

3.1 TRANSIT PRECINCT

3.2 TOWN CENTRE PRECINCT

3.3 WESTERN PRECINCT

3.4 EASTERN PRECINCT

3.5 WORKING PRECINCT

3.6 OPEN SPACE NETWORK

3.7 RESIDENTIAL AREA NORTH

3.8 RESIDENTIAL AREA SOUTH

OBJECTIVES:

Extend the public realm and pavements to reinforce and express the town centre as the destination of choice

Deliver a double sided Main Street to West Coast Road to establish Glen Eden as an identifiable Town Centre

Increasing permeability by introducing a finer grain of block size and building redevelopment

Creating a legible and permeable urban realm throughout, edges, nodes and places

Express the town centre as the retail core

Develop a building improvement programme of urban form elements, i.e. signage, verandahs, frontages

Utilise northerly aspects for outdoor cafe seating and increased public amenity

Develop central gathering spaces such as a plaza or square to link the town centre and surrounding areas

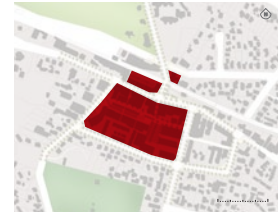
Create a new, vibrant and clean lane as a link between the Station, West Coast Road and Glen Mall



Figure 3.15 Example of laneway permeating North-south – activating ground level frontages



Figure 3.16 Example of how a new Main Street development on West Coast Road could look like



3.2.1 TOWN CENTRE: PHYSICAL FORM

ACTION 2.1 CONCENTRATION: DEVELOP THE SCALE AND INTENSITY OF THE TOWN CENTRE

PROPOSALS

District: Evaluate the Potential of the Existing Building Fabric and Natural Features Defining Glen Eden

Although there are buildings and streetscapes within the Glen Eden town centre that have qualities the community values, little is likely to meet the threshold for scheduling for protection in WCC's District Plan.

- Existing built form and natural features worthy of protecting in the future for character, not heritage values, need to be assessed – such as the Routley Building, Playhouse Theatre, Railway Station and surrounding gully system.
- Develop design guidelines to preserve historic fabric of the town centre.

Landmarks: Corner Buildings as Identifiable Reference Point

- Increase development height at corners to create a gateway to the Main street.

Paths: Reinforcing Ground Floor Frontages

Interesting ground floor facades also provide good reason for walking around the Town Centre actively shopping or passively 'window shopping'. Blank walls on the contrary.

At night, lights shining in windows of shops and other ground floor activities contribute to both a feeling of security as well as genuine safety.

3.1 TRANSIT PRECINCT

3.2 TOWN CENTRE PRECINCT

3.3 WESTERN PRECINCT

3.4 EASTERN PRECINCT

3.5 WORKING PRECINCT

3.6 OPEN SPACE NETWORK

3.7 RESIDENTIAL AREA NORTH

3.8 RESIDENTIAL AREA SOUTH

- Refer to Plan Change 18 – to encourage open, transparent and welcoming street frontages in order to create a sense of scale and of an attractive and interesting environment to move around and encourage the pedestrian to stay.
- A lively edge can be achieved through lively facades with elements such as recesses, stairs and benches to add interest or allow people to linger longer.
- Improving connectivity to laneways creating a finer grain of built form and more active frontage.

Nodes: Creating a Mix of Activities

- Ensure integration of shops, offices and dwellings in the town centre. Shops can be located on the ground floor, offices on the first floor and dwellings on the upper floors.
- A mix of uses can secure life in the Main Street and the Mall at all times of the day.

Residential Development

- Apartments above retail present an important opportunity for elderly persons serviced apartments.

Edges: BID Development Strategy to Enhance Intensification of the Town Centre

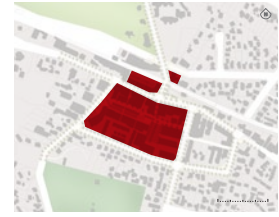
- Identify development areas appropriate for increasing residential density, retail area and frontages to the Main Street. The long term development plan should aim for a double sided Main Street to West Coast Road.



