

MUIZENBERG PEDESTRIAN TOURISM ROUTES



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STUDY AREA



MUIZENBERG INITIS BROADER CONTEXT

METHODOLOGY

The task was carried out in two phases consisting of an initial desktop study of existing tourist attractions and a field study to confirm and include additional information.

The desktop study included using maps, books and existing knowledge of tourist attractions in Muizenberg and locating these on an aerial of Muizenberg. We identified Historical buildings, recreational areas, restaurants/cafes/bakeries, institutional and religious buildings. Using the populated map we devised a draft route layout that will be confirmed in the field study.

Information was captured directly onto printed GIS aerial maps of the area.

The field study objectives are to

- confirm all the tourism attractions and include additional attractions that were not captured in the desktop study
- conduct a signs audit of all components of existing navigational road and pedestrian signage
- conduct an audit of all structures and pavement conditions along the proposed routes
- Photographing all relevant information and attractions

A second field study will be used to capture all the data using GPS survey system. This method involves Importing the GPS coordinates into GIS as a shapefile.

GIS capture

The Gis software that was used was ArcGIS Dektop version 9. Once the field survey was complete, the information captured had to be imported into a GIS database.

MUIZENBERG PEDESTRIAN TOURISM ROUTES



The focus in Muizenberg will be on creating a pedestrian environment or a gateway that will enhance the visitors experience of the area. The project, would plan for a safe and aesthetically pleasing road-side environment free of visual clutter caused by a plethora of illegal, excessive and/or outdated signage, unnecessary furniture and fittings and problematic pavements thus easing the pedestrian's navigational task or to create a sense of place approaching the tourism precinct. The project can also include many things like signage and or markers.

ROUTE A_HISTORICAL BUILDINGS AND BATTLE SITE ALONG BEACH ROAD



The historical route extends from the Muizenberg Station southwards along the sidewalk in Beach Road towards St James. There are a number of historical buildings along this route, including the Muizenberg Battlefield site, Het Posthuys and Rhodes Cottage. The sidewalk has recently been upgraded and is in good condition. The sidewalk is an asphalt surface with red brick paving and cobbles used to celebrate historical entrances. the historical stone kerbing has been retained.

LEGEND

- ROUTE A
- RECREATIONAL
- INSTITUTIONAL
- ACCOMODATION
- RESTAURANT/CAFE/BAKERY
- RELIGIOUS
- HISTORICAL

1. The station precinct was recently upgraded. The entrance is uncluttered. The coping on the walls have been recently repaired.

There is poor provision for wheelchair access, low walls cross the pathway at the entrance.



2. There are multiple signboards in close proximity that could form part of one signage board. Some signage dealing with traditional weapons is inappropriate in this precinct



3. Paving along the sidewalk at Het Posthuis is in good condition, red brick with cobble edging is used to indicate historical significance. Historical stone kerbing has been retained along the sidewalk.



4. The sign in front of Het Posthuis is old and in need of some revitalisation. The signage is hidden behind a small palm.



5. Construction is underway at the Historical Carnegie Library



6. Road signage on the pavement



7. The asphalt pavement is broken and patched. The badly rusted light post outside the station should be removed and replaced.



8. Entrance roads are celebrated by red brick paving with a cobble edging along the sidewalk along the Kalk Bay road



9. This parking lot should be redesigned to reflect the historical significance of the Battle of Muizenberg site.



10. The informative signage is positioned behind a palisade fence which has a negative impact on the sense of place. The area should be more sensitively designed and turned into a positive urban environment



ROUTE B_STATION TO ST JAMES (COASTAL WALKWAY)



The coastal walkway starts at the Muizenberg Station and extends towards St James. The walkway is in good condition with many opportunities for seating along the walkway. The benches along the walkway are not in good condition and many need to be replaced or fixed. The steel balustrade needs to be repaired in certain places. The concrete walkway is in good condition and only needs minimal repair in some places.

LEGEND

- ROUTE B
- RECREATIONAL
- INSTITUTIONAL
- ACCOMODATION
- RESTAURANT/CAFE/BAKERY
- RELIGIOUS
- HISTORICAL

1. Slipway to the shoreline to be signposted



2. Subway access is in good condition



3. Asbestos piping and rusted piping exposed above subway entrance



4. View through the subway towards the beach. Green council bin is poorly placed and spoils the framed view



5. Good position of benches. Mix of bench designs, polywood bench next to exposed aggregate and timber bench, could be simplified.



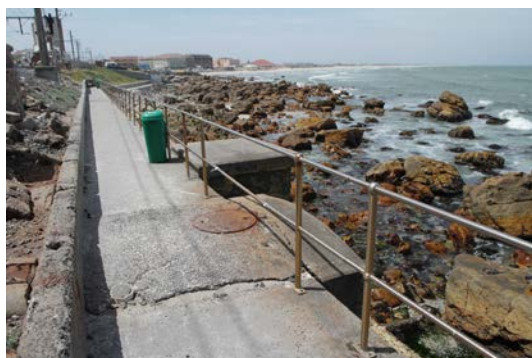
6. Benches along the shoreline



7. Vibacrete structure/walls should be removed as it detracts from the natural environment



8. Green council bins are placed too frequently along the walkway creating a cluttered effect, there are far too many along this stretch



9. Good position for seating area but benches are broken and in need of repair



12. Concrete walkway the along coast, looking towards Muizenberg is clear well maintained and uncluttered



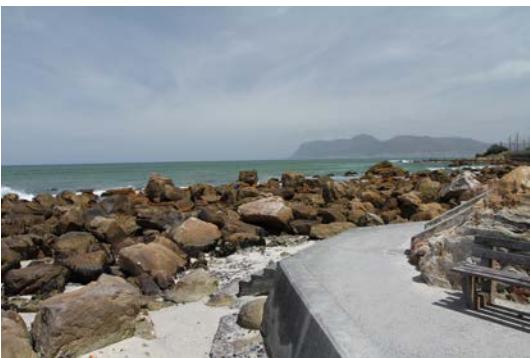
13. Contradictory signage, Table Mountain National Park sign indicates that fishing is allowed while the City of Cape Town sign indicates fishing is prohibited.



