

ACCESSIBILITY	SAFETY
CHANGE OF CHARACTER (NEW FUNCTIONS)	GUIDED TOURS AND INSURANCE PLANS
ACCESS FOR THE IMPAIRED	EMERGENCY PLANS
NATURE AND TEMPORARY CLOSURE	FIRE PLANS/DRILLS
PARKING AND TRANSPORT PLANS	NATIONAL LAW /EU DIRECTIVES
MODAL SPLIT / MULTI-MODAL	CCTV AND CONTROL
DISTANCE AND ACCESS	TOP OF BUILDINGS PROBLEM
CHANGE OF MILITARY TO PUBLIC FUNCTION	VEGETATION
HISTORICAL ROAD SIGNS	VOLUNTEERS
VIDEO INTERPRETATION	DECONTAMINATION
OVER USE AND EROSION	MILITARY FUNCTION /NOT SECURE
POLLUTION	SAFE SURFACES
IMPAIRED ACCESS ROUTE	

CROSS-CUTTING

- A. CRIME ACCESS AND SECURITY CONTROL
- B. IMPAIRED ACCESS AND RELATED SAFETY
- C. PLANS, DRILLS AND GUIDANCE
- D. VOLUNTEERS AND ASSISTANCE
- E. INSURANCE AND CORDONED OFF AREAS
- F. CCTV AND CONTROL

ANN THOMAS

FABIAN ALBERT

PETTERI TAKKULANICHOLAS FAUCHERRE

CECILE RANISE (STUDY)

MALCOLM BORG

Access, Safety and Security

- FROM THE EXAMPLES SEEN SAFETY AND ACCESS ARE OFTEN CONTRADICTORY AND CONFLICTING WITH AN IMPACT ON THE MONUMENT OR ASSET. GIVE EXAMPLES OR PRACTICESD APPLICATIONS AND SOLUTIONS TO THE APPLICATION OF ACCESS AND SAFETY GUIDELINES.

SPANDAU	ACCESS LEVEL 1	ACCESS LEVEL 2	ACCESS LEVEL 3	SAFETY & SECURITY
PROBLEMS	CITY TO CITADEL	NATURE PROTECTION 300m buffer	SURFACES/ FLOORING	EVENTS GUIDELINES
SOLUTIONS	BICYCLES	PEDESTRIANISE D	SMOOTH SURFACE CONVERTIBLE FLOORING /PATH	CAPACITY VISITOR MANAGEMENT CAPPED at 6K to 10K
				CCTV /WATCHMEN 24/7

FORT 4	ACCESS LEVEL 1	ACCESS LEVEL 2	ACCESS LEVEL 3	SAFETY & SECURITY
PROBLEMS	CITY TO FORT (500m) CAR DEPENDENT	CITY TO FORT (500m) CAR DEPENDENT	QUOTA 5m to 500 pax ratio CASEMATES AND REDOUBT	(1)CLOSED MOAT NO LIGHTING(2)IMPACT ON NATURE (LIGHT POLLUTION)
SOLUTIONS	PHYSICAL BARRIERS	PHYSICAL BARRIERS	OPEN EMBRASURES	DOWNLIGHTIN G/LED LIGHTS

SUOMENELINA	ACCESS LEVEL 1	ACCESS LEVEL 2	ACCESS LEVEL 3	SAFETY & SECURITY
PROBLEMS	FERRY AND SEASONAL NATURE	NA	(1)SURFACES FOR IMPAIRED AND WHEELED (2)UNAUTHORISED GUIDED TOURS AND BAD NEIGHBOURLIN ESS	UNSECURE AREAS
SOLUTIONS	TIME CONSUMING ATTRACT CUSTOMERS IN SHOULDER PERIODS /MUNICIPALITY MORE FREQUENCY (WATERBUSLINE-SUMMER)	NA	(1)DEDICATED ROUTES (PARTIALLY EVEN) AWARENESS CAMPAIGN (2) SUPPORT TO AUTHORISED GUIDES/SIGNS/ HOTSPOTS (NO BUDGET)	(1)PREDETERMINED PATH AND CORDONED OFF AREAS (2)SAFETY MANAGER (DOCKYARD SAFETY ISSUES FIRST)

MONT DAUPHIN	ACCESS LEVEL 1	ACCESS LEVEL 2	ACCESS LEVEL 3	SAFETY & SECURITY
PROBLEMS	REMOTE AND ON A MOUNTAINOUS AREA	NA	ONE GATE SPLIT /RESIDENTIAL /TOURISTS VISITOR	RAMPARTS
SOLUTIONS	SHUTTLE BUS FROM THE STATION (ONE OWNER SOLUTION)	NA	EXTERNALISING THE TOUR STARTING WITH THE TRENCHES CARPARK 400m ROUTE TOUR (NOT WORKING)	CREATING A PARAPET

SKANZN SZENTENDRE (OPENAIR MUSEUM)	ACCESS LEVEL 1	ACCESS LEVEL 2	ACCESS LEVEL 3	SAFETY & SECURITY
PROBLEMS	60 HECTARS 400 BUILDINGS 5 KM FROM THE CITY AND 25KM FROM BUDAPEST – CAR OR PUBIC TRANSPORT BUT NOT FOR PEOPLE WITH IMPAIRMENT	NA	OPEN AREAS ARRE EXTENSIVE	EXTENSIVE AREA TO EXPENSIVE TO PAY WARDENS OR WATCHMEN
SOLUTIONS	ORGANISED A DEDICATED BUS FROM THE CITY AND BUDAPEST (SUMMER ONLY)	NA	HISTORICAL TRAIN OPEN FOR PEOPLE WITH IMPAIRMENT	DEDICATED AREA FOR IMPAIRMENT

CORRADINO LINES	ACCESS LEVEL 1	ACCESS LEVEL 2	ACCESS LEVEL 3	SAFETY & SECURITY
PROBLEMS	NO PUBLIC TRANSPORT /DIFFICULT TO REACH/TRAFFIC/1km	VERY DEEP DITCH/AREAS WHICH NEED RESTORATION	COUNTERMINE GALLERIES ARE INACCESSIBLE TO PEOPLE WITH IMPAIRMENT	NO SECURITY OR SAFETY MEASURES
SOLUTIONS	OLD MALTESE BUS /HERITAGE TRAIL	SOFTEN THE DETCH OF DITCH /USING THE DITCH	INTERPRETATION CENTRE WITH THE PRISON	DEVELOPED AN ACCESSIBILITY PLAN FOR THE PRISON EXTENDED TO THE RAMPERTS