Figure 3.17 Development of strong corner form to the Main Street creating sense of enclosure



Figure 3.18 Mt Eden – Example corner building activating frontages to the Main Street



3.2.1 TOWN CENTRE: PHYSICAL FORM



Figure 3.19 View along Glen Eden Main Street – West Coast Road from Glendale Road intersection looking east



Figure 3.20 Section Glen Eden Main Street – West Coast Road

3.1 TRANSIT PRECINCT

3.2 TOWN CENTRE PRECINCT

3.3 WESTERN PRECINCT

3.4 EASTERN PRECINCT

3.5 WORKING PRECINCT

3.6 OPEN SPACE NETWORK

3.7 RESIDENTIAL AREA NORTH

3.8 RESIDENTIAL AREA SOUTH



Figure 3.21 Example heritage buildings enclosing the Main Street, Kingsland



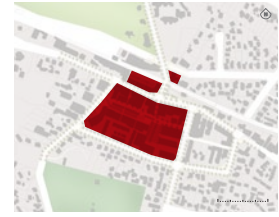
Figure 3.22 Example light pole signage adding to the character of the Main Street environment, Subiaco WA



Figure 3.23 Example narrow footpath not restricting pedestrian movement, Mt Eden



Figure 3.24 Example objects on footpath not restricting pedestrian movement, Kingland



3.2.1 TOWN CENTRE: PHYSICAL FORM

ACTION 2.2 VITALITY: INTRODUCE NEW COORDINATED STREET FURNITURE AND PUBLIC ART

The location and selection of street furniture in the town centre, such as seating and litter bins provides strong reflections about the character of an area.

There is general consistency of furniture elements throughout the town centre. While these elements do not reflect a distinctive theme, they have been recently implanted and are generally in good condition and well dispersed. Therefore the following proposals should be considered.

PROPOSALS

Street Furniture

- Retain consistent street furniture elements throughout the town centre.
- Where other furniture elements have been used, revisit the appropriateness of the style as elements require replacement, or an area is redeveloped.
- Undertake an audit of street furniture to facilitate amenity of public spaces such as bicycle racks and appropriate seating.

Art Work

Public art should be used to increase the legibility of the town providing visual cues, helping people to navigate from one place to another.

Any art works should also reflect the town character and respect the quality of the urban fabric by not dominating it.

- Introduce public art as an integrated element of the streetscape in areas such as a town square at the intersection of the Transit Precinct and the Main Street.
- Give poor public environments such as Glen Mall centre-of-block car park interest and attractiveness through the installation of appropriate public art.
- Promote involvement of the local community in the creation of public art installations, such as within the Glen Mall car park – to create interest.
- Integrate public art with other streetscape elements such as signage to increase the legibility within the town centre.

3.1 TRANSIT PRECINCT

3.2 TOWN CENTRE PRECINCT

3.3 WESTERN PRECINCT

3.4 EASTERN PRECINCT

3.5 WORKING PRECINCT

3.6 OPEN SPACE NETWORK

3.7 RESIDENTIAL AREA NORTH

3.8 RESIDENTIAL AREA SOUTH

Public Seating

Good seating opportunities give people the option to rest in order to walk further and to enjoy the public life and hustle and bustle of the Town Centre.

- Locating seating in full view offering shade, comfort and protection from the wind are all important attributes of providing resting places.
- Seating most used is of good quality and of most importance is located close to pedestrian routes.

Streetscape Guidelines to create an attractive environment

Introduce a local design profile for Glen Eden which can create a strong town centre image and sense of ownership of the public spaces by:

- Implement the District Plan policies for the design of the town centre streetscape typologies to improve the quality of signage, canopies and street furniture etc in order to prevent unfortunate elements destroying the architecture and street environment;
- Use of paving materials that promotes the areas unique character such as utilising a local product, is of high durability, high quality and avoid use of concrete and bitumen.

Lighting

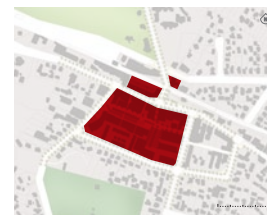
- Develop and instigate a lighting plan for feature buildings.
- Identify areas requiring greater levels of lighting for safety and security, such as laneways and the Railway Station.