14. Broken benches along the walkway need to be repaired. Wall facing the sea has been painted white to hide graffiti, a more neutral grey colour could be used.



15. In general the pathway is pleasant and uncluttered with great views and easy access.



17. Green council bin thoughtlessly placed above the walkway is unreachable



18. Sign indicating the start of the route



ROUTE C_STATION TO MUIZENBERG PAVILION (ON THE BEACH)



The walk starts at Muizenberg Station and extends eastward along the beach towards the Muizenberg Pavilion and links to the proposed boardwalk along the dunes.

The paved walkway is uncluttered and in good condition and contains timber seats creatively integrated with the retaining wall.

LEGEND

- ROUTE C
- RECREATIONAL
- INSTITUTIONAL
- ACCOMODATION
- RESTAURANT/CAFE/BAKERY
- RELIGIOUS
- HISTORICAL

1. Directional signage needed at station parking lot indicating pedestrian routes to St James and to Muizenberg Pavilion.



2. Unused sign posts to be removed



3. Temporary yellow safety railings to be removed and replaced with bollards



4. Storm damaged and eroded area is a hazard, paving to be repaired and the railing and bollards are to be reinstated



5. Historic post and rail repaired with modern railing, a sign of disrespect to the historic elements



6. The walkway along the beach, brick paving is in good condition and well maintained



7. Timber benches along the walkway creatively integrated with the low wall and painted in colours inspired by the changing huts



8. Paving in the forecourt area is well maintained, the showers are well utilised and designed.



9. Signage along the pathway is facing the wrong direction. Informative signage should be located where it will be visible to users



10. Green council bins are placed too frequently along the pathway. This dominates the visual experience along the route. It would be better if they were a more neutral colour rather than the bright green



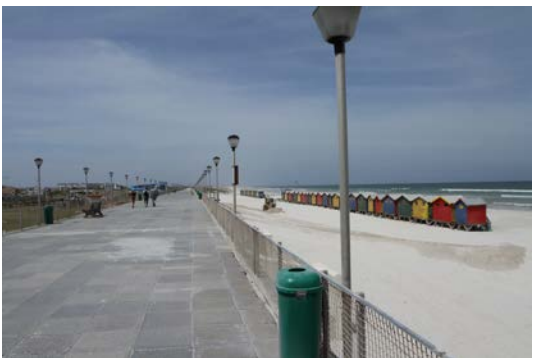
11. Directional signage should be available at this point. Brick paving is on good condition. Ramps allow for good wheelchair access



12. Signage



13. Concrete pavers in good condition along the pavilion walkway. Green council bins are placed too frequently along the walkway.



14. Large, out of scale signage board in a pedestrian environment. It should be reduced to limit visual clutter and impact



15. Pools and recreational areas are well maintained and used



ROUTE D_STATION TO THE VILLAGE AND BACK TO THE BEACH



The route starts at the Muizenberg Station and extends down Main Road towards the village and back towards the beach. The route includes restaurants and many recreational activities. The route extends across the existing railway crossing which is to be retained but accomodate for universal access.

LEGEND

- ROUTE D
- RECREATIONAL
- INSTITUTIONAL
- ACCOMODATION
- RESTAURANT/CAFE/BAKERY
- RELIGIOUS
- HISTORICAL

1. Large signage addressing drivers dominates the pedestrian experience



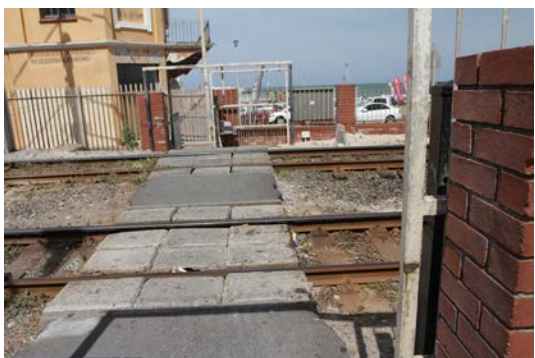
2. Asphalt paving is used on most of the footpaths, it is functional but creates the illusion of an extension to the road surface, does therefore not differentiate visually, the pedestrian environment



3. Historic bollards to be used throughout pedestrian routes as a unique feature to Muizenberg



4. Gritty railway crossing to be retained



5. Very poor wheelchair access due to narrow gate



6. Kerbs are not lowered to allow for wheelchair access. Covered sidewalk provides a comfortable pedestrian environment



7. Lowered kerb is sufficient for wheelchair access but there is no provision for the blind e.g. bubble pavers to indicate pedestrian crossing. This is a problem throughout Muizenberg



8. Asphalt surfacing along the pedestrian sidewalk and road are too similar. A distinction between pedestrian route is necessary



9. Asphalt surfacing is broken and in need of repair



10. Mosaic



11. Large signage boards are not placed with the pedestrian in mind. Posts block the sidewalk which does not allow easy access for wheelchairs.



