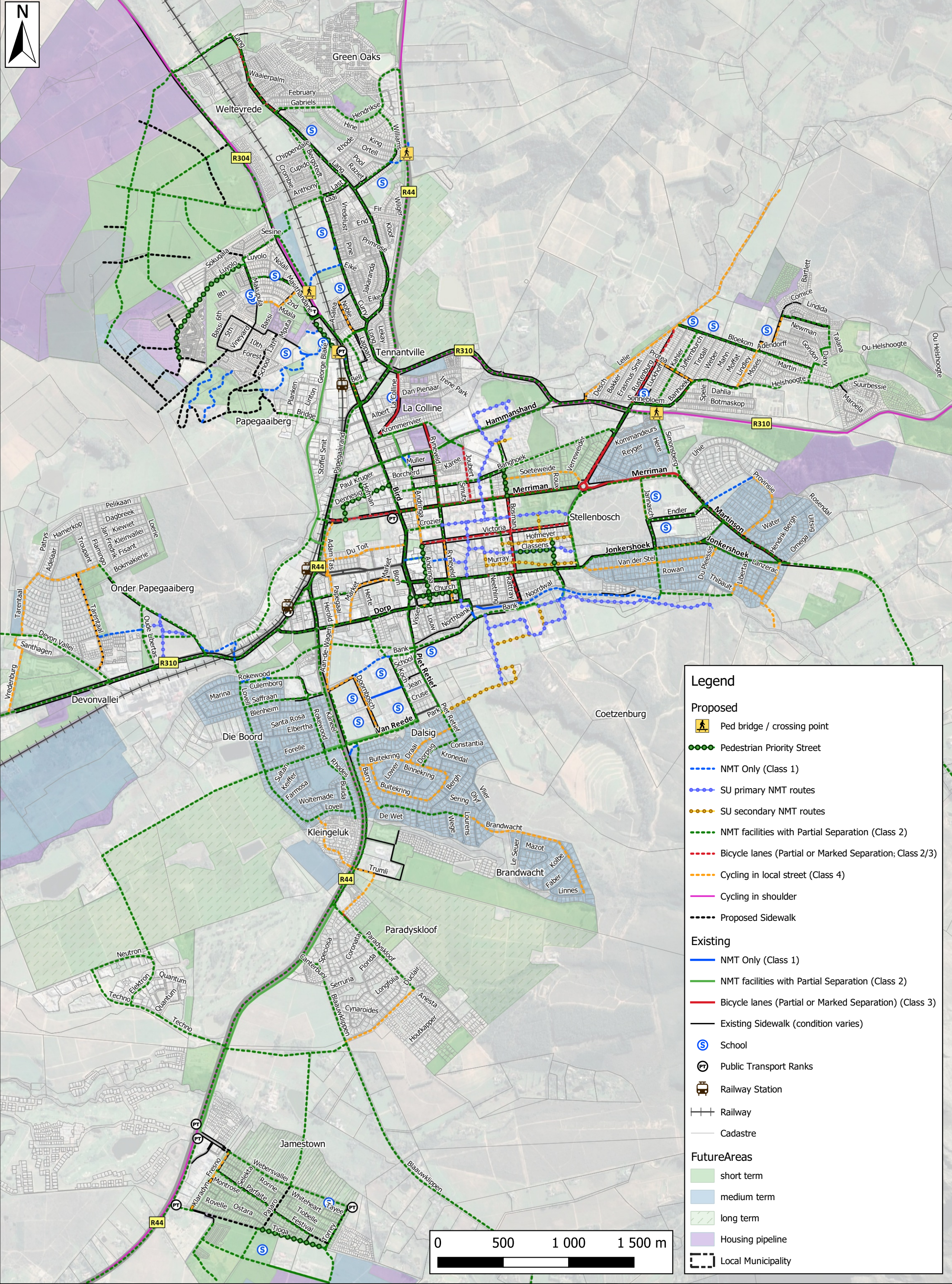


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## ANNEXURE A Network Maps



**Legend**

**Proposed**

- Ped bridge / crossing point
- Pedestrian Priority Street
- NMT Only (Class 1)
- SU primary NMT routes
- SU secondary NMT routes
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation; Class 2/3)
- Cycling in local street (Class 4)
- Cycling in shoulder
- Proposed Sidewalk

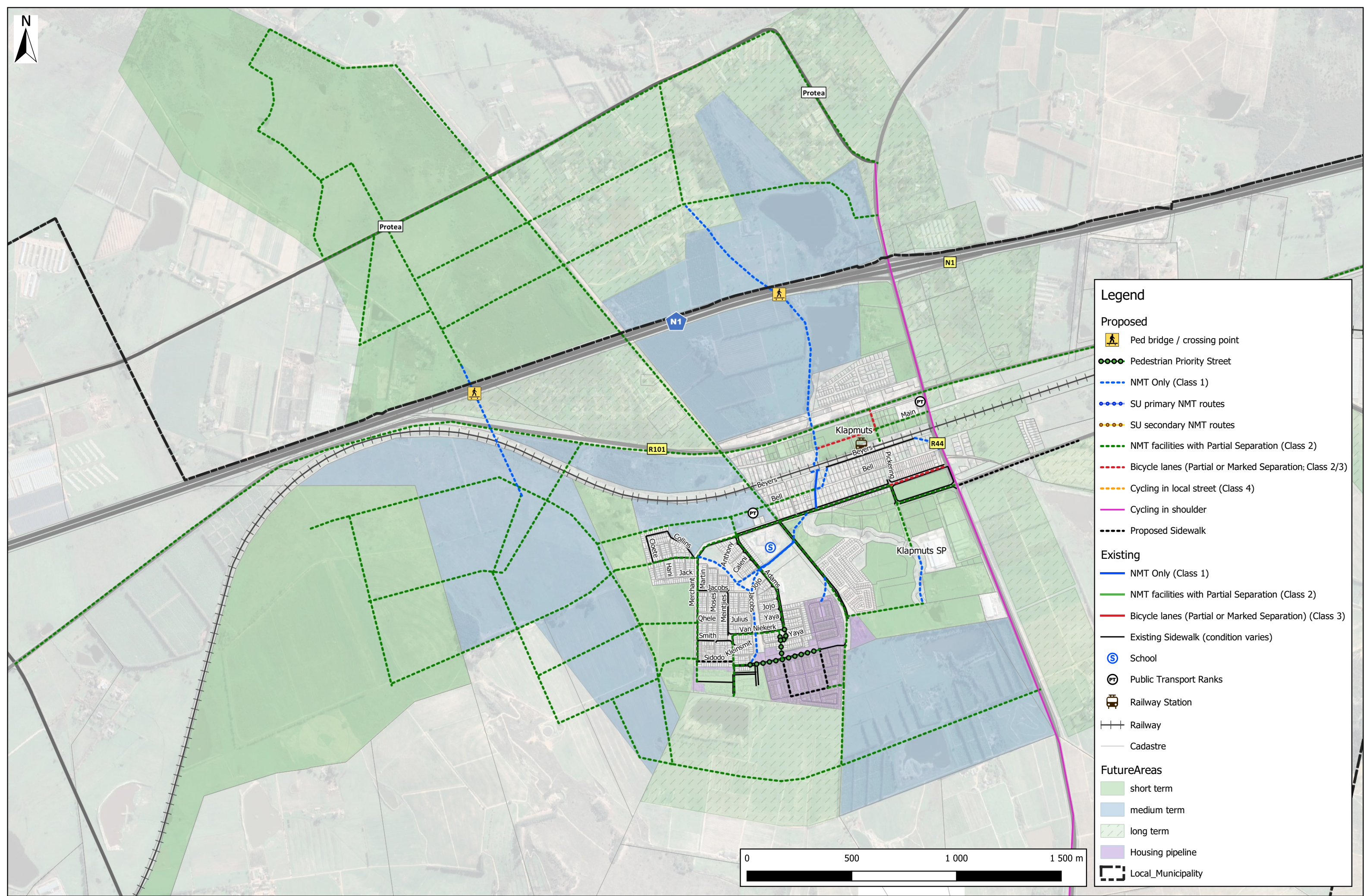
**Existing**

- NMT Only (Class 1)
- NMT facilities with Partial Separation (Class 2)
- Bicycle lanes (Partial or Marked Separation) (Class 3)
- Existing Sidewalk (condition varies)
- School
- Public Transport Ranks
- Railway Station
- Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality





### Legend

**Proposed**

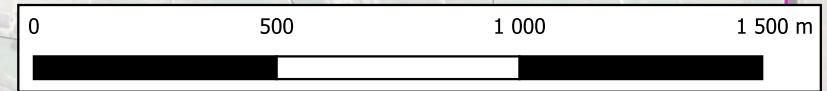
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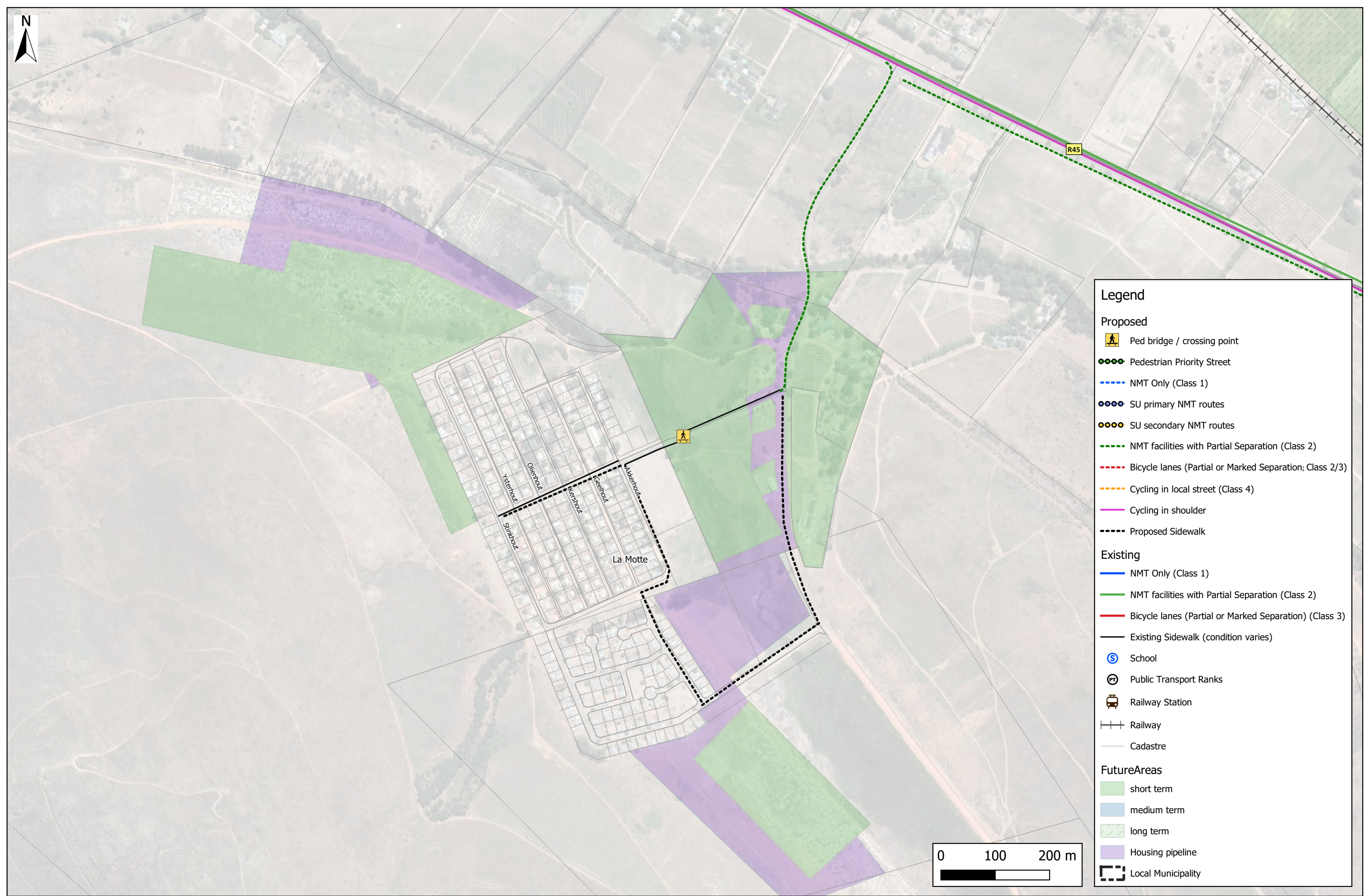
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- Railway Station
- Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline
- Local\_Municipality