Figure 3.25 Street furniture – offering opportunity to linger longer, Subiaco WA



Figure 3.26 Existing Artwork Glen Eden – Build on existing features to celebrate the area's sense of identity



3.2.2 TOWN CENTRE: ECONOMIC ACTIVITY

GOAL 3: ENHANCE THE MIX OF RETAIL ACTIVITY

Economically this strategy seeks to re-invent the town centre as a leisure and retail destination – to promote a viable and sustainable expansion whereby retail, local employment, services and small business are able to support the needs and desire of the community today and into the future.



Figure 3.27 Glen Eden Main Street – Limited activation of north facing frontages



Figure 3.28 Glen Eden Main Street – Elements detracting from attractive streetscape

CURRENT SITUATION

The Town Centre area has a diverse range of users and services, however, the area in general does a poor job of showing its strengths. The predominant range of uses and outlets within the town centre are:

- Strong community service – theatre, churches, library, RSA club, bowling club, government services
- A strong health sector presence. Doctors, dentists, pharmacies & specialists
- History of organic food processing and retail
- A strong mix of local shops providing for daily shopping needs with emphasis on low cost retail.
- Some commercial – real estate, banks solicitors etc
- An assortment of light industry and car yards/repair
- Numerous bars and liquor outlets

The physical environment detracts from the businesses and there is an evident decline in quality of the retail. The town lost its supermarket but that has probably stimulated other retail outlets and has become a strength. Obvious gaps in provision within the town centre are restaurants, clothing, entertainment, ethnic focused retail (given diversity of community) and residential/commercial development.

The coordinated management, marketing and operation of the town centre is just as important as its physical appearance.

The development of the Glen Eden Business Improvement District Association (BIDA) is intended to promote and enhance Glen Eden Town Centre. The stakeholders of this association will work with Council to improve and enhance business retention and performance.

3.1 TRANSIT PRECINCT

3.2 TOWN CENTRE PRECINCT

3.3 WESTERN PRECINCT

3.4 EASTERN PRECINCT

3.5 WORKING PRECINCT

3.6 OPEN SPACE NETWORK

3.7 RESIDENTIAL AREA NORTH

3.8 RESIDENTIAL AREA SOUTH

OBJECTIVES:

Reinforcing the link between economic vitality and community wellbeing

Strengthening the identity of the town centre as the destination of choice for the Waitakere Ranges and west coast communities

Express the centre as the gateway to Oratia valley and West Coast beaches

Retain the existing aspects of the town centre that are contributing to a successful retail environment

Upgrade the West Coast Road environment as the front window of the town centre

Providing for a range of housing type and mix within town centre including pensioners

Foster strong commercial/retail sectors by cluster based on health provision alternative medicine, organic local fresh food, clothing, beach/surf industries/retail, outdoor adventure retail, ethnic retail

Identify space within the Mall environment to accommodate a range of uses such as weekend markets and outdoor dining

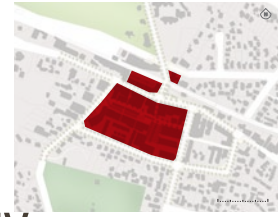
Building on appropriate activities that will build on a night time economy



Figure 3.29 Glen Mall – Business partnerships to activate a sense of community



Figure 3.30 Example pedestrian lane linking areas of retail activity



3.2.2 TOWN CENTRE: ECONOMIC ACTIVITY

ACTION 3.1 SUSTAINABILITY: FACILITATE TOWN CENTRE MANAGEMENT

As the Planning Authority and as the agency responsible for facilitating the community's vision for Glen Eden, the Council has a pivotal role in the future development of the centre. The Council is a key player in the economic, social and cultural advancement of Glen Eden.

PROPOSALS

Council's roles

- To ensure that all Council services directed towards the town centre are delivered in a consistent, coordinated and integrated way.
- To ensure that the future plans for the town centre are understood and appreciated by the business people and property owners in the centre.
- To provide a rolling capital works budget dedicated to the town centre to enable the physical infrastructure works to be implemented.
- To ensure that Council policies and programmes directed to the town centre reflect and support the UDF.
- To empower partnerships with BIDA and property owners in the town centre with each group taking appropriate responsibility for funding, management and pursuit of various aspects of the strategy.
- To identify a range of preferred land use activities for each precinct in the centre, hence enabling Council to advise prospective developers, businesses or investors of what they can do with a particular building or site rather than what they cannot do.
- To support the role and function of the town centre as the primary service centre for the area.