12. Signage clutter, hand signs add to the sense of place and should be encouraged. Posts block the sidewalk which hinders access for wheelchairs.



13. Pedestrian crossing makes no provision for the blind. Textured pavers and traffic lights that produce a sound when it is safe to cross should be introduced



15. Degraded exposed aggregate and cobble paving



16. Repairs to the sidewalk are made with different paving materials to the original.



ROUTE E_VILLAGE WALK



The village walk includes Palmyra Road, Kilarney Road, Church Road and Hanson Road. The walk extends to False Bay Station. In general there are little or no sidewalks throughout Muizenberg. In Palmyra and Killarney Road there sidewalks are congested due to cars parking along and on the sidewalk. Pedestrians currently walk in the street. The route extends through the village retail area and pass many restaurants in Palmyra Road.

LEGEND

- ROUTE E
- RECREATIONAL
- INSTITUTIONAL
- ACCOMODATION
- RESTAURANT/CAFE/BAKERY
- RELIGIOUS
- HISTORICAL

1. Signage indicating the old village does not stand out against corner cluttered with street signs and advertising boards



2. Killarney Road - parked cars dominate the sidewalks and pedestrians are forced to walk in the street



3. Local bakery along the pedestrian route



4. Historic Whalemans House's



5. Narrow streets with limited sidewalks, this is uncomfortable for pedestrians but add to the village feel



6. Village signage is not reflective of the character of the old village



7. The Village retail area



9. Covered sidewalk adjacent to restaurants and shops is in good condition and provides a comfortable pedestrian environment. The sidewalk is a comfortable width and allows the pedestrian to engage with the village shops and restaurants



11. Sidewalks are very narrow and dominated by parked cars. Kerbs are not lowered to allow for wheelchair access. Historical kerb has been retained throughout the old village



12. Asphalt is broken and patchy and in need of repair. Sign posts are placed in the middle of the sidewalks limiting universal access



13. Historic kerb has been retained and buildings have interesting gables



15. This area has no designated sidewalk area



16. Broken asphalt to be repaired



17. Restaurant and market located along the route



18. There is no designated pathway when crossing the railway from the village side, only a pedestrian gate at the level crossing



19. A pedestrian gate on one side indicates which side of the route to walk but a change in surface would be more legible to pedestrians



20. Route leading up to Main Road



21. An old, empty sign placed in the middle of the sidewalk should be removed



22. Large vehicular signboards dominate and clutter the pedestrian route



23. Narrow sidewalk along Main Road



24. Masque theatre located along the pedestrian route



25. Signage should be placed along the main road indicating that there is pedestrian access via a subway to the village.



26. No designated pedestrian pavement. Delivery trucks offload to Checkers in this area which leaves little space for the pedestrian



27. The subway entrance is clearly defined and in good clean condition



28. Asphalt is patchy and broken at village side of the subway



29. Church street - historical buildings of the old village



30. Church Street - there is a narrow sidewalk on one side of the road. Light posts and bins block the sidewalk.



31. Hanson Street - the concrete sidewalks are degraded and need to be repaired.



31. Hanson Street - the asphalt sidewalks with historical stone kerbs are in good condition.



ROUTE F_PARK AND TRAILS



The route extends from Main Road through Muizenberg Park, up towards Boyes Drive linking to the Table Mountain National Park Hiking Trails. Muizenberg Park is well maintained and in good condition. The sidewalk along Boyes Drive is in need of repair as there are large cracks in places. There are seating bollards placed in the middle of the walkway which does not permit universal access. These seating bollards and bins should be located near significant entrance points. The hiking trail leading up to Boyes Drive is overgrown and there is no signage indicating that the route extends towards the Table Mountain National Park Hiking Trail. The railway sleepers need to be reset and secured.

LEGEND

ROUTE F

RECREATIONAL

INSTITUTIONAL

ACCOMODATION

RESTAURANT/CAFE/BAKERY

RELIGIOUS

HISTORICAL

1. Entrance into Muizenberg Park is undefined.



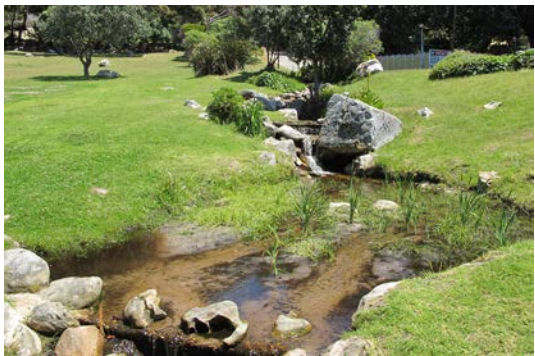
2. The signage does not reflect any character of the park or Muizenberg. The park is generally in a good condition and well maintained.



