

9.8 CREATION OF MALL RESERVE - WASHING LANE, PERTH

- Attachments:**
1. **Plan Showing Portion of Road Proposed to be Mall Reserve**
 2. **Consultation Responses - EHQ and Email**
 3. **Consultation Responses Diagrams**
 4. **Key Themes and Administration Response**

RECOMMENDATION:**That Council:****1. NOTES the:**

- 1.1 **City advertised its proposal to create a mall reserve on Washing Lane, Perth, pursuant to section 59(2) of the *Land Administration Act 1997*;**
- 1.2 **submissions received as a result of public notice given on the potential creation of a mall reserve and road closure of the portion of public road on Washing Lane, as at Attachment 2; and**
- 1.3 **portion of land will continue to be Crown land, under the care, control, and management of the City of Vincent; and**

2. **REQUESTS the Minister for Lands to reserve the portion of Washing Lane shown in Attachment 1, as a mall reserve, pursuant to section 59 of the *Land Administration Act 1997*.**

PURPOSE OF REPORT:

To consider requesting the Minister for Lands to create a mall reserve of a 60 square metres portion of public road on Washing Lane, Perth, as demonstrated in **Attachment 1**, pursuant to section 59 of the *Land Administration Act 1997* (LAA).

BACKGROUND:

Washing Lane is a public road owned by the State of Western Australia. Under section 55(2) of the *Land Administration Act 1997* (LAA), section 3.53 of the *Local Government Act 1995*, and section 168(2) of the *Planning and Development Act 2005*, the care, control and management of public roads or thoroughfares passes to the relevant local government authority.

The City has received a proposal from Urbanista Town Planning, on behalf of a major landowner adjoining the laneway, to partially close Washing Lane to vehicle access.

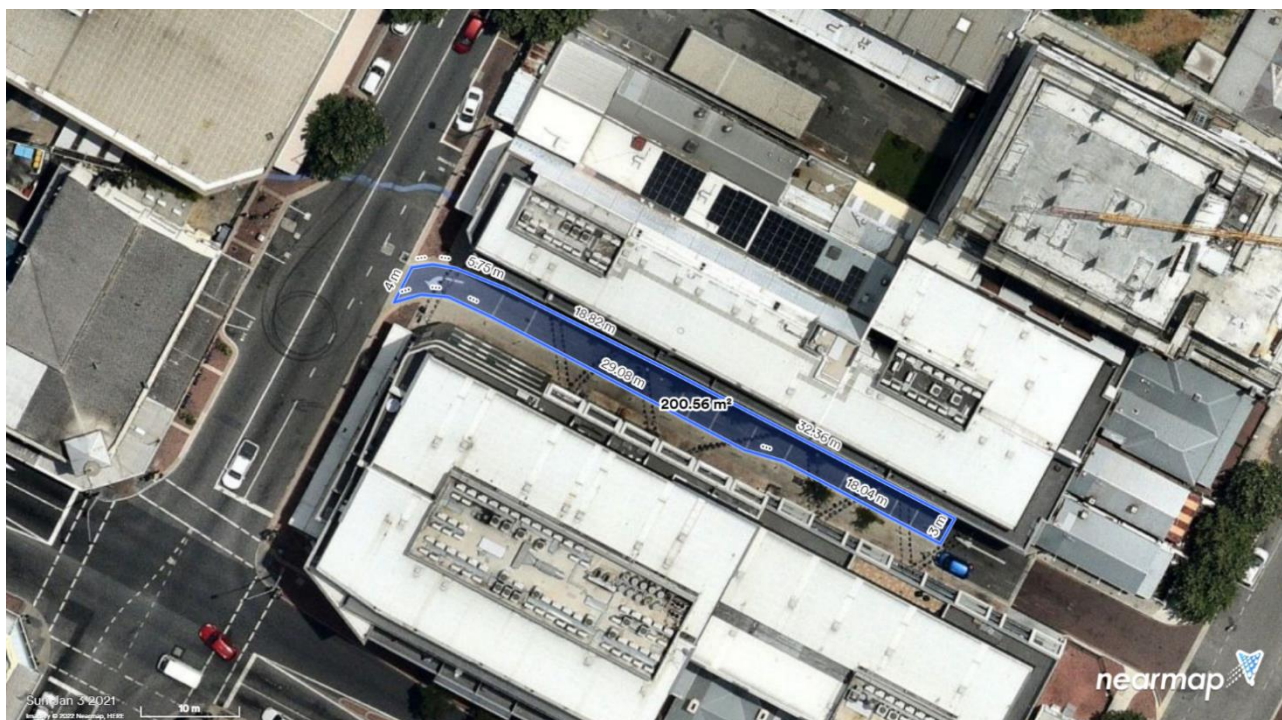
DETAILS:

