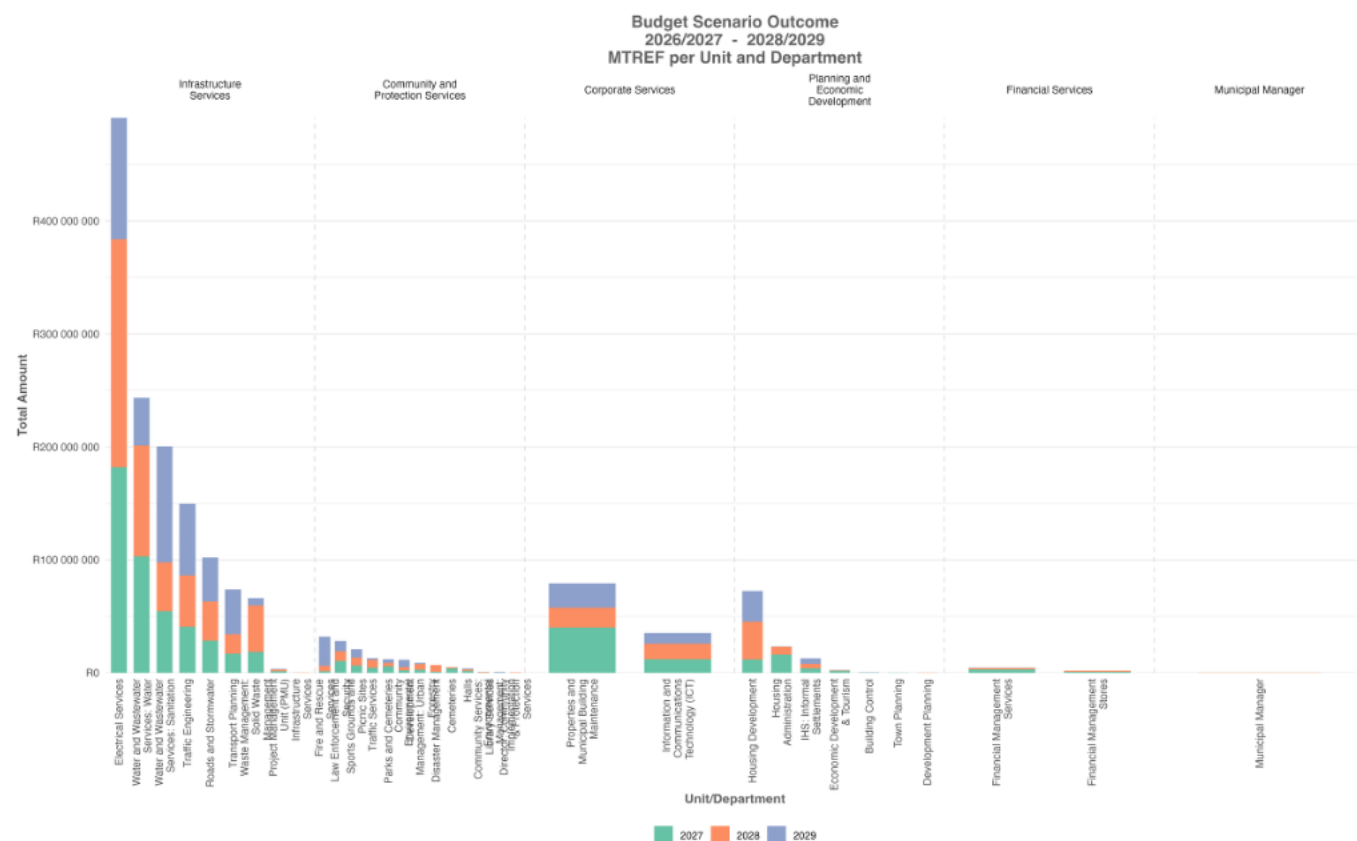


Table 4-2: MTREF Budget Scenario Results by Unit and Department

Unit and Department	2027	2028	2029	Total	Percentage	Total Number of Projects
Infrastructure Services	R 445 794 308	R 483 504 003	R 401 190 989.62	R 1 330 489 300.62	77.94%	154
- Electrical Services	R 181 890 364	R 201 930 909	R 107 472 511.62	R 491 293 784.62	28.78%	46
- Water and Wastewater Services: Water	R 103 076 130	R 98 200 000	R 42 000 000	R 243 276 130	14.25%	18
- Water and Wastewater Services: Sanitation	R 54 522 850	R 43 315 000	R 102 750 000	R 200 587 850	11.75%	18
- Traffic Engineering	R 40 900 000	R 45 393 007	R 63 350 000	R 149 643 007	8.77%	19
Community and Protection Services	R 40 521 782	R 47 512 826	R 55 937 675	R 143 972 283	8.43%	59
Corporate Services	R 52 100 000	R 31 150 000	R 31 180 000	R 114 430 000	6.70%	22
Planning and Economic Development	R 33 925 761	R 45 553 369.17	R 32 152 739	R 111 631 869.17	6.54%	25
- Roads and Stormwater	R 28 600 000	R 34 500 000	R 38 800 000	R 101 900 000	5.97%	22
- Properties and Municipal Building Maintenance	R 40 100 000	R 17 400 000	R 21 580 000	R 79 080 000	4.63%	16
- Transport Planning	R 16 968 482	R 17 310 522	R 39 523 478	R 73 802 482	4.32%	16

Unit and Department	2027	2028	2029	Total	Percentage	Total Number of Projects
- Housing Development	R 11 774 348	R 33 670 869.17	R 26 946 739	R 72 391 956.17	4.24%	10
- Waste Management: Solid Waste Management	R 18 391 917	R 41 250 000	R 6 550 000	R 66 191 917	3.88%	10
- Information and Communications Technology (ICT)	R 12 000 000	R 13 750 000	R 9 600 000	R 35 350 000	2.07%	6
- Fire and Rescue Services	R 1 500 000	R 4 750 000	R 25 826 675	R 32 076 675	1.88%	5
- Law Enforcement and Security	R 10 369 565	R 8 700 000	R 9 200 000	R 28 269 565	1.66%	8
- Housing Administration	R 16 083 913	R 6 880 000	R 190 000	R 23 153 913	1.36%	6
- Sports Grounds and Picnic Sites	R 6 600 000	R 6 850 000	R 7 450 000	R 20 900 000	1.22%	8
- Traffic Services	R 4 350 000	R 7 200 000	R 1 500 000	R 13 050 000	0.76%	4
- IHS: Informal Settlements	R 4 050 000	R 4 050 000	R 4 551 000	R 12 651 000	0.74%	4
- Parks and Cemeteries	R 5 634 826	R 3 139 130	R 3 200 000	R 11 973 956	0.70%	7
- Community Development	R 2 223 913	R 2 668 696	R 6 570 000	R 11 462 609	0.67%	3
- Environmental Management: Urban Forestry	R 2 700 000	R 5 000 000	R 1 000 000	R 8 700 000	0.51%	5
- Disaster Management	R 1 000 000	R 6 000 000	R 0	R 7 000 000	0.41%	2
Financial Services	R 3 900 000	R 2 250 000	R 250 000	R 6 400 000	0.37%	5
- Cemeteries	R 4 043 478	R 1 000 000	R 0	R 5 043 478	0.30%	2
- Financial Management Services	R 2 900 000	R 1 250 000	R 250 000	R 4 400 000	0.26%	4
- Halls	R 1 700 000	R 1 250 000	R 750 000	R 3 700 000	0.22%	3
- Project Management Unit (PMU)	R 1 379 565	R 1 489 565	R 630 000	R 3 499 130	0.20%	4
- Economic Development & Tourism	R 1 692 500	R 617 500	R 85 000	R 2 395 000	0.14%	2
- Financial Management Stores	R 1 000 000	R 1 000 000	R 0	R 2 000 000	0.12%	1
- Community Services: Library Services	R 200 000	R 555 000	R 41 000	R 796 000	0.05%	7
- Environmental Management: Implementation	R 200 000	R 0	R 400 000	R 600 000	0.04%	4
- Building Control	R 150 000	R 150 000	R 180 000	R 480 000	0.03%	1
- Director: Community & Protection Services	R 0	R 400 000	R 0	R 400 000	0.02%	1
- Town Planning	R 95 000	R 100 000	R 110 000	R 305 000	0.02%	1
- Infrastructure Services	R 65 000	R 115 000	R 115 000	R 295 000	0.02%	1

Unit and Department	2027	2028	2029	Total	Percentage	Total Number of Projects
- Development Planning	R 80 000	R 85 000	R 90 000	R 255 000	0.01%	1
Municipal Manager	R 60 000	R 60 000	R 60 000	R 180 000	0.01%	1
- Municipal Manager	R 60 000	R 60 000	R 60 000	R 180 000	0.01%	1
Total	R 576 301 851	R 610 030 198.17	R 520 771 403.62	R 1 707 103 452.79	100%	266
Percentage	33.76%	35.73%	30.51%	100%		

The following observations can be noted from Figure 4-2 and Table 4-2:

The unit and department budget distribution demonstrates pronounced infrastructure dominance, with R1.31 billion (77.70%) allocated to Infrastructure Services across 153 projects within the MTREF period. The leading service delivery departments-Electrical Services (29.09%), Water and Wastewater Services: Water (14.40%), Water and Wastewater Services: Sanitation (11.88%), and Traffic Engineering (8.86%)-collectively command 64.23% of the MTREF, validating the municipality's strategic prioritisation of core service delivery infrastructure during the three-year planning horizon. Key observations are noted below:

- Infrastructure Services commands the largest share of the MTREF, receiving R1.31 billion (77.70%, 153 projects). Electrical Services leads with R491.29 million (29.09%, 46 projects), reflecting continued investment in electricity network stability, grid expansion, and distribution upgrades required to support residential growth and economic activity. Water infrastructure receives R243.28 million (14.40%, 18 projects), supporting distribution networks, reservoir capacity, and supply reliability. Sanitation infrastructure follows with R200.59 million (11.88%, 18 projects), addressing wastewater treatment capacity and reticulation upgrades. The strong concentration within these core services confirms the municipality's focus on maintaining essential infrastructure systems.
- Transport and mobility infrastructure remains a significant component of the MTREF. Traffic Engineering receives R149.64 million (8.86%, 19 projects) while Roads and Stormwater infrastructure receives R83.90 million (4.97%, 21 projects). Together these transport-related functions represent 13.83% of the MTREF, reinforcing the municipality's focus on improving urban mobility, maintaining road infrastructure, and supporting accessibility within key growth areas.
- Substantial departmental variation highlights broader municipal investment priorities beyond engineering infrastructure. Community and Protection Services receives R143.97 million (8.52%, 59 projects) reflecting investments in waste management, fire and rescue services, law enforcement, and community facilities. These projects contribute toward community safety, environmental management, and the provision of social infrastructure supporting quality of life across the municipality.
- Corporate Services and Planning and Economic Development receive moderate allocations supporting institutional and spatial development functions. Corporate Services receives R114.43 million (6.77%, 22 projects), primarily directed toward municipal property maintenance, operational buildings, and information technology systems. Planning and Economic Development receives R111.63 million (6.61%, 25 projects), with significant allocations to Housing Development (4.29%) and Transport Planning (4.37%), reflecting investments in spatial planning capacity and housing-related infrastructure supporting urban development.
- Several departments receive smaller allocations reflecting more specialised infrastructure programmes. Waste Management receives R66.19 million (3.92%), ICT receives R35.35 million (2.09%), Fire and Rescue Services receives R32.08 million (1.90%), and Law Enforcement receives

R28.27 million (1.67%). These investments contribute toward strengthening municipal operational capacity and service delivery systems.

- Administrative departments receive minimal capital allocations. Financial Services receives R6.40 million (0.38%, 5 projects) while the Municipal Manager portfolio receives R180 000 (0.01%), reflecting the largely operational nature of these functions where capital investment requirements remain limited.
- The strong concentration within Infrastructure Services reflects the municipality's core service delivery mandate. While Infrastructure Services accounts for 77.70% of the MTREF, supporting departments such as Community and Protection Services (8.52%), Corporate Services (6.77%), and Planning and Economic Development (6.61%) collectively represent 21.90% of the programme, demonstrating complementary investment in social infrastructure, institutional systems, and planning capacity.

The unit and department distribution therefore demonstrates a clear emphasis on engineering and service delivery infrastructure, with Electrical, Water, Sanitation, and Transport-related departments representing the majority of capital investment within the MTREF. While this concentration supports reliable service delivery and infrastructure capacity expansion, the presence of supporting investments in housing, community infrastructure, and institutional systems indicates a broader approach that balances core engineering programmes with complementary investments supporting spatial development and municipal operations.

4.2.3 MTREF Budget Scenario Results by Asset Type per Action

This section presents the MTREF budget scenario results categorised by asset type, using the Municipal Standard Chart of Accounts (mSCOA) asset type classification. This classification provides a standardised framework for categorising municipal infrastructure expenditure, ensuring consistency in financial reporting and alignment with regulatory requirements. Asset types include categories such as roads, water and sanitation, electricity, public facilities, and other infrastructure components that support service delivery.

Analysing planned capital expenditure by mSCOA asset type offers insight into how resources are allocated across different infrastructure sectors. It also helps in understanding whether expenditure is focused on new infrastructure development, asset renewal, or maintenance, reflecting the municipality's strategic priorities. The results provide a comparative view of planned spending patterns, highlighting shifts in expenditure focus over the MTREF period.

As municipal priorities evolve and master planning processes are refined, these projections may be adjusted in future iterations of the Capital Expenditure Framework (CEF).

Figure 4-3: MTREF Budget Scenario Results by Asset Type per Action

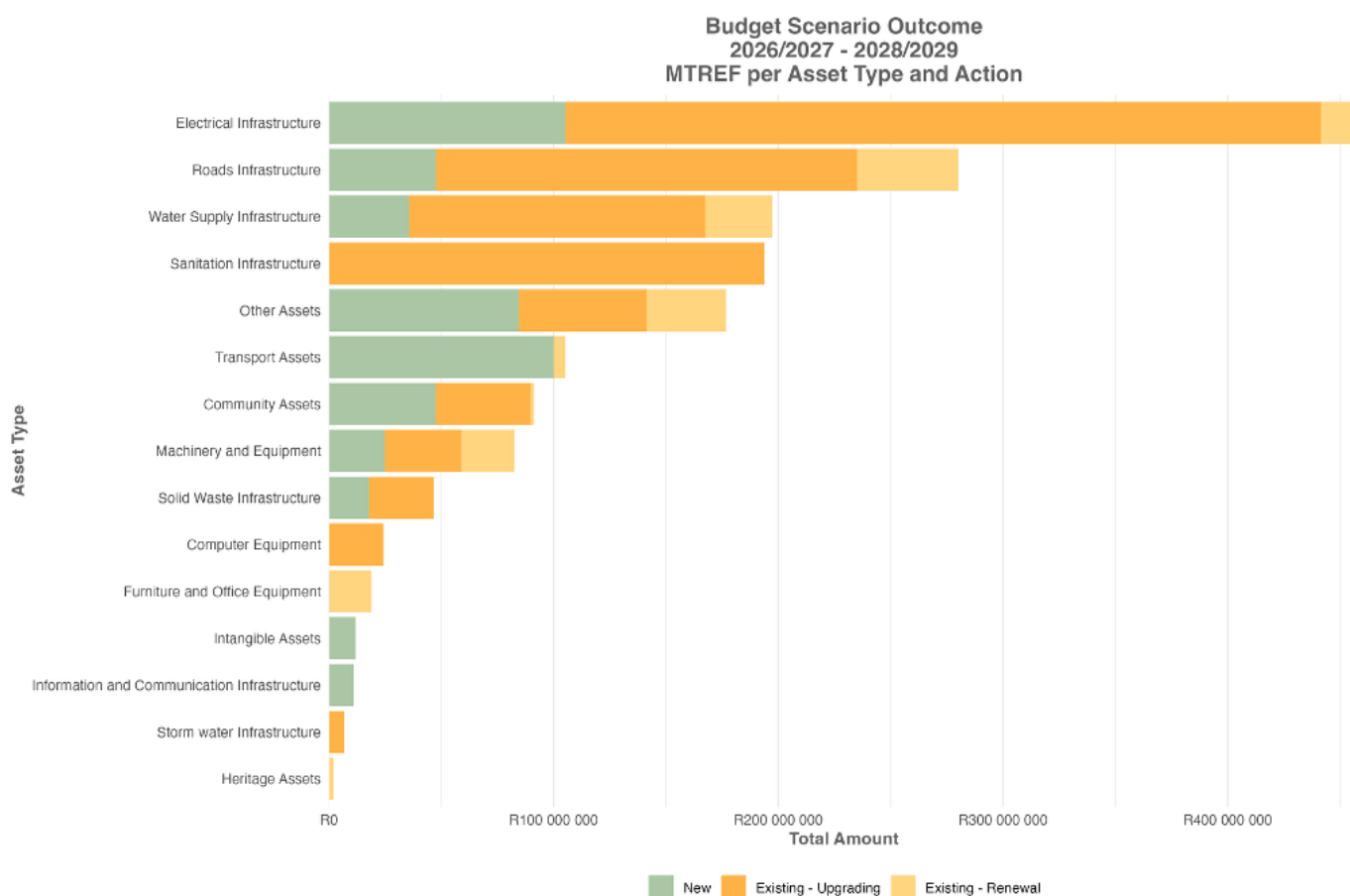


Table 4-3: MTREF Budget Scenario Results by Asset Type per Action

Asset Type	New	Existing - Upgrading	Existing - Renewal	Other	Total MTREF	Percentage
Electrical Infrastructure	R 105 308 418	R 336 188 951.02	R 17 015 300	R 0	R 458 512 669.02	26.86%
Roads Infrastructure	R 47 698 047	R 187 443 007	R 45 000 000	R 0	R 280 141 054	16.41%
Water Supply Infrastructure	R 35 724 628	R 131 640 632	R 30 000 000	R 0	R 197 365 260	11.56%
Sanitation Infrastructure	R 0	R 193 737 850	R 0	R 0	R 193 737 850	11.35%
Other Assets	R 84 576 956.17	R 56 943 913	R 35 200 000	R 0	R 176 720 869.17	10.35%
Transport Assets	R 100 150 000	R 0	R 5 000 000	R 0	R 105 150 000	6.16%
Community Assets	R 47 494 109	R 42 232 609	R 1 500 000	R 0	R 91 226 718	5.34%
Machinery and Equipment	R 24 769 565	R 34 229 831.09	R 23 554 667.50	R 0	R 82 554 063.59	4.84%
Solid Waste Infrastructure	R 17 841 917	R 28 800 000	R 0	R 0	R 46 641 917	2.73%
Computer Equipment	R 0	R 24 350 000	R 0	R 0	R 24 350 000	1.43%
Furniture and Office Equipment	R 431 000	R 0	R 18 467 617.01	R 0	R 18 898 617.01	1.11%
Intangible Assets	R 11 854 435	R 0	R 0	R 0	R 11 854 435	0.69%
Information and Communication Infrastructure	R 11 000 000	R 0	R 0	R 0	R 11 000 000	0.64%
Storm water Infrastructure	R 0	R 6 800 000	R 0	R 0	R 6 800 000	0.40%
Heritage Assets	R 0	R 0	R 2 150 000	R 0	R 2 150 000	0.13%
Total	R 486 849 075.17	R 1 042 366 793.11	R 177 887 584.51	R 0	R 1 707 103 452.79	100%
Percentage	28.52%	61.06%	10.42%	0%	100%	