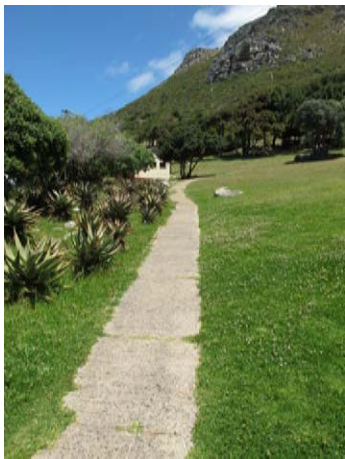
3. Sandstone and grass footpath is a positive element in the park, could be extended into undeveloped desire lines



4. The river is a natural feature in Muizenberg Park. The route crosses the river on a timber bridge.



5. Smooth exposed aggregate walkway is in good condition.



6. Upper end of the park is inhabited by vagrants and feels unsafe.



7. Grassed park areas in the lower part of the park is well maintained.



8. Police station.



9. Historic stone paving should be retained and is in need of repair in some areas.



10. Desire line through the park.



11. Drainage channel in asphalt sidewalk is in need of repair. Water is flooding the pedestrian route. Surrounding asphalt is patchy and in need of repair.



12. Informative signage is needed to indicate where the stairs lead to.



13. Rusted railings need to be replaced.



14. Change in surface indicating pedestrian route.



15. Concrete finish on top of brick paving is disintegrating on the stairway and in need of repair.



16. Concrete footpath leading to the mountain trails.



17. Concrete steps in fair condition.



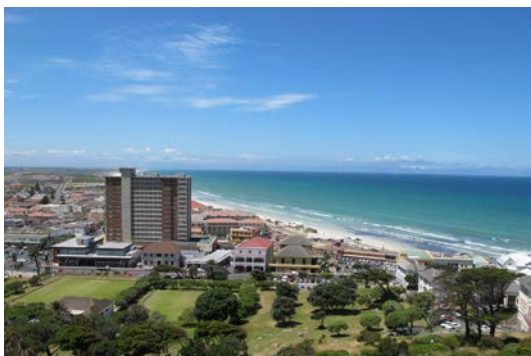
17. Footpath leading up to Boyes Drive is overgrown and not clearly demarcated. Informative signage is needed to indicate that there is access to the hiking trails further up.



19. Railway sleepers need to be leveled and the footpath should be cleared and clearly demarcated.



20. View of Muizenberg from Boyes Drive.



21. Informative signage is needed at this point to indicate routes and directions to pedestrians.



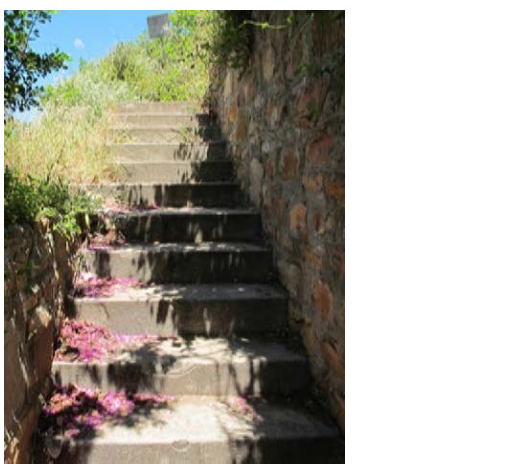
22. Rocky pathway leading up to Boyes Drive.



23. Entrance to the hiking trails is clearly defined. This kind of stonework should be extended and used throughout the rest of Muizenberg, not only on mountain trails.



24. Concrete steps at the trail head are in good condition.



25. Old , blank signboard to be removed.



26. View of the mountain along the hiking trails.



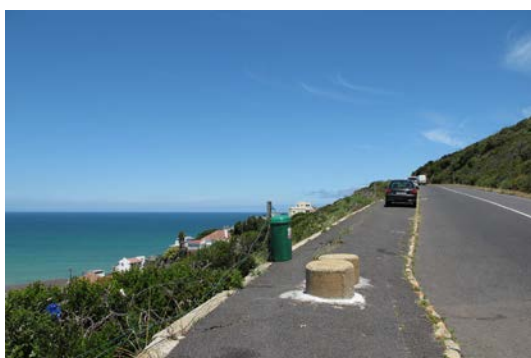
27. Stairway leading up to Boyes Drive. Informative signage is needed at this point to orientate pedestrians.



28. Mature trees create a shady, comfortable pedestrian environment.



29. Exposed aggregate bollards placed at random along the sidewalk could be removed.



30. Asphalt sidewalk along Boyes Drives is in need of repair.



31. Hiking trail head signage.

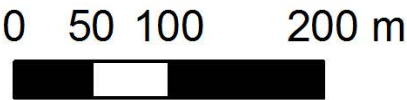
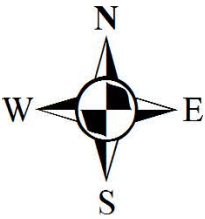