Closing a portion of Washing Lane, as noted in **Attachment 1**, to vehicle access could create a safer and better activated pedestrian space. Removing the majority of vehicular access would reduce the risk of conflicts with pedestrians. Food and beverage businesses in the laneway could utilise small-scale alfresco dining. Greenery and amenity improvements could be added to the laneway, enhancing the landscape quality of the land.

If the mall reserve request is successful, the applicant would fund and undertake streetscape improvements and landscaping within the pedestrian zone. Administration does not support the installation of any permanent infrastructure. Any infrastructure installed on the land must be temporary so to not obstruct access to public utility services which are located underground.

This proposal aligns with the City's *Vibrant Public Spaces* policy and design objectives in that it facilitates public and private investment in the public realm, encourages pedestrian activity, enhances the public realm, and would achieve design outcomes meeting community expectations (as discovered throughout the community consultation responses).

This proposal does not suggest any change to land tenure or amalgamation. The laneway would remain as Crown land with a management order for the City to continue to have responsibility for the management of the land.



The road pavement, for the section in question, between William and Money Streets, is approximately 88 metres in length of which about 75 percent is one-way only, west bound. The red bituminised section at the eastern end of the road is two-way, to allow for carpark access to the properties either side. Under this proposal the one-way section of the road would be closed to vehicular traffic creating a pedestrian zone, and the 'red' two-way section would remain open.

It is proposed to install retractable bollards at the eastern, or Money Street end, of the pedestrian zone, adjacent the underground car park entrance, thereby maintaining full two-way access to and from the car park via Money Street. Bollards are not required at the western, or William Street end, as it is sign posted *No Entry* (from William Street), other than by emergency services, who can access the pedestrian zone irrespective of the bollards being up or down.

Bollards would be paid for by the applicant aligned with City specifications, ensuring the land is accessible to emergency services and public utility providers. While the initial install would be paid for by the applicant, the City would be required to then perform any maintenance or replacement of them from that point as they are effectively within a road reserve and a public asset. The City will have a degree of influence over the bollard type and look to ensure they are in keeping in line with City requirements as well as being able to provide some assurance of availability in future for maintenance or replacement if required.

The proposal would not require the relocation of any services and the respective service authorities would retain the right to access and maintain their infrastructure.

It is anticipated that the applicant would provide the City with a proposal/landscape plan for the activation of the land. This proposal would incorporate bollards, planter boxes, trees, affixed furniture, and lighting. This plan would be assessed by the Policy and Place, Parks and Urban Green, and Engineering teams, taking into consideration the Vibrant Public Spaces Policy and the *Local Government Property Local Law 2021*.

Traffic

The proposal would not impact upon the local road network.

The City installed traffic counters at two sections of the portion of Washing Lane to gather traffic data for Council's consideration. The traffic counters were installed for a period of 7 days from 4 May 2022 to 11 May 2022.

The traffic counters were placed to gather numbers of vehicles passing through the full length of the laneway, as well as numbers of vehicles entering the car park at No. 188 Newcastle Street, Perth. The image below shows the location of the traffic counters in yellow:



Location	Year	Avg Daily Total	Avg Speed Km/h	85% percentile speed Km/h	H/V (%)	Total vehicles over 7 day period
Washing Lane (Near Money Street)	May 2022	336	14.3	17.6	1.2	2361
Washing Lane (near William Street)	May 2022	301	17.8	23.2	1.8	2117

The traffic data indicates that, on average 336 vehicles access into the Washing Lane on a daily basis. Out of which, an average of 301 vehicles drove the full length of the laneway and 35 turned into the car park. It is a one-way and low speed road with 85 percent of vehicles travelling at 23.2km/h under free-flowing condition.