**Legend**

**Proposed**

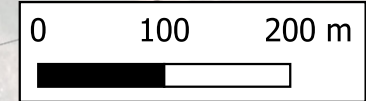
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- Cycling in shoulder
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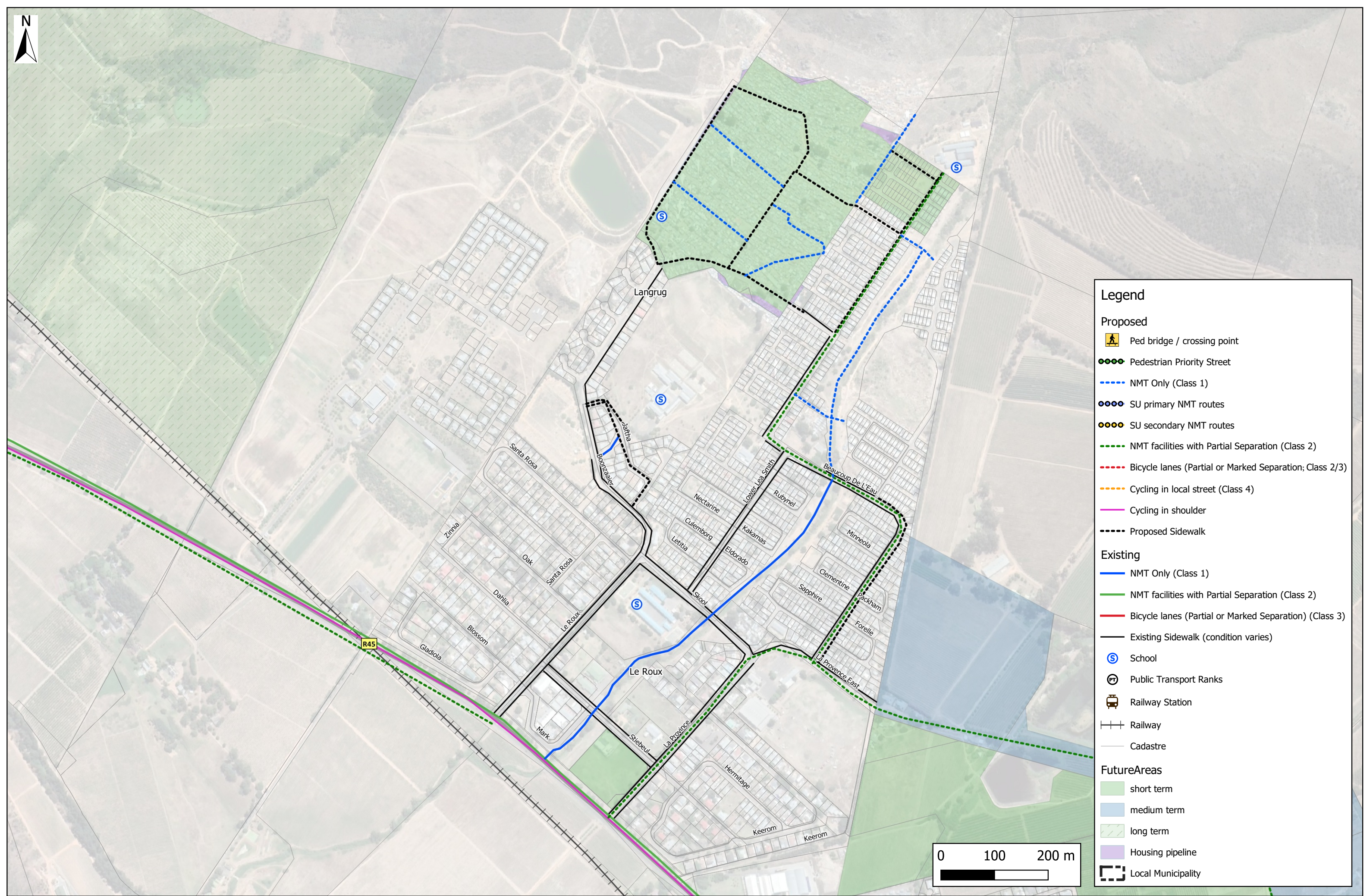
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- Railway Station
- Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality





**Legend**

**Proposed**

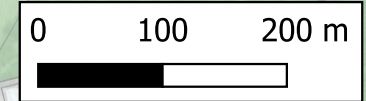
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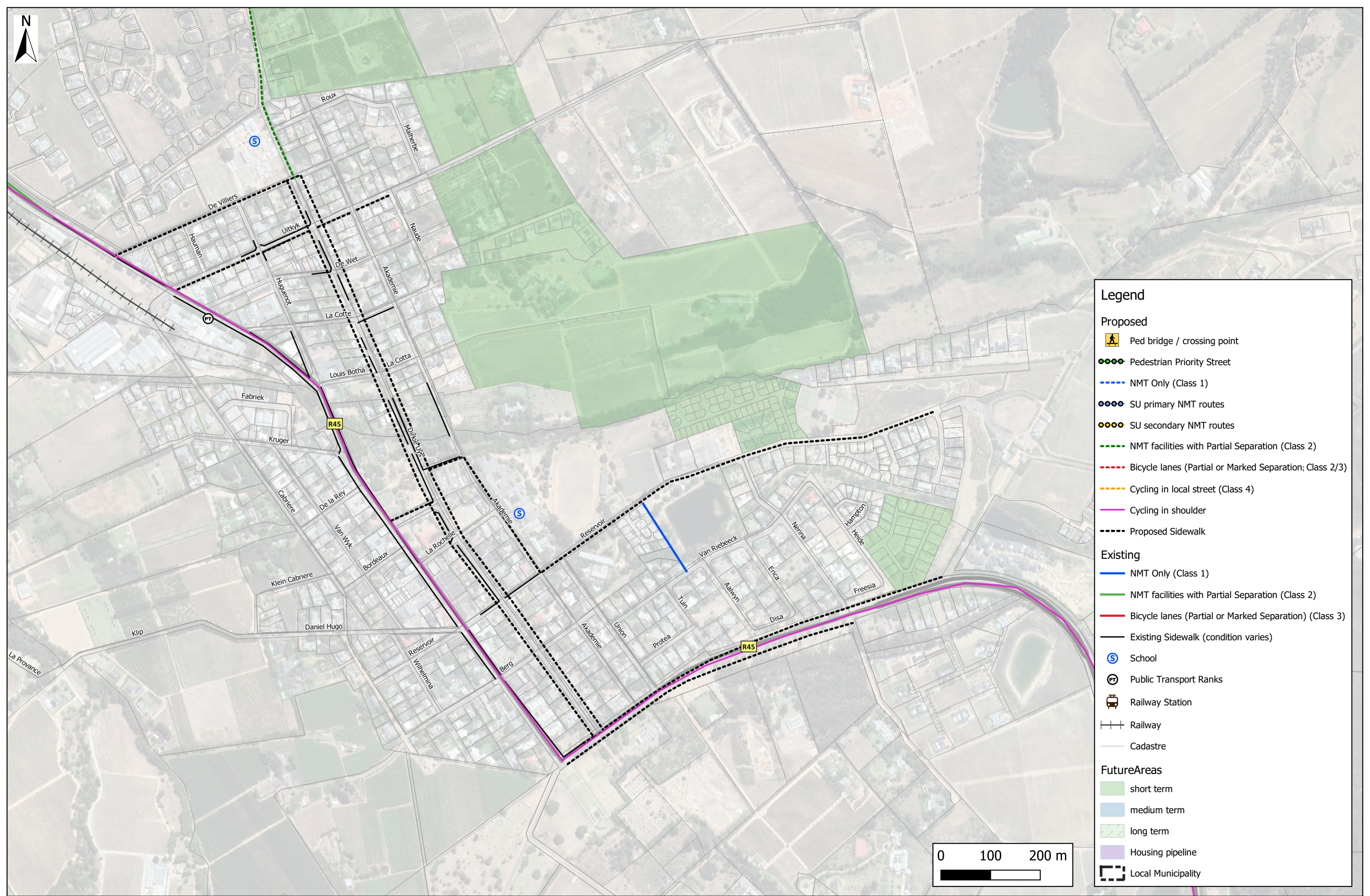
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- Railway Station
- Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality





### Legend

**Proposed**

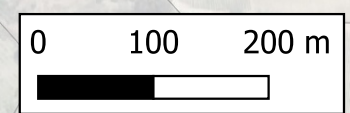
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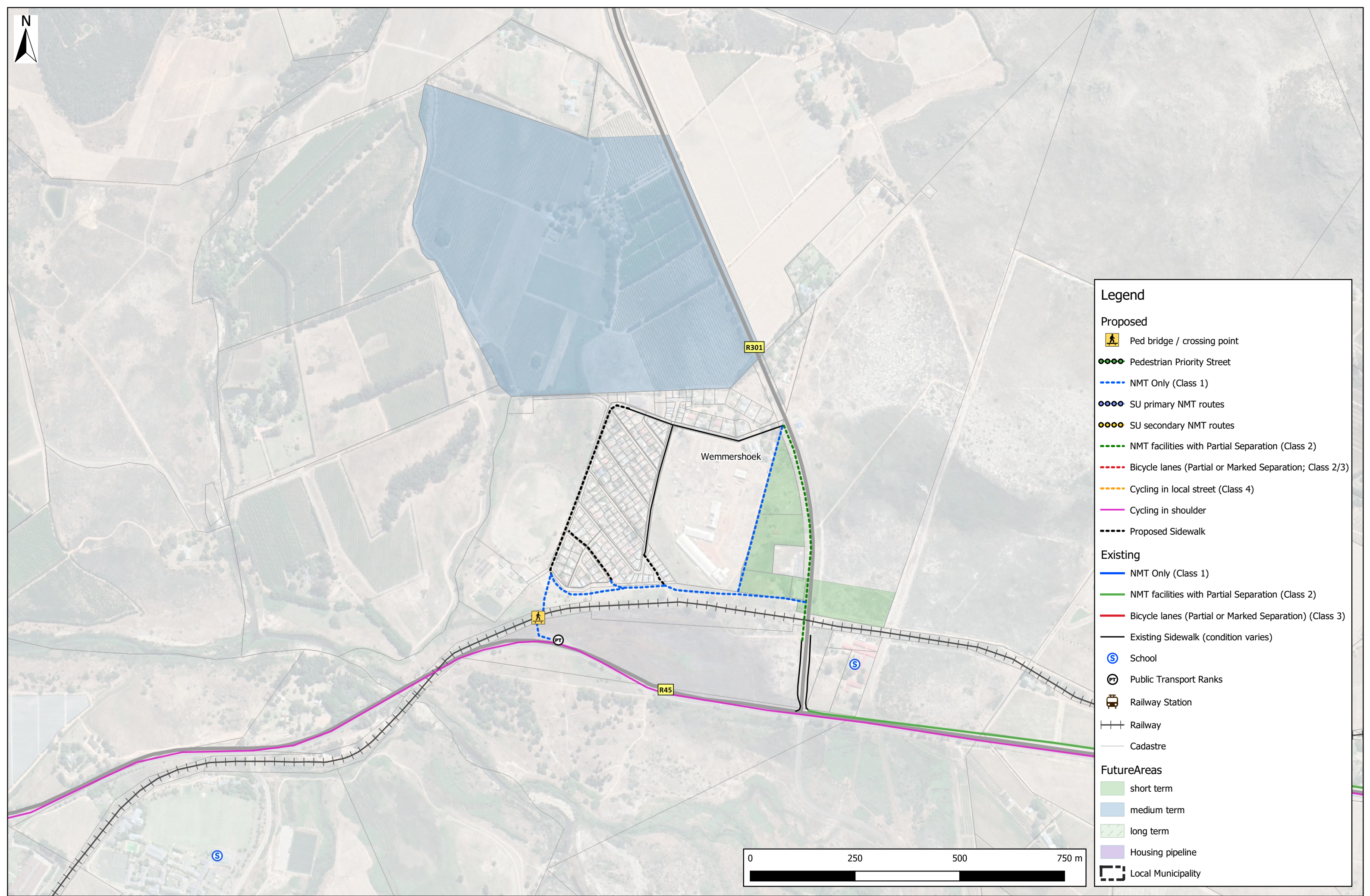
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- Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality





**Legend**

**Proposed**

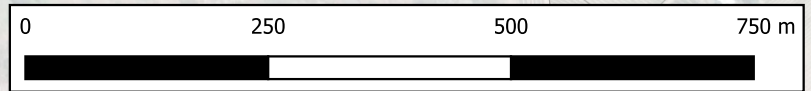
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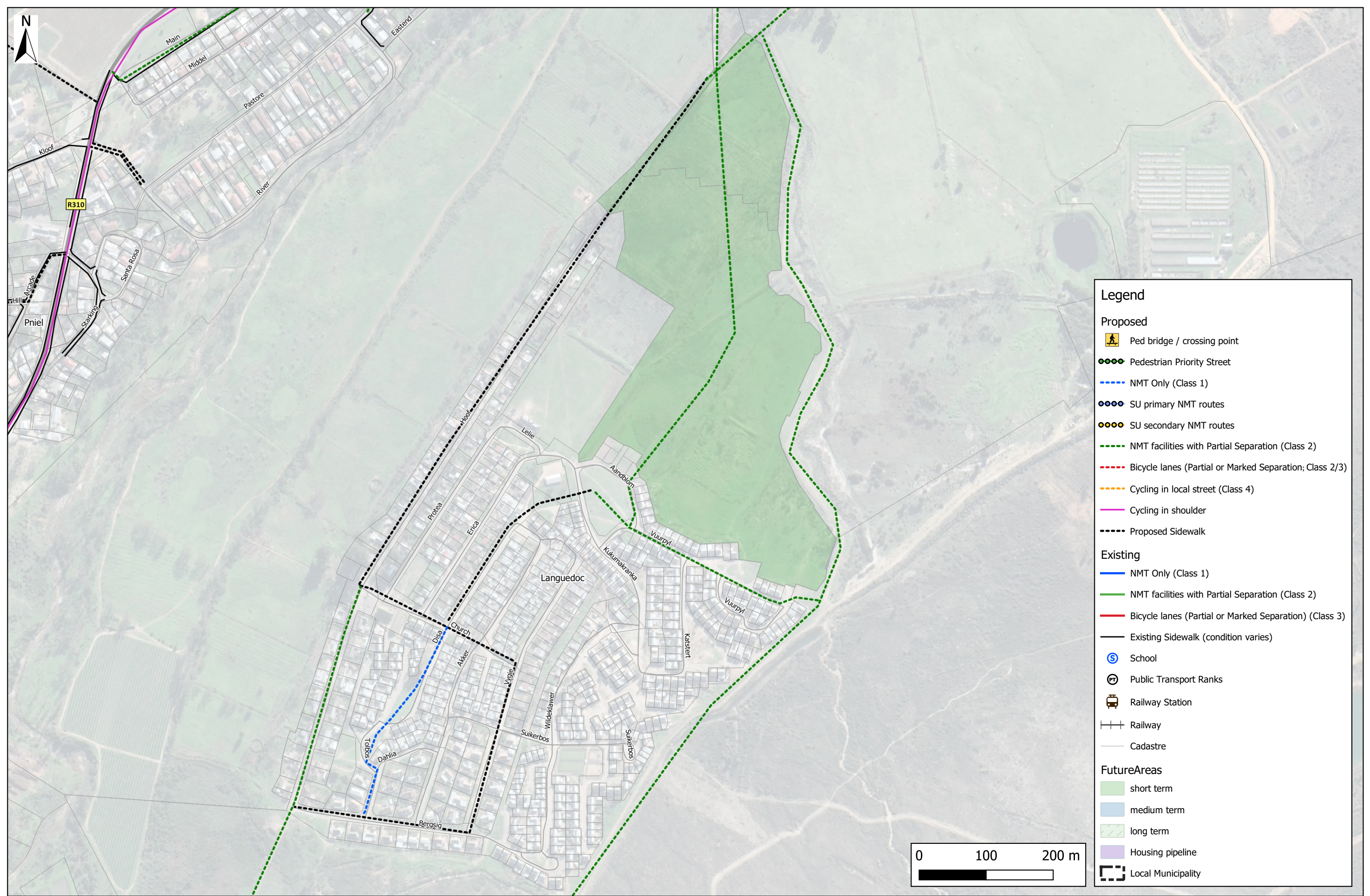
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- Railway Station
- Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality





### Legend

**Proposed**

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**Existing**

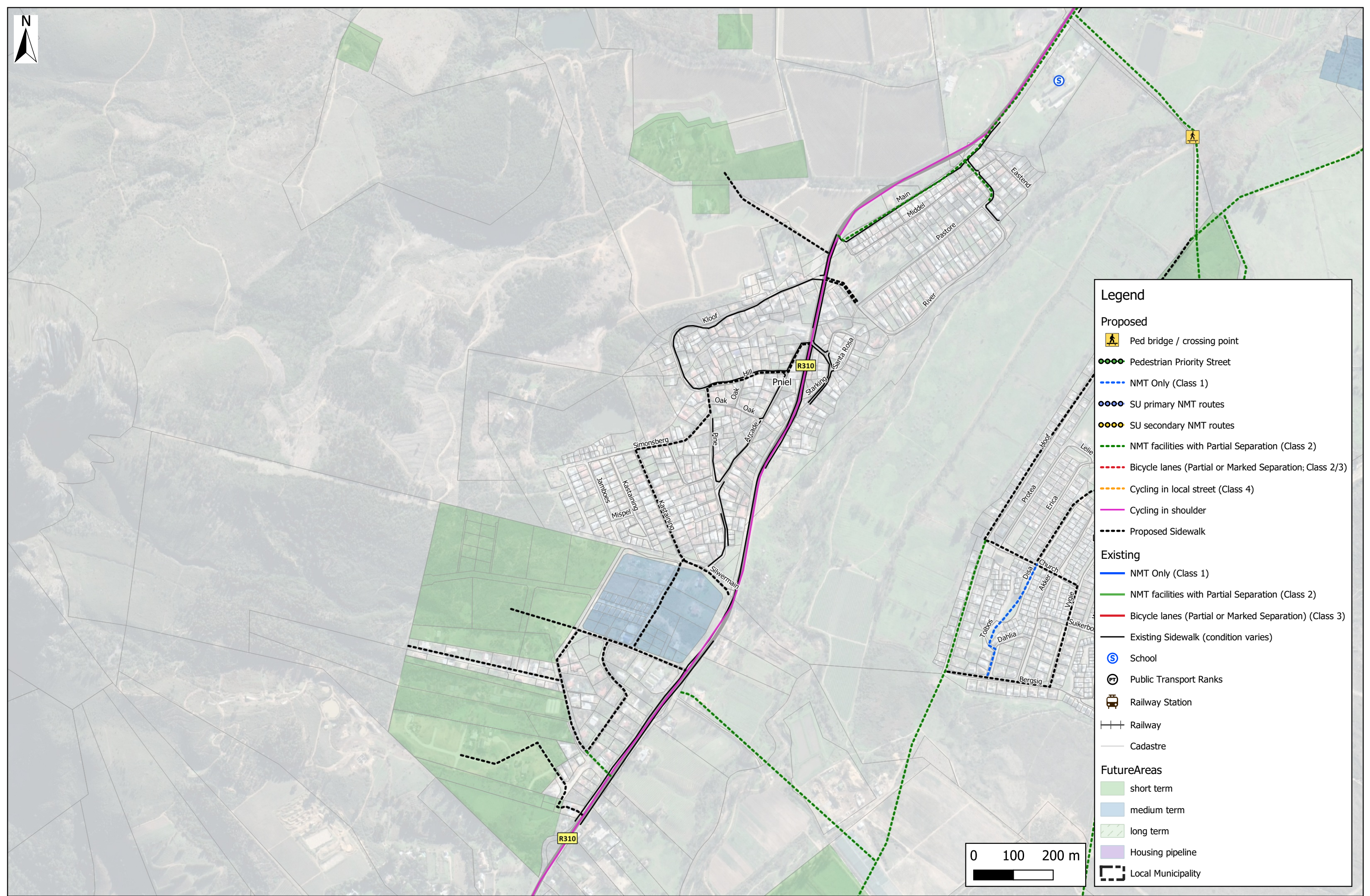
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- Railway Station
- Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality







**Legend**

**Proposed**

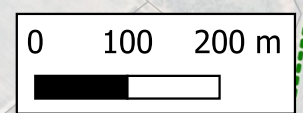
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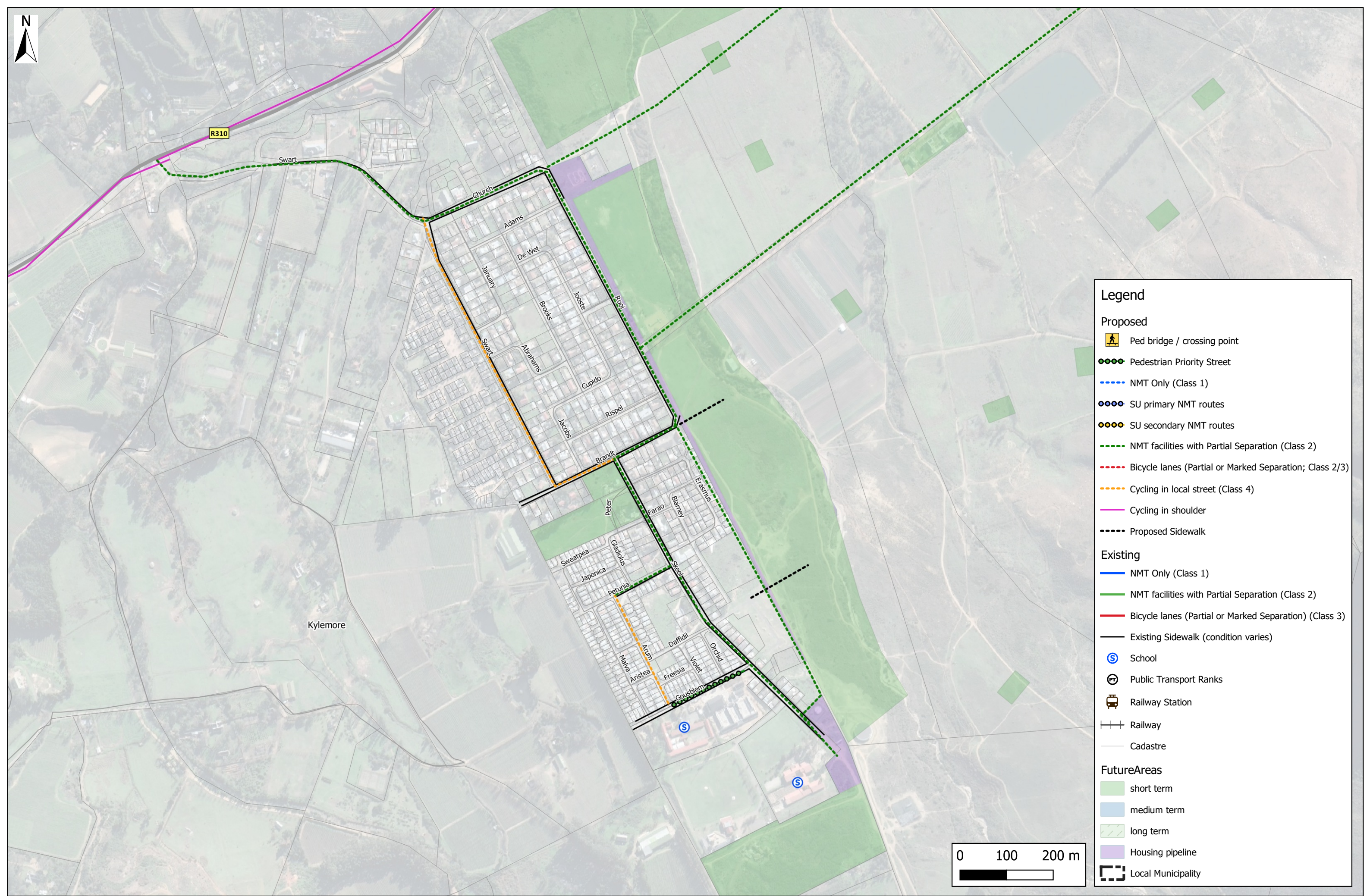
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- Railway Station
- Railway
- Cadastral

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality





### Legend

**Proposed**

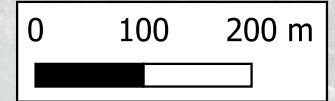
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- Cycling in shoulder
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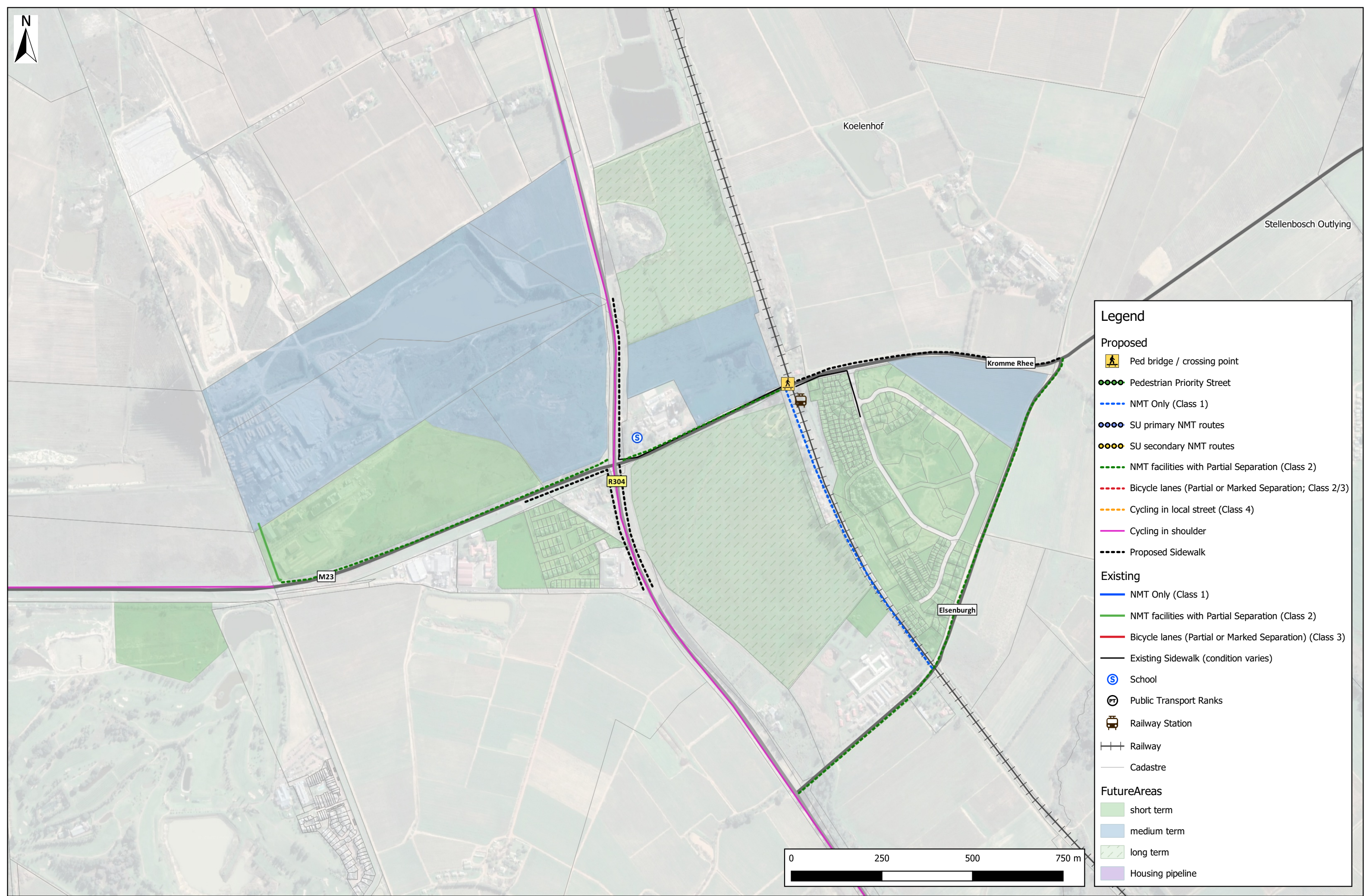
**Existing**

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- Railway Station
- Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality





**Legend**

**Proposed**

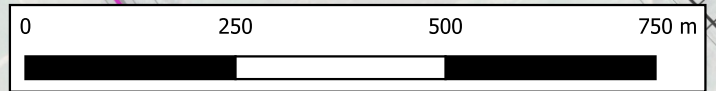
- Ped bridge / crossing point
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- Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline





**Legend**

**Proposed**

- Ped bridge / crossing point
- Pedestrian Priority Street
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- Bicycle lanes (Partial or Marked Separation; Class 2/3)
- Cycling in local street (Class 4)
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**Existing**

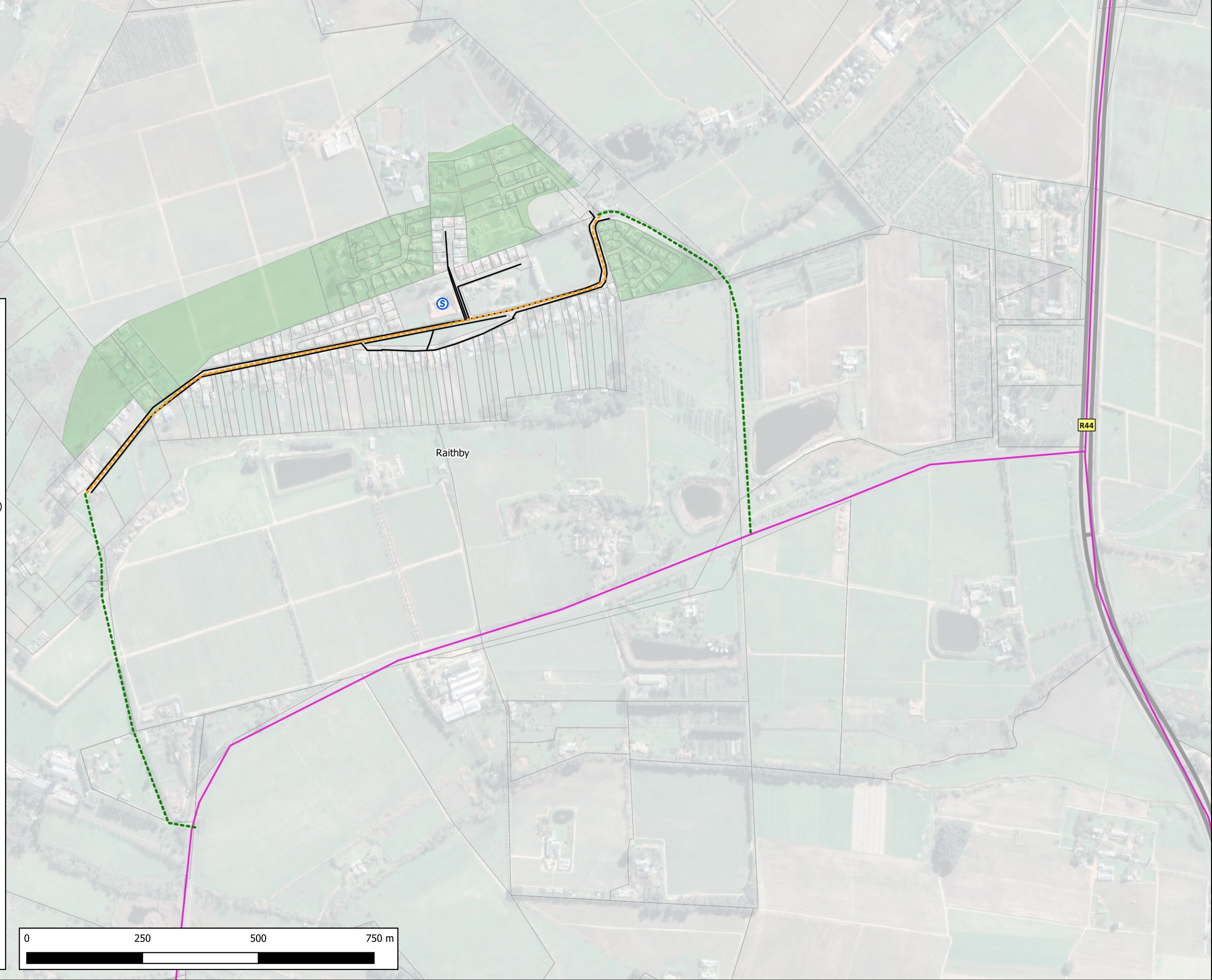
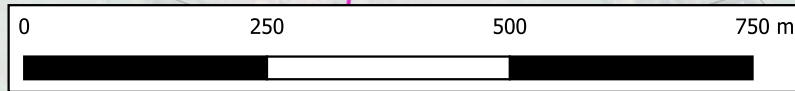
- NMT Only (Class 1)
- NMT facilities with Partial Separation (Class 2)
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- Existing Sidewalk (condition varies)