The following observations can be noted from Figure 4-3 and Table 4-3:

The asset type and action distribution indicates that R486.85 million (28.82%) is allocated to new assets, R1.04 billion (61.71%) to upgrading, and R159.89 million (9.47%) to renewal across the R1.69 billion MTREF capital programme. This distribution demonstrates a continued emphasis on enhancing existing infrastructure systems while still accommodating targeted investment in new infrastructure required to support service delivery expansion and urban development. Sector-specific variations reveal distinct infrastructure investment priorities across electrical networks, roads, water supply, sanitation, and supporting municipal assets. Key observations are noted below:

- The MTREF capital programme demonstrates a strong emphasis on upgrading existing infrastructure. Upgrading accounts for 61.71% of total expenditure, reflecting the municipality's focus on strengthening infrastructure capacity, improving service reliability, and extending the operational lifespan of existing assets. New infrastructure represents 28.82% of the programme, while renewal accounts for 9.47%, indicating a continued but comparatively smaller emphasis on replacing ageing infrastructure components.
- Electrical Infrastructure commands the largest allocation within the MTREF, receiving R458.51 million (27.15%) of the capital programme. The majority of this investment is directed toward upgrading existing electrical networks (R336.19 million), with additional allocations for new infrastructure (R105.31 million) and renewal (R17.02 million). This distribution reflects significant investment in strengthening the electrical distribution network to support energy demand, improve network stability, and enhance system resilience.
- Roads Infrastructure represents the second-largest asset category, receiving R262.14 million (15.52%) across the planning horizon. This allocation is distributed across upgrading (R187.44 million), new construction (R47.70 million), and renewal (R27.00 million). The balanced distribution reflects continued investment in maintaining road infrastructure while accommodating targeted network expansion and rehabilitation.
- Water Supply Infrastructure receives R197.37 million (11.68%), comprising R131.64 million for upgrading, R35.72 million for new infrastructure, and R30.00 million for renewal. This distribution demonstrates a combination of distribution network upgrades, system expansion, and replacement of ageing water infrastructure components to maintain reliable water supply.
- Sanitation Infrastructure receives R193.74 million (11.47%), with the entire allocation directed toward upgrading existing wastewater infrastructure systems. The absence of new sanitation infrastructure or renewal allocations indicates a focus on expanding and improving the capacity of existing wastewater treatment and reticulation networks.
- Other Assets account for R176.72 million (10.46%), including housing development and operational municipal buildings. This category reflects investments supporting social infrastructure programmes and municipal operational facilities required to support service delivery.
- Transport Assets receive R105.15 million (6.23%), primarily directed toward new transport infrastructure development (R100.15 million) with a smaller allocation for renewal. Community Assets receive R91.23 million (5.40%), supporting recreational facilities and community infrastructure that contribute toward broader social development objectives.
- Supporting municipal assets represent smaller portions of the capital programme. Machinery and Equipment accounts for R82.55 million (4.89%), Solid Waste Infrastructure R46.64 million (2.76%), Computer Equipment R24.35 million (1.44%), and Furniture and Office Equipment R18.90 million (1.12%). These allocations support municipal operational capacity rather than forming part of core engineering infrastructure systems.

- Several infrastructure categories receive relatively small allocations, including Information and Communication Infrastructure (0.65%), Stormwater Infrastructure (0.40%), and Heritage Assets (0.13%). While these investments remain important for digital infrastructure development, environmental resilience, and heritage preservation, their limited scale suggests potential areas for strengthened investment in future capital planning cycles.
- The action distribution highlights a continued preference for enhancing existing infrastructure systems. With 61.71% of MTREF expenditure directed toward upgrading, the capital programme prioritises improving the performance and capacity of existing networks. Although renewal represents 9.47% of the programme, this proportion remains below commonly referenced industry benchmarks for mature infrastructure systems, indicating the need for continued monitoring of asset condition assessments and long-term replacement planning.

The MTREF asset distribution therefore demonstrates R486.85 million (28.82%) allocated to new infrastructure, R1.04 billion (61.71%) to upgrading existing assets, and R159.89 million (9.47%) to renewal. Electrical, roads, water supply, and sanitation infrastructure dominate investment priorities, reflecting the municipality's focus on strengthening core service delivery systems. While the strong emphasis on upgrading supports infrastructure reliability and operational efficiency, the relatively modest renewal allocation suggests the importance of continued monitoring of infrastructure lifecycle planning to ensure sustainable long-term asset management.

4.2.4 MTREF Budget Scenario Results by Asset Type per Functional Area

This section provides a detailed analysis of the MTREF budget scenario results by mSCOA asset type within each Functional Area (FA) of the municipality. Functional Areas represent geographically or operationally distinct zones within the municipality that guide infrastructure planning and service delivery. By integrating the mSCOA asset type classification with Functional Areas, this analysis offers a spatially contextualised view of planned capital expenditure, highlighting how financial resources are distributed across different regions and infrastructure categories.

This approach allows the municipality to assess how different asset types contribute to development within specific Functional Areas, ensuring that expenditure aligns with service delivery priorities and spatial transformation objectives. It provides a structured method to evaluate whether infrastructure spending is balanced across key urban, peri-urban, and rural zones, reinforcing a targeted approach to capital planning.

As infrastructure demands evolve and municipal strategies are refined, these expenditure projections may be adjusted to reflect changing priorities, master planning updates, and financial considerations.

Figure 4-4: MTREF Budget Scenario Results by Asset type per Urban Edge

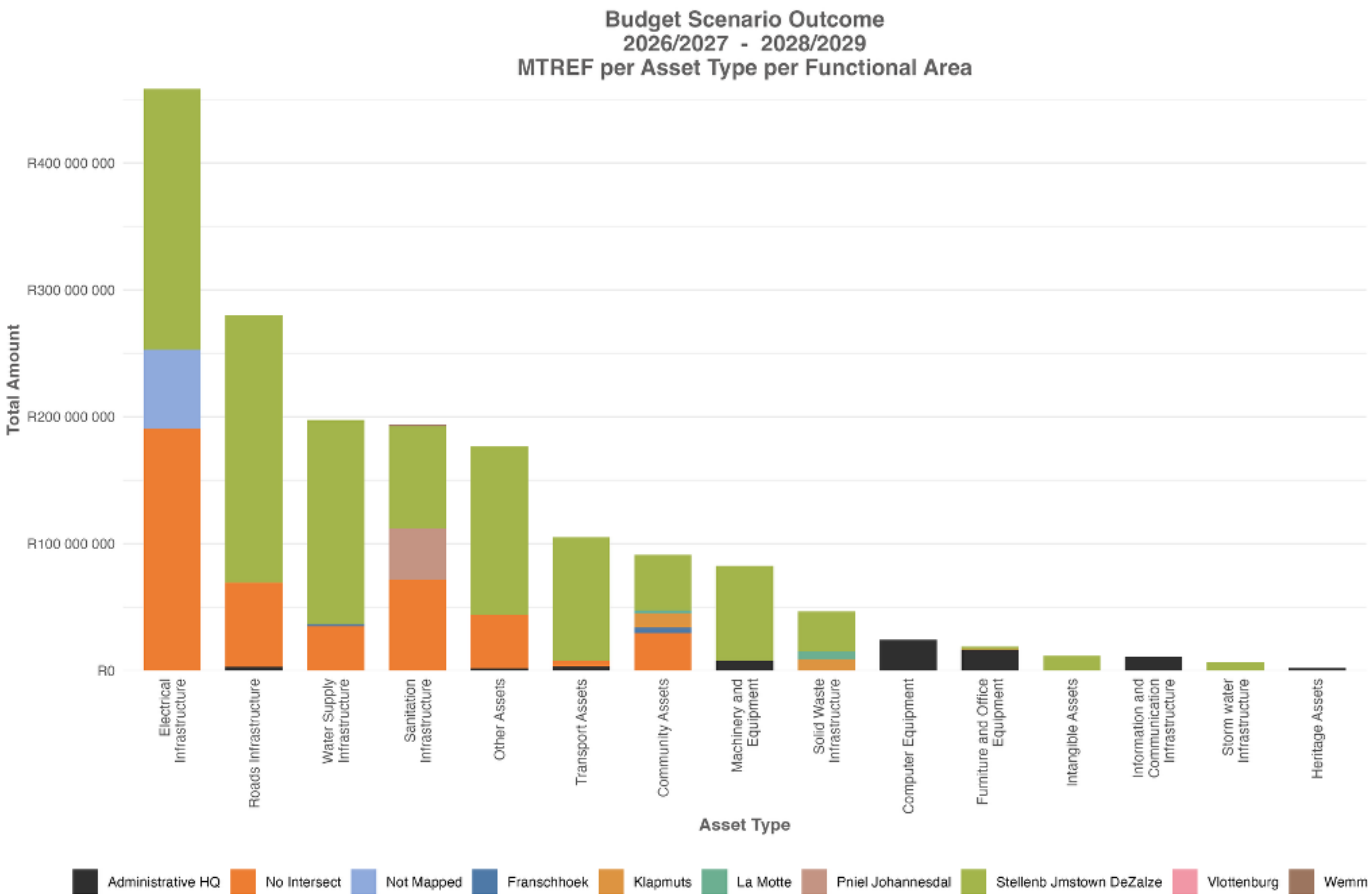
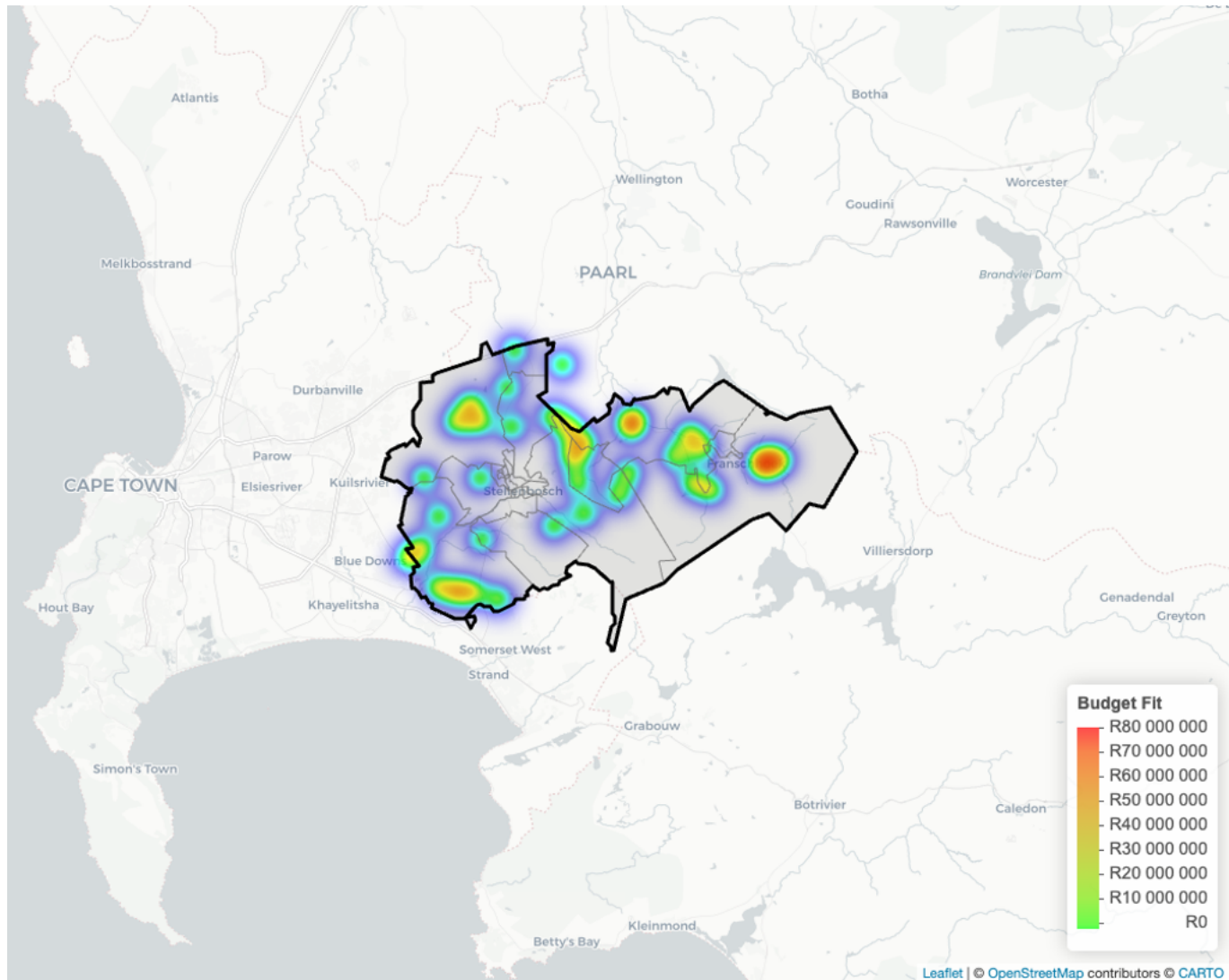


Table 4-4: MTREF Budget Scenario Results by Asset type per Urban Edge

Franschhoek	Klapmuts	La Motte	Stellenb Jmstown DeZalze	Pniel Johannesdal	Vlottenburg	Wemmersho ek	Administrati ve HQ	No Intersect	Not Mapped	MTREF Total	Percentage
R 4 500 000	R 11 100 000	R 2 300 000	R 43 806 565	R 0	R 0	R 0	R 0	R 29 520 153	R 0	R 91 226 718	5.34%
R 0	R 0	R 0	R 0	R 0	R 0	R 0	R 24 350 000	R 0	R 0	R 24 350 000	1.43%
R 0	R 0	R 0	R 205 612 269	R 0	R 0	R 0	R 0	R 190 400 400	R 62 500 000	R 458 512 669	26.86%
R 0	R 0	R 0	R 2 188 617	R 0	R 0	R 0	R 16 170 000	R 540 000	R 0	R 18 898 617	1.11%
R 0	R 0	R 0	R 0	R 0	R 0	R 0	R 2 150 000	R 0	R 0	R 2 150 000	0.13%
R 0	R 0	R 0	R 0	R 0	R 0	R 0	R 11 000 000	R 0	R 0	R 11 000 000	0.64%
R 0	R 0	R 0	R 11 854 435	R 0	R 0	R 0	R 0	R 0	R 0	R 11 854 435	0.69%
R 0	R 0	R 0	R 74 554 064	R 0	R 0	R 0	R 8 000 000	R 0	R 0	R 82 554 064	4.84%
R 0	R 0	R 0	R 132 742 608	R 0	R 0	R 0	R 2 000 000	R 41 978 261	R 0	R 176 720 869	10.35%
R 0	R 1 000 000	R 0	R 210 441 054	R 0	R 0	R 0	R 3 000 000	R 65 700 000	R 0	R 280 141 054	16.41%
R 0	R 0	R 0	R 80 415 000	R 40 500 000	R 50 000	R 1 000 000	R 0	R 71 772 850	R 0	R 193 737 850	11.35%
R 0	R 9 141 917	R 6 000 000	R 31 500 000	R 0	R 0	R 0	R 0	R 0	R 0	R 46 641 917	2.73%
R 0	R 0	R 0	R 6 800 000	R 0	R 0	R 0	R 0	R 0	R 0	R 6 800 000	0.40%
R 0	R 0	R 0	R 97 150 000	R 0	R 0	R 0	R 3 500 000	R 4 500 000	R 0	R 105 150 000	6.16%
R 1 739 130	R 0	R 0	R 160 640 632	R 0	R 0	R 0	R 0	R 34 985 498	R 0	R 197 365 260	11.56%
R 6 239 130	R 21 241 917	R 8 300 000	R 1 057 705 244	R 40 500 000	R 50 000	R 1 000 000	R 70 170 000	R 439 397 162	R 62 500 000	R 1 707 103 453	100.00%
0.37%	1.24%	0.49%	61.96%	2.37%	0.00%	0.06%	4.11%	25.74%	3.66%	100.00%	

Asset Type	Community Assets	Computer Equipment	Electrical Infrastructure	Furniture and Office	Heritage Assets	Information and	Intangible Assets	Machinery and	Other Assets	Roads Infrastructure	Sanitation Infrastructure	Solid Waste Infrastructure	Storm water Infrastructure	Transport Assets	Water Supply Infrastructure	Total	Percentage
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Figure 4-5: MTREF Budget Scenario Results by Location



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Disclaimer: The information on this map was derived from various sources. Care was taken to use material of the map. Novus3 cannot accept any responsibility for any errors or omissions which may occur. Criticism and/or suggestions expressed or implied, accompanying this product. However, notification of any errors will be appreciated.