Town Centre Management

The development of a town centre management strategy needs to be carefully considered and pursued through an inclusive process that demonstrates the benefits and advantages of a coordinated approach. It should not be rushed and should not be imposed.

- Development of a succinct business plan for the centre.
- The nurturing of a strong and representative business association.
- Pursuit of an integrated approach to the design and development of the centre.

3.1 TRANSIT PRECINCT

3.2 TOWN CENTRE PRECINCT

3.3 WESTERN PRECINCT

3.4 EASTERN PRECINCT

3.5 WORKING PRECINCT

3.6 OPEN SPACE NETWORK

3.7 RESIDENTIAL AREA NORTH

3.8 RESIDENTIAL AREA SOUTH

- Taking a long term perspective and achieving results in the short term.
- Establishing an effective communications system.
- Identifying appropriate performance measures and criteria.

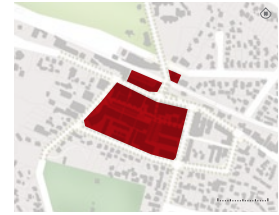
Retail Strategy

To achieve the 2021 and 2057 employment growth targets will involve a strong element of urban intervention. If the Glen Eden Centre is to thrive it must be safe, attractive, welcoming, inclusive and exciting. It must be a destination. We recommend a strategy based on building around clusters of services by providing better building stock and showcasing/promoting clusters of:

- Local Food – Slow food
- Health Services
- Clothing
- Organic and Alternative lifestyle retail and manufacturing
- Health, Beauty and Wellbeing
- Entertainment
- Elderly Housing
- Brand Development



Figure 3.31 Glen Mall – Management of facilities to lift the overall sense of place and function



3.2.2 TOWN CENTRE: ECONOMIC ACTIVITY

ACTION 3.2 DIVERSITY: PROMOTE THE DEVELOPMENT OF NEW RETAIL ATTRACTIONS

In order to maintain and increase its retail competitiveness the town centre should offer retail outlets not found in competing centres. In particular, it may contain key attractions to draw people into the shopping areas such as market days to promote local produce.

The town centre retail core is currently focused on a relatively small area with little scope for major new development. Business development strategies should identify and promote opportunities for new development to link the retail core to the eastern and western precincts.



Figure 3.32 Glen Mall car park

PROPOSALS

District: Brand Development

Glen Mall lacks a clear brand. There is the opportunity to develop a new image and branding strategy focused on the core clusters of activity that make Glen Eden town centre unique – such as:

- **Local Foods** – Glen Eden is perfectly positioned to build upon selling local fresh food, locally produced food, ethnically diverse food, and organic food. This should focus on a strategy creating food processing incubator units, weekly ethnic and farmers markets, permanent market building and ethnic food hall.
- **Health Services:** Fronting and development of full range of health service providers.
- **Clothing:** Incubators and low cost (outlet) focus for local fashion, ethnic clothing and beach clothing.
- **Organic and Alternative Lifestyle:** There is a strong history of organic outlets in area – East/West, Phoenix etc create a cluster of these opportunities together with alternative medical centres.
- **Health, Beauty and Wellbeing:** Pull together the various providers to provide a cafe for health, beauty and wellbeing.
- **Entertainment:** Fuller use of existing theatre, support for a cinema, development investigate specialist restaurants, food court, cafe cluster.

Node: Creating a Diversity of Activities

Glen Eden town centre currently has limited space available for open space, public events and meeting places, and generally has a low level quality public realm. Spaces need to be identified for future development and redevelopment. These spaces should consider flexibility to accommodate a variety of uses such as celebratory events.

- Spaces should consider the local community and their future needs, such as the aging population and accommodation of young children.