**Other Symbols**

- School
- Public Transport Ranks
- Railway Station
- Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality





**Legend**

**Proposed**

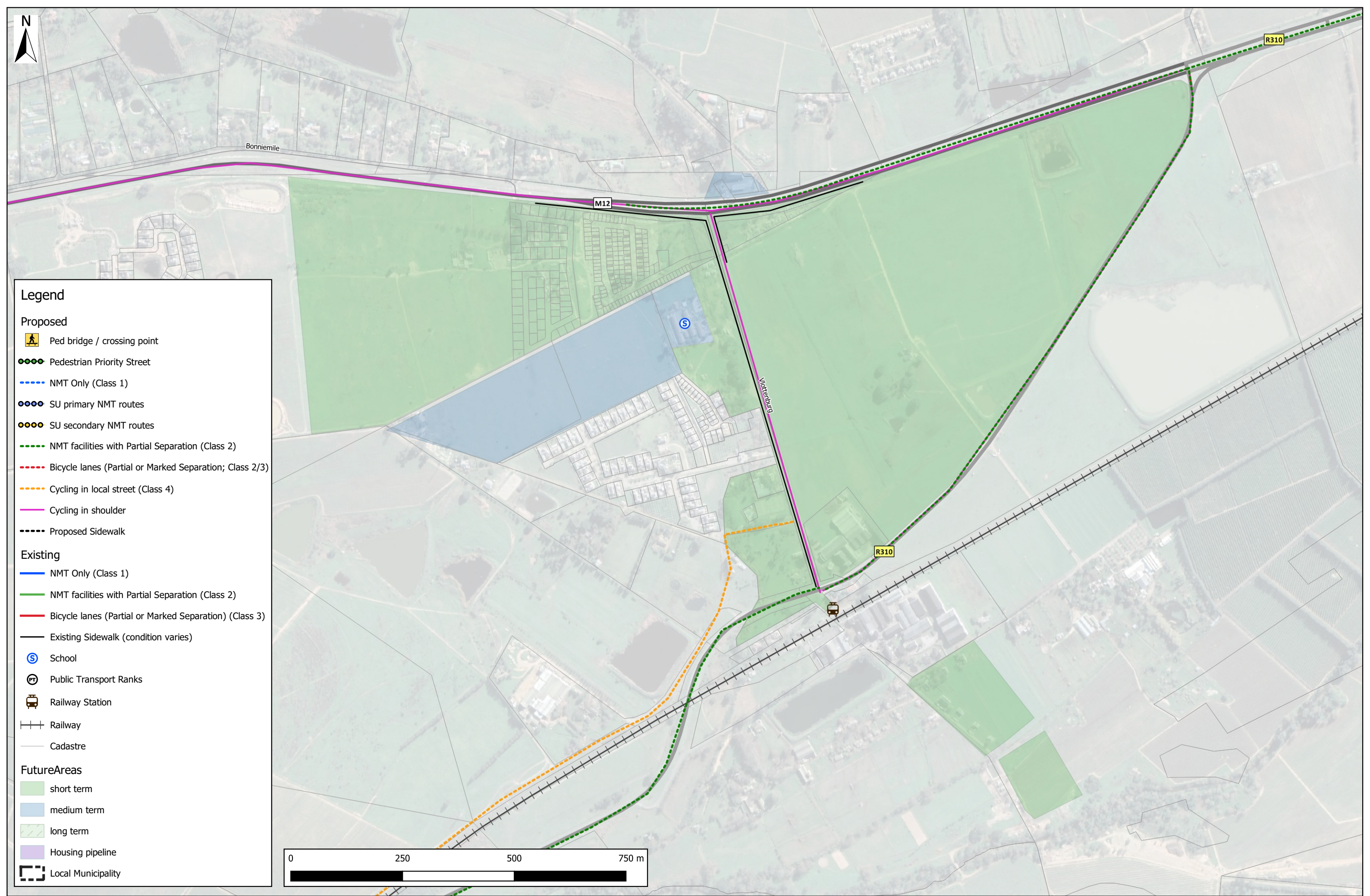
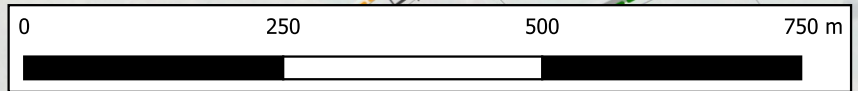
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- Railway Station
- Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality





**Legend**

**Proposed**

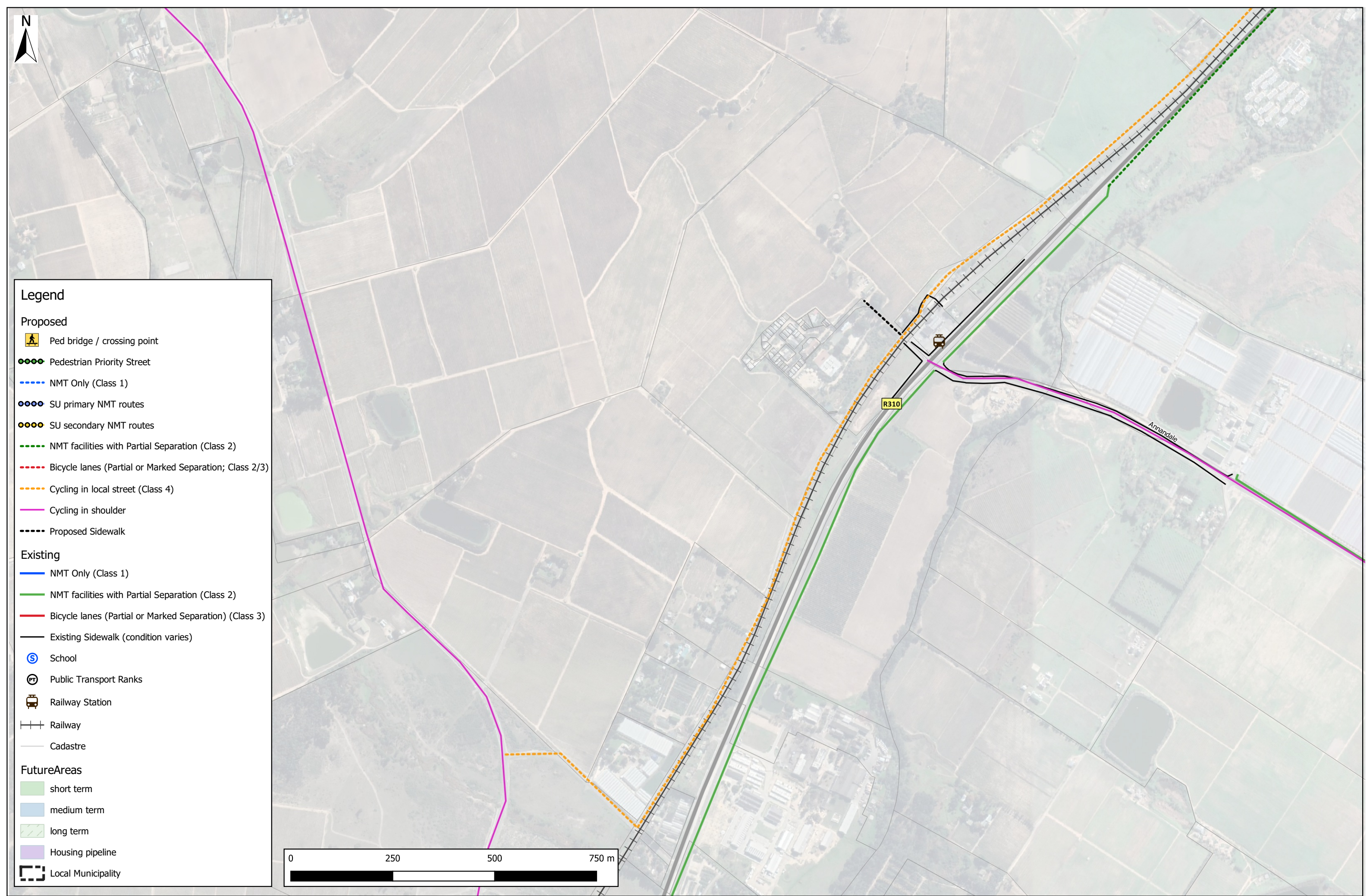
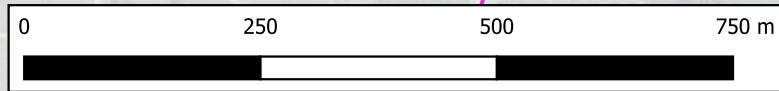
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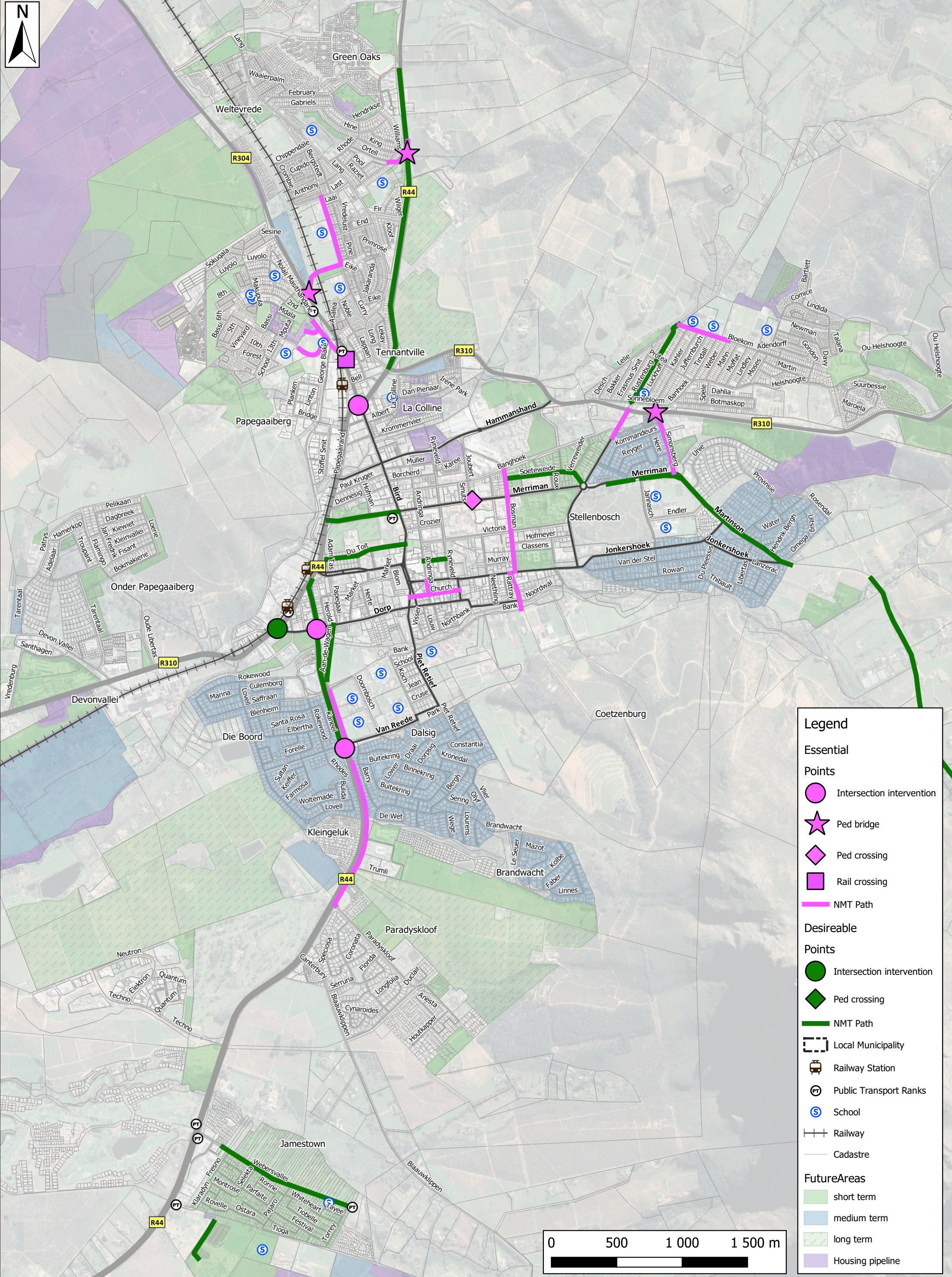
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- Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline
- Local Municipality