Stellenbosch Local Municipality

Capital Expenditure Implementation Framework

MTREF Budget Scenario Outcome

The following observations can be noted from Figure 4-4 and

Table 4-4:

The asset type and spatial distribution reveals that R1.04 billion (61.55%) of the MTREF capital programme is concentrated within the Stellenbosch/Jamestown/De Zalze urban area, demonstrating continued prioritisation of the municipality's primary settlement node and economic centre. However, a substantial portion of the programme-R439.40 million (26.01%)-is classified as "No Intersect", indicating that a significant share of projects remains spatially unassigned or represents network-level infrastructure serving the broader municipal area. Key observations are noted below:

- Stellenbosch/Jamestown/De Zalze represents the dominant spatial focus of MTREF capital investment, receiving R1.04 billion (61.55%) of the programme. The asset composition reflects a diverse infrastructure portfolio including Electrical Infrastructure (R205.61 million), Roads Infrastructure (R192.44 million), Water Supply Infrastructure (R160.64 million), Other Assets (R132.74 million), and Transport Assets (R97.15 million). This distribution reflects comprehensive infrastructure investment supporting the municipality's principal urban node, aligning with spatial development strategies that prioritise infrastructure consolidation within established settlement areas.
- The "No Intersect" category accounts for R439.40 million (26.01%) of the MTREF programme, representing projects that either operate across multiple geographic areas or lack precise spatial intersection within available spatial datasets. Major asset categories within this group include Electrical Infrastructure (R190.40 million), Sanitation Infrastructure (R71.77 million), Roads Infrastructure (R65.70 million), Community Assets (R29.52 million), and Water Supply Infrastructure (R34.99 million). The scale of this category suggests that many projects represent municipality-wide infrastructure upgrades or network-level interventions.
- Administrative Headquarters accounts for R70.17 million (4.15%) of the MTREF programme, primarily associated with institutional and operational infrastructure such as Computer Equipment (R24.35 million), Furniture and Office Equipment (R16.17 million), Information and Communication Infrastructure (R11.00 million), and Machinery and Equipment (R8.00 million). These investments support municipal administrative capacity and operational efficiency rather than direct service delivery infrastructure.
- A smaller portion of the programme remains spatially undefined, with R62.50 million (3.70%) classified as "Not Mapped." This allocation consists entirely of Electrical Infrastructure projects where spatial coordinates or final project locations have not yet been captured within the spatial dataset.
- Secondary settlements receive comparatively modest allocations during the MTREF period. Pniel Johannesburg receives R40.50 million (2.40%), primarily associated with sanitation infrastructure improvements. Klapmuts receives R21.24 million (1.26%), largely directed toward Solid Waste Infrastructure (R9.14 million) and Community Assets (R11.10 million). La Motte receives R8.30 million (0.49%), primarily within solid waste infrastructure, while Franschhoek receives R6.24 million (0.37%). Wemmershoek and Vlothenburg receive minimal allocations of R1.00 million (0.06%) and R50 000 respectively, reflecting small-scale infrastructure interventions.
- The distribution across asset categories reinforces the municipality's focus on core infrastructure systems. Electrical Infrastructure remains the largest category at 27.15%, followed by Roads Infrastructure (15.52%), Water Supply Infrastructure (11.68%), Sanitation Infrastructure (11.47%), and Other Assets (10.46%). These categories collectively represent the majority of MTREF expenditure and highlight the municipality's focus on strengthening core engineering infrastructure networks.

The MTREF spatial distribution therefore demonstrates strong prioritisation of the Stellenbosch/Jamestown/De Zalze urban core, where 61.55% of capital investment is concentrated,

reinforcing the municipality's settlement hierarchy and infrastructure consolidation strategy. At the same time, the substantial 26.01% "No Intersect" allocation highlights the importance of strengthening spatial data capture and project geolocation in future capital planning cycles. Improved spatial referencing would enhance the municipality's ability to fully align infrastructure investment with spatial planning objectives and support more precise monitoring of geographic investment patterns.

4.2.5 MTREF Budget Scenario Outcome by Asset Type and Priority Development Area

This section presents the MTREF budget scenario results categorised by mSCOA asset type within Priority Development Areas (PDAs). Priority Development Areas are identified in the municipality's Spatial Development Framework (SDF) as key locations for targeted infrastructure expenditure to drive spatial transformation, improve service delivery, and support sustainable urban growth. By analysing the planned capital expenditure within these designated areas, the municipality ensures that infrastructure expenditure aligns with long-term spatial planning objectives and contributes to equitable development.

The results provide a structured view of how different asset types are prioritised within PDAs, offering insights into whether planned expenditure supports strategic infrastructure interventions, addresses service backlogs, and enhances connectivity and accessibility in key development zones. This analysis also enables the municipality to evaluate whether planned expenditure patterns align with the SDF's spatial vision, ensuring that infrastructure spending is directed toward areas with the highest impact on urban integration and economic development.

Given the evolving nature of spatial planning, expenditure projections within PDAs may be refined over time to accommodate changing priorities, updated master planning inputs, and financial considerations.

Figure 4-6: MTREF Budget Scenario Outcome by Asset Type and Priority Development Area

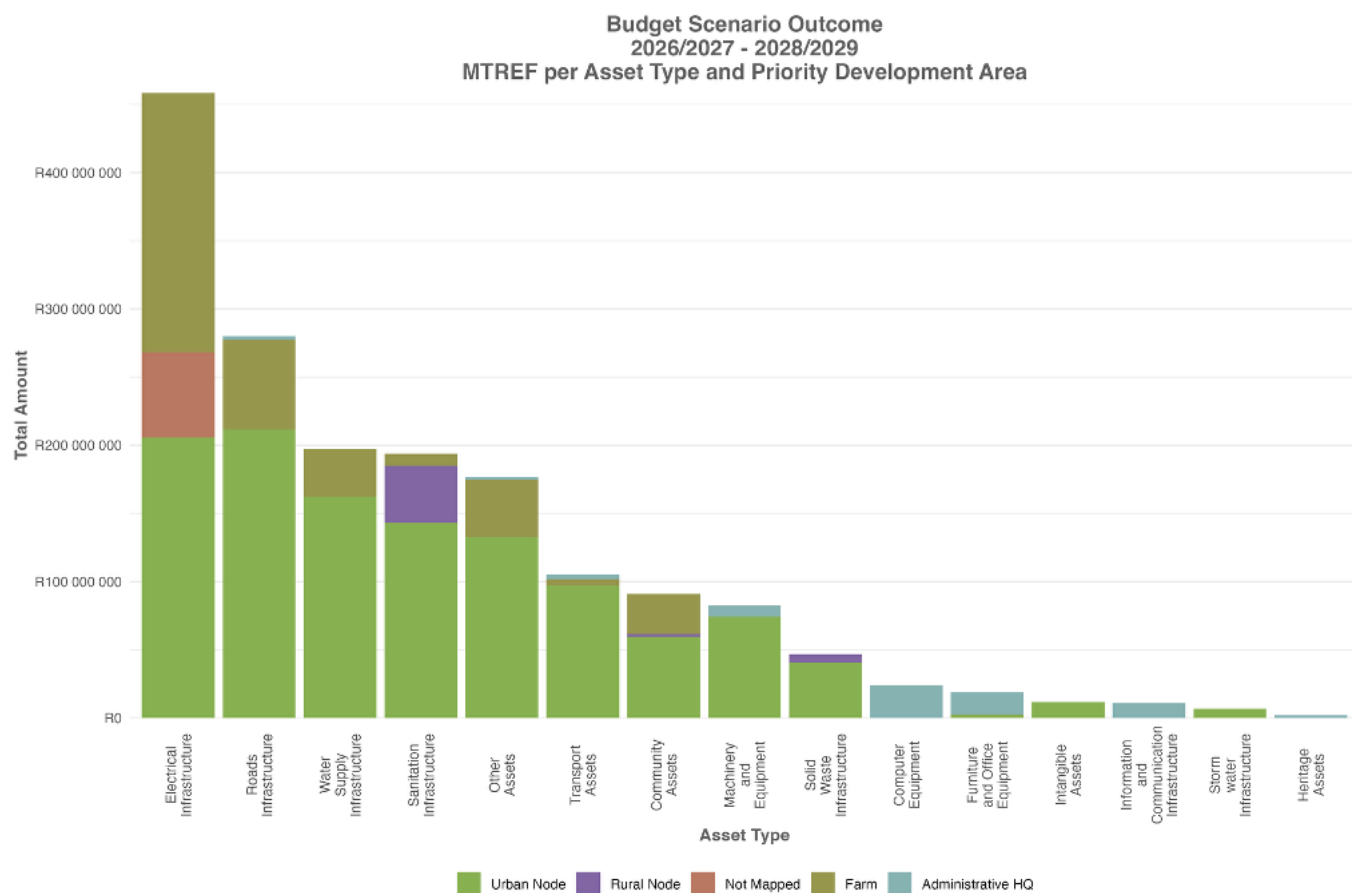


Table 4-5: MTREF Budget Scenario Outcome by Asset Type and Priority Development Area

Administrative HQ	Not Mapped	MTREF Total	Percentage
R 0	R 62 500 000	R 458 512 669	26.86%
R 3 000 000	R 0	R 280 141 054	16.41%
R 0	R 0	R 197 365 260	11.56%
R 0	R 0	R 193 737 850	11.35%
R 2 000 000	R 0	R 176 720 869	10.35%
R 3 500 000	R 0	R 105 150 000	6.16%
R 0	R 0	R 91 226 718	5.34%
R 8 000 000	R 0	R 82 554 064	4.84%
R 0	R 0	R 46 641 917	2.73%
R 24 350 000	R 0	R 24 350 000	1.43%
R 16 170 000	R 0	R 18 898 617	1.11%
R 0	R 0	R 11 854 435	0.69%
R 11 000 000	R 0	R 11 000 000	0.64%
R 0	R 0	R 6 800 000	0.40%
R 2 150 000	R 0	R 2 150 000	0.13%
R 70 170 000	R 62 500 000	R 1 707 103 453	100.00%
4.11%	3.66%	100.00%	

Asset Type	Farm	Rural Node	Urban Node
Electrical Infrastructure	R 190 400 400	R 0	R 205 612 269
Roads Infrastructure	R 65 700 000	R 0	R 211 441 054
Water Supply Infrastructure	R 34 985 498	R 0	R 162 379 762
Sanitation Infrastructure	R 9 000 000	R 41 550 000	R 143 187 850
Other Assets	R 41 978 261	R 0	R 132 742 608
Transport Assets	R 4 500 000	R 0	R 97 150 000
Community Assets	R 29 520 153	R 2 300 000	R 59 406 565
Machinery and Equipment	R 0	R 0	R 74 554 064
Solid Waste Infrastructure	R 0	R 6 000 000	R 40 641 917
Computer Equipment	R 0	R 0	R 0
Furniture and Office Equipment	R 540 000	R 0	R 2 188 617
Intangible Assets	R 0	R 0	R 11 854 435
Information and Communication Infrastructure	R 0	R 0	R 0
Storm water Infrastructure	R 0	R 0	R 6 800 000
Heritage Assets	R 0	R 0	R 0
Total	R 376 624 312	R 49 850 000	R 1 147 959 141
Percentage	22.06%	2.92%	67.25%

The following observations can be noted from Figure 4-6 and Table 4-5:

The asset type and Priority Development Area (PDA) distribution demonstrate that R1.13 billion (66.90%) of the MTREF capital programme is allocated to Urban Nodes, while R376.62 million (22.30%) is directed toward Farm areas. Together these two spatial categories account for 89.20% of the total MTREF allocation, confirming strong spatial concentration of infrastructure investment within the municipality's primary development areas and economic landscape. Key observations are noted below:

- Urban Nodes command the dominant share of MTREF investment, receiving R1.13 billion (66.90%) of the programme. The asset composition within Urban Nodes reflects substantial investment across core engineering infrastructure systems including Electrical Infrastructure (R205.61 million), Roads Infrastructure (R193.44 million), Water Supply Infrastructure (R162.38 million), and Sanitation Infrastructure (R143.19 million). Additional allocations include Transport Assets (R97.15 million), Machinery and Equipment (R74.55 million), and Community Assets (R59.41 million). This broad asset distribution confirms that the majority of infrastructure investment supports the municipality's primary urban settlements and aligns with spatial strategies promoting compact urban development and infrastructure consolidation.
- Farm areas represent the second-largest spatial investment category, receiving R376.62 million (22.30%) over the MTREF period. The asset distribution within this category includes Electrical

Infrastructure (R190.40 million), Roads Infrastructure (R65.70 million), Other Assets (R41.98 million), Community Assets (R29.52 million), and Water Supply Infrastructure (R34.99 million). These investments support infrastructure servicing agricultural activities, wine estate developments, and tourism-related infrastructure across the municipality's rural economic landscape.

- Rural Nodes receive a comparatively small allocation of R49.85 million (2.95%), primarily associated with Sanitation Infrastructure (R41.55 million) and Solid Waste Infrastructure (R6.00 million). The relatively modest allocation reflects limited infrastructure expansion within smaller rural settlements, consistent with spatial planning strategies that seek to limit costly infrastructure extension into dispersed areas while focusing investment within established settlement nodes.
- Administrative Headquarters accounts for R70.17 million (4.15%) of the MTREF capital programme, supporting institutional and operational infrastructure. Major asset categories within this allocation include Computer Equipment (R24.35 million), Furniture and Office Equipment (R16.17 million), Information and Communication Infrastructure (R11.00 million), and Machinery and Equipment (R8.00 million). These investments strengthen municipal operational capacity and administrative systems.
- A portion of the programme remains spatially undefined, with R62.50 million (3.70%) classified as "Not Mapped." This category consists entirely of Electrical Infrastructure projects, indicating that some network-level or preliminary projects have not yet been assigned precise spatial coordinates within the planning dataset.
- The distribution across asset types continues to emphasise core infrastructure investment. Electrical Infrastructure dominates at R458.51 million (27.15%), followed by Roads Infrastructure (15.52%), Water Supply Infrastructure (11.68%), Sanitation Infrastructure (11.47%), and Other Assets (10.46%). These five categories collectively represent the majority of MTREF capital expenditure, reflecting the municipality's focus on strengthening core service delivery infrastructure systems.
- Several infrastructure categories receive comparatively modest allocations, including Solid Waste Infrastructure (2.76%), Computer Equipment (1.44%), Furniture and Office Equipment (1.12%), Information and Communication Infrastructure (0.65%), Stormwater Infrastructure (0.40%), and Heritage Assets (0.13%). These limited allocations suggest potential areas for strengthened investment in future planning cycles, particularly with regard to environmental resilience, digital infrastructure, and heritage asset management.

The MTREF PDA distribution therefore demonstrates strong spatial alignment with the municipality's settlement hierarchy, with Urban Nodes receiving 66.90% of investment, followed by Farm areas at 22.30%, and Rural Nodes at 2.95%. This distribution confirms a clear emphasis on strengthening infrastructure within established urban areas while supporting the municipality's agricultural economy. The relatively limited allocation to dispersed rural settlements reinforces the municipality's spatial transformation objectives aimed at promoting compact development, infrastructure efficiency, and sustainable service delivery.

4.2.6 MTREF Budget Scenario Outcome compared to historic MTREF Trend

To assess how the current MTREF budget scenario results align with past expenditure patterns, this section compares the scenario outcomes with historic MTREF trends based on previous Original Budget (ORGB) submissions to National Treasury. By analysing past capital expenditure trends, the municipality can identify patterns, shifts in priorities, and potential deviations from previous planning assumptions.

Comparing the current scenario results with historic trends provides insights into whether planned expenditure aligns with long-term municipal objectives, remains within expected affordability constraints,

and reflects consistent strategic priorities. This analysis also helps to evaluate the municipality's ability to sustain infrastructure planned expenditure levels over time, ensuring that financial planning remains realistic, adaptable, and responsive to evolving development needs.

Furthermore, this comparison may highlight whether certain infrastructure categories or spatial priorities have seen increasing or decreasing emphasis over successive budget cycles. Such insights can inform future iterations of the Capital Expenditure Framework (CEF), ensuring that expenditure remains strategically focused and aligned with both municipal goals and regulatory requirements.