Peak times for traffic in Washing Lane during the seven day period were 11:00am, 12:00pm, 6:00pm and 7:00pm. The speed limit in the laneway is 40km/h, however, 71% of vehicles drove through the laneway between 10–20km/h, and 26 percent of vehicles drove at a speed between 20-30km/h.

Some local traffic currently uses this portion of Washing Lane to turn left (southbound) on to William Street, with some of this traffic then using the signalised intersection of William and Newcastle streets to turn right (westbound) on to Newcastle Street. There is already full movement access from Lindsay and Money streets on to Newcastle Street, which allows safe access to William Street southbound. The proximity of the Washing Lane intersection to that of the Newcastle and William Street signalised intersection generally results in exiting traffic being held-up until the queue clears, particularly during the morning peak.

Washing Lane does accommodate delivery vehicles, with heavy vehicles making up 1.8 percent of vehicles using the full length of the lane, most of which would be delivery trucks. The 15 minute car bay on Washing Lane near the corner of Money Street, is proposed to be changed to a Loading Bay. This would address the issue of delivery vehicles obstructing the lane as well as the ongoing issues of illegal parking and vehicles obstructing the driveway into the carpark at 188 Newcastle Street, Perth.

While the right turn movements from Money Street and Lindsay Street onto Newcastle Street may be difficult during peak periods, it would be no more difficult than making the left out from Washing Lane onto William Street. During Peak periods. There are also alternative movements that can be made from Monger Street onto Beaufort Street or Lindsay onto Brisbane Street. Traffic is not strictly limited to exiting from Lindsay and Money Streets onto Newcastle Street.

Section 59 Process

Should Council support the creation of a mall reserve on the land, the City would submit a request to the Minister for Lands which includes:

- written confirmation of Council's resolution (Regulation 10(2)(a));
- a copy of the advertisement as it appeared in the newspaper (Regulation 10(2)(b));
- a sketch plan describing the extent of the proposed mall reserve (Regulation 10(2)(c));
- evidence of notice to all adjacent landowners, occupiers, and utility providers of the proposed mall reserve (Regulation 10(2)(d));
- copies of any submissions received (Regulation 10(2)(d)); and
- written confirmation that the City has complied with section 59(2) and (3) of the LAA (Regulation 10(2)(e)).

After the Minister's approval, any road within a land parcel will be automatically closed upon creation of the mall reserve, as it would if a public road were closed in accordance with section 58 of the LAA. Any land within a mall is treated, by section 59(7) of the LAA, as if it were a road for the purpose of access, installing, maintaining or removing services.

CONSULTATION/ADVERTISING:

In accordance with section 59(2)(a) of the LAA and regulation 10 of the *Land Administration Regulations 1998*, the City advertised the proposed creation of a mall reserve for the subject portion of public road.

The proposed creation of a mall reserve on Washing Lane was advertised from 23 April 2022 to 3 June 2022 via the following methods:

- a notice published in The Perth Voice on 23 April 2022;
- a social media post on the City's Facebook page;
- a News Item post on the City's website;
- notices displayed at the City's Administration Centre and Library;
- a copy of the notice sent to adjoining landowners and occupiers, in accordance with section 59(2)(b) of the LAA;
- a copy of the notice sent to utility providers, in accordance with section 59(2)(b) of the LAA;
- five corflute signs installed throughout the laneway informing users of the land of the consultation, in accordance with regulation 10(1)(b) of the LAR; and
- postcards to residences and businesses with a 200m radius to inform of the consultation.

The consultation results are as follows:

- Total page visits – 295;
- EHQ survey responses – 46;
- Emailed survey responses – 1;
- Total consultation responses – 47.

