

MUIZENBERG PEDESTRIAN TOURISM ROUTES

NOVEMBER 2012



LEGEND

PEDESTRIAN ROUTES



RECREATION



INSTITUTIONAL



ACCOMMODATION



RESTAURANT/CAFE/BAKERY



RELIGIOUS



HISTORIC BUILDINGS



DRAFT ROUTE LAYOUT FOR DISCUSSION

MUIZENBERG PEDESTRIAN  
TOURISM ROUTES  
November 2012

EARTHWORKS LANDSCAPE ARCHITECTS



ROUTE A\_HISTORICAL BUILDINGS AND BATTLE SITE ALONG BEACH ROAD

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)

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 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.



16. Broken benches along the walkway need to be repaired.



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



18. Sign indicating the start of the route

10. There is no signage to indicate access point to the road. These pathways are not clearly demarcated



11. Balustrading has missing railings



ROUTE C\_STATION TO MUIZENBERG PAVILION (ON THE BEACH)

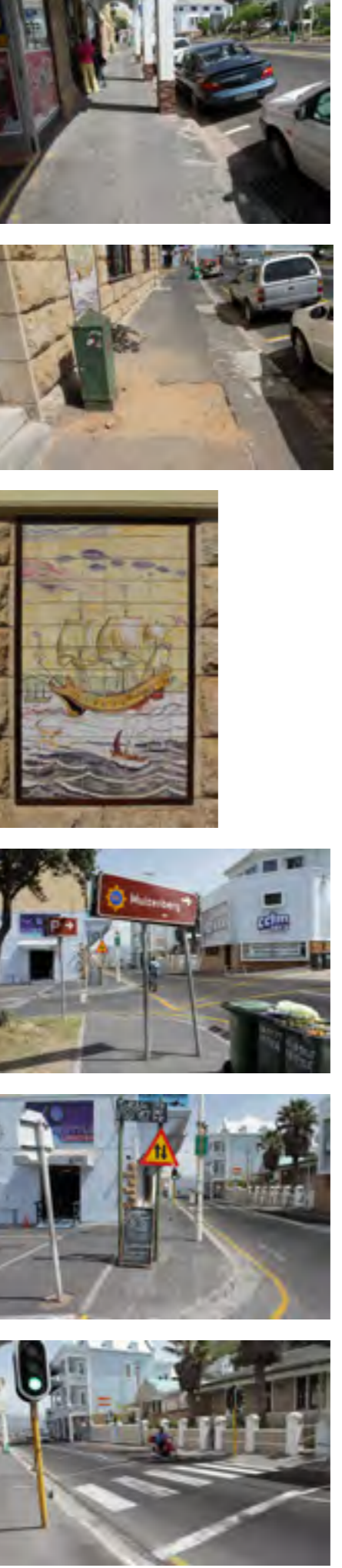
- 1. Directional signage needed at station parking lot indicating pedestrian routes to St James and to Muizenberg Pavilion.
- 2. Unused sign posts to be removed
- 3. Temporary yellow safety railings to be removed and replaced with bollards
- 4. Storm damaged and eroded area is a hazard, paving to be 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

- 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

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



- 15. Degraded exposed aggregate and cobble paving

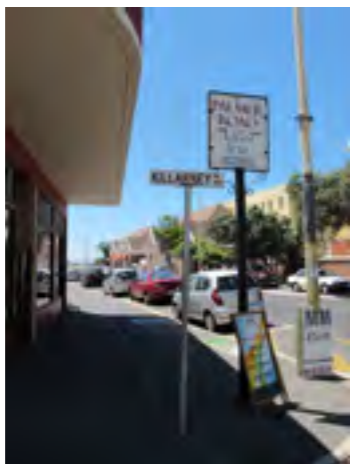


- 14. The paved walkway is a mix of different paving patterns and asphalt. The sidewalk is a comfortable width



# ROUTE E\_VILLAGE WALK

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



8. Some design and creative studios are found along the route



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



10. Sidewalk Cafe



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



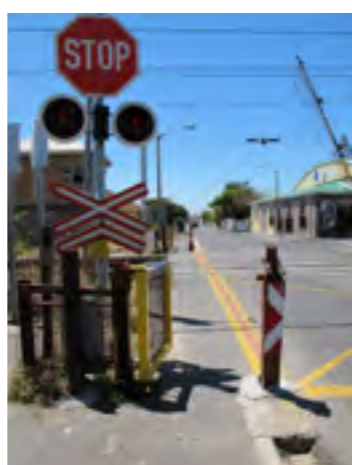
17. Restaurant and market located along the route



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

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 will 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.