3.1 TRANSIT PRECINCT

3.2 TOWN CENTRE PRECINCT

3.3 WESTERN PRECINCT

3.4 EASTERN PRECINCT

3.5 WORKING PRECINCT

3.6 OPEN SPACE NETWORK

3.7 RESIDENTIAL AREA NORTH

3.8 RESIDENTIAL AREA SOUTH

- Activities should consider passive and active forms of recreations such as play, seating, reading, standing and simply as a place to meet.
- Create a public realm that encourages people to sit and stay and enjoy the activities.

Development of Market Square

A fresh produce market reflecting the ethnic diversity of the area can become a major visitor attraction and community hub.

- Design surface treatments and other infrastructure to promote a shared pedestrian, traffic and events space along the spine of Glen Mall.
- Promote the creation of a regular weekend market.

Night Time Activity

- Create a lively and safe town centre at night. This can be achieved by increasing the number of dwellings in the town centre and by inviting more life into the streets and mall through complementary retail businesses.
- Ensure the town centre is free of dark areas, heavy shrubbery and earth mounds which makes concealment possible and raise fear.
- Close off hidden, lost or forgotten spaces especially at night.
- Ensure that new developments are designed to overlook public spaces and this provides 'eyes on streets'.
- Ensure there are continuous, safe and well lit walking routes through the town centre, especially at night.

Engaging the Community

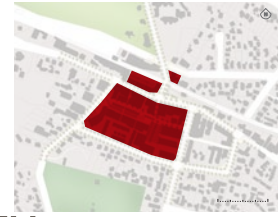
- Encourage a variety of organised and spontaneous events.
- Inspire the local communities to enjoy and celebrate its community.
- As a town centre, this is where good memories becoming an attractive and inviting centre that is also much safer.



Figure 3.33 Glen Mall – Flexibility of space to accommodate a diversity of activities



Figure 3.34 Example Local Farmers markets in car park



3.2.2 TOWN CENTRE: ECONOMIC ACTIVITY



Figure 3.35 View along Glen Mall looking east



Figure 3.36 Section Glen Mall

3.1 TRANSIT PRECINCT

3.2 TOWN CENTRE PRECINCT

3.3 WESTERN PRECINCT

3.4 EASTERN PRECINCT

3.5 WORKING PRECINCT

3.6 OPEN SPACE NETWORK

3.7 RESIDENTIAL AREA NORTH

3.8 RESIDENTIAL AREA SOUTH

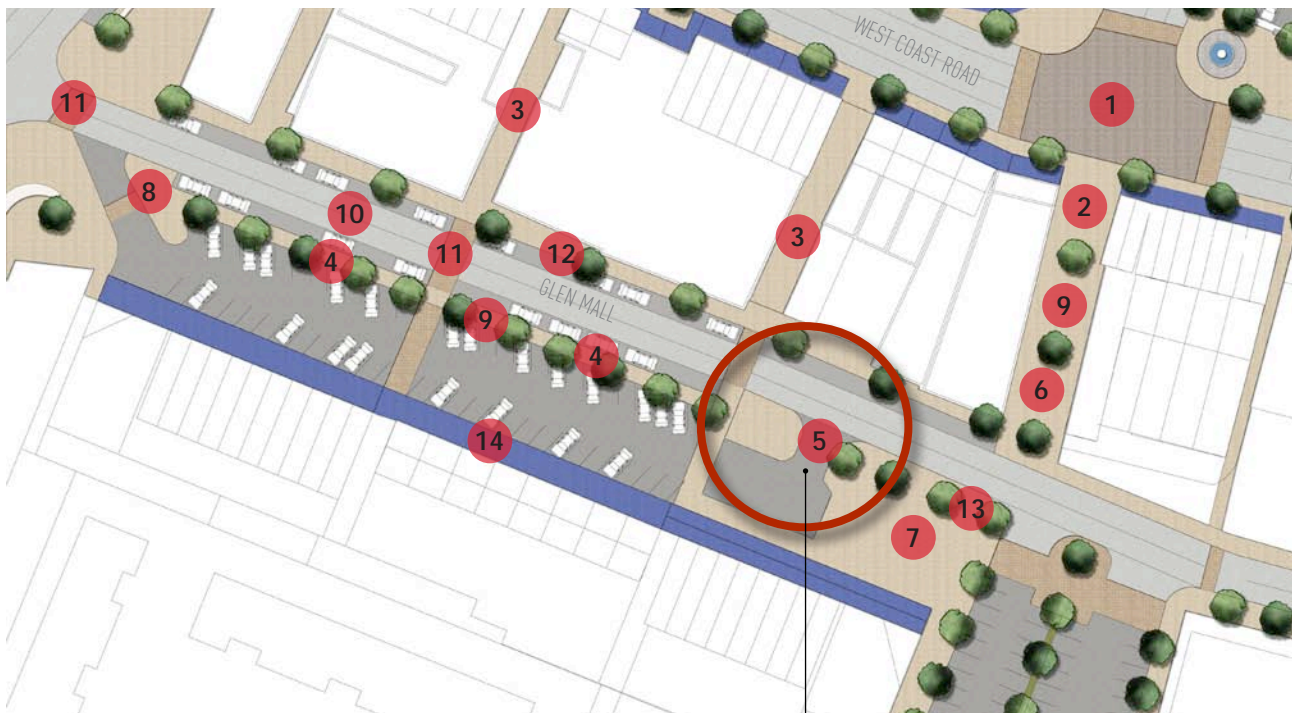
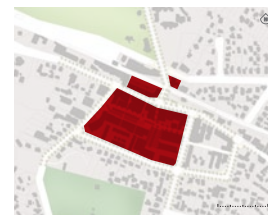