46 submissions were received through the Imagine Vincent website and one submission was received via email. 35 consultation respondents provided comments with their survey responses. Consultation survey responses and comments can be seen at **Attachment 2**.

	Do you live in a property adjoining the laneway?	Do you work in a business adjoining the laneway?	Do you own a property or a business adjoining the laneway?	Do you support the proposal for a portion of Washing Lane to be closed to vehicles and converted into a pedestrian only space?
Yes	7	5	7	37
No	39	40	39	9
Unsure	-	-	-	1
Total number of responses	46	45	46	47

Attachment 3 demonstrates the breakdown of the EHQ survey responses in diagram form.

Of the 37 responses which were supportive of the pedestrianisation of the portion of Washing Lane, two identified themselves as living in a property adjoining the laneway, five work in a business adjoining the laneway, and five noted that they own a property or business adjoining the laneway.

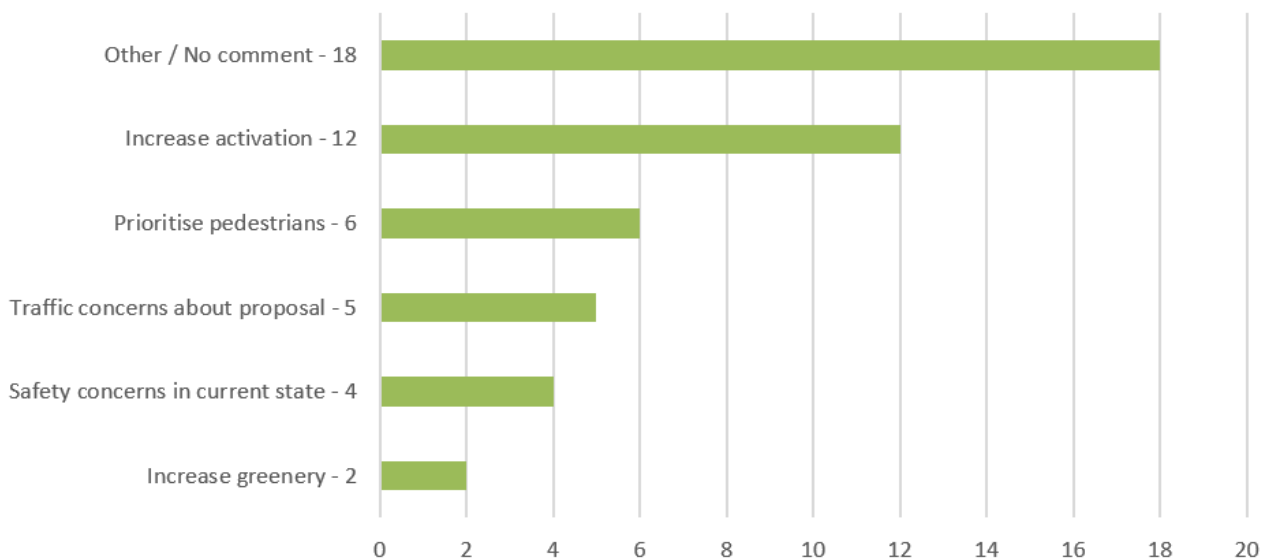
Of the nine responses which were not supportive of the pedestrianisation of the portion of Washing Lane, five identified themselves as living in a property adjoining the laneway, and two noted that they own a property or business adjoining the laneway.

35 consultation respondents provided additional comments with their survey responses. The responses in favour of the road closure identified key themes of supporting the proposals intention to increase activation and greenery within the space, to prioritise pedestrians on the land, and to address safety concerns due to traffic in its current state.

Of the nine consultation respondents who were not supportive of the proposal, the key theme mentioned by five of those was traffic concerns resulting from the proposal, particularly as Washing Lane currently provides southbound access to William Street.

The diagram below shows the key themes raised by the consultation respondents, and **Attachment 4** includes Administration responses to these comments.