**Legend**

**Essential**

**Points**

- Intersection intervention
- Ped bridge
- Ped crossing
- Rail crossing
- NMT Path

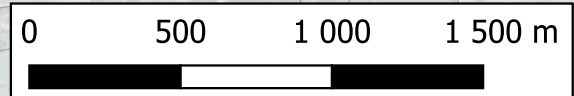
**Desireable**

**Points**

- Intersection intervention
- Ped crossing
- NMT Path
- Local Municipality
- Railway Station
- Public Transport Ranks
- School
- Railway
- Cadastre

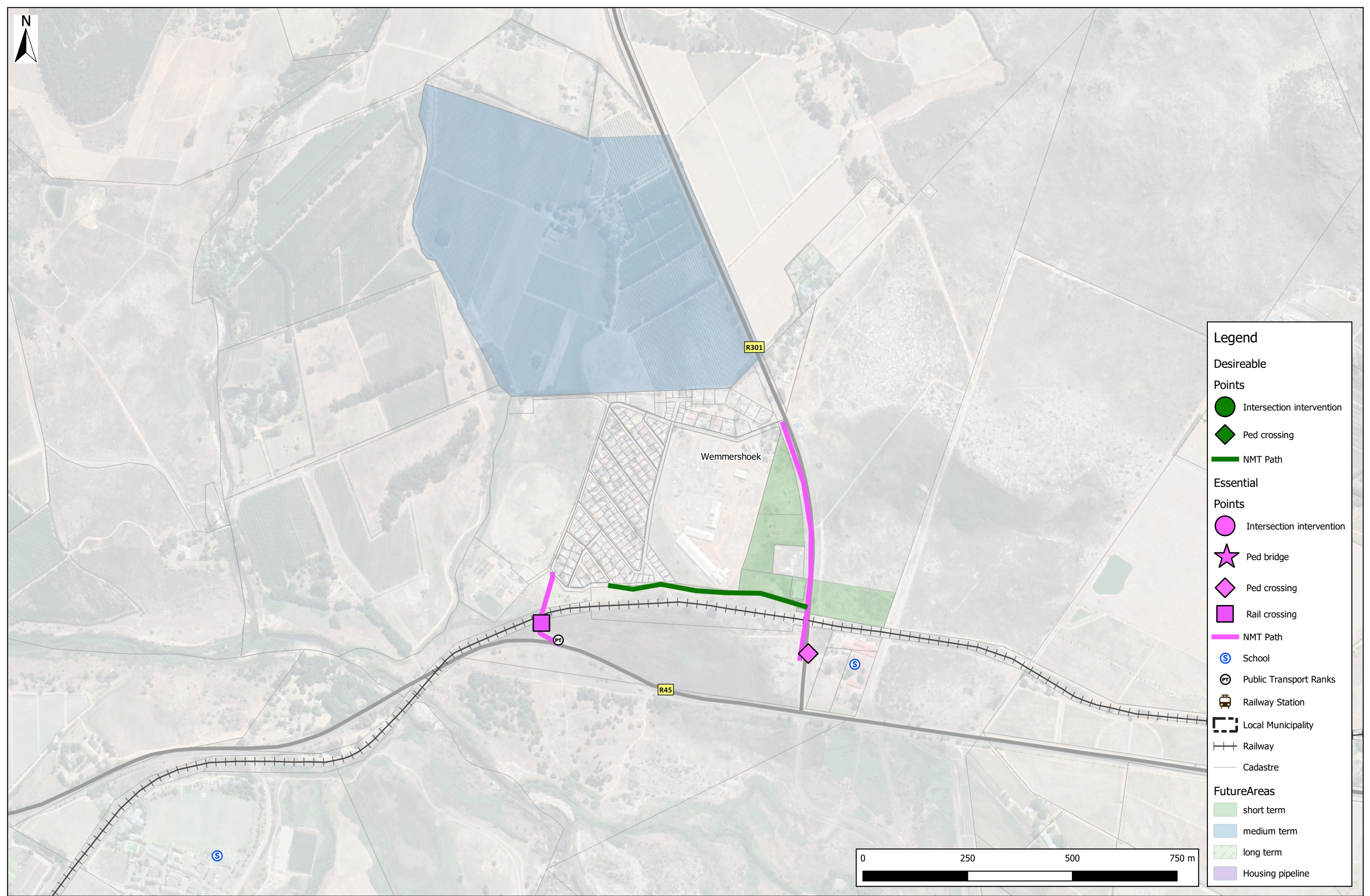
**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline









**Legend**

**Desireable Points**

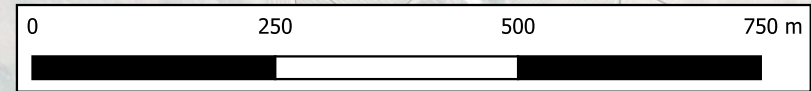
- Intersection intervention
- ◆ Ped crossing
- NMT Path

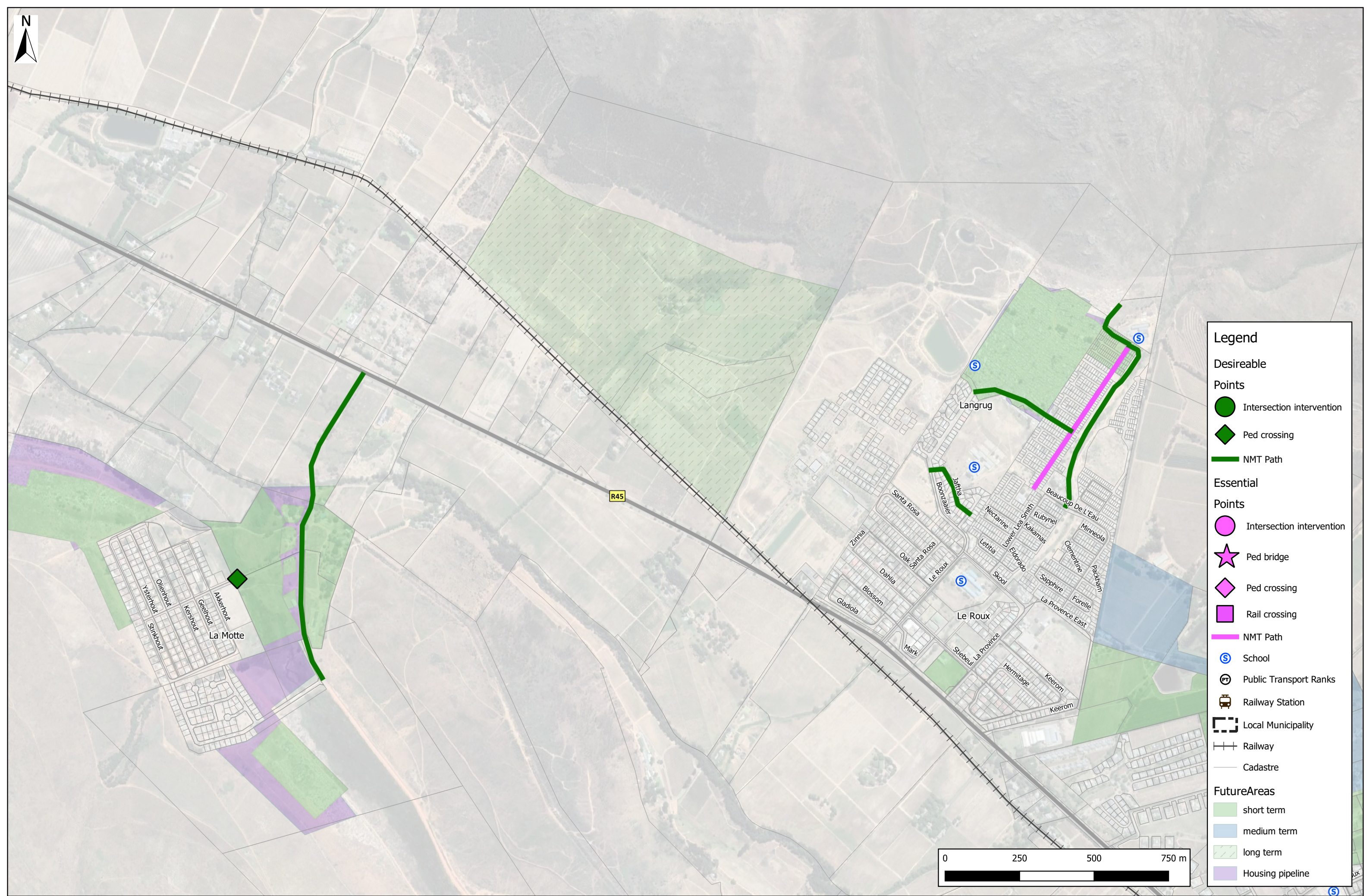
**Essential Points**

- Intersection intervention
- ★ Ped bridge
- ◆ Ped crossing
- Rail crossing
- NMT Path
- Ⓢ School
- Ⓜ Public Transport Ranks
- 🚂 Railway Station
- Local Municipality
- Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline





**Legend**

**Desireable Points**

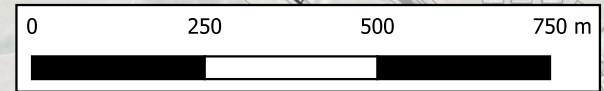
- Intersection intervention
- ◆ Ped crossing
- NMT Path

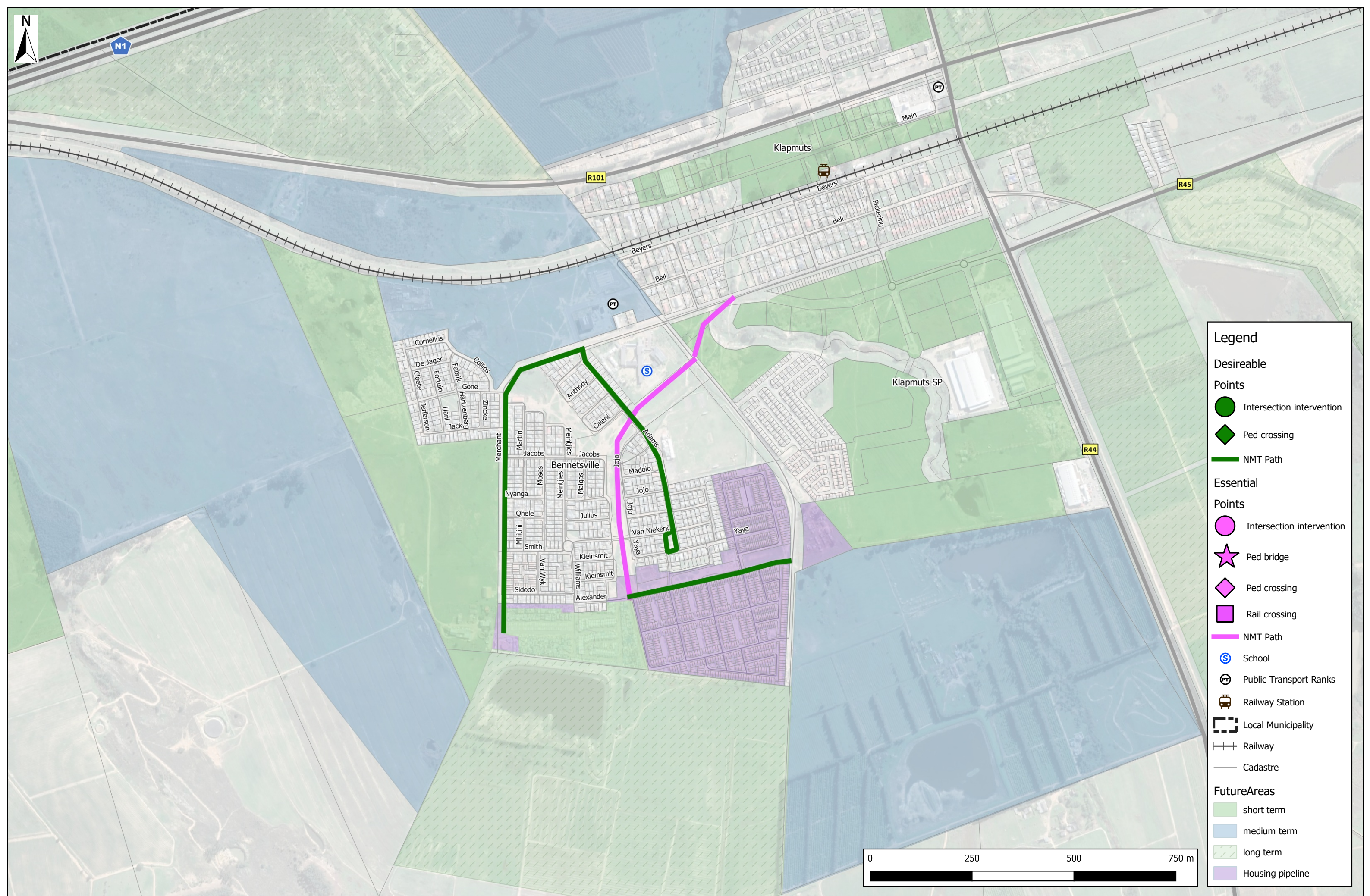
**Essential Points**

- Intersection intervention
- ★ Ped bridge
- ◆ Ped crossing
- Rail crossing
- NMT Path
- Ⓢ School
- Ⓜ Public Transport Ranks
- 🚂 Railway Station
- ▭ Local Municipality
- +— Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline





**Legend**

**Desireable**

**Points**

- Intersection intervention
- ◆ Ped crossing
- NMT Path

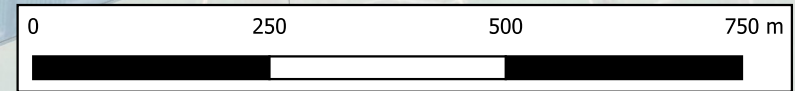
**Essential**

**Points**

- Intersection intervention
- ★ Ped bridge
- ◆ Ped crossing
- Rail crossing
- NMT Path
- Ⓢ School
- Ⓜ Public Transport Ranks
- 🚂 Railway Station
- Local Municipality
- +—+—+— Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline





**Legend**

**Desireable Points**

- Intersection intervention
- ◆ Ped crossing
- NMT Path

**Essential Points**

- Intersection intervention
- ★ Ped bridge
- ◆ Ped crossing
- Rail crossing
- NMT Path
- Ⓢ School
- Ⓜ Public Transport Ranks
- 🚂 Railway Station
- ⬜ Local Municipality
- ⊕ Railway
- Cadastre

**FutureAreas**

- short term
- medium term
- long term
- Housing pipeline



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## ANNEXURE B Implementation Plan

**NMT MASTERPLAN PROJECTS**  
DRAFT VERSION 1, 2020-09-04

5% 10% 20% 15% 10%

Project No.	Projects	Location	Project type/ category	Length (m)	Cost	Roadmarkings and Signage	Landscaping	Prelim & General Expenses	Contingencies	TOTAL CONSTRUCTION COST	Professional fees	TOTAL PROJECT COST	Priority	
1	Pedestrianisation of Church St and Andringa St	CBD Stellenbosch Tow	Pedestrian Street	670						Lump Sum	R200 000	R285 000	R485 000	essential
2	Decluttering of street furniture in Stellenbosch CBD and dropped kerb standardisation	CBD Stellenbosch Tow	UA corrections	0						Lump Sum	R4 500 000	R500 000	R5 000 000	desireable
3	Roll-out of bicycle network in Stellenbosch CBD (Continuity of cycle routes, road markings, bi-directional cycling in one way streets, bicycle parking)	CBD Stellenbosch Tow	CBD bicycle network	0						Lump Sum	R4 000 000	R400 000	R4 400 000	essential
4	Pedestrian bridge across R304 & rail line linking Kayamandi and Cloetesville	Kayamandi	Ped bridge	0						Lump Sum	R18 181 800	R1 818 200	R20 000 000	essential
5a	Kayamandi Rand St: Pedestrian priority, restrict heavy vehicle access, narrow road to 6,5m (from ~9m wide black top), raised ped crossing; Brick pave 4m wide NMT route up to to railway crossing	Kayamandi	Pedestrian Street		R172 510	R8 625	R17 251	R34 502	R25 876		R258 764	R25 876	R284 641	essential
5b		Kayamandi	Pedestrian Street	80	R199 200	R9 960	R19 920	R39 840	R29 880		R298 800	R29 880	R328 680	essential
6	Kayamandi: Safe ped link across railway line at Du Toit Station (grade separated crossing; either pedestrian bridge or crossing as part of Kayamandi mall upgrade)	Kayamandi	Rail crossing		R5 100 000	R255 000	R510 000	R1 020 000	R765 000		R7 650 000	R765 000	R8 415 000	essential
7	Kayamandi: Staircases parallel to Rand Rd north-east of stadium	Kayamandi	Class 1	100	R1 106 306	R55 315	R110 631	R221 261	R165 946		R1 659 460	R165 946	R1 825 406	essential
8	Kayamandi: Staircases west of stadium and 3m wide footpath up to Rand St (market area)	Kayamandi	Class 1	245	R1 299 500	R64 975	R129 950	R259 900	R194 925		R1 949 250	R194 925	R2 144 175	essential
9	Pedestrian bridge across Helshoogte Rd (R310) at Simonsberg St to provide safe crossing for scholars	Idasvalley	Ped bridge		R5 100 000	R255 000	R510 000	R1 020 000	R765 000		R7 650 000	R765 000	R8 415 000	essential
10a	Bosman St: Extend effective sidewalk width and provide bi-directional cycle lane (Phase 1 between Banhoek and Merriman, Phase 2 Merriman and Van Riebeeck)	CBD Stellenbosch Tow	Sidewalk	200	R90 000	R4 500	R9 000	R18 000	R13 500		R135 000	R13 500	R148 500	essential
10b		CBD Stellenbosch Tow	Class 3	200	R90 000	R4 500	R9 000	R18 000	R13 500		R135 000	R13 500	R148 500	essential
10c		CBD Stellenbosch Tow	Class 3	275	R38 569	R1 928	R3 857	R7 714	R5 785		R57 853	R5 785	R63 638	essential
10d		CBD Stellenbosch Tow	Sidewalk	305	R247 976	R12 399	R24 798	R49 595	R37 196		R371 964	R37 196	R409 160	essential
10e		CBD Stellenbosch Tow	Class 3	305	R133 050	R6 653	R13 305	R26 610	R19 958		R199 575	R19 958	R219 533	essential
11	Soeteweide St: Restrict access to local traffic only and provide safe pedestrian space	CBD Stellenbosch Tow	Sidewalk	610	R575 270	R28 763	R57 527	R115 054	R86 290		R862 904	R86 290	R949 195	desireable
12	Merriman Ave: Investigation into ped crossing to mitigate current safety concerns	CBD Stellenbosch Tow	Ped crossing	0	R362 448	R18 122	R36 245	R72 490	R54 367		R543 671	R80 000	R623 671	essential
13	Merriman Ave: Extension of existing cycle lane up to Adam Tas	CBD Stellenbosch Tow	Class 3	1 090	R60 581	R3 029	R6 058	R12 116	R9 087		R90 872	R9 087	R99 959	desireable
14a	Die Laan: Extend effective sidewalk width and provide bi-directional	CBD Stellenbosch Tow	Class 3	230	R150 106	R7 505	R15 011	R30 021	R22 516		R225 160	R22 516	R247 676	essential
15	R44: Provide 3m wide footpath on western side of the R44 (from Lang Rd to Welgevonden)	Cloetesville	Class 2	2 330						Lump Sum	R7 268 467	R726 855	R7 995 322	desireable
16	R44: Provide footpath (Extension of Ortell Rd in Cloetesville to the east) and bridge over R44	Cloetesville	Ped bridge	225	R5 628 750	R281 438	R562 875	R1 125 750	R844 313		R8 443 125	R844 313	R9 287 438	essential
17	Curry Rd: Extend sidewalk space on eastern side by 1) widening existing sidewalk and by 2) reducing drop-off area by installing delineated kerb	Cloetesville	Sidewalk	775	R512 297	R25 615	R51 230	R102 459	R76 844		R768 445	R76 844	R845 289	essential
18	Bloekom St: Improved traffic calming in front of school and extend existing sidewalk	Idasvalley	Sidewalk	400	R339 172	R16 959	R33 917	R67 834	R50 876		R508 757	R50 876	R559 633	essential
19	Extend Bicycle Lane from Cluver Rd along Rustenberg Rd and extend side	Idasvalley	Class 3	645	R606 754	R30 338	R60 675	R121 351	R91 013		R910 132	R91 013	R1 001 145	desireable
20	Cluver Rd: Provide smooth transition of bicycle lane onto sidewalk space on both sides of the road, widen sidewalk to convert into Bicycle Class 2	Idasvalley	Class 3	410	R128 800	R6 440	R12 880	R25 760	R19 320		R193 200	R19 320	R212 520	essential
21	Upgrade NMT route through Eikestadt Mall outside parking area; investigate re-arrangement of parking	CBD Stellenbosch Tow	Class 1	170	R257 102	R12 855	R25 710	R51 420	R38 565		R385 653	R38 565	R424 218	desireable
22a	Aan die Wagenweg: Upgrade of bicycle path and sidewalk space	CBD Stellenbosch Tow	Class 1	120	R101 600	R5 080	R10 160	R20 320	R15 240		R152 400	R15 240	R167 640	desireable
22b		CBD Stellenbosch Tow	Class 3	370	R159 700	R7 985	R15 970	R31 940	R23 955		R239 550	R23 955	R263 505	desireable
22c		CBD Stellenbosch Tow	Sidewalk	300	R275 825	R13 791	R27 582	R55 165	R41 374		R413 737	R41 374	R455 111	desireable
23	Van Rheede/ R44 Intersection: Improve pedestrian safety	CBD Stellenbosch Tow	Intersection							Lump Sum	R2 000 000	R200 000	R2 200 000	essential
24	R44: Provide footpath on eastern side of the R44 (from Doornbosch to Dorp) incl. ped bridge over Eerste River	CBD Stellenbosch Tow	Class 2	895						Lump Sum	R9 371 336	R937 144	R10 308 480	desireable
25a	R44: Upgrade footpath on eastern side of the R44 (from Paradyskloof to Doornbosch)	CBD Stellenbosch Tow	Class 2	415	R186 750	R9 338	R18 675	R37 350	R28 013		R280 125	R28 013	R308 138	essential