Figure 4-7: MTREF Budget Scenario Outcome compared to historic MTREF Trend

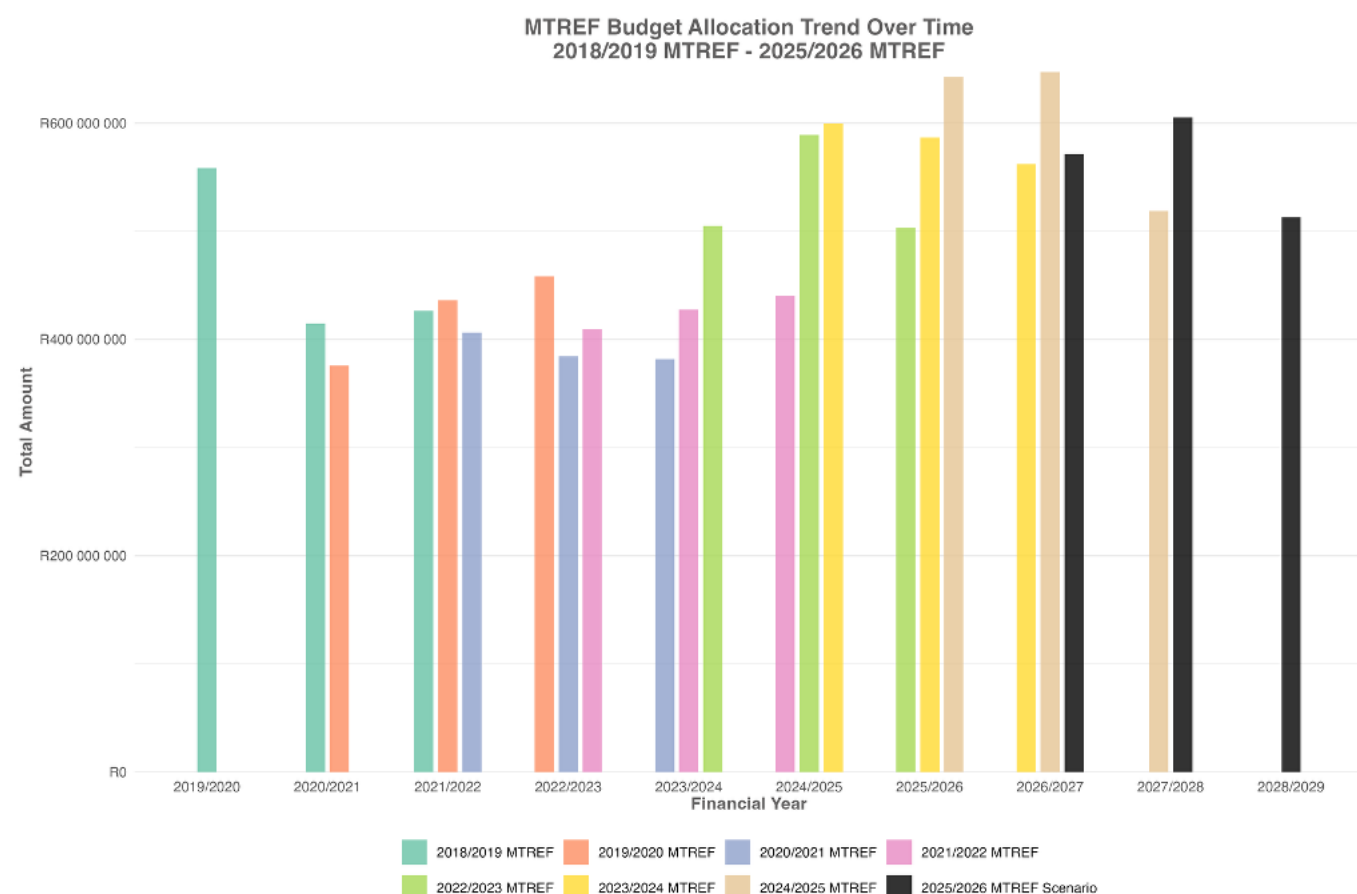


Table 4-6: MTREF Budget Scenario Outcome compared to historic MTREF Trend

Financial Year	2018/2019 MTREF	2019/2020 MTREF	2020/2021 MTREF	2021/2022 MTREF	2022/2023 MTREF	2023/2024 MTREF	2024/2025 MTREF	2026/2027 MTREF	2025/2026 MTREF Scenario
2018/2019									
2019/2020	R 558 276 528								
2020/2021	R 414 612 759	R 375 750 311							
2021/2022	R 426 337 700	R 436 267 624	R 406 053 915						
2022/2023		R 458 119 392	R 384 460 268	R 409 273 204					
2023/2024			R 381 494 643	R 427 269 405	R 504 799 865				
2024/2025				R 440 003 435	R 589 095 464	R 599 345 303			
2025/2026					R 503 055 975	R 586 441 524	R 642 490 175		
2026/2027						R 562 080 145	R 647 191 931		R 571 301 851
2027/2028							R 518 727 985		R 605 030 198

Financial Year	2018/2019 MTREF	2019/2020 MTREF	2020/2021 MTREF	2021/2022 MTREF	2022/2023 MTREF	2023/2024 MTREF	2024/2025 MTREF	2026/2027 MTREF	2025/2026 MTREF Scenario
2028/2029									R 512 771 404
Total	R 1 399 226 987	R 1 270 137 327	R 1 172 008 826	R 1 276 546 044	R 1 596 951 304	R 1 747 866 972	R 1 808 410 091		R 1 689 103 453

The following observations can be noted from Figure 4-7 and Table 4-6:

The historical MTREF trend demonstrates capital expenditure growth from R1.27 billion (2019/20) to R1.81 billion (2024/25), representing an increase of approximately 42.4% over six budget cycles. The new MTREF scenario totals R1.69 billion, reflecting a moderate reduction of approximately 6.6% compared with the most recent MTREF total, and indicating closer alignment with the affordability parameters established through the Long-Term Financial Model (LTFM). The revised scenario also reflects a relatively balanced distribution across the three-year planning horizon rather than pronounced front-loading. Key observations are noted below:

- Historical MTREF totals demonstrate overall growth over time, increasing from R1.27 billion in the 2019/20 MTREF cycle to R1.81 billion in the 2024/25 MTREF cycle. This expansion occurred despite noticeable fluctuations between planning cycles. For example, the MTREF total declined from R1.27 billion to R1.17 billion between the 2019/20 and 2020/21 cycles, before recovering to R1.60 billion in the 2022/23 MTREF and continuing to increase to R1.75 billion (2023/24) and R1.81 billion (2024/25). These variations reflect changing economic conditions, adjustments to grant funding allocations, and periodic reprioritisation of municipal infrastructure programmes.
- The new MTREF scenario totals R1.69 billion, representing a moderate decrease relative to the most recent MTREF cycle. This reduction reflects the application of the affordability envelope derived from the LTFM and indicates a shift toward more controlled and financially sustainable capital programming. While the scenario remains broadly comparable to recent historical investment levels, it demonstrates a deliberate effort to ensure that capital expenditure remains aligned with long-term fiscal capacity.
- Annual allocations within the new MTREF scenario demonstrate a balanced expenditure profile. Capital allocations amount to R571.30 million in 2026/27, R605.03 million in 2027/28, and R512.77 million in 2028/29, producing a relatively even distribution across the three-year planning horizon. This balanced allocation contrasts with earlier MTREF patterns where Year-1 allocations frequently dominated the three-year envelope. The more even distribution supports improved project scheduling and reduces implementation pressure on the first year of the capital programme.
- The gradual expansion of MTREF totals over successive cycles reflects the municipality's continued investment in infrastructure development. Increasing capital allocations over time have supported infrastructure expansion, improved service delivery capacity, and maintenance of existing infrastructure networks. The moderation observed in the new scenario suggests a transition toward more disciplined capital planning while maintaining the municipality's infrastructure investment trajectory.
- Maintaining sustainable capital investment levels requires careful consideration of operational affordability. Each capital investment introduces ongoing operational and maintenance obligations that must be accommodated within the municipal operating budget. The R1.69 billion MTREF scenario remains broadly consistent with recent historical capital investment levels, suggesting that the municipality can sustain infrastructure investment without imposing excessive long-term fiscal pressure.

- The historical variation between MTREF cycles highlights the importance of adaptive planning processes. External factors such as macroeconomic conditions, national fiscal transfers, and evolving infrastructure priorities can significantly influence capital investment levels. Continuous monitoring of capital expenditure performance, together with regular updates to the LTFM and Capital Expenditure Framework (CEF), will therefore remain essential to ensure that infrastructure investment remains aligned with municipal financial sustainability.

The historical MTREF analysis therefore demonstrates steady long-term growth in capital investment, increasing from R1.27 billion in the 2019/20 MTREF cycle to R1.81 billion in the 2024/25 cycle, with the new R1.69 billion MTREF scenario reflecting moderate adjustment aligned with fiscal affordability constraints. The balanced distribution across the three-year planning horizon supports improved implementation stability and reinforces the municipality's commitment to sustainable, long-term infrastructure development.

4.3 Concluding remarks

The MTREF budget scenario demonstrates strategic capital programming totalling R1.93 billion across 2026/27-2028/29, representing moderate 6.6% growth compared to the most recent historical MTREF, validating alignment with the Long-Term Financial Model (LTFM) affordability parameters. The temporal distribution shows a balanced allocation across the three-year period, with R664.98 million (34.50%) in 2026/27, R645.35 million (33.48%) in 2027/28, and R617.25 million (32.02%) in 2028/29, reflecting stable capital programming rather than pronounced front-loading. Infrastructure Services dominance (83.56%, R1.61 billion) with Electrical (31.58%), Sanitation (15.50%), and Water (13.69%) collectively commanding 60.77% validates strong prioritisation of essential service delivery infrastructure.

The mSCOA action distribution demonstrates a strong emphasis on upgrading existing assets (65.16%), whilst new infrastructure accounts for 25.62% and renewal represents 9.22% of the MTREF. This pattern reflects a strategic focus on strengthening existing infrastructure capacity, although the renewal proportion remains below the 15-25% industry benchmark, suggesting the need to monitor long-term asset replacement planning. Spatial analyses demonstrate strong concentration within priority development areas, with Urban Nodes commanding 73.81% of investment, followed by Farm areas (20.52%) and Rural Nodes (3.66%), confirming alignment with the municipality's settlement hierarchy and compact development strategy.

The MTREF asset distribution demonstrates continued prioritisation of core engineering infrastructure, with Electrical Infrastructure (28.48%), Roads Infrastructure (17.41%), Sanitation Infrastructure (15.64%), and Water Supply Infrastructure (11.22%) dominating capital expenditure. However, relatively small allocations remain within Stormwater Infrastructure (0.40%), ICT Infrastructure (0.16%), and Heritage Assets (0.11%), suggesting opportunities to strengthen investment in climate resilience, digital infrastructure, and specialised municipal assets in future planning cycles.

The historical comparison confirms continued growth in capital investment from R1.27 billion in the 2019/20 MTREF to R1.81 billion in the 2024/25 MTREF, with the new R1.93 billion MTREF scenario representing moderate and financially sustainable expansion. The balanced distribution across the three-year planning horizon indicates improved capital programming stability compared with historical fluctuations between MTREF cycles.

The MTREF's adaptive framework enables continuous refinement; however, several strategic considerations remain important for future capital planning:

- Monitoring the 9.22% renewal allocation against asset condition assessments to ensure adequate long-term infrastructure replacement;
- Strengthening investment in stormwater management, digital infrastructure, and climate-resilient systems;
- Maintaining balanced infrastructure investment alongside social and institutional infrastructure programmes; and
- Continuously refining spatial data and project preparation to ensure precise alignment between capital investment and spatial development priorities.

The MTREF, therefore, represents credible three-year capital programming balancing infrastructure delivery priorities with fiscal sustainability. The structured prioritisation framework, LTFM alignment, and strong spatial targeting demonstrate a maturing municipal capital planning system. Continued monitoring and refinement will ensure that capital investment supports Stellenbosch's spatial transformation objectives, infrastructure resilience, and long-term sustainable development outcomes.

Annexure

Unit	Department	Project Name	Project Score	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Total
Community and Protection Services	Cemeteries	Calcatta Memorial Park	21	R3,043,478	R0	R0	R20,000,000	R10,000,000	R10,000,000	R70,000	R40,000	R40,000	R40,000	R43,233,478
Community and Protection Services	Cemeteries	Vehicle Fleet: Cemeteries	24	R1,000,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
Community and Protection Services	Community Development	Upgrading: Early Childhood Development Centres on Municipal Land	11	R2,173,913	R2,608,696	R6,500,000	R0	R0	R0	R0	R2,500,000	R3,000,000	R7,000,000	R23,782,609
Community and Protection Services	Community Development	Social Relief Distress Vehicle	11	R0	R0	R0	R0	R0	R0	R0	R0	R500,000	R0	R500,000
Community and Protection Services	Community Development	Furniture, Tools & Equipment: Comm Development	18	R50,000	R60,000	R70,000	R0	R0	R0	R0	R50,000	R60,000	R70,000	R360,000
Community and Protection Services	Community Services: Library Services	Upgrade Stellenbosch Library	26	R0	R0	R0	R0	R0	R0	R0	R4,339,483	R4,339,483	R0	R8,678,966
Community and Protection Services	Community Services: Library Services	Library Books	29	R200,000	R210,000	R21,000	R210,000	R210,000	R220,000	R1,867,540	R1,867,540	R0	R0	R4,806,080
Community and Protection Services	Community Services: Library Services	Vehicles	24	R0	R300,000	R0	R0	R0	R0	R0	R300,000	R0	R0	R600,000
Community and Protection Services	Community Services: Library Services	Furniture, Tools and Equipment: Idas Valley	18	R0	R0	R0	R0	R0	R0	R0	R30,000	R530,000	R0	R560,000
Community and Protection Services	Community Services: Library Services	Upgrading: Cloetesville Library	22	R0	R0	R0	R0	R0	R0	R0	R450,000	R0	R0	R450,000
Community and Protection Services	Community Services: Library Services	Furniture, Tools & Equipment: Pniel Library	22	R0	R35,000	R20,000	R0	R0	R0	R0	R35,000	R20,000	R0	R110,000
Community and Protection Services	Community Services: Library Services	Furniture, Tools and Equipment: Kayamandi	22	R0	R10,000	R0	R0	R0	R0	R0	R10,000	R0	R0	R20,000
Community and Protection Services	Director: Community & Protection Services	Furniture, Tools & Equipment : Protection Services	26	R0	R400,000	R0	R0	R0	R0	R0	R400,000	R0	R0	R800,000
Community and Protection Services	Disaster Management	Vehicle fleet: Disaster Management	23	R0	R5,000,000	R0	R0	R0	R0	R0	R5,000,000	R0	R1,000,000	R11,000,000
Community and Protection Services	Disaster Management	Re tarring of the Stellenbosch fire station drill yard	30	R1,000,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
Community and Protection Services	Environmental Management: Implementation	Specialized Equipment: Workshop	24	R0	R0	R0	R0	R0	R0	R0	R3,000,000	R0	R0	R3,000,000
Community and Protection Services	Environmental Management: Implementation	Vehicle Fleet: Workshop	24	R0	R0	R0	R0	R0	R0	R0	R1,200,000	R0	R0	R1,200,000
Community and Protection Services	Environmental Management: Implementation	Furniture, Tools & Equipment: Environmental Management	22	R200,000	R0	R250,000	R0	R0	R0	R0	R200,000	R0	R250,000	R900,000
Community and Protection Services	Environmental Management: Implementation	Furniture, Tools & Equipment: Air and Noise Control	22	R0	R0	R150,000	R0	R0	R0	R0	R150,000	R0	R200,000	R500,000
Community and Protection Services	Environmental Management: Urban Forestry	Furniture, Tools & Equipment: Urban Forestry	22	R0	R2,000,000	R1,000,000	R0	R0	R0	R0	R2,000,000	R1,000,000	R2,000,000	R8,000,000
Community and Protection Services	Environmental Management: Urban Forestry	Specialized equipment: Urban Forestry	28	R0	R2,500,000	R0	R0	R0	R2,500,000	R0	R0	R0	R2,000,000	R7,000,000
Community and Protection Services	Environmental Management: Urban Forestry	Fencing :Urban Forestry	19	R1,500,000	R0	R0	R0	R0	R0	R0	R1,500,000	R0	R0	R3,000,000
Community and Protection Services	Environmental Management: Urban Forestry	Vehicle Fleet : Urban Foestry	19	R1,200,000	R0	R0	R0	R0	R0	R0	R1,200,000	R0	R0	R2,400,000
Community and Protection Services	Environmental Management: Urban Forestry	Design and implement electronic Urban Forestry management tool	32	R0	R500,000	R0	R0	R0	R500,000	R0	R0	R0	R400,000	R1,400,000
Community and Protection Services	Fire and Rescue Services	Fire Station - Jamestown	13	R0	R3,650,000	R20,826,675	R0	R0	R0	R0	R0	R0	R0	R24,476,675
Community and Protection Services	Fire and Rescue Services	Specialized Vehicles: Fire	29	R0	R0	R3,000,000	R0	R0	R3,000,000	R0	R5,000,000	R0	R10,000,000	R21,000,000
Community and Protection Services	Fire and Rescue Services	Rescue equipment	23	R1,000,000	R0	R1,000,000	R0	R0	R1,000,000	R0	R1,000,000	R0	R0	R4,000,000
Community and Protection Services	Fire and Rescue Services	Furniture, Tools & Equipment: Fire	22	R500,000	R100,000	R1,000,000	R0	R0	R0	R0	R500,000	R100,000	R1,000,000	R3,200,000
Community and Protection Services	Fire and Rescue Services	Vehicle fleet: Fire Services	29	R0	R1,000,000	R0	R0	R0	R1,000,000	R0	R1,000,000	R0	R0	R3,000,000
Community and Protection Services	Halls	Upgrading of Halls	23	R1,000,000	R500,000	R500,000	R1,500,000	R0	R500,000	R0	R600,000	R0	R0	R4,600,000
Community and Protection Services	Halls	Vehicle Fleet: Halls	24	R500,000	R500,000	R0	R700,000	R900,000	R0	R0	R0	R0	R0	R2,600,000
Community and Protection Services	Halls	Furniture, Tools & Equipment: Halls	8	R200,000	R250,000	R250,000	R0	R0	R0	R0	R200,000	R250,000	R250,000	R1,400,000
Community and Protection Services	Law Enforcement and Security	Install and Upgrade CCTV/ LPR Cameras In WC024	28	R2,500,000	R2,500,000	R3,000,000	R3,000,000	R3,000,000	R5,000,000	R3,000,000	R3,000,000	R5,000,000	R3,000,000	R33,000,000
Community and Protection Services	Law Enforcement and Security	Vehicle Fleet: Law Enforcement	24	R3,000,000	R3,000,000	R3,000,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R26,500,000
Community and Protection Services	Law Enforcement and Security	Install Computerized Access Security Systems and CCTV Cameras At Municipal Buildings	28	R2,000,000	R1,500,000	R1,500,000	R1,000,000	R900,000	R850,000	R800,000	R750,000	R700,000	R650,000	R10,650,000
Community and Protection Services	Law Enforcement and Security	Law Enforcement Tools and Equipment	26	R1,500,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R750,000	R8,250,000
Community and Protection Services	Law Enforcement and Security	Neighborhood Watch Safety equipment	28	R500,000	R500,000	R500,000	R500,000	R0	R0	R0	R0	R0	R0	R2,000,000
Community and Protection Services	Law Enforcement and Security	Security Upgrades	28	R0	R250,000	R250,000	R0	R0	R250,000	R250,000	R250,000	R250,000	R250,000	R2,500,000
Community and Protection Services	Law Enforcement and Security	Furniture, Tools & Equipment: Law Enforcement	22	R0	R200,000	R200,000	R0	R0	R0	R0	R200,000	R200,000	R200,000	R1,000,000
Community and Protection Services	Law Enforcement and Security	K9 Unit	29	R869,565	R0	R0	R0	R0	R0	R0	R0	R0	R0	R869,565
Community and Protection Services	Parks and Cemeteries	Beautification of Parks and Cemeteries	32	R1,865,261	R869,565	R1,000,000	R0	R600,000	R700,000	R400,000	R400,000	R400,000	R400,000	R6,634,826
Community and Protection Services	Parks and Cemeteries	Fencing :Parks and Gardens	28	R1,869,565	R869,565	R1,000,000	R200,000	R0	R0	R0	R500,000	R300,000	R500,000	R5,239,130
Community and Protection Services	Parks and Cemeteries	Purchase of Specialised Vehicles	24	R1,200,000	R0	R0	R1,000,000	R0	R0	R1,300,000	R0	R500,000	R0	R4,000,000
Community and Protection Services	Parks and Cemeteries	Upgrading of Parks	33	R200,000	R0	R500,000	R200,000	R1,000,000	R1,000,000	R0	R0	R0	R0	R2,900,000
Community and Protection Services	Parks and Cemeteries	Furniture, Tools & Equipment: Parks & Cemetries	28	R300,000	R200,000	R500,000	R300,000	R200,000	R200,000	R200,000	R200,000	R300,000	R300,000	R2,700,000
Community and Protection Services	Parks and Cemeteries	Vehicle Fleet: Parks & Cemeteries	25	R0	R1,000,000	R0	R0	R0	R0	R0	R1,000,000	R0	R500,000	R2,500,000
Community and Protection Services	Parks and Cemeteries	Urban Greening: Beautification: Main Routes and Tourist Routes	33	R200,000	R200,000	R200,000	R200,000	R250,000	R250,000	R200,000	R200,000	R200,000	R200,000	R2,100,000
Community and Protection Services	Sports Grounds and Picnic Sites	Upgrade of Sport Facilities	23	R3,200,000	R3,700,000	R4,200,000	R4,000,000	R4,700,000	R4,700,000	R5,300,000	R5,300,000	R300,000	R300,000	R35,700,000
Community and Protection Services	Sports Grounds and Picnic Sites	Specialized Vehicles: Sports	38	R700,000	R1,200,000	R1,200,000	R0	R1,500,000	R0	R2,000,000	R0	R0	R0	R6,600,000
Community and Protection Services	Sports Grounds and Picnic Sites	Fencing: Sport Grounds (WC024)	15	R1,300,000	R500,000	R500,000	R0	R0	R0	R0	R1,300,000	R500,000	R500,000	R4,600,000
Community and Protection Services	Sports Grounds and Picnic Sites	Furniture, Tools & Equipment: Sports	22	R350,000	R400,000	R400,000	R0	R0	R0	R0	R350,000	R400,000	R400,000	R2,300,000
Community and Protection Services	Sports Grounds and Picnic Sites	Re-Surface of Netball/Tennis Courts	42	R400,000	R400,000	R500,000	R0	R550,000	R0	R0	R0	R0	R0	R1,850,000
Community and Protection Services	Sports Grounds and Picnic Sites	Jonkershoek Picnic Site	37	R300,000	R200,000	R200,000	R0	R200,000	R200,000	R0	R200,000	R200,000	R200,000	R1,700,000
Community and Protection Services	Sports Grounds and Picnic Sites	Recreational Equipment Sport	45	R100,000	R300,000	R300,000	R200,000	R0	R0	R400,000	R0	R100,000	R100,000	R1,500,000
Community and Protection Services	Sports Grounds and Picnic Sites	Installation of cricket nets	38	R250,000	R150,000	R150,000	R0	R150,000	R0	R150,000	R0	R0	R0	R850,000
Community and Protection Services	Traffic Services	Replacement of vehicles	14	R2,500,000	R2,500,000	R0	R0	R0	R0	R0	R2,500,000	R2,500,000	R0	R10,000,000
Community and Protection Services	Traffic Services	Traffic Fleet	15	R1,500,000	R1,500,000	R1,500,000	R0	R0	R0	R0	R1,500,000	R3,000,000	R0	R9,000,000
Community and Protection Services	Traffic Services	Specialized Vehicles: Traffic	24	R0	R3,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R3,000,000
Community and Protection Services	Traffic Services	Furniture, Tools & Equipment: Traffic Services	28	R350,000	R200,000	R0	R0	R200,000	R0	R0	R0	R200,000	R0	R950,000
Corporate Services	Information and Communications Technology (ICT)	Upgrade and Expansion of IT Infrastructure Platforms	28	R2,000,000	R2,000,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R2,500,000	R1,500,000	R1,500,000	R1,500,000	R21,000,000
Corporate Services	Information and Communications Technology (ICT)	Server Storage expansion and upgrades	28	R2,000,000	R2,000,000	R1,000,000	R2,000,000	R2,000,000	R2,000,000	R1,000,000	R3,000,000	R2,000,000	R2,000,000	R19,000,000
Corporate Services	Information and Communications Technology (ICT)	Purchase and Replacement of Computer/software and Peripheral devices	22	R2,500,000	R3,500,000	R2,000,000	R0	R0	R0	R0	R2,500,000	R3,500,000	R2,000,000	R16,000,000
Corporate Services	Information and Communications Technology (ICT)	Fibre Optic Implementation	20	R3,000,000	R2,500,000	R2,500,000	R0	R0	R0	R0	R3,000,000	R2,500,000	R2,500,000	R16,000,000
Corporate Services	Information and Communications Technology (ICT)	Upgrading Communication Network	36	R1,500,000	R2,250,000	R1,100,000	R1,500,000	R1,500,000	R1,500,000	R1,500,000	R1,000,000	R1,000,000	R1,000,000	R13,850,000
Corporate Services	Information and Communications Technology (ICT)	ICT Cable Reticulation and Management	60	R1,000,000	R1,500,000	R500,000	R500,000	R1,000,000	R1,000,000	R500,000	R1,000,000	R1,500,000	R1,500,000	R10,000,000
Corporate Services	Properties and Municipal Building Maintenance	Structural Maintenance/Upgrade: Beltana	25	R30,000,000	R0	R0	R4,000,000	R4,000,000	R4,000,000	R0	R0	R0	R0	R42,000,000
Corporate Services	Properties and Municipal Building Maintenance	Traffic Offices	23	R1,000,000	R7,000,000	R7,000,000	R0	R0	R0	R0	R9,000,000	R9,000,000	R0	R33,000,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading: Main Office Complex	30	R250,000	R5,000,000	R10,000,000	R0	R0	R0	R0	R0	R0	R0	R15,250,000
Corporate Services	Properties and Municipal Building Maintenance	Structural Improvement: General	45	R0	R0	R2,000,000	R2,000,000	R2,000,000	R2,000,000	R0	R0	R0	R0	R8,000,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading: Law Enforcement Offices	30	R2,500,000	R2,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R5,000,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading and conversion of Fire House to a Training Centre	25	R0	R400,000	R1,500,000	R0	R0	R0	R0	R400,000	R1,500,000	R0	R3,800,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading Fencing	13	R300,000	R500,000	R500,000	R0	R0	R0	R0	R300,000	R500,000	R500,000	R2,600,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading: Admin Building and Community Halll	26	R2,250,000	R250,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,500,000
Corporate Services	Properties and Municipal Building Maintenance	Structural Upgrade: Heritage Building	40	R400,000	R1,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R1,900,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of New Office Space: Ryneveld Street	25	R1,600,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1,600,000
Corporate Services	Properties and Municipal Building Maintenance	Furniture, Tools & Equipment: Property Management PC_0196	28	R0	R250,000	R500,000	R0	R0	R0	R0	R250,000	R250,000	R250,000	R1,500,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of Office Space: Community Services (Urban Forestry)	42	R1,000,000	R0	R80,000	R0	R0	R0	R0	R0	R0	R0	R1,080,000
Corporate Services	Properties and Municipal Building Maintenance	Kayamandi: Upgrading of Makapula Hall	22	R500,000	R0	R0	R0	R0	R0	R0	R500,000	R0	R0	R1,000,000
Corporate Services	Properties and Municipal Building Maintenance	Furniture, Tools & Equipment: Property Management PC_0371	20	R0	R0	R0	R0	R0	R0	R0	R250,000	R250,000	R250,000	R750,000
Corporate Services	Properties and Municipal Building Maintenance	Airconditioners	23	R200,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R200,000
Corporate Services	Properties and Municipal Building Maintenance	La Motte Fire Station	36	R100,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R100,000
Financial Services	Financial Management Services	Vehicle Fleet: FMS	22	R2,500,000	R1,000,000	R0	R0	R0	R0	R0	R2,500,000	R1,000,000	R0	R7,000,000
Financial Services	Financial Management Services	Furniture, Tools & Equipment: FS	22	R100,000	R90,000	R100,000	R100,000	R100,000	R10					