Comments Raised by Respondents



Administration sent a copy of the advertisement to utility providers (ATCO Gas, NBN, Optus, Telstra, Vocus, Water Corporation, Western Power, and Main Roads), in accordance with section 59(2)(b) of the LAA. Of the eight public services providers listed above, three responded to the City’s letter. ATCO Gas, Telstra and Water Corporation replied to the notice confirming they have no objections to the proposal, provided no permanent infrastructure be built on the land.

The closure process has been undertaken in accordance with section 59 of the LAA. The City’s *Policy 2.2.8 – Laneways and Rights of Ways* does not address closures initiated under section 59, however does incorporate closures and amalgamations of laneways in accordance with section 52 and 58 of the LAA. It notes that closures will not proceed without the consent of all adjoining property owners who have an implied or expressed right of access through the laneway.

It is noted that landowners of one property adjoining the laneway object to the pedestrianisation of Washing Lane. The proposed closed portion is not directly adjoining this property, nor will it impact access to this property. Administration understands that the objection relates to concerns with the construction of the complexes at No. 188 Newcastle Street between 2012 – 2014.

The City initially intended to advertise the road closure in accordance with section 58 of the LAA. Further advice from DPLH determined that following the process of section 59 of the LAA was more appropriate for

this proposal. The City opened with the section 58 consultation process (including public notice in the Perth Voice) on 8 April 2022.

The City was required to publish a separate advertisement in the Perth Voice (published 23 April 2022) which noted that the road closure process was pursuant to section 59 of the LAA. The consultation period was then extended to comply with the 35 days minimum requirement of the section 59 process.

The process is not significantly different, and the Imagine Vincent page detailing the proposal did not change. All consultation responses have been considered as the outcome of the proposal under both processes (section 58 and 59) is the closure of the road.

LEGAL/POLICY:

Section 59 of the *Land Administration Act 1997* provides that a local government may ask the Minister to reserve any Crown land for the purpose of a mall reserve.

Regulation 10 of the *Land Administration Regulations 1998* sets out the procedure for advertising proposed mall reserves and details of what must be included with the request sent to the Minister.

Land Administration Act 1997

Section 59. Creation and management of mall reserves:

- (1) *Subject to this section, a local government may request the Minister to reserve under section 41 any Crown land within its district described in a plan of survey or sketch plan for the purpose of passage through that land by —*
 - (a) *pedestrians; and*
 - (b) *vehicles used by the holders of the freehold in, and occupiers of, land adjoining that land; and*
 - (c) *other vehicles permitted access to that land under local laws made under the Local Government Act 1995, and for any other compatible purpose.*
- (2) *Before making a request under subsection (1), a local government must —*
 - (a) *advertise the purpose and details of the request in the prescribed manner; and*
 - (b) *send copies of that advertisement to the holders of the freehold in, and occupiers of, land adjoining the land in question, to suppliers of public utility services on the land in question and to the Planning Commission, and specify in that advertisement a period of not less than 35 days from the day of that advertisement during which submissions relating to the request may be lodged with the local government.*
- (3) *After the expiry of the period referred to in subsection (2), the local government must send to the Minister its request, together with copies of any submissions lodged with it during that period and its comments on those submissions.*
- (4) *The Minister may, after receiving and considering a request and any accompanying submissions and comments sent to the Minister under subsection (3) —*
 - (a) *by order —*
 - (i) *grant the request; and*
 - (ii) *place the care, control and management of the mall reserve with the relevant local government or a State instrumentality;*
 - or*
 - (b) *direct the relevant local government to reconsider the request, having regard to such matters as he or she thinks fit to mention in that direction; or*
 - (c) *refuse the request.*
- (5) *On the registration of an order made under subsection (4)(a) —*
 - (a) *any road within the mall reserve is closed and section 58(6) applies to any such road as if that road had been closed under section 58; and*
 - (b) *the Minister may by order confer on the management body of the relevant mall reserve power to grant a lease or licence over, or to mortgage, the whole or any part of that mall reserve for the purpose referred to in subsection (1), and a person leasing land from a management body on which that power has been conferred may, if that lease so provides, sublease the whole or any part of the land so leased for that purpose.*
- (6) *An order made under subsection (4)(a) or (5)(b) does not create any interest in Crown land in the relevant mall reserve in favour of the management body of that mall reserve.*
- (7) *For the purposes of —*
 - (a) *obtaining access to land adjoining a mall reserve; or*
 - (b) *installing, maintaining or removing public utility services within a mall reserve, the land within the mall reserve is to be treated as if it were a road.*