Figure 3.37 Concept Plan – Glen Mall

KEY

1. Natural stone medium sized paving unit
2. Natural stone large paving unit
3. Illuminated blank walls
4. Terraced boxed planting
5. Narrowed vehicle entry into car park
6. In-ground strip lighting provide illuminated paving at night
7. Existing artwork
8. Art/water feature to provide a gateway to Glen Mall
9. Lighting/flag pole
10. On-street parking provided within two-way street
11. Natural stone paving units for pedestrian crossings
12. Native tree species
13. Illuminated tree uplights
14. Building canopies

Improve safety for pedestrians
Reduce vehicle speed by narrowing car park access



3.2.3 TOWN CENTRE: PEDESTRIAN ENVIRONMENT

GOAL 4: ENHANCE PEDESTRIAN AMENITY



Figure 3.38 View along West Coast Road looking east

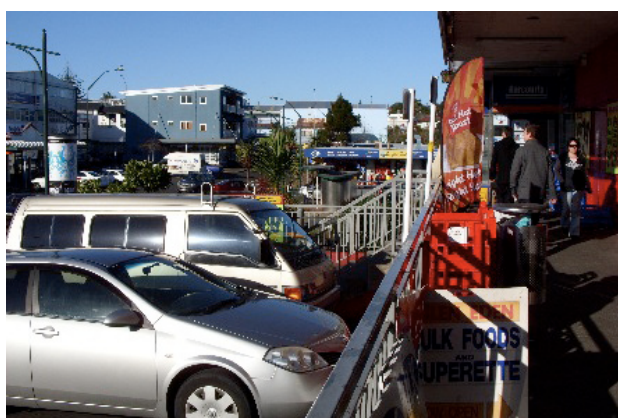


Figure 3.39 Glen Mall – Limited pedestrian amenity

CURRENT SITUATION

A high level of pedestrian amenity is essential to ensure that residents and visitors are attracted to Glen Eden town centre. In particular people value safety, easy and comfortable movement around the centre and facilities. At present the level of amenity for pedestrians in the town centre is low presenting a conflicting environment with the dominance of the vehicles in the street environment.

In a car orientated environment multiple traffic lanes and the use of slip lanes all make traffic movement easier, effectively increasing the demand for motorists while pedestrians are a lower priority.

Footpath widths are decreased, all available lots are turned into car parks, waiting periods at intersections are increased for pedestrians and walking experiences are generally unpleasant. Within Glen Eden itself there are not too many places people can populate in public spaces to make it a lively and friendly centre where people want to stay and linger longer. This environment is contrary to Council policy for giving priority to the pedestrian as it is outlined in the Transport Strategy. Altogether these conditions give a signal that pedestrians are perceived as obstacles in the Town Centre environment.