Unit	Department	Project Name	Project Score	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Total
Infrastructure Services	Electrical Services	Jan Marais Upgrade: Remove Existing Tx and replace with 20MVA	43	R16,900,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R16,900,000
Infrastructure Services	Electrical Services	Vehicles: Electrical Services	54	R350,000	R0	R0	R0	R3,800,000	R3,800,000	R5,985,000	R0	R0	R0	R13,935,000
Infrastructure Services	Electrical Services	Substation 66kV equipment (Golf,)	38	R1,590,341	R1,457,812	R1,749,375	R1,924,313	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R13,644,652
Infrastructure Services	Electrical Services	Substation 66kV equipment (Jan Marais)	38	R1,590,341	R1,457,812	R1,749,375	R1,924,312	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R13,644,651
Infrastructure Services	Electrical Services	Substation 66kV equipment (Main s)	38	R1,590,341	R1,457,812	R1,749,375	R1,924,312	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R13,644,651
Infrastructure Services	Electrical Services	Substation 66kV equipment (Markotter)	38	R397,585	R1,457,812	R1,749,375	R1,924,312	R2,116,744	R2,116,744	R2,689,323	R0	R0	R0	R12,451,895
Infrastructure Services	Electrical Services	Demand Side Management Geyser Control	50	R500,000	R3,500,000	R3,500,000	R400,000	R400,000	R400,000	R420,000	R400,000	R417,600	R0	R9,937,600
Infrastructure Services	Electrical Services	Streetlights R304	39	R1,000,000	R7,816,990	R0	R0	R0	R0	R0	R0	R0	R0	R8,816,990
Infrastructure Services	Electrical Services	SCADA Implementation	34	R4,000,000	R4,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R8,000,000
Infrastructure Services	Electrical Services	Automatic Meter Reader	50	R484,000	R532,400	R585,640	R644,204	R708,624	R708,624	R900,307	R945,322	R986,916	R0	R6,496,037
Infrastructure Services	Electrical Services	Battery Storage systems and rooftop PV for critical plants	34	R3,000,000	R3,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R6,000,000
Infrastructure Services	Electrical Services	Cable Network: Franschhoek	39	R5,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R5,000,000
Infrastructure Services	Electrical Services	Furniture, Tools and Equipment: Electrical Services	42	R0	R403,151	R443,466	R487,812	R536,593	R536,593	R681,742	R715,829	R747,326	R0	R4,552,512
Infrastructure Services	Electrical Services	Switchgear Substation Cascade	42	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Papegaairand	42	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Technopark	42	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Welgevonden	42	R0	R4,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R4,500,000
Infrastructure Services	Electrical Services	Replace Ineffective Meters	50	R100,000	R500,000	R402,628	R442,890	R487,179	R487,179	R618,961	R649,909	R678,505	R0	R4,367,251
Infrastructure Services	Electrical Services	Switvhgear Substation Kayamandi	42	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Blake 2	30	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Paradyskloof	30	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation van der Stel	26	R3,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Battery Storage systems and rooftop PV for critical buildings	34	R3,452,580	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,452,580
Infrastructure Services	Electrical Services	Turnkey - EPC of Hybrid inverter with Battery Storage Systems at Stellenbosch Community Buildings	32	R3,210,185	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,210,185
Infrastructure Services	Electrical Services	Integrated National Electrification Programme	43	R0	R321,957	R321,957	R321,957	R321,957	R321,957	R338,054	R354,957	R370,575	R0	R2,673,371
Infrastructure Services	Electrical Services	Replace Control Panels 66 kV & Circuit breakers	39	R2,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R2,500,000
Infrastructure Services	Electrical Services	Energy Balancing - Metering and Mini-Substations	58	R0	R500,000	R250,000	R250,000	R250,000	R250,000	R262,500	R275,625	R287,752	R0	R2,325,877
Infrastructure Services	Electrical Services	Meter Panels	50	R250,000	R250,000	R250,000	R250,000	R250,000	R250,000	R262,500	R250,000	R261,000	R0	R2,273,500
Infrastructure Services	Electrical Services	Uninterrupted Power Supply for buildings	58	R0	R2,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R2,000,000
Infrastructure Services	Electrical Services	Energy Efficiency and Demand Side Management	50	R0	R0	R0	R250,000	R250,000	R250,000	R250,000	R250,000	R261,000	R0	R1,511,000
Infrastructure Services	Electrical Services	20MW Renewable energy project	34	R520,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R520,000
Infrastructure Services	Electrical Services	Hot water load control	34	R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500,000
Infrastructure Services	Electrical Services	Control Room implementation	34	R0	R300,000	R0	R0	R0	R0	R0	R0	R0	R0	R300,000
Infrastructure Services	Infrastructure Services	Furniture, Tools & Equipment: IS	20	R65,000	R115,000	R115,000	R120,000	R95,000	R95,000	R125,000	R115,000	R125,000	R0	R970,000
Infrastructure Services	Project Management Unit (PMU)	Franschhoek Mooiwater 236	38	R869,565	R869,565	R0	R0	R15,136,000	R15,136,000	R0	R0	R0	R0	R32,011,130
Infrastructure Services	Project Management Unit (PMU)	Kayamandi: Zone O (±711 services)	38	R0	R0	R0	R10,000,000	R0	R0	R0	R0	R0	R0	R10,000,000
Infrastructure Services	Project Management Unit (PMU)	Upgrading Ad hoc Housing Projects	38	R400,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R500,000	R0	R4,400,000
Infrastructure Services	Project Management Unit (PMU)	Furniture, Tools & Equipment: PMU	31	R110,000	R120,000	R130,000	R140,000	R150,000	R150,000	R170,000	R80,000	R80,000	R0	R1,130,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Stellenbosch & Surrounding	53	R3,500,000	R5,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R8,000,000	R72,500,000
Infrastructure Services	Roads and Stormwater	Adhoc Reconstruction Of Roads (WC024)	57	R5,000,000	R5,000,000	R8,000,000	R7,000,000	R7,000,000	R7,000,000	R7,000,000	R7,000,000	R7,000,000	R7,000,000	R67,000,000
Infrastructure Services	Roads and Stormwater	Bridge Assessment and Design - Lacotte River Flood Resilience	40	R2,000,000	R4,000,000	R7,000,000	R5,000,000	R5,000,000	R5,000,000	R0	R0	R0	R0	R2,000,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Franschhoek & Surrounding	35	R1,500,000	R2,000,000	R3,000,000	R2,000,000	R0	R1,500,000	R0	R1,500,000	R0	R15,000,000	R26,500,000
Infrastructure Services	Roads and Stormwater	Specialized Vehicles: Roads and Stormwater	34	R6,000,000	R2,000,000	R5,000,000	R9,000,000	R0	R0	R0	R0	R0	R0	R22,000,000
Infrastructure Services	Roads and Stormwater	Adam Tas Road Intersection Upgrades	25	R0	R0	R0	R0	R0	R0	R0	R10,000,000	R0	R0	R10,000,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Klapmuts, Raithby & Surrounding	38	R1,000,000	R0	R0	R0	R1,500,000	R0	R1,500,000	R1,500,000	R1,500,000	R1,500,000	R8,500,000
Infrastructure Services	Roads and Stormwater	Upgrade: Lower Dorp Street	35	R4,000,000	R4,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R8,000,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Kylemore & Surrounding	34	R0	R1,500,000	R1,500,000	R0	R0	R1,500,000	R1,500,000	R0	R1,000,000	R0	R7,000,000
Infrastructure Services	Roads and Stormwater	Wilderbosch Extention to Technopark	32	R0	R2,000,000	R2,000,000	R0	R1,500,000	R1,500,000	R0	R0	R0	R0	R7,000,000
Infrastructure Services	Roads and Stormwater	River Rehabilitation Implementation	52	R1,500,000	R2,000,000	R1,500,000	R1,500,000	R0	R0	R0	R0	R0	R0	R6,500,000
Infrastructure Services	Roads and Stormwater	Bridge Assessment and Design Stellenbosch and surrounding	40	R1,500,000	R1,500,000	R500,000	R3,000,000	R0	R0	R0	R0	R0	R0	R6,500,000
Infrastructure Services	Roads and Stormwater	George Blake Urban Upgrade	53	R0	R0	R0	R5,000,000	R0	R0	R0	R0	R0	R0	R5,000,000
Infrastructure Services	Roads and Stormwater	Upgrade Stormwater System	51	R300,000	R600,000	R400,000	R400,000	R500,000	R500,000	R800,000	R800,000	R0	R0	R4,300,000
Infrastructure Services	Roads and Stormwater	Update Stormwater Masterplan	38	R0	R0	R0	R2,000,000	R0	R0	R0	R0	R2,000,000	R0	R4,000,000
Infrastructure Services	Roads and Stormwater	Bridge Assessment and Design - Stiebeul River Pedestrian Bridges	40	R1,700,000	R1,000,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R3,700,000
Infrastructure Services	Roads and Stormwater	Furniture, Tools & Equipment: Roads & Stormwater	22	R100,000	R400,000	R400,000	R0	R0	R0	R0	R400,000	R400,000	R400,000	R2,100,000
Infrastructure Services	Roads and Stormwater	Vehicles Fleet: Roads and Stormwater	24	R0	R500,000	R500,000	R0	R0	R500,000	R0	R0	R0	R500,000	R2,000,000
Infrastructure Services	Roads and Stormwater	Upgrade Stormwater Retention Facilities	50	R0	R500,000	R0	R0	R0	R0	R500,000	R500,000	R0	R0	R1,500,000
Infrastructure Services	Roads and Stormwater	Wilderbosch Extension to Trumali	39	R0	R1,500,000	R0	R0	R0	R0	R0	R0	R0	R0	R1,500,000
Infrastructure Services	Roads and Stormwater	Parking Area Upgrades - Stellenbosch	57	R0	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R1,000,000
Infrastructure Services	Roads and Stormwater	Devon Valley Roads - Safety Improvements Structural Repairs	35	R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500,000
Infrastructure Services	Traffic Engineering	Bird Street Dualling - Adam Tas to Kayamandi	50	R0	R10,000,000	R50,000,000	R0	R80,000,000	R80,000,000	R90,000,000	R0	R0	R0	R310,000,000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: R44 / Merriman Street	43	R1,500,000	R3,000,000	R2,000,000	R50,000,000	R50,000,000	R50,000,000	R0	R0	R0	R0	R156,500,000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: Strand / Adam Tas / Alexander	33	R17,000,000	R24,943,007	R0	R0	R0	R0	R0	R0	R0	R0	R41,943,007
Infrastructure Services	Traffic Engineering	Main road intersection improvements: Helshoogte rd/La Colline	28	R0	R0	R2,000,000	R25,000,000	R0	R0	R0	R0	R0	R0	R27,000,000
Infrastructure Services	Traffic Engineering	Jamestown Transport Network - School Street	28	R16,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R16,000,000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: Franschhoek	34	R0	R0	R1,500,000	R0	R0	R1,500,000	R10,000,000	R750,000	R750,000	R0	R14,500,000
Infrastructure Services	Traffic Engineering	Traffic Signal Control: Installation and Upgrading of Traffic Signals and Associated Components	45	R1,700,000	R1,700,000	R1,700,000	R500,000	R500,000	R500,000	R1,000,000	R500,000	R750,000	R1,000,000	R9,850,000
Infrastructure Services	Traffic Engineering	Traffic Signal Management System	35	R500,000	R1,500,000	R1,500,000	R0	R1,500,000	R0	R500,000	R0	R0	R2,000,000	R7,500,000
Infrastructure Services	Traffic Engineering	Adhoc Intersection Improvements	23	R0	R0	R2,000,000	R0	R0	R0	R0	R2,000,000	R0	R2,000,000	R6,000,000
Infrastructure Services	Traffic Engineering	Traffic Calming Projects: Implementation	62	R1,000,000	R1,000,000	R1,000,000	R750,000	R0	R0	R750,000	R0	R400,000	R750,000	R5,650,000
Infrastructure Services	Traffic Engineering	Traffic Management Improvement Programme	45	R1,000,000	R0	R0	R1,500,000	R0	R1,500,000	R0	R750,000	R0	R250,000	R5,000,000
Infrastructure Services	Traffic Engineering	Road Upgrades at School Precincts	53	R500,000	R500,000	R500,000	R1,000,000	R0	R0	R1,000,000	R0	R0	R1,000,000	R4,500,000
Infrastructure Services	Traffic Engineering	Road Safety Improvements	42	R500,000	R1,000,000	R500,000	R500,000	R0	R0	R500,000	R500,000	R500,000	R0	R4,000,000
Infrastructure Services	Traffic Engineering	Raised Intersection Implementation	40	R500,000	R600,000	R0	R0	R600,000	R600,000	R0	R0	R600,000	R750,000	R3,650,000
Infrastructure Services	Traffic Engineering	Specialized Equipment: Roadmarking Machine + Trailer	27	R0	R1,000,000	R500,000	R0	R0	R0	R0	R1,000,000	R500,000	R0	R3,000,000
Infrastructure Services	Traffic Engineering	Pedestrian Crossing Implementation	41	R300,000	R0	R0	R300,000	R0	R0	R500,000	R0	R0	R500,000	R1,600,000
Infrastructure Services	Traffic Engineering	Furniture, Tools & Equipment: Traffic Engineering	46	R100,000	R150,000	R150,000	R150,000	R150,000	R150,000	R150,000	R150,000	R150,000	R0	R1,300,000
Infrastructure Services	Traffic Engineering	Specialized Vehicles: Traffic Engineering	29	R0	R0	R0	R0	R0	R1,000,000	R0	R0	R0	R0	R1,000,000
Infrastructure Services	Traffic Engineering	Universal Access Implementation	42	R300,000	R0	R0	R300,000	R0	R0	R0	R0	R0	R0	R600,000
Infrastructure Services	Transport Planning	Adam Tas - Technopark Link Road	45	R3,998,047	R5,000,000	R25,000,000	R25,000,000	R50,000,000	R50,000,000	R0	R0	R0	R0	R158,998,047
Infrastructure Services	Transport Planning	Non-Motorised Transport Implementation	40	R2,000,000	R3,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R37,000,000
Infrastructure Services	Transport Planning	Park and Ride (Transport Interchange)	40	R0	R2,000,000	R5,000,000	R10,000,000	R5,000,000	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R0	R26,000,000
Infrastructure Services	Transport Planning	Comprehensive Integrated Transport Plan	37	R2,570,435	R1,910,522	R1,623,478	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R1,000,000	R13,104,435
Infrastructure Services	Transport Planning	Cycle Plan - Design & Implementation	42	R500,000	R500,000	R500,000	R500,000	R5						