Land Administration Regulations 1998**Regulation 10. Manner of advertising prescribed etc. for proposed mall reserve (Act s. 59):**

- (1) A local government must advertise the purpose and details of a request to reserve Crown land under section 59(1) of the Act as a mall reserve —
 - (a) in a newspaper circulating in the local government district in which the land is situated; and
 - (b) in a notice placed on a signpost on the land or otherwise in a manner approved by the Minister.
- (2) A local government must include with the request it sends to the Minister under section 59(3) of the Act —
 - (a) written confirmation that the local government has resolved to make the request, details of the date when the relevant resolution was passed and any other information relating to that resolution that the Minister may require; and
 - (b) a copy of the advertisement as it appeared in the newspaper referred to in subregulation (1)(a); and
 - (c) a sketch plan describing the extent of the proposed mall reserve; and
 - (d) any other information the local government considers relevant to the Minister's consideration of the request; and
 - (e) written confirmation that the local government has complied with section 59(2) and (3) of the Act.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to approve requesting the Minister for Lands to create a mall reserve of a portion of public road on Washing Lane, Perth.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Accessible City

Our pedestrian and cyclist networks are well designed, connected, accessible and encourage increased use.

Thriving Places

Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority.

We encourage innovation in business, social enterprise and imaginative uses of space, both public and private.

SUSTAINABILITY IMPLICATIONS:

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*.

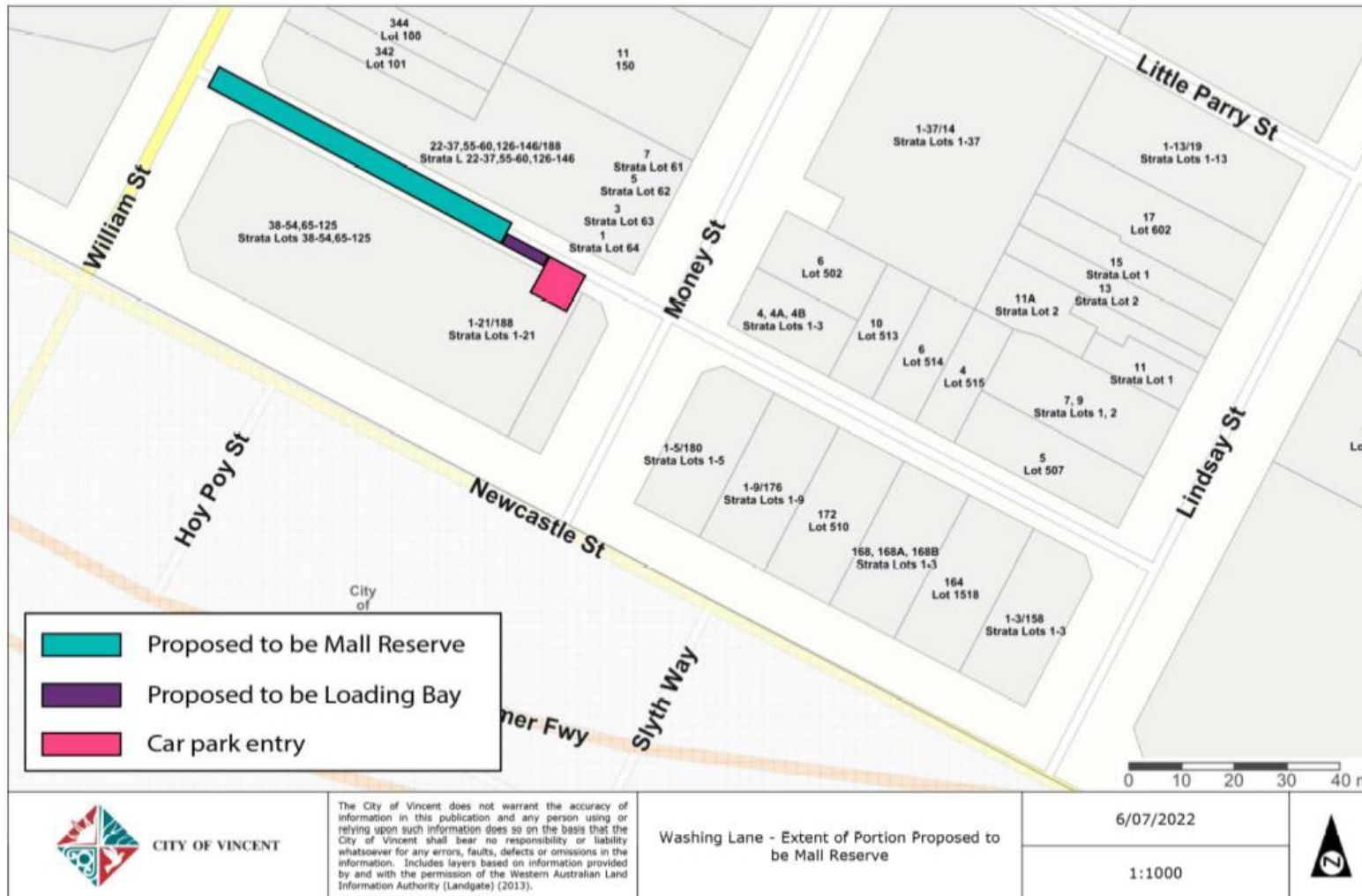
Sustainable Transport**PUBLIC HEALTH IMPLICATIONS:**