MUIZENBERG PEDESTRIAN TOURISM ROUTES - GPS POINTS

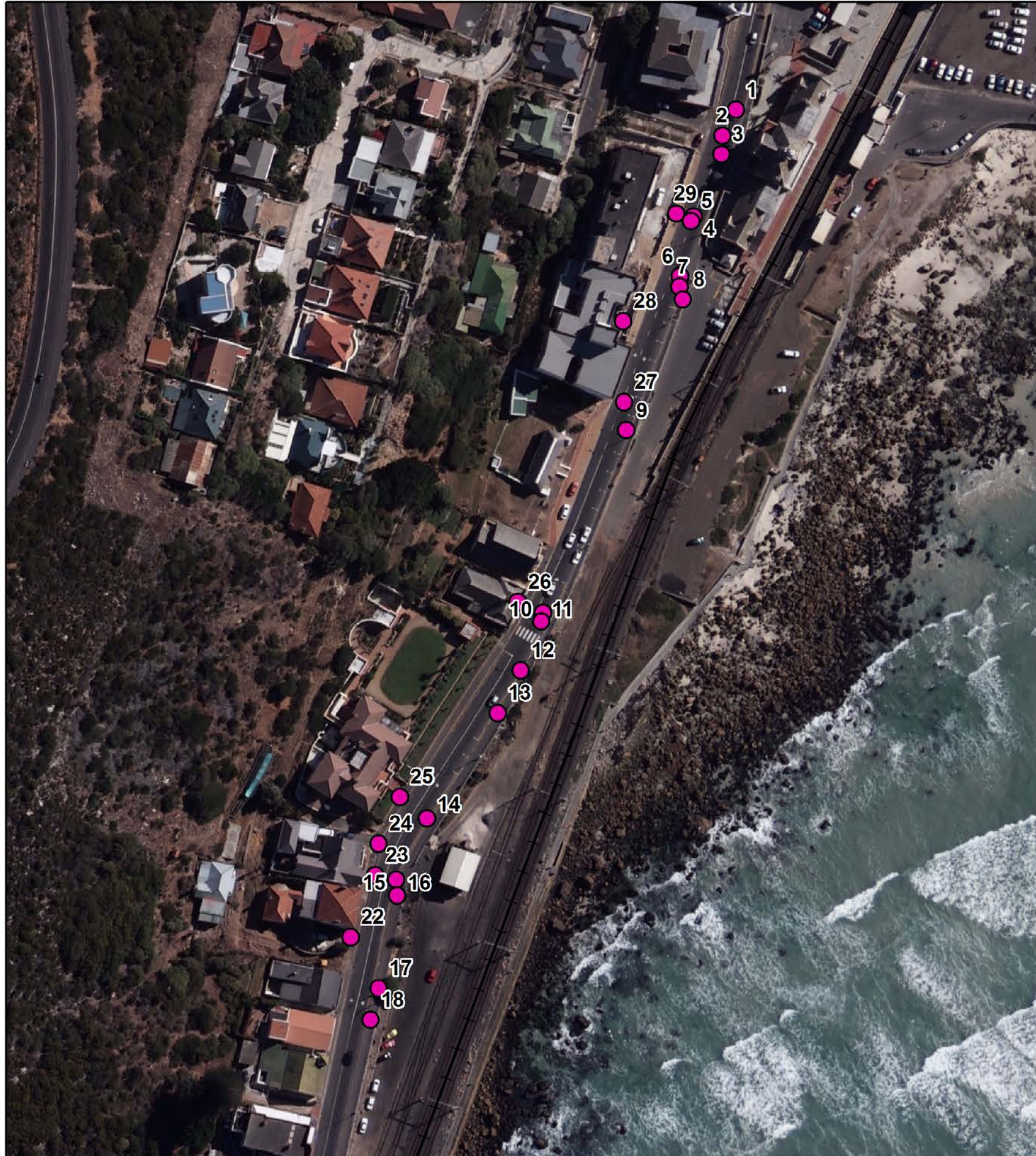


Route

- A
- B
- C
- D
- E
- F

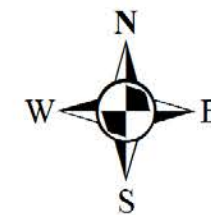


ROUTE A_HISTORICAL BUILDINGS AND BATTLE SITE ALONG BEACH ROAD



ROUTE A

1. Asphalt to be repaired
2. Asphalt to be repaired
3. Asphalt to be repaired and green electrical box to shift outside the sidewalk to allow wheelchair access
4. Asphalt to be repaired
5. Remove old rusted lamppost
6. Dropped concrete kerb to be repaired
7. Asphalt to be repaired
8. Asphalt to be repaired
9. Asphalt to be repaired
10. Move pedestrian sign to the edge of the sidewalk to allow for wheelchair access
11. Balustrade to be repaired
12. Asphalt to be repaired
13. Edge of the asphalt sidewalk to be repaired
14. Asphalt to be repaired
15. Asphalt to be repaired
16. Stone kerb to be repaired
17. Steel railing to be repaired
18. Empty signage post to be removed
19. Proposed signage at battle field site
20. Steel grating to be replaced
21. Steel grating to be replaced
22. Steel grating to be replaced
23. Asphalt to be repaired
24. Asphalt and kerb to be repaired
25. Remove road sign from pedestrian route
26. Remove green council bin from the middle of the sidewalk
27. Sidewalk under construction
28. No parking signage facing the wrong direction
29. Remove pedestrian crossing signage - there is no marking on the road indicating pedestrian crossing



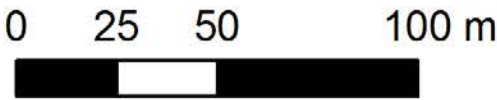
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ROUTE B_STATION TO ST JAMES (COASTAL WALKWAY)