Glen Eden suffers from heavy through traffic at high speed which is putting pressure on the quality of the Main Street and the public realm. In order to develop a good town centre for people and improve the overall quality the speed of West Coast Road will need to be reduced through traffic calming techniques such as reducing lane widths while maintaining on-street car parking. Safe access to other modes of transport also need to be developed in order to offer an alternative to the car.

No drastic or sudden measures are suggested but rather a firm policy over a period of 10-15 years with traffic calming mechanisms being introduced in small installments. Glen Eden is highly automobile dominated. In a gradual process a better balance between walking, public transport and private vehicles can be achieved.

3.1 TRANSIT PRECINCT

3.2 TOWN CENTRE PRECINCT

3.3 WESTERN PRECINCT

3.4 EASTERN PRECINCT

3.5 WORKING PRECINCT

3.6 OPEN SPACE NETWORK

3.7 RESIDENTIAL AREA NORTH

3.8 RESIDENTIAL AREA SOUTH

OBJECTIVES

Improve vehicular and pedestrian connectivity whilst enhancing the urban experience

Development of a pedestrian lane connecting the Town Centre and Glen Mall as part of a complete pedestrian network

Promoting pedestrian priority with continuous footpaths and controlled pedestrian crossings

Establish a distinctive roading hierarchy and landscape treatments to establish traffic calming measures and promote the pedestrian environment

Build on cafe experience providing the opportunity to sit and linger longer within an attractive public environment

Improve the safety and security of laneway connections north and south with direct sight lines, opportunity for passive surveillance and good lighting

Address key intersections for improving pedestrian safety accessing the town centre and Transit interchange

Enhance street lighting on corridors leading to the train station

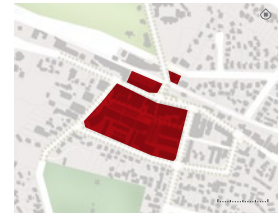
Implementation of the Waitakere City Car Parking Plan to identify future clusters for short term and long term parking such as Park and Ride in appropriate locations

Locate a choice of parking facilities for ease of access and dispersal to and from destinations in peak periods

Use redevelopment opportunities to resolve grade changes through the town centre



Figure 3.40 Glen Eden Library – Initiatives to activate frontages creating a community hub



3.2.3 TOWN CENTRE: PEDESTRIAN ENVIRONMENT

ACTION 4.1 CONNECTIVITY: CONTROL TRAFFIC FLOW WITHIN THE TOWN CENTRE TO CREATE A MORE ATTRACTIVE PEDESTRIAN ENVIRONMENT

There is an opportunity to create a well expressed, connected and legible movement system in Glen Eden. The purpose of this system is not to be about cars but movement and quality of urban experience. No amount of road engineering has ever solved traffic problems or created a good urban environment.

PROPOSALS

Edges: Address the following Roading Changes within Glen Eden's Town Centre

- **Glenview Road:** Remove slip lanes to reduce road way widths and improve pedestrian amenity.
- **West Coast Road:** Introduce traffic calming measures such as on-street parking, phased traffic lights, street trees, and by reducing speed of selected routes.
- Utilise the width of the Main Street to improve conditions for pedestrians, cyclist, bus lanes, and planting.
- Widen footpaths at appropriate locations for pedestrian traffic and outdoor cafe seating.
- Utilise the 5m pavement to integrate a street tree strategy and additional amenity for pedestrians.

Intersections

- **Glenview Road:** Signaled lights at the intersection to have automatic pedestrian phase.
- Narrow the intersection at West Coast Road and Glenview Road to minimise the distance pedestrians have to cross.
- Create three way pedestrian crossing with automatic pedestrian phased lights.
- **West Coast Road:** Improve pedestrian amenity while maintaining vehicle capacity as a continuous through route by visually narrowing the vehicle path with on-street parking and street trees.
- **Captain Scott Road and West Coast Road:** The introduction of signaled lights at the intersection to have automatic pedestrian phase.
- Investigate the longer term option for providing lights as this intersection.
- **Oates Road and Glendale Road:** Create a new 'T' intersection to reduce the speed of traffic and to create a safer pedestrian crossing.