Project No.	Projects	Location	Project type/ category	Length (m)	Cost	Roadmarkings and Signage	Landscaping	Prelim & General Expenses	Contingencies	TOTAL CONSTRUCTION COST	Professional fees	TOTAL PROJECT COST	Priority
25b		CBD Stellenbosch Tow	Class 2	1 165	R553 620	R27 681	R55 362	R110 724	R83 043	R830 429	R83 043	R913 472	essential
26	Merriman Ave: Proposed shared footpath on southern side of the road (from Cluver to Simonsberg)	CBD Stellenbosch Tow	Class 2	485	R636 302	R31 815	R63 630	R127 260	R95 445	R954 453	R95 445	R1 049 898	desireable
27a	Simonsberg Rd: Provide shared facility & Implementation of traffic calming measures	CBD Stellenbosch Tow	Class 2	303	R169 680	R8 484	R16 968	R33 936	R25 452	R493 429	R49 343	R542 772	essential
27b		CBD Stellenbosch Tow	Class 2	205	R410 354	R20 518	R41 035	R82 071	R61 553	R615 531	R61 553	R677 084	essential
28a	Martinson Rd: Narrowing of road with a separate two-way bicycle facility (4m wide Class 3) on southern side between Omega Rd and Simonsberg Rd; incl. gateways and sidewalk on northern side	CBD Stellenbosch Tow	Class 3	0	Lump Sum					R1 592 726	R159 274	R1 752 000	desireable
28b		CBD Stellenbosch Tow	Sidewalk	1 050	R588 000	R29 400	R58 800	R117 600	R88 200	R882 000	R88 200	R970 200	desireable
29	Jonkershoek Rd: Upgrade of shared footpath (widen and resurface southside path where space allows) and provide lighting	CBD Stellenbosch Tow	Class 2	3 725	R2 951 250	R147 563	R295 125	R590 250	R442 688	R4 426 875	R442 688	R4 869 563	desireable
30	Bird St/ Adam Tas (R44) Intersection: Improve pedestrian safety	CBD Stellenbosch Tow	Intersection		R0	R0	R0	R0	R0	R1 500 000	R150 000	R1 650 000	essential
31	Strand St. R44/ Dorp St Intersection: Improve pedestrian safety	CBD Stellenbosch Tow	Intersection		R0	R0	R0	R0	R0	R1 500 000	R150 000	R1 650 000	essential
32	Adam Tas (R301)/ Dorp St Intersection: Improve pedestrian safety	CBD Stellenbosch Tow	Intersection		R0	R0	R0	R0	R0	R1 500 000	R150 000	R1 650 000	desireable
33a	Jamestown Webbersvallei Rd: Provide 3m wide shared facility on northern side	Jamestown	Sidewalk	120	R143 887	R7 194	R14 389	R28 777	R21 583	R215 830	R21 583	R237 413	desireable
33b		Jamestown	Class 2	1 000	R2 675 000	R133 750	R267 500	R535 000	R401 250	R4 012 500	R401 250	R4 413 750	desireable
34	Jamestown Drakensberg Rd: Provide shared NMT Facility	Jamestown	Class 2	330	R330 374	R16 519	R33 037	R66 075	R49 556	R495 560	R49 556	R545 116	desireable
35	Koelenhof: Investigation into safe ped crossing at railway line	Koelenhof	Rail crossing		R51 172	R2 559	R5 117	R10 234	R7 676	R76 757	R7 676	R84 433	essential
36	Kylemore Swart Rd: Extend existing sidewalk up to Helshoogte Road	Kylemore	Class 2	250	R72 974	R3 649	R7 297	R14 595	R10 946	R109 460	R10 946	R120 406	essential
37	Kylemore Gousblom St: Widen pedestrian space at school entrance	Kylemore	Pedestrian Street	125	R88 974	R4 449	R8 897	R17 795	R13 346	R133 460	R13 346	R146 806	essential
38	Kylemore Petunia St: Widen existing sidewalk on southern side, potentially convert into one-way street	Kylemore	Class 2	130	R97 787	R4 889	R9 779	R19 557	R14 668	R146 680	R14 668	R161 348	essential
39	Lanquedoc: Provide shared NMT facility as part of Class 2 as part of the Upgrading of the Lanquedoc Access Road (SRMP078)	Lanquedoc	Class 2	0	Included in RMP Project List					R0	R0	R0	essential
40	Klapmuts: Shared NMT path along Klapmuts River (off-road)	Klapmuts	Class 1	613	R1 118 120	R55 906	R111 812	R223 624	R167 718	R1 677 179	R167 718	R1 844 897	essential
41	Klapmuts Adams St: Widen existing sidewalk on western side	Klapmuts	Class 2	520	R263 370	R13 168	R26 337	R52 674	R39 505	R395 054	R39 505	R434 560	desireable
42	Klapmuts Alexander St: Widen existing sidewalk and traffic calming measures	Klapmuts	Class 2	430	R501 691	R25 085	R50 169	R100 338	R75 254	R752 537	R75 254	R827 790	desireable
43a	Klapmuts Merchant St: Widen existing sidewalk on eastern side (use full effective width) and convert into shared NMT facility	Klapmuts	Class 2	700	R336 802	R16 840	R33 680	R67 360	R50 520	R505 203	R50 520	R555 723	desireable
43b		Klapmuts	Class 2	95	R118 275	R5 914	R11 828	R23 655	R17 741	R177 413	R17 741	R195 154	desireable
44	Groendal Upper Lea Smit Rd: Upgrade sidewalks and introduce traffic calming	Groendal	Sidewalk	1 200	R651 172	R32 559	R65 117	R130 234	R97 676	R976 757	R97 676	R1 074 433	essential
45	Groendal Stiebeuel River: Provide shared NMT facility along river on western side from existing NMT path to Dalubuhle school	Groendal	Class 1	475	R1 117 737	R55 887	R111 774	R223 547	R167 661	R1 676 605	R167 661	R1 844 266	desireable
46	Groendal Jafthas St: Sidewalk along Jafthas St from Boonzaaier to Groendal High School (including ped crossing)	Groendal	Sidewalk	550	R242 000	R12 100	R24 200	R48 400	R36 300	R363 000	R36 300	R399 300	desireable
47	Groendal Davids St: Extend sidewalk by means of delineated kerb	Groendal	Sidewalk	365	R609 973	R30 499	R60 997	R121 995	R91 496	R914 959	R91 496	R1 006 455	desireable
48a	Groendal: Provide staircase and NMT route from higher lying informal area down to Dalubuhle Primary School	Groendal	Class 1	140	R961 000	R48 050	R96 100	R192 200	R144 150	R1 441 500	R144 150	R1 585 650	desireable
48b		Groendal	Sidewalk	105	R210 000	R10 500	R21 000	R42 000	R31 500	R315 000	R31 500	R346 500	desireable
49a	La Motte Robertsvlei Rd: Provide 3m wide shared facility on western side of Robertsvlei Rd (to be included in SRMP033)	La Motte	Class 2	615	R1 365 300	R68 265	R136 530	R273 060	R204 795	R2 047 950	R204 795	R2 252 745	desireable
49b		La Motte	Sidewalk	690	R415 987	R20 799	R41 599	R83 197	R62 398	R623 980	R62 398	R686 378	desireable
50	La Motte Main Rd: Provide pedestrian crossing	La Motte	Ped crossing		R14 685	R734	R1 468	R2 937	R2 203	R22 027	R2 203	R24 230	desireable
51	Franschhoek Main Road (R45): Upgrade existing pedestrian crossing points	Franschhoek	UA corrections		R95 226	R4 761	R9 523	R19 045	R14 284	R142 839	R14 284	R157 123	desireable
52	Wemmershoek: Rail crossing - Formalise path to PT stop on R45	Wemmershoek	Rail crossing	183	R199 470	R9 974	R19 947	R39 894	R29 921	R299 205	R29 921	R329 126	essential
53a	Wemmershoek: Formalise footpath on the western side of the R301 up to Wemmershoek access and pedestrian crossing at school access road	Wemmershoek	Ped crossing		R36 487	R1 824	R3 649	R7 297	R5 473	R54 730	R5 473	R60 203	essential
53b		Wemmershoek	Class 2	525	R934 750	R46 738	R93 475	R186 950	R140 213	R1 402 125	R140 213	R1 542 338	essential
54a	Wemmershoek: Formalise footpath on southern end of Wemmershoek up to school	Wemmershoek	Class 1	345	R619 750	R30 988	R61 975	R123 950	R92 963	R929 625	R92 963	R1 022 588	desireable
54b		Wemmershoek	Class 1	115	R119 500	R5 975	R11 950	R23 900	R17 925	R179 250	R17 925	R197 175	desireable
<b>TOTAL</b>				28 149	<b>R41 771 280</b>	R2 088 564	R4 177 128	R8 354 256	R6 265 692	<b>R114 510 157</b>	R11 791 689	<b>R126 301 846</b>	