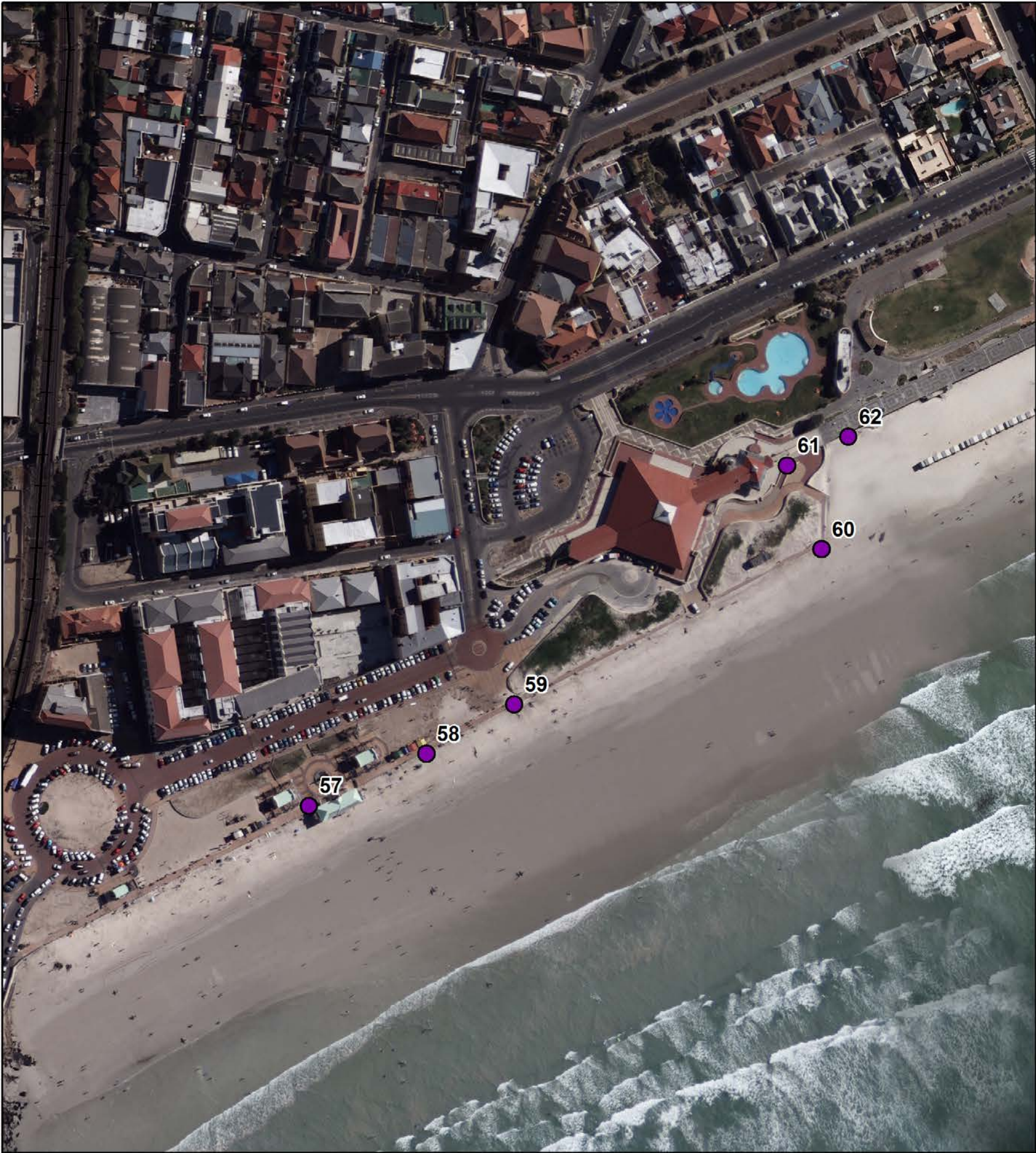


ROUTE B

- 30. Open, disused canal is a hazard at the entrance to the station. Step does not allow universal access
- 31. Remove rusted signage post
- 32. St James Walk Signage
- 33. Timber bench to be repaired
- 34. Conflicting TMNP and CoCT signage
- 35. Remove green council bin situated above the walkway
- 36. Hand rail to be installed along concrete steps
- 37. Timber bench to be repaired/replaced
- 38. Timber bench to be repaired/replaced (2 benches)
- 39. Timber bench to be repaired/replaced (2 benches)
- 40. Repair asphalt edge to ramp
- 41. Steel balustrade to be fixed
- 42. Steel balustrade to be fixed
- 43. Repair holes in concrete walkway
- 44. Missing railings to be installed (2m in length)
- 45. Timber bench to be repaired/replaced
- 46. Green council bin obstructs view of the sea from the subway - move out of the way
- 47. Remove concrete wall adjacent to Bailey's Cottage
- 48. Exposed asbestos piping to be repaired
- 49. Entrance to Subway (Beach Road)
- 50. Entrance to Subway (Sea side)
- 51. Proposed signage
- 52. Proposed signage
- 53. Yellow barriers - currently under construction
- 54. Remove empty signage post
- 55. Asphalt to be repaired
- 56. Asphalt to be repaired
- 57. Install ramp to allow for universal access



ROUTE C_STATION TO MUIZENBERG PAVILION (ON THE BEACH)



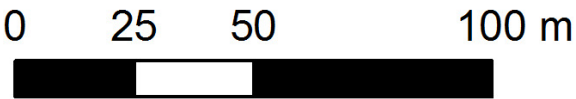
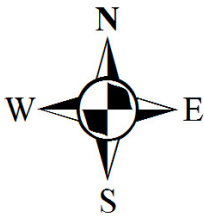
ROUTE C

- 58. Green council bins every 8-10m
- 59. Signage facing the wrong direction - move to face pedestrians along the pathway
- 60. Proposed signage
- 61. Restrictive signage
- 62. Move signage to face the correct direction