Unit	Department	Project Name	Project Score	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Total
Infrastructure Services	Waste Management: Solid Waste Management	Major Drop-Offs: Construction - Franschoek	31	R1,000,000	R5,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R6,000,000
Infrastructure Services	Waste Management: Solid Waste Management	Upgrade Material Recovery Facility	35	R500,000	R4,300,000	R1,000,000	R0	R0	R0	R0	R0	R0	R0	R5,800,000
Infrastructure Services	Waste Management: Solid Waste Management	Waste Minimization Projects	33	R0	R0	R500,000	R0	R0	R500,000	R1,000,000	R1,000,000	R1,000,000	R0	R4,000,000
Infrastructure Services	Waste Management: Solid Waste Management	Mini Waste drop-off facilities	33	R500,000	R200,000	R0	R0	R0	R0	R0	R0	R0	R0	R700,000
Infrastructure Services	Waste Management: Solid Waste Management	Waste containers	33	R200,000	R200,000	R0	R200,000	R0	R0	R0	R0	R0	R0	R600,000
Infrastructure Services	Waste Management: Solid Waste Management	Furniture, Tools & Equipment: Solid Waste	72	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R50,000	R0	R450,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Extention Of WWTW: Stellenbosch	53	R0	R0	R36,250,000	R46,200,000	R36,250,000	R20,000,000	R45,000,000	R10,000,000	R0	R1,000,000	R194,700,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Sewerpipe Replacement	57	R10,000,000	R5,000,000	R5,000,000	R11,000,000	R11,000,000	R15,000,000	R20,000,000	R20,000,000	R30,000,000	R30,000,000	R152,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of WWTW: Klapmuts	37	R30,272,850	R2,500,000	R30,000,000	R30,000,000	R0	R0	R0	R0	R0	R0	R92,772,850
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of WWTW Wemmershoek	37	R1,000,000	R0	R0	R24,000,000	R60,000,000	R0	R0	R0	R0	R0	R85,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Dorp Street Bulk Sewer Upgrade	49	R0	R0	R0	R2,500,000	R0	R500,000	R5,000,000	R40,000,000	R0	R0	R48,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Construction of New Dwarsriver Sewer Pumpstation.	37	R1,500,000	R15,000,000	R20,000,000	R0	R0	R0	R0	R0	R0	R0	R36,500,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade/Relocation of Stellenbosch Package Plants to Onderpapegaaiberg Reservoir/Treatment site	36	R0	R0	R0	R0	R0	R500,000	R5,000,000	R10,000,000	R5,000,000	R0	R20,500,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Specialized Vehicles: Sanitation	53	R3,000,000	R3,000,000	R3,000,000	R0	R0	R0	R0	R0	R8,000,000	R0	R17,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Pond rehabilitation and pond pumping systems construction WWTW	52	R250,000	R4,100,000	R0	R0	R1,000,000	R10,000,000	R0	R0	R0	R0	R15,350,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of Dwarsriver Bulk Sewer network and pump lines	39	R0	R2,000,000	R2,000,000	R10,000,000	R0	R0	R0	R0	R0	R0	R14,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Sewer Pumpstation & Telemetry Upgrade	48	R3,750,000	R1,500,000	R2,500,000	R1,500,000	R500,000	R0	R1,000,000	R0	R1,000,000	R500,000	R12,250,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Update Sewer Masterplan	24	R1,500,000	R750,000	R1,500,000	R1,500,000	R500,000	R500,000	R500,000	R500,000	R1,500,000	R500,000	R9,250,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Refurbish Plant & Equipment - Raithby WWTW	37	R1,000,000	R8,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R9,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Compilation of Water Service Development Plan (tri-annually)	37	R1,000,000	R815,000	R500,000	R500,000	R500,000	R500,000	R750,000	R750,000	R750,000	R750,000	R6,815,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Vehicles: Sanitation	29	R1,000,000	R0	R1,250,000	R0	R0	R1,000,000	R0	R2,000,000	R0	R1,000,000	R6,250,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Furniture, Tools & Equipment: Sanitation	32	R200,000	R400,000	R500,000	R350,000	R350,000	R350,000	R250,000	R250,000	R350,000	R350,000	R3,350,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade Laboratory Equipment	44	R0	R250,000	R250,000	R0	R0	R0	R0	R0	R0	R0	R500,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Vlottenburg Outfall Sewer: Construction of Digteby Sewerpipe	34	R50,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R50,000
Infrastructure Services	Water and Wastewater Services: Water	Waterpipe Replacement	57	R10,000,000	R10,000,000	R10,000,000	R40,000,000	R45,000,000	R45,000,000	R45,000,000	R50,000,000	R55,000,000	R55,000,000	R365,000,000
Infrastructure Services	Water and Wastewater Services: Water	Uniepark & Helshoogte Storage and Supply scheme	35	R1,000,000	R1,000,000	R0	R1,000,000	R40,000,000	R80,000,000	R80,000,000	R40,000,000	R0	R0	R243,000,000
Infrastructure Services	Water and Wastewater Services: Water	Upgrade of IdasValley WTP	36	R1,500,000	R40,000,000	R10,000,000	R0	R0	R0	R0	R0	R0	R0	R51,500,000
Infrastructure Services	Water and Wastewater Services: Water	Upgrade and Replace Water Meters	47	R6,000,000	R7,000,000	R7,000,000	R3,000,000	R3,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R4,000,000	R46,000,000
Infrastructure Services	Water and Wastewater Services: Water	New Onderpapegaaiberg Reservoir	36	R0	R0	R0	R0	R0	R750,000	R15,000,000	R25,000,000	R0	R0	R40,750,000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe and Reservoir: Stellenbosch	41	R30,890,632	R8,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R38,890,632
Infrastructure Services	Water and Wastewater Services: Water	New Reservoir & Pipeline: Vlottenburg	38	R15,985,498	R18,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R33,985,498
Infrastructure Services	Water and Wastewater Services: Water	Water Conservation & Demand Management	40	R2,000,000	R2,500,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R3,000,000	R28,500,000
Infrastructure Services	Water and Wastewater Services: Water	Specialized Vehicles: Water	42	R3,000,000	R3,000,000	R6,000,000	R0	R0	R7,000,000	R0	R8,000,000	R0	R0	R27,000,000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe: Cloetesville/ Idas Valley	44	R24,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R24,000,000
Infrastructure Services	Water and Wastewater Services: Water	Reservoirs and Dam Safety	48	R1,250,000	R2,000,000	R3,000,000	R4,000,000	R2,000,000	R3,000,000	R0	R1,000,000	R2,000,000	R3,000,000	R21,250,000
Infrastructure Services	Water and Wastewater Services: Water	Water Telemetry Upgrade	35	R2,000,000	R3,000,000	R0	R0	R1,000,000	R5,000,000	R0	R0	R2,500,000	R2,500,000	R16,000,000
Infrastructure Services	Water and Wastewater Services: Water	Chlorination Installation: Upgrade	56	R500,000	R0	R0	R0	R7,500,000	R6,500,000	R0	R0	R0	R0	R14,500,000
Infrastructure Services	Water and Wastewater Services: Water	Vehicles: Water	26	R3,000,000	R2,000,000	R750,000	R1,500,000	R0	R0	R0	R1,000,000	R2,000,000	R2,000,000	R12,250,000
Infrastructure Services	Water and Wastewater Services: Water	Update Water Masterplan	48	R1,250,000	R1,500,000	R1,500,000	R1,500,000	R500,000	R500,000	R500,000	R500,000	R1,500,000	R1,500,000	R10,750,000
Infrastructure Services	Water and Wastewater Services: Water	Dwarsriver Bulk Supply Augmentation and Network Upgrades	41	R0	R0	R500,000	R3,500,000	R1,500,000	R0	R0	R0	R0	R0	R5,500,000
Infrastructure Services	Water and Wastewater Services: Water	Furniture, Tools & Equipment: Water	46	R200,000	R200,000	R250,000	R250,000	R300,000	R300,000	R300,000	R300,000	R300,000	R300,000	R2,700,000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Upgrades Franschoek	43	R500,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R500,000
Municipal Manager	Municipal Manager	Furniture, Tools & Equipment: MM	22	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R60,000	R0	R540,000
Planning and Economic Development	Building Control	Furniture, Tools & Equipment: Building Control	76	R150,000	R150,000	R180,000	R190,000	R200,000	R200,000	R225,000	R225,000	R150,000	R0	R1,670,000
Planning and Economic Development	Development Planning	Furniture, Tools and Equipment: Spatial Planning	44	R80,000	R85,000	R90,000	R90,000	R95,000	R95,000	R95,000	R100,000	R100,000	R0	R830,000
Planning and Economic Development	Economic Development & Tourism	Restoration of Landbou Saal	46	R1,612,500	R537,500	R0	R0	R0	R0	R0	R0	R0	R0	R2,150,000
Planning and Economic Development	Economic Development & Tourism	Furniture, Tools & Equipment: LED	70	R80,000	R80,000	R85,000	R85,000	R90,000	R95,000	R95,000	R95,000	R95,000	R0	R800,000
Planning and Economic Development	Housing Administration	Flats: Interior Upgrading - Kayamandi	23	R6,300,000	R4,700,000	R0	R0	R0	R0	R0	R6,300,000	R4,700,000	R0	R22,000,000
Planning and Economic Development	Housing Administration	Upgrading of Lapland waste water	23	R4,000,000	R2,000,000	R0	R0	R0	R0	R0	R4,000,000	R2,000,000	R0	R12,000,000
Planning and Economic Development	Housing Administration	Vehicles fleet : Housing Administration	19	R1,000,000	R0	R0	R0	R0	R0	R0	R2,200,000	R0	R0	R3,200,000
Planning and Economic Development	Housing Administration	Upgrading of Flats: General	38	R3,000,000	R0	R0	R0	R0	R0	R0	R0	R0	R0	R3,000,000
Planning and Economic Development	Housing Administration	Furniture, Tools & Equipment: Housing Administration	26	R170,000	R180,000	R190,000	R195,000	R200,000	R210,000	R220,000	R230,000	R250,000	R0	R1,845,000
Planning and Economic Development	Housing Administration	Kayamandi Hostels	23	R1,613,913	R0	R0	R0	R0	R0	R0	R0	R0	R0	R1,613,913
Planning and Economic Development	Housing Development	Adam Tas Corridor Precinct 10	35	R0	R8,695,652	R20,000,000	R0	R10,000,000	R23,000,000	R48,465,000	R24,000,000	R48,465,000	R24,000,000	R206,625,652
Planning and Economic Development	Housing Development	La Motte Old Forest Station (±430 services & ±430 units)	35	R0	R3,260,870	R6,521,739	R0	R0	R3,750,000	R29,000,000	R29,000,000	R29,000,000	R29,000,000	R129,532,609
Planning and Economic Development	Housing Development	Jamestown: Housing (Phase 4)	33	R0	R0	R0	R0	R0	R0	R0	R27,200,000	R27,200,000	R27,200,000	R81,600,000
Planning and Economic Development	Housing Development	Erf 64, Kylemore	33	R0	R0	R0	R0	R0	R8,000,000	R15,000,000	R15,800,000	R15,800,000	R15,800,000	R70,400,000
Planning and Economic Development	Housing Development	Jamestown: Housing (Phase 2 & 3)	38	R4,347,826	R13,913,043	R0	R42,640,000	R0	R0	R0	R0	R0	R0	R60,900,869
Planning and Economic Development	Housing Development	Franschhoek Meerlust: Bosdorp (±200 services & ±200 units)	34	R0	R0	R0	R0	R0	R6,000,000	R6,000,000	R15,800,000	R0	R0	R27,800,000
Planning and Economic Development	Housing Development	Erf 7001 Cloetesville (380) FLISP	35	R6,956,522	R6,956,522	R0	R0	R0	R0	R0	R0	R0	R0	R13,913,044
Planning and Economic Development	Housing Development	Housing projects	31	R320,000	R330,000	R340,000	R350,000	R360,000	R370,000	R380,000	R390,000	R0	R0	R2,840,000
Planning and Economic Development	Housing Development	Furniture, Tools & Equipment: Housing Development	18	R150,000	R80,000	R85,000	R0	R0	R0	R0	R150,000	R80,000	R85,000	R630,000
Planning and Economic Development	Housing Development	ISSP Kayamandi	23	R0	R434,782	R0	R0	R0	R0	R0	R0	R0	R0	R434,782
Planning and Economic Development	IHS: Informal Settlements	Access to Basic Services	34	R1,000,000	R1,000,000	R1,500,000	R1,500,000	R1,500,000	R2,500,000	R2,500,000	R3,000,000	R0	R0	R14,500,000
Planning and Economic Development	IHS: Informal Settlements	Klapmuts Emergency Housing	38	R3,000,000	R3,000,000	R3,000,000	R0	R0	R0	R0	R0	R0	R0	R9,000,000
Planning and Economic Development	IHS: Informal Settlements	Rehabilitation of Langrug Dam and Engineering Services	38	R0	R0	R0	R1,500,000	R1,050,000	R1,050,000	R2,000,000	R2,000,000	R0	R0	R7,600,000
Planning and Economic Development	IHS: Informal Settlements	Furniture, Tools & Equipment: Informal Settlements	37	R50,000	R50,000	R51,000	R51,000	R51,000	R51,000	R51,000	R51,000	R51,000	R0	R457,000
Planning and Economic Development	Town Planning	Furniture, Tools & Equipment: Town Planning	66	R95,000	R100,000	R110,000	R120,000	R130,000	R140,000	R150,000	R160,000	R150,000	R0	R1,155,000
Grand Total				R576,301,851	R610,030,198	R520,771,404	R545,148,491	R608,342,072	R590,656,082	R631,467,666	R640,660,816	R479,875,441	R443,661,939	R5,646,915,960