This does not contribute to any public health outcomes in the *City's Public Health Plan 2020-2025*.

FINANCIAL/BUDGET IMPLICATIONS:

The construction of any temporary infrastructure or improvements to the land will be the financial responsibility of the applicant.

The laneway would remain as Crown land with a management order for the City to continue to have responsibility for the management of the land. There will likely be no change in financial implications for maintaining the land.



CITY OF VINCENT

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Washing Lane - Extent of Portion Proposed to be Mall Reserve

6/07/2022

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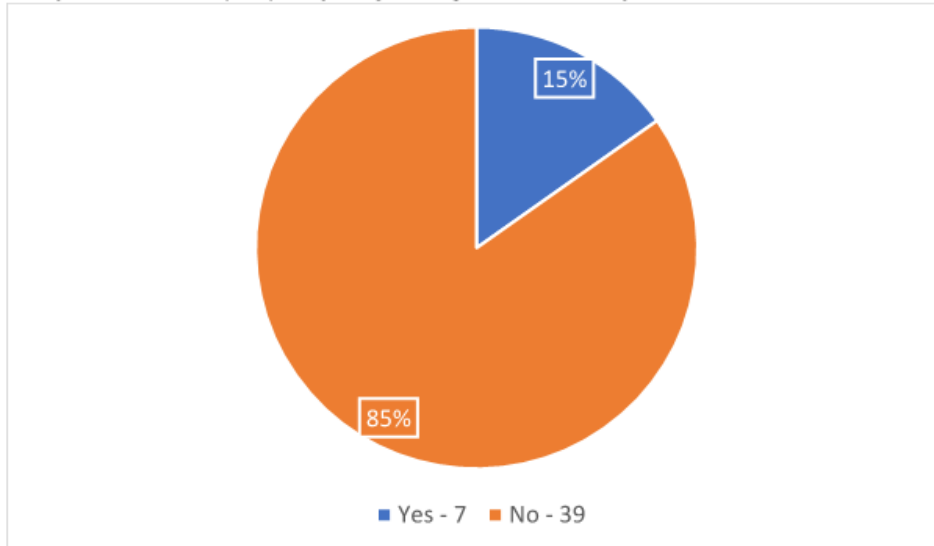
EHQ RESPONSES					Comments	Theme
No.	Do you support the proposal for a portion of Washing Lane to be closed to vehicles and converted into a pedestrian only space?	Do you live in a property adjoining the laneway?	Do you work in a business adjoining the laneway?	Do you own a property or business adjoining the laneway?		
1	Yes	No	Yes	Yes	This closure was part of the original plan and strategy of the development at 188 Newcastle Street. We are very excited to see this progress to fruition. The laneway activation to be pedestrian and family friendly is very welcomed. Enhancing community amenity encourages people to get out and about in our precinct.	Increase activation
2	Yes	No	No	No	It is sorely needed, there are a lot of people looking for higher quality outdoor / alfresco dining experiences in this area at night and the closure of the laneway to through traffic can offer this.	Increase activation
3	Yes	No	No	Yes	I think it is a terrific proposal. Last year while the lane was closed for vehicles for a few months to allow the cladding of the building to be replaced, the businesses such as Diversity Station and Kumo Kumo (and even the hairdresser!) started to spill out into the space and create an amazing vibe which in turn attracted more people. When the Washing Lane development was first proposed, it was presented as if it would be a thriving alfresco-type environment, however as it is currently accessible to vehicles it is a waste of space and does not allow the lane to fulfill its full potential. Also noting the laneway does not form a particularly important part of the movement network as it duplicates the parallel Newcastle Street, and in fact does tend to provide a rat-run past the traffic signals during peaktime congestion of Newcastle street which further diminishes the amenity of the Lane. I am looking forward to this terrific and insightful proposal.	Increase activation
4	Yes	No	No	No	I think this is a great idea. I think more activated pedestrian-only spaces will provide great benefit to the area. There is no need for cars to use this lane.	Increase activation
5	Yes	No	No	No	I've been to events where the road has been temporarily closed and they were awesome. Closing it permanently means it is easier to organise such events, and the lane can be activated more frequently.	Increase activation
6	Yes	No	No	No	I think it's a wonderful idea and hopefully bring more people into the area!	Increase activation
7	Yes	No	Yes	No	It's good to close Washing Lane, good for F&B hang out place.	Increase activation
8	Yes	No	No	No	As a regular customer in Northbridge I think making the space a place for outdoor dining is an excellent idea that would really make the space inviting.	Increase activation
9	Yes	No	No	No	Yes I think it will help to activate and make it much more people friendly. We go into the area most weekends for coffee and shopping so would be nice to have an area that has a euro/asian lifestyle feel to it	Increase activation
10	Yes	No	No	No	I visit the restaurants in the lane often and have yet to encounter any cars in the lane. Makes no sense that cars have access (other than residents)	Increase activation
11	Yes	No	No	No	What a fantastic idea to increase the vibrancy and attractiveness of the area. Now if only we could find a way to [deter / clear out] all of the meth addicts....	Increase activation
12	Yes	No	Not answered	No	Will improve the ambience of the lane/William St.	Increase activation
13	Yes	No	No	No	Please plant more trees in the laneway if possible.	Increase greenery
14	Yes	No	No	No	The proposal is a fantastic idea, streets should prioritise pedestrians over vehicles whenever practicable, and this will create a new pedestrian space for adjacent businesses and the public to linger and enjoy. As a nearby homeowner/resident, I think it's a great proposal.	Prioritise pedestrians
15	Yes	No	No	No	Enhanced walkability should be prioritised throughout the City so I am supportive of this proposal.	Prioritise pedestrians
16	Yes	No	No	No	I would love to see this area become pedestrian only	Prioritise pedestrians
17	Yes	No	No	No	In my opinion, Northbridge has become very violent and antisocial after dark. Turning Washing Lane into basically a Pedestrian Mall can only help to make Northbridge more family oriented and a better place to visit. Hopefully the first of many changes in this area north of the railway line. With the proposed new ECU City development and the revamp of Yagon Square these small projects like Washing Lane can only help to encourage other businesses to upgrade their premises in Northbridge, spend the money to tidy up their buildings which intern will bring families back into Northbridge and enhance