ROUTE D_STATION TO THE VILLAGE AND BACK TO THE BEACH



- ROUTE D
- 63. Dropped kerb - install concrete tactile paving to allow for universal access
 - 64. Dropped kerb - install concrete tactile paving to allow for universal access
 - 65. Repair and level rusted signage
 - 66. Asphalt to be repaired
 - 67. Move large railway signage - post to be moved to the side of the sidewalk to allow for universal access
 - 68. Large railway signage
 - 69. Road name signage to be repaired (Clarendon road)
 - 70. Asphalt to be repaired
 - 71. No sidewalk
 - 72. Disintegrated paving to be repaired
 - 73. Cobble paving repaired with brick paving
 - 74. Lampost situated in the middle of the sidewalk
 - 75. Falafel shop
 - 76. Railway crossing
 - 77. Move railway signage to allow for universal access
 - 78. Asphalt to be repaired
 - 79. Dropped kerb - install concrete tactile paving to allow for universal access
 - 80. Dropped kerb - install concrete tactile paving to allow for universal access
 - 81. Asphalt to be repaired
 - 82. Asphalt to be repaired
 - 83. Signage situated in the middle of the sidewalk - move signage to the side of the walkway to allow for universal access
 - 84. Dropped kerb - install concrete tactile paving to allow for universal access
 - 85. Dropped kerb - install concrete tactile paving to allow for universal access
 - 86. Signage situated in the middle of the sidewalk - move signage to the side of the walkway to allow for universal access

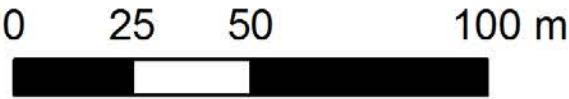


ROUTE E_VILLAGE WALK



ROUTE E

- 87. Dropped kerb - install concrete tactile paving to allow for universal access
- 88. Proposed signage
- 89. Asphalt to be repaired
- 90. Asphalt to be repaired
- 91. Asphalt to be repaired
- 92. Asphalt to be repaired
- 93. Install dropped kerb and tactile pavers to allow for universal access
- 94. Install dropped kerb and tactile pavers to allow for universal access
- 95. No wheelchair access
- 96. Install dropped kerb and tactile pavers to allow for universal access
- 97. Install dropped kerb and tactile pavers to allow for universal access
- 98. Asphalt to be repaired
- 99. Proposed signage
- 100. Install dropped kerb and tactile pavers to allow for universal access
- 101. Install dropped kerb and tactile pavers to allow for universal access
- 102. Move signage to the side of sidewalk
- 103. Asphalt to be repaired
- 104. Asphalt to be repaired
- 105. Install dropped kerb and tactile pavers to allow for universal access
- 106. Install dropped kerb and tactile pavers to allow for universal access
- 107. Asphalt to be repaired
- 108. Repair holes in concrete surface - no sidewalk
- 109. Widen pedestrian gate at railway crossing to allow for universal access
- 110. Widen pedestrian gate at railway crossing to allow for universal access
- 111. Remove empty sign from the middle of the sidewalk
- 112. Signage posts obstructing the the sidewalk - move signage to the side of the walkway to allow for universal access

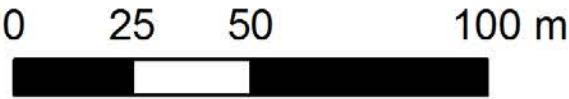


ROUTE E_VILLAGE WALK



ROUTE E

- 113. Signage posts obstructing the the sidewalk - move signage to the side of the walkway to allow for universal access
- 114. Dropped kerb - install concrete tactile paving to allow for universal access
- 115. Dropped kerb - install concrete tactile paving to allow for universal access
- 116. Dropped kerb - install concrete tactile paving to allow for universal access
- 117. Dropped kerb - install concrete tactile paving to allow for universal access
- 118. Install dropped kerb and tactile pavers to allow for universal access
- 119. Install dropped kerb and tactile pavers to allow for universal access
- 120. Install dropped kerb and tactile pavers to allow for universal access
- 121. Install dropped kerb and tactile pavers to allow for universal access
- 122. Install dropped kerb and tactile pavers to allow for universal access
- 123. Asphalt to be repaired
- 124. Install dropped kerb and tactile pavers to allow for universal access
- 125. Repair concrete surface along sidewalk
- 126. Asphalt to be repaired - electric box and light obstruct the sidewalk
- 127. Proposed signage
- 128. Entrance to subway (Village side)
- 129. Entrance to Subway (Main Road)
- 130. Install dropped kerb and tactile pavers to allow for universal access
- 131. Signage to be levelled and shifted to the side of the sidewalk
- 132. Asphalt to be repaired
- 133. Asphalt to be repaired
- 134. Large signage posts obstructing the sidewalk - move to allow for universal access

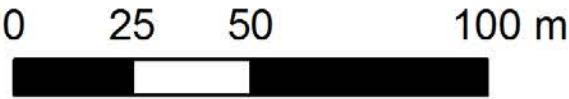


ROUTE E_VILLAGE WALK



ROUTE E

- 135. Dropped kerb - install concrete tactile paving to allow for universal access
- 136. Dropped kerb - install concrete tactile paving to allow for universal access
- 137. Install dropped kerb and tactile pavers to allow for universal access
- 138. Install dropped kerb and tactile pavers to allow for universal access

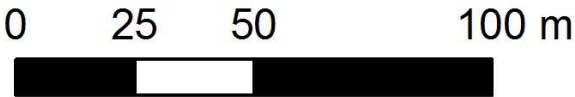
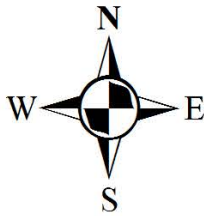