Unit	Department	Project Name	Project Score	2026/27	2027/28	2028/29	Total
Community and Protection Services	Cemeteries	Calcatta Memorial Park	21	R3,043,478	R0	R0	R3,043,478
Community and Protection Services	Cemeteries	Vehicle Fleet: Cemeteries	24	R1,000,000	R1,000,000	R0	R2,000,000
Community and Protection Services	Community Development	Upgrading: Early Childhood Development Centres on Municipal Land	11	R2,173,913	R2,608,696	R6,500,000	R11,282,609
Community and Protection Services	Community Development	Furniture, Tools & Equipment: Comm Development	18	R50,000	R60,000	R70,000	R180,000
Community and Protection Services	Community Development	Social Relief Distress Vehicle	11	R0	R0	R0	R0
Community and Protection Services	Community Services: Library Services	Library Books	29	R200,000	R210,000	R21,000	R431,000
Community and Protection Services	Community Services: Library Services	Vehicles	24	R0	R300,000	R0	R300,000
Community and Protection Services	Community Services: Library Services	Furniture, Tools & Equipment: Pniel Library	22	R0	R35,000	R20,000	R55,000
Community and Protection Services	Community Services: Library Services	Furniture, Tools and Equipment: Kayamandi	22	R0	R10,000	R0	R10,000
Community and Protection Services	Community Services: Library Services	Upgrade Stellenbosch Library	26	R0	R0	R0	R0
Community and Protection Services	Community Services: Library Services	Upgrading: Cloetesville Library	22	R0	R0	R0	R0
Community and Protection Services	Community Services: Library Services	Furniture, Tools and Equipment: Idas Valley	18	R0	R0	R0	R0
Community and Protection Services	Director: Community & Protection Services	Furniture, Tools & Equipment : Protection Services	26	R0	R400,000	R0	R400,000
Community and Protection Services	Disaster Management	Vehicle fleet: Disaster Management	23	R0	R5,000,000	R0	R5,000,000
Community and Protection Services	Disaster Management	Re tarring of the Stellenbosch fire station drill yard	30	R1,000,000	R1,000,000	R0	R2,000,000
Community and Protection Services	Environmental Management: Implementation	Furniture, Tools & Equipment: Environmental Management	22	R200,000	R0	R250,000	R450,000
Community and Protection Services	Environmental Management: Implementation	Furniture, Tools & Equipment: Air and Noise Control	22	R0	R0	R150,000	R150,000
Community and Protection Services	Environmental Management: Implementation	Specialized Equipment: Workshop	24	R0	R0	R0	R0
Community and Protection Services	Environmental Management: Implementation	Vehicle Fleet: Workshop	24	R0	R0	R0	R0
Community and Protection Services	Environmental Management: Urban Forestry	Furniture, Tools & Equipment: Urban Forestry	22	R0	R2,000,000	R1,000,000	R3,000,000
Community and Protection Services	Environmental Management: Urban Forestry	Specialized equipment: Urban Forestry	28	R0	R2,500,000	R0	R2,500,000
Community and Protection Services	Environmental Management: Urban Forestry	Fencing :Urban Forestry	19	R1,500,000	R0	R0	R1,500,000
Community and Protection Services	Environmental Management: Urban Forestry	Vehicle Fleet : Urban Foestry	19	R1,200,000	R0	R0	R1,200,000
Community and Protection Services	Environmental Management: Urban Forestry	Design and implement electronic Urban Forestry management tool	32	R0	R500,000	R0	R500,000
Community and Protection Services	Fire and Rescue Services	Fire Station - Jamestown	13	R0	R3,650,000	R20,826,675	R24,476,675
Community and Protection Services	Fire and Rescue Services	Specialized Vehicles: Fire	29	R0	R0	R3,000,000	R3,000,000
Community and Protection Services	Fire and Rescue Services	Rescue equipment	23	R1,000,000	R0	R1,000,000	R2,000,000
Community and Protection Services	Fire and Rescue Services	Furniture, Tools & Equipment: Fire	22	R500,000	R100,000	R1,000,000	R1,600,000
Community and Protection Services	Fire and Rescue Services	Vehicle fleet: Fire Services	29	R0	R1,000,000	R0	R1,000,000
Community and Protection Services	Halls	Upgrading of Halls	23	R1,000,000	R500,000	R500,000	R2,000,000
Community and Protection Services	Halls	Vehicle Fleet: Halls	24	R500,000	R500,000	R0	R1,000,000
Community and Protection Services	Halls	Furniture, Tools & Equipment: Halls	8	R200,000	R250,000	R250,000	R700,000
Community and Protection Services	Law Enforcement and Security	Vehicle Fleet: Law Enforcement	24	R3,000,000	R3,000,000	R3,000,000	R9,000,000
Community and Protection Services	Law Enforcement and Security	Install and Upgrade CCTV/ LPR Cameras In WC024	28	R2,500,000	R2,500,000	R3,000,000	R8,000,000
Community and Protection Services	Law Enforcement and Security	Install Computerized Access Security Systems and CCTV Cameras At Municipal Buildings	28	R2,000,000	R1,500,000	R1,500,000	R5,000,000
Community and Protection Services	Law Enforcement and Security	Law Enforcement Tools and Equipment	26	R1,500,000	R750,000	R750,000	R3,000,000
Community and Protection Services	Law Enforcement and Security	Neighborhood Watch Safety equipment	28	R500,000	R500,000	R500,000	R1,500,000
Community and Protection Services	Law Enforcement and Security	K9 Unit	29	R869,565	R0	R0	R869,565
Community and Protection Services	Law Enforcement and Security	Security Upgrades	28	R0	R250,000	R250,000	R500,000
Community and Protection Services	Law Enforcement and Security	Furniture, Tools & Equipment: Law Enforcement	22	R0	R200,000	R200,000	R400,000
Community and Protection Services	Parks and Cemeteries	Fencing :Parks and Gardens	28	R1,869,565	R869,565	R1,000,000	R3,739,130
Community and Protection Services	Parks and Cemeteries	Beautification of Parks and Cemeteries	32	R1,865,261	R869,565	R1,000,000	R3,734,826
Community and Protection Services	Parks and Cemeteries	Purchase of Specialised Vehicles	24	R1,200,000	R0	R0	R1,200,000
Community and Protection Services	Parks and Cemeteries	Furniture, Tools & Equipment: Parks & Cemeteries	28	R300,000	R200,000	R500,000	R1,000,000
Community and Protection Services	Parks and Cemeteries	Vehicle Fleet: Parks & Cemeteries	25	R0	R1,000,000	R0	R1,000,000
Community and Protection Services	Parks and Cemeteries	Upgrading of Parks	33	R200,000	R0	R500,000	R700,000
Community and Protection Services	Parks and Cemeteries	Urban Greening: Beautification: Main Routes and Tourist Routes	33	R200,000	R200,000	R200,000	R600,000
Community and Protection Services	Sports Grounds and Picnic Sites	Upgrade of Sport Facilities	23	R3,200,000	R3,700,000	R4,200,000	R11,100,000
Community and Protection Services	Sports Grounds and Picnic Sites	Specialized Vehicles: Sports	38	R700,000	R1,200,000	R1,200,000	R3,100,000
Community and Protection Services	Sports Grounds and Picnic Sites	Fencing: Sport Grounds (WC024)	15	R1,300,000	R500,000	R500,000	R2,300,000
Community and Protection Services	Sports Grounds and Picnic Sites	Re-Surface of Netball/Tennis Courts	42	R400,000	R400,000	R500,000	R1,300,000
Community and Protection Services	Sports Grounds and Picnic Sites	Furniture, Tools & Equipment: Sports	22	R350,000	R400,000	R400,000	R1,150,000
Community and Protection Services	Sports Grounds and Picnic Sites	Recreational Equipment Sport	45	R100,000	R300,000	R300,000	R700,000
Community and Protection Services	Sports Grounds and Picnic Sites	Jonkershoek Picnic Site	37	R300,000	R200,000	R200,000	R700,000
Community and Protection Services	Sports Grounds and Picnic Sites	Installation of cricket nets	38	R250,000	R150,000	R150,000	R550,000
Community and Protection Services	Traffic Services	Replacement of vehicles	14	R2,500,000	R2,500,000	R0	R5,000,000
Community and Protection Services	Traffic Services	Traffic Fleet	15	R1,500,000	R1,500,000	R1,500,000	R4,500,000
Community and Protection Services	Traffic Services	Specialized Vehicles: Traffic	24	R0	R3,000,000	R0	R3,000,000
Community and Protection Services	Traffic Services	Furniture, Tools & Equipment: Traffic Services	28	R350,000	R200,000	R0	R550,000
Corporate Services	Information and Communications Technology (ICT)	Purchase and Replacement of Computer/software and Peripheral devices	22	R2,500,000	R3,500,000	R2,000,000	R8,000,000
Corporate Services	Information and Communications Technology (ICT)	Fibre Optic Implementation	20	R3,000,000	R2,500,000	R2,500,000	R8,000,000
Corporate Services	Information and Communications Technology (ICT)	Upgrade and Expansion of IT Infrastructure Platforms	28	R2,000,000	R2,000,000	R2,500,000	R6,500,000
Corporate Services	Information and Communications Technology (ICT)	Server Storage expansion and upgrades	28	R2,000,000	R2,000,000	R1,000,000	R5,000,000
Corporate Services	Information and Communications Technology (ICT)	Upgrading Communication Network	36	R1,500,000	R2,250,000	R1,100,000	R4,850,000
Corporate Services	Information and Communications Technology (ICT)	ICT Cable Reticulation and Management	60	R1,000,000	R1,500,000	R500,000	R3,000,000
Corporate Services	Properties and Municipal Building Maintenance	Structural Maintenance/Upgrade: Beltana	25	R30,000,000	R0	R0	R30,000,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading: Main Office Complex	30	R250,000	R5,000,000	R10,000,000	R15,250,000
Corporate Services	Properties and Municipal Building Maintenance	Traffic Offices	23	R1,000,000	R7,000,000	R7,000,000	R15,000,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading: Law Enforcement Offices	30	R2,500,000	R2,500,000	R0	R5,000,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading: Admin Building and Community Halll	26	R2,250,000	R250,000	R0	R2,500,000
Corporate Services	Properties and Municipal Building Maintenance	Structural Improvement: General	45	R0	R0	R2,000,000	R2,000,000
Corporate Services	Properties and Municipal Building Maintenance	Structural Upgrade: Heritage Building	40	R400,000	R1,500,000	R0	R1,900,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading and conversion of Fire House to a Training Centre	25	R0	R400,000	R1,500,000	R1,900,000

Unit	Department	Project Name	Project Score	2026/27	2027/28	2028/29	Total
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of New Office Space: Ryneveld Street	25	R1,600,000	R0	R0	R1,600,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading Fencing	13	R300,000	R500,000	R500,000	R1,300,000
Corporate Services	Properties and Municipal Building Maintenance	Upgrading of Office Space: Community Services (Urban Forestry)	42	R1,000,000	R0	R80,000	R1,080,000
Corporate Services	Properties and Municipal Building Maintenance	Furniture, Tools & Equipment: Property Management PC_0196	28	R0	R250,000	R500,000	R750,000
Corporate Services	Properties and Municipal Building Maintenance	Kayamandi: Upgrading of Makapula Hall	22	R500,000	R0	R0	R500,000
Corporate Services	Properties and Municipal Building Maintenance	Airconditioners	23	R200,000	R0	R0	R200,000
Corporate Services	Properties and Municipal Building Maintenance	La Motte Fire Station	36	R100,000	R0	R0	R100,000
Corporate Services	Properties and Municipal Building Maintenance	Furniture, Tools & Equipment: Property Management PC_0371	20	R0	R0	R0	R0
Financial Services	Financial Management Services	Vehicle Fleet: FMS	22	R2,500,000	R1,000,000	R0	R3,500,000
Financial Services	Financial Management Services	Furniture, Tools & Equipment: Rev n Exp	28	R150,000	R80,000	R75,000	R305,000
Financial Services	Financial Management Services	Furniture, Tools & Equipment: SCM	28	R150,000	R80,000	R75,000	R305,000
Financial Services	Financial Management Services	Furniture, Tools & Equipment: FS	22	R100,000	R90,000	R100,000	R290,000
Financial Services	Financial Management Stores	Upgrade Municipal Stores	28	R1,000,000	R1,000,000	R0	R2,000,000
Infrastructure Services	Electrical Services	Bien don 66/11kV substation new	39	R35,913,852	R45,843,905	R58,200,000	R139,957,757
Infrastructure Services	Electrical Services	Northern Extension Bulk Supply	7	R27,000,000	R35,500,000	R0	R62,500,000
Infrastructure Services	Electrical Services	Kayamandi(Costa grounds)new substation 11 kV switching station	58	R25,829,739	R9,808,696	R3,130,435	R38,768,870
Infrastructure Services	Electrical Services	Upgrade transformers at Main substation 7.5MVA to 20MVA	54	R18,000,000	R11,300,000	R0	R29,300,000
Infrastructure Services	Electrical Services	Cable replacement 66kV	58	R0	R11,036,500	R10,800,000	R21,836,500
Infrastructure Services	Electrical Services	Switchgear Substation University	42	R0	R20,000,000	R0	R20,000,000
Infrastructure Services	Electrical Services	Electrification INEP	43	R0	R9,036,522	R9,445,217	R18,481,739
Infrastructure Services	Electrical Services	Jan Marais Upgrade: Remove Existing Tx and replace with 20MVA	43	R16,900,000	R0	R0	R16,900,000
Infrastructure Services	Electrical Services	Network Cable Replace 11 Kv	58	R3,630,000	R3,993,000	R4,392,300	R12,015,300
Infrastructure Services	Electrical Services	Electricity Network: Pniel	42	R3,500,000	R3,500,000	R3,500,000	R10,500,000
Infrastructure Services	Electrical Services	System Control Centre & Upgrade Telemetry:	54	R4,791,600	R2,506,454	R2,631,777	R9,929,831
Infrastructure Services	Electrical Services	Streetlights R304	39	R1,000,000	R7,816,990	R0	R8,816,990
Infrastructure Services	Electrical Services	SCADA Implementation	34	R4,000,000	R4,000,000	R0	R8,000,000
Infrastructure Services	Electrical Services	Demand Side Management Geyser Control	50	R500,000	R3,500,000	R3,500,000	R7,500,000
Infrastructure Services	Electrical Services	Ad-Hoc Provision of Streetlighting	46	R2,289,800	R2,450,086	R2,621,592	R7,361,478
Infrastructure Services	Electrical Services	Battery Storage systems and rooftop PV for critical plants	34	R3,000,000	R3,000,000	R0	R6,000,000
Infrastructure Services	Electrical Services	Cable Network: Franschoek	39	R5,000,000	R0	R0	R5,000,000
Infrastructure Services	Electrical Services	Substation 66kV equipment (Jan Marais)	38	R1,590,341	R1,457,812	R1,749,375	R4,797,528
Infrastructure Services	Electrical Services	Substation 66kV equipment (Main s)	38	R1,590,341	R1,457,812	R1,749,375	R4,797,528
Infrastructure Services	Electrical Services	Substation 66kV equipment (Golf,)	38	R1,590,341	R1,457,812	R1,749,375	R4,797,528
Infrastructure Services	Electrical Services	Switchgear Substation Cascade	42	R0	R4,500,000	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Papegaairand	42	R0	R4,500,000	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Technopark	42	R0	R4,500,000	R0	R4,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Welgevonden	42	R0	R4,500,000	R0	R4,500,000
Infrastructure Services	Electrical Services	Substation 66kV equipment (Markotter)	38	R397,585	R1,457,812	R1,749,375	R3,604,772
Infrastructure Services	Electrical Services	Switvhgear Substation Kayamandi	42	R3,500,000	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Blake 2	30	R3,500,000	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation Paradyskloof	30	R3,500,000	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Switchgear Substation van der Stel	26	R3,500,000	R0	R0	R3,500,000
Infrastructure Services	Electrical Services	Battery Storage systems and rooftop PV for critical buildings	34	R3,452,580	R0	R0	R3,452,580
Infrastructure Services	Electrical Services	Turnkey - EPC of Hybrid inverter with Battery Storage Systems at Stellenbosch Community Buildings	32	R3,210,185	R0	R0	R3,210,185
Infrastructure Services	Electrical Services	Replace Control Panels 66 kV & Circuit breakers	39	R2,500,000	R0	R0	R2,500,000
Infrastructure Services	Electrical Services	Uninterrupted Power Supply for buildings	58	R0	R2,000,000	R0	R2,000,000
Infrastructure Services	Electrical Services	Automatic Meter Reader	50	R484,000	R532,400	R585,640	R1,602,040
Infrastructure Services	Electrical Services	Replace Ineffective Meters	50	R100,000	R500,000	R402,628	R1,002,628
Infrastructure Services	Electrical Services	Furniture, Tools and Equipment: Electrical Services	42	R0	R403,151	R443,466	R846,617
Infrastructure Services	Electrical Services	Energy Balancing - Metering and Mini-Substations	58	R0	R500,000	R250,000	R750,000
Infrastructure Services	Electrical Services	Meter Panels	50	R250,000	R250,000	R250,000	R750,000
Infrastructure Services	Electrical Services	Integrated National Electrification Programme	43	R0	R321,957	R321,957	R643,914
Infrastructure Services	Electrical Services	20MW Renewable energy project	34	R520,000	R0	R0	R520,000
Infrastructure Services	Electrical Services	Hot water load control	34	R500,000	R0	R0	R500,000
Infrastructure Services	Electrical Services	Vehicles: Electrical Services	54	R350,000	R0	R0	R350,000
Infrastructure Services	Electrical Services	Control Room implementation	34	R0	R300,000	R0	R300,000
Infrastructure Services	Electrical Services	STB Switchgear (11kV) SF6	58	R0	R0	R0	R0
Infrastructure Services	Electrical Services	Energy Efficiency and Demand Side Management	50	R0	R0	R0	R0
Infrastructure Services	Electrical Services	Third transformer and associated works 20MVA Cloetesville	38	R0	R0	R0	R0
Infrastructure Services	Infrastructure Services	Furniture, Tools & Equipment: IS	20	R65,000	R115,000	R115,000	R295,000
Infrastructure Services	Project Management Unit (PMU)	Franschhoek Mooiwater 236	38	R869,565	R869,565	R0	R1,739,130
Infrastructure Services	Project Management Unit (PMU)	Upgrading Ad hoc Housing Projects	38	R400,000	R500,000	R500,000	R1,400,000
Infrastructure Services	Project Management Unit (PMU)	Furniture, Tools & Equipment: PMU	31	R110,000	R120,000	R130,000	R360,000
Infrastructure Services	Project Management Unit (PMU)	Kayamandi: Zone O (±711 services)	38	R0	R0	R0	R0
Infrastructure Services	Roads and Stormwater	Adhoc Reconstruction Of Roads (WC024)	57	R5,000,000	R5,000,000	R8,000,000	R18,000,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Stellenbosch & Surrrounding	53	R3,500,000	R5,000,000	R8,000,000	R16,500,000
Infrastructure Services	Roads and Stormwater	Bridge Assessment and Design - Lacotte River Flood Resilieance	40	R2,000,000	R4,000,000	R7,000,000	R13,000,000
Infrastructure Services	Roads and Stormwater	Specialized Vehicles: Roads and Stormwater	34	R6,000,000	R2,000,000	R5,000,000	R13,000,000
Infrastructure Services	Roads and Stormwater	Upgrade: Lower Dorp Street	35	R4,000,000	R4,000,000	R0	R8,000,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Franschoek & Surrrounding	35	R1,500,000	R2,000,000	R3,000,000	R6,500,000
Infrastructure Services	Roads and Stormwater	River Rehabilitation Implementation	52	R1,500,000	R2,000,000	R1,500,000	R5,000,000
Infrastructure Services	Roads and Stormwater	Wilderbosch Extention to Technopark	32	R0	R2,000,000	R2,000,000	R4,000,000
Infrastructure Services	Roads and Stormwater	Bridge Assessment and Design - Stiebeuel River Pedestrian Bridges	40	R1,700,000	R1,000,000	R1,000,000	R3,700,000