Paths: Lanes North and South

- At the intersection of Glenview Road and West Coast Road create a pedestrian laneway connecting through to Glen Mall.

3.1 TRANSIT PRECINCT

3.2 TOWN CENTRE PRECINCT

3.3 WESTERN PRECINCT

3.4 EASTERN PRECINCT

3.5 WORKING PRECINCT

3.6 OPEN SPACE NETWORK

3.7 RESIDENTIAL AREA NORTH

3.8 RESIDENTIAL AREA SOUTH

- Provide space and opportunity for outdoor dining to activate the space with ground level with retail.
- Ensure lighting is provided to activate the laneway at night.
- Create visual connections through to Glen Mall such as a landmark corner tower.
- Maintain views through to the distant ranges.

Development of a Planting Strategy

Planting trees in the street tends to soften the street environment providing green corridors and creating a strong sense of character.

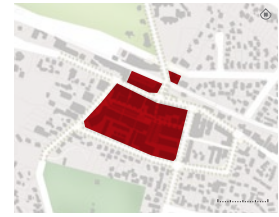
- Use road reserves to provide for cars, pedestrians, cyclists, trees and parking.
- Plant street trees according to an overall 'green' strategy.
- Strengthen the image and character of the town centre with street planting helping to establish a distinct hierarchy between local streets and Main Streets.



Figure 3.41 Example corner form reinforcing active frontage, Subiaco WA



Figure 3.42 Captain Scott Intersection – Installation of signaled lights to increase pedestrian amenity and safety



3.2.3 TOWN CENTRE: PEDESTRIAN ENVIRONMENT

PROPOSALS

Establish a Clear Hierarchy of Movement Routes within the Town Centre

- This hierarchy of movement routes through the town centre will help in establishing urban block patterns, positioning of major public open spaces as well as inform the type of development that might occur within the vicinity.
- This proposed connectivity pattern is based on slowing vehicular traffic through the Town Centre and creating a more pedestrian friendly environment connecting the Transit Interchange.

Primary Connectors

- These busy roads feed traffic into the town centre and provide important point of entry into the town centre – to be enhanced and make provision for safety of all users.

Main Streets

- West Coast Road forms the main street within Glen Eden's town centre. The function is to provide for through movement while allowing people to access retail areas on the edges with ease.
- This road should be characterised by heavy traffic flow with public transport provisions, on-street parking along the majority of the main street length, and tight building edges onto the street to create human-scaled public environments.

Feeder Routes

- These roads act as cross-routes linking the main streets and connecting living areas to the mixed use town centre.

Neighbourhood Roads

- These are smaller local routes that carry less traffic.
- They are characterised by reduced road widths, pedestrian and cycle-focused amenities such as wide pavements, and heavier landscaping such as boulevards of trees or small pocket parks integrated into the road reserves.

Pedestrian-Focused Streets

- These streets occur within Glen Eden's town centre and provide a range of streets that are designed to slow vehicular traffic and encourage pedestrian activity.
- These may include areas within the Transit Interchange and parking areas.
- These are characterised by tactile surface treatments, landscaping treatments, reduced carriageway widths, covered sidewalks, public open spaces adjacent to the street reserve and signified entry gateways.

Lanes And Courts

- Both public and private lanes exist within urban blocks that still provide a level of pedestrian and vehicular connectivity within the town centre.
- Encourage activation of frontages wrapping land around laneways providing opportunity for passive surveillance.
- Continue the improvement of the laneways through the introduction of distinctive surface treatments and installation of public art and/or other visual cues within the Main Street environment.

Building on Existing Walking and Cycling Plans

An integrated pedestrian and cycle network strategy is critical in creating a walkable town centre and TOD. The aim is to create a safe network for cyclists, and to become part of the traffic culture.

- This will include: improved signage; access to public open spaces; links to community facilities, parking buildings and transit areas; increased amenity at intersections, public open spaces and bus and rail stations; adequate cycle and pedestrian lanes to provide safe movement; and safety measures to limit crime such as overlooking and passive surveillance of movement routes.
- Ensure cycle lanes are in traffic calmed areas with special measures at crossings, and surface treatment on dedicated cycle lanes. Education and signage etc are all means to create a greater awareness.