ROUTE F_PARK AND TRAILS



ROUTE F

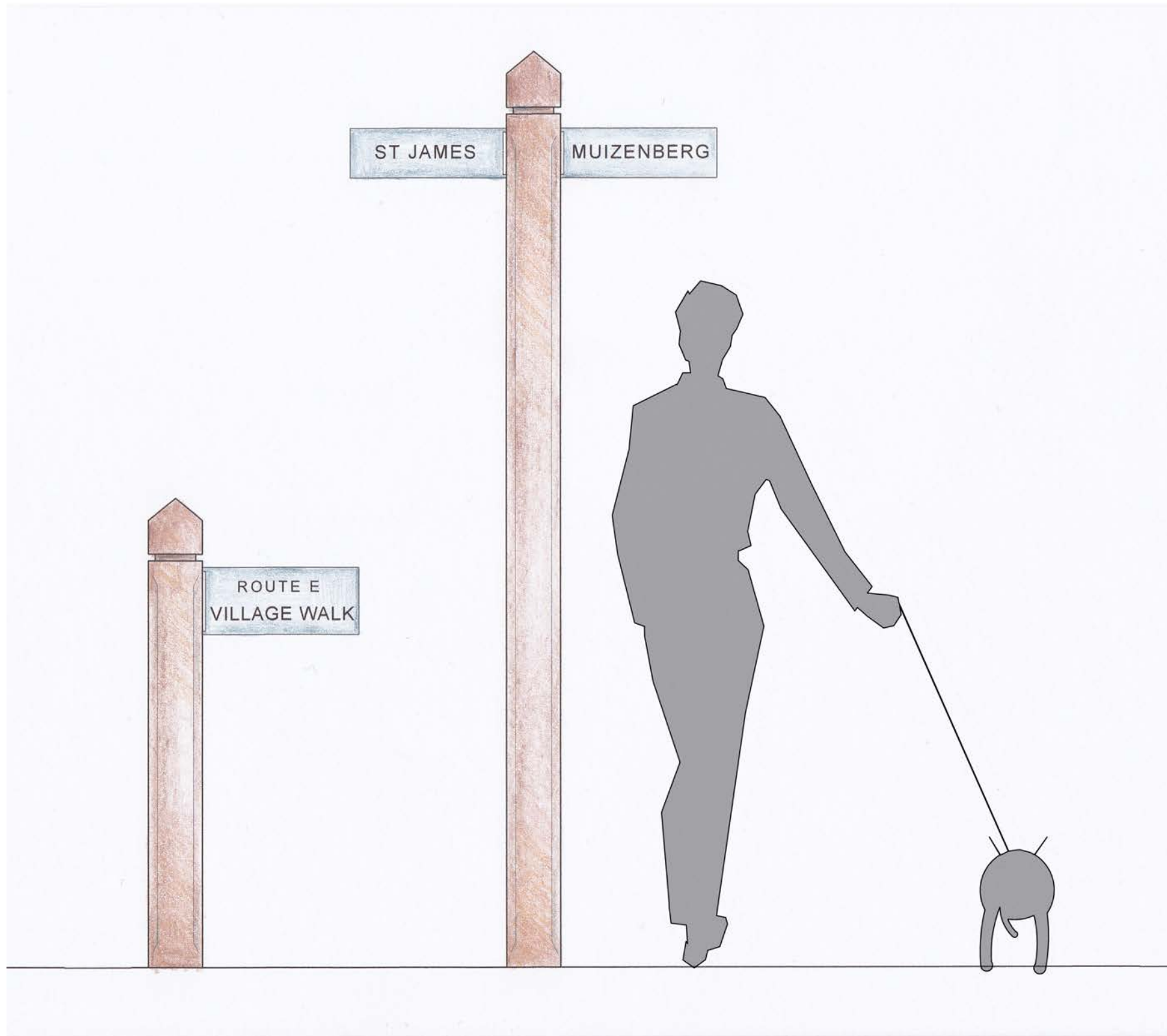
- 139. Replace grating
- 140. Replace rusted railing
- 141. Proposed signage
- 142. Repair disintegrated concrete coping on steps
- 143. Railing to be repaired (start)
- 144. Railing to be repaired (end)
- 145. Proposed trail signage
- 146. Clear pathway and reset timber sleeper steps
- 147. Install dropped kerb and tactile pavers to allow for universal access. Asphalt to be repaired
- 148. Install dropped kerb and tactile pavers to allow for universal access. Asphalt to be repaired
- 149. Dropped kerb - install concrete tactile paving to allow for universal access
- 150. Install edging to prohibit grassing form growing over sidewalk (251 - 254). Proposed signage
- 151. Pathway in the park in good condition
- 152. Timber bridge
- 153. Proposed signage
- 154. Proposed signage
- 155. Concrete steps to be repaired (minor cracks)
- 156. Repair railing. Asphalt to be repaired (260 - 261)
- 157. Seating bollards and green council bin situated in the middle of the sidewalk - move to the side to allow universal access
- 158. Seating bollards and green council bin situated in the middle of the sidewalk - move to the side to allow universal access
- 159. Proposed signage
- 160. Clear pathway, loose rocks to be stabilised (250 - 264). Concrete steps to be repaired. Install and rail to the top end of pathway



PROPOSED SIGNAGE MAP



PROPOSED SIGNAGE DETAIL



DIRECTIONAL SIGNAGE 1:10