Unit	Department	Project Name	Project Score	2026/27	2027/28	2028/29	Total
Infrastructure Services	Roads and Stormwater	Bridge Assessment and Design Stellenbosch and surrounding	40	R1,500,000	R1,500,000	R500,000	R3,500,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Kylemore & Surrounding	34	R0	R1,500,000	R1,500,000	R3,000,000
Infrastructure Services	Roads and Stormwater	Wilderbosch Extension to Trumali	39	R0	R1,500,000	R0	R1,500,000
Infrastructure Services	Roads and Stormwater	Upgrade Stormwater System	51	R300,000	R600,000	R400,000	R1,300,000
Infrastructure Services	Roads and Stormwater	Parking Area Upgrades - Stellenbosch	57	R0	R1,000,000	R0	R1,000,000
Infrastructure Services	Roads and Stormwater	Reseal Roads - Klapmuts, Raithby & Surrounding	38	R1,000,000	R0	R0	R1,000,000
Infrastructure Services	Roads and Stormwater	Vehicles Fleet: Roads and Stormwater	24	R0	R500,000	R500,000	R1,000,000
Infrastructure Services	Roads and Stormwater	Furniture, Tools & Equipment: Roads & Stormwater	22	R100,000	R400,000	R400,000	R900,000
Infrastructure Services	Roads and Stormwater	Upgrade Stormwater Retention Facilities	50	R0	R500,000	R0	R500,000
Infrastructure Services	Roads and Stormwater	Devon Valley Roads - Safety Improvements Structural Repairs	35	R500,000	R0	R0	R500,000
Infrastructure Services	Roads and Stormwater	George Blake Urban Upgrade	53	R0	R0	R0	R0
Infrastructure Services	Roads and Stormwater	Update Stormwater Masterplan	38	R0	R0	R0	R0
Infrastructure Services	Roads and Stormwater	Adam Tas Road Intersection Upgrades	25	R0	R0	R0	R0
Infrastructure Services	Traffic Engineering	Bird Street Dualling - Adam Tas to Kayamandi	50	R0	R10,000,000	R50,000,000	R60,000,000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: Strand / Adam Tas / Alexander	33	R17,000,000	R24,943,007	R0	R41,943,007
Infrastructure Services	Traffic Engineering	Jamestown Transport Network - School Street	28	R16,000,000	R0	R0	R16,000,000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: R44 / Merriman Street	43	R1,500,000	R3,000,000	R2,000,000	R6,500,000
Infrastructure Services	Traffic Engineering	Traffic Signal Control: Installation and Upgrading of Traffic Signals and Associated Components	45	R1,700,000	R1,700,000	R1,700,000	R5,100,000
Infrastructure Services	Traffic Engineering	Traffic Signal Management System	35	R500,000	R1,500,000	R1,500,000	R3,500,000
Infrastructure Services	Traffic Engineering	Traffic Calming Projects: Implementation	62	R1,000,000	R1,000,000	R1,000,000	R3,000,000
Infrastructure Services	Traffic Engineering	Road Safety Improvements	42	R500,000	R1,000,000	R500,000	R2,000,000
Infrastructure Services	Traffic Engineering	Main road intersection improvements: Helshoogte rd/La Colline	28	R0	R0	R2,000,000	R2,000,000
Infrastructure Services	Traffic Engineering	Adhoc Intersection Improvements	23	R0	R0	R2,000,000	R2,000,000
Infrastructure Services	Traffic Engineering	Road Upgrades at School Precincts	53	R500,000	R500,000	R500,000	R1,500,000
Infrastructure Services	Traffic Engineering	Main Road Intersection Improvements: Franschhoek	34	R0	R0	R1,500,000	R1,500,000
Infrastructure Services	Traffic Engineering	Specialized Equipment: Roadmarking Machine + Trailer	27	R0	R1,000,000	R500,000	R1,500,000
Infrastructure Services	Traffic Engineering	Raised Intersection Implementation	40	R500,000	R600,000	R0	R1,100,000
Infrastructure Services	Traffic Engineering	Traffic Management Improvement Programme	45	R1,000,000	R0	R0	R1,000,000
Infrastructure Services	Traffic Engineering	Furniture, Tools & Equipment: Traffic Engineering	46	R100,000	R150,000	R150,000	R400,000
Infrastructure Services	Traffic Engineering	Universal Access Implementation	42	R300,000	R0	R0	R300,000
Infrastructure Services	Traffic Engineering	Pedestrian Crossing Implementation	41	R300,000	R0	R0	R300,000
Infrastructure Services	Traffic Engineering	Specialized Vehicles: Traffic Engineering	29	R0	R0	R0	R0
Infrastructure Services	Transport Planning	Adam Tas - Technopark Link Road	45	R3,998,047	R5,000,000	R25,000,000	R33,998,047
Infrastructure Services	Transport Planning	Non-Motorised Transport Implementation	40	R2,000,000	R3,000,000	R4,000,000	R9,000,000
Infrastructure Services	Transport Planning	Park and Ride (Transport Interchange)	40	R0	R2,000,000	R5,000,000	R7,000,000
Infrastructure Services	Transport Planning	Comprehensive Integrated Transport Plan	37	R2,570,435	R1,910,522	R1,623,478	R6,104,435
Infrastructure Services	Transport Planning	Re-design of Bergzicht Public Transport Facility	52	R1,000,000	R1,500,000	R2,000,000	R4,500,000
Infrastructure Services	Transport Planning	Non-Motorised Transport Plan	42	R2,000,000	R0	R1,000,000	R3,000,000
Infrastructure Services	Transport Planning	Adam Tas - Corridor Transport	29	R1,500,000	R1,000,000	R0	R2,500,000
Infrastructure Services	Transport Planning	Public Transport Planning - WC024	54	R1,000,000	R1,000,000	R0	R2,000,000
Infrastructure Services	Transport Planning	Cycle Plan - Design & Implementation	42	R500,000	R500,000	R500,000	R1,500,000
Infrastructure Services	Transport Planning	Public Transport Infrastructure (Public Transport Shelters & Embayments)	54	R400,000	R400,000	R400,000	R1,200,000
Infrastructure Services	Transport Planning	Public Transport Facilities (Taxi Ranks) Adhoc Upgrades	30	R500,000	R500,000	R0	R1,000,000
Infrastructure Services	Transport Planning	Public Transport Facilities (taxi ranks) new	28	R500,000	R500,000	R0	R1,000,000
Infrastructure Services	Transport Planning	Provision of Bulk Parking Planning & Development	35	R500,000	R0	R0	R500,000
Infrastructure Services	Transport Planning	Bicycle Lockup Facilities	30	R300,000	R0	R0	R300,000
Infrastructure Services	Transport Planning	Stellenbosch - Bicycle network	54	R200,000	R0	R0	R200,000
Infrastructure Services	Transport Planning	Stellenbosch Extention Road Network	32	R0	R0	R0	R0
Infrastructure Services	Waste Management: Solid Waste Management	Expansion of the landfill site (New cells)	31	R0	R23,000,000	R0	R23,000,000
Infrastructure Services	Waste Management: Solid Waste Management	Plant and Vehicles: Solid Waste	35	R9,000,000	R4,500,000	R5,000,000	R18,500,000
Infrastructure Services	Waste Management: Solid Waste Management	Major Drop-offs: Construction - Klapmuts	31	R7,141,917	R2,000,000	R0	R9,141,917
Infrastructure Services	Waste Management: Solid Waste Management	Major Drop-Offs: Construction - Franschhoek	31	R1,000,000	R5,000,000	R0	R6,000,000
Infrastructure Services	Waste Management: Solid Waste Management	Upgrade Material Recovery Facility	35	R500,000	R4,300,000	R1,000,000	R5,800,000
Infrastructure Services	Waste Management: Solid Waste Management	Landfill Gas To Energy	26	R0	R2,000,000	R0	R2,000,000
Infrastructure Services	Waste Management: Solid Waste Management	Mini Waste drop-off facilities	33	R500,000	R200,000	R0	R700,000
Infrastructure Services	Waste Management: Solid Waste Management	Waste Minimization Projects	33	R0	R0	R500,000	R500,000
Infrastructure Services	Waste Management: Solid Waste Management	Waste containers	33	R200,000	R200,000	R0	R400,000
Infrastructure Services	Waste Management: Solid Waste Management	Furniture, Tools & Equipment: Solid Waste	72	R50,000	R50,000	R50,000	R150,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of WWTW: Klapmuts	37	R30,272,850	R2,500,000	R30,000,000	R62,772,850
Infrastructure Services	Water and Wastewater Services: Sanitation	Construction of New Dwarsriver Sewer Pumpstation.	37	R1,500,000	R15,000,000	R20,000,000	R36,500,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Extention Of WWTW: Stellenbosch	53	R0	R0	R36,250,000	R36,250,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Sewerpipe Replacement	57	R10,000,000	R5,000,000	R5,000,000	R20,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Specialized Vehicles: Sanitation	53	R3,000,000	R3,000,000	R3,000,000	R9,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Refurbish Plant & Equipment - Raithby WWTW	37	R1,000,000	R8,000,000	R0	R9,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Sewer Pumpstation & Telemetry Upgrade	48	R3,750,000	R1,500,000	R2,500,000	R7,750,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Pond rehabilitation and pond pumping systems construction WWTW	52	R250,000	R4,100,000	R0	R4,350,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of Dwarsriver Bulk Sewer network and pump lines	39	R0	R2,000,000	R2,000,000	R4,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Update Sewer Masterplan	24	R1,500,000	R750,000	R1,500,000	R3,750,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Compilation of Water Service Development Plan (tri-annually)	37	R1,000,000	R815,000	R500,000	R2,315,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Vehicles: Sanitation	29	R1,000,000	R0	R1,250,000	R2,250,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Furniture, Tools & Equipment: Sanitation	32	R200,000	R400,000	R500,000	R1,100,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade of WWTW Wemmershoek	37	R1,000,000	R0	R0	R1,000,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade Laboratory Equipment	44	R0	R250,000	R250,000	R500,000

Unit	Department	Project Name	Project Score	2026/27	2027/28	2028/29	Total
Infrastructure Services	Water and Wastewater Services: Sanitation	Vlottenburg Outfall Sewer: Construction of Digteby Sewerpipe	34	R50,000	R0	R0	R50,000
Infrastructure Services	Water and Wastewater Services: Sanitation	Dorp Street Bulk Sewer Upgrade	49	R0	R0	R0	R0
Infrastructure Services	Water and Wastewater Services: Sanitation	Upgrade/Relocation of Stellenbosch Package Plants to Onderpapegaaiberg Reservoir/Treatment site	36	R0	R0	R0	R0
Infrastructure Services	Water and Wastewater Services: Water	Upgrade of IdasValley WTP	36	R1,500,000	R40,000,000	R10,000,000	R51,500,000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe and Reservoir: Stellenbosch	41	R30,890,632	R8,000,000	R0	R38,890,632
Infrastructure Services	Water and Wastewater Services: Water	New Reservoir & Pipeline: Vlottenburg	38	R15,985,498	R18,000,000	R0	R33,985,498
Infrastructure Services	Water and Wastewater Services: Water	Waterpipe Replacement	57	R10,000,000	R10,000,000	R10,000,000	R30,000,000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Supply Pipe: Cloetesville/ Idas Valley	44	R24,000,000	R0	R0	R24,000,000
Infrastructure Services	Water and Wastewater Services: Water	Upgrade and Replace Water Meters	47	R6,000,000	R7,000,000	R7,000,000	R20,000,000
Infrastructure Services	Water and Wastewater Services: Water	Specialized Vehicles: Water	42	R3,000,000	R3,000,000	R6,000,000	R12,000,000
Infrastructure Services	Water and Wastewater Services: Water	Water Conservation & Demand Management	40	R2,000,000	R2,500,000	R3,000,000	R7,500,000
Infrastructure Services	Water and Wastewater Services: Water	Reservoirs and Dam Safety	48	R1,250,000	R2,000,000	R3,000,000	R6,250,000
Infrastructure Services	Water and Wastewater Services: Water	Vehicles: Water	26	R3,000,000	R2,000,000	R750,000	R5,750,000
Infrastructure Services	Water and Wastewater Services: Water	Water Telemetry Upgrade	35	R2,000,000	R3,000,000	R0	R5,000,000
Infrastructure Services	Water and Wastewater Services: Water	Update Water Masterplan	48	R1,250,000	R1,500,000	R1,500,000	R4,250,000
Infrastructure Services	Water and Wastewater Services: Water	Uniepark & Helshoogte Storage and Supply scheme	35	R1,000,000	R1,000,000	R0	R2,000,000
Infrastructure Services	Water and Wastewater Services: Water	Furniture, Tools & Equipment: Water	46	R200,000	R200,000	R250,000	R650,000
Infrastructure Services	Water and Wastewater Services: Water	Chlorination Installation: Upgrade	56	R500,000	R0	R0	R500,000
Infrastructure Services	Water and Wastewater Services: Water	Bulk Water Upgrades Franschoek	43	R500,000	R0	R0	R500,000
Infrastructure Services	Water and Wastewater Services: Water	Dwarsriver Bulk Supply Augmentation and Network Upgrades	41	R0	R0	R500,000	R500,000
Infrastructure Services	Water and Wastewater Services: Water	New Onderpapegaaiberg Reservoir	36	R0	R0	R0	R0
Municipal Manager	Municipal Manager	Furniture, Tools & Equipment: MM	22	R60,000	R60,000	R60,000	R180,000
Planning and Economic Development	Building Control	Furniture, Tools & Equipment: Building Control	76	R150,000	R150,000	R180,000	R480,000
Planning and Economic Development	Development Planning	Furniture, Tools and Equipment: Spatial Planning	44	R80,000	R85,000	R90,000	R255,000
Planning and Economic Development	Economic Development & Tourism	Restoration of Landbou Saal	46	R1,612,500	R537,500	R0	R2,150,000
Planning and Economic Development	Economic Development & Tourism	Furniture, Tools & Equipment: LED	70	R80,000	R80,000	R85,000	R245,000
Planning and Economic Development	Housing Administration	Flats: Interior Upgrading - Kayamandi	23	R6,300,000	R4,700,000	R0	R11,000,000
Planning and Economic Development	Housing Administration	Upgrading of Lapland waste water	23	R4,000,000	R2,000,000	R0	R6,000,000
Planning and Economic Development	Housing Administration	Upgrading of Flats: General	38	R3,000,000	R0	R0	R3,000,000
Planning and Economic Development	Housing Administration	Kayamandi Hostels	23	R1,613,913	R0	R0	R1,613,913
Planning and Economic Development	Housing Administration	Vehicles fleet : Housing Administration	19	R1,000,000	R0	R0	R1,000,000
Planning and Economic Development	Housing Administration	Furniture, Tools & Equipment: Housing Administration	26	R170,000	R180,000	R190,000	R540,000
Planning and Economic Development	Housing Development	Adam Tas Corridor Precinct 10	35	R0	R8,695,652	R20,000,000	R28,695,652
Planning and Economic Development	Housing Development	Jamestown: Housing (Phase 2 & 3)	38	R4,347,826	R13,913,043	R0	R18,260,869
Planning and Economic Development	Housing Development	Erf 7001 Cloetesville (380) FLISP	35	R6,956,522	R6,956,522	R0	R13,913,044
Planning and Economic Development	Housing Development	La Motte Old Forest Station (±430 services & ±430 units)	35	R0	R3,260,870	R6,521,739	R9,782,609
Planning and Economic Development	Housing Development	Housing projects	31	R320,000	R330,000	R340,000	R990,000
Planning and Economic Development	Housing Development	ISSP Kayamandi	23	R0	R434,782	R0	R434,782
Planning and Economic Development	Housing Development	Furniture, Tools & Equipment: Housing Development	18	R150,000	R80,000	R85,000	R315,000
Planning and Economic Development	Housing Development	Franschhoek Meerlust: Bosdorp (±200 services & ±200 units)	34	R0	R0	R0	R0
Planning and Economic Development	Housing Development	Erf 64, Kylemore	33	R0	R0	R0	R0
Planning and Economic Development	Housing Development	Jamestown: Housing (Phase 4)	33	R0	R0	R0	R0
Planning and Economic Development	IHS: Informal Settlements	Klapmuts Emergency Housing	38	R3,000,000	R3,000,000	R3,000,000	R9,000,000
Planning and Economic Development	IHS: Informal Settlements	Access to Basic Services	34	R1,000,000	R1,000,000	R1,500,000	R3,500,000
Planning and Economic Development	IHS: Informal Settlements	Furniture, Tools & Equipment: Informal Settlements	37	R50,000	R50,000	R51,000	R151,000
Planning and Economic Development	IHS: Informal Settlements	Rehabilitation of Langrug Dam and Engineering Services	38	R0	R0	R0	R0
Planning and Economic Development	Town Planning	Furniture, Tools & Equipment: Town Planning	66	R95,000	R100,000	R110,000	R305,000
Grand Total				R576,301,851	R610,030,198	R520,771,404	R1,707,103,453

