

Appendix 1:

ELANDSHOEK FOOT BRIDGE: PHOTOGRAPHIC DOCUMENTATION



Fig. 1: The footbridge across the Elands River, which is currently in use.



Fig. 2: Options 1 (red), 2 (green) and 3 (white) start at the existing river crossing.



Fig. 3: Options 1 (red), 2 (green) and 3 (white) continue east towards the railway line.



Fig. 4: Option 3 (white) (facing east) will cross the railway line (unmanned railway movement) towards the buildings in the background which is at the N4. Option 3 (white) is in a straight line from west to east, with the river crossing. Options 1 (red) and 2 (green) turn north at this point.



Fig. 5: Option 3 (white), ends here at the eastern point. The truck indicates where the N4 is running. These buildings are not older than 60 years.



Fig. 6: Options 1 (red), 2 (green), turn northwards at this point.



Fig. 7: Option 2 (green) crosses the railway line from west to east, at the point which is indicated by the arrow.

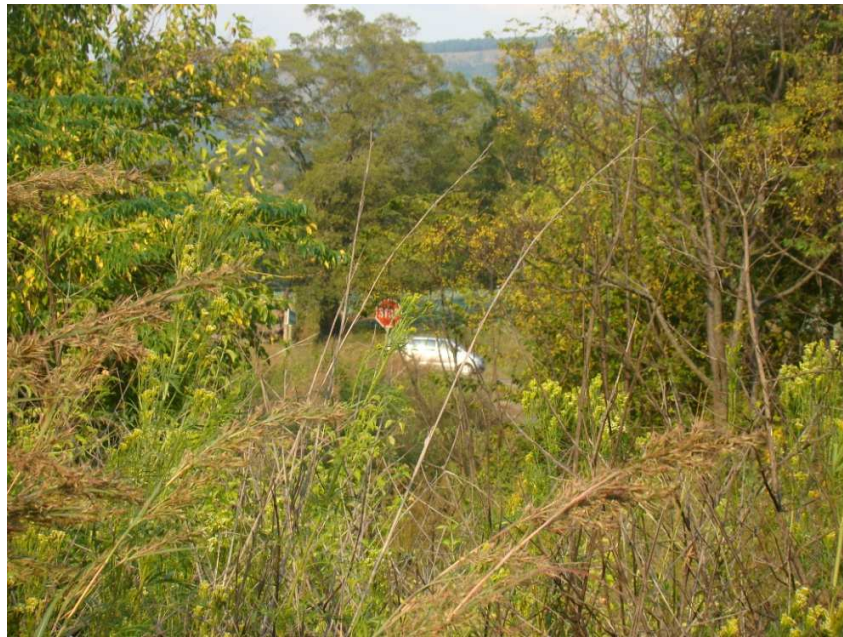


Fig. 8: Option 2 (green), continues from the railway line, for approximately 100m towards the east to the N4, where the car is visible.



Fig. 9: A total of 7 derelict buildings were identified in the area of options 2. These are not believed to be older than 60 years.



Fig. 10: One of the railway buildings which still has a roof on.



Fig. 11: Option 1 (red) continues in a northerly direction on the western side of the railway line.



Fig. 12: Option 1 (red) continues north past a young orchard and follows a slight bend in the road.



Fig. 13: Option 1 (red) continues still in a northerly direction. An established citrus orchard is on the western side, and the railway line towards the east (see maps).



Fig. 14: Option 1 (red) continues towards the north. The arrow indicates where it turns to the N4 (see Google map).



Fig. 15: Option 1 (red) ends at this point at the N4. This option does not cross the railway line at any point.



Fig. 16: Option 4 (yellow) will start at a new location, south of the existing river crossing. The arrow is indicating the Elands River. The photo is taken from the existing railway line, facing directly west.



Fig. 17: Option 4 (yellow) will cross the railway line (unmanned rail movement). The photo is facing directly east where the N4 is visible at the barrier. This option will follow the road reserve of the N4 for approximately 200m.



Fig. 18: Option 4 where it connects to the N4 (facing directly north). This option will follow the road reserve for approximately 200m.



Fig. 19: Option 4 (yellow) will end at the same point as Option 3. The N4 and road reserve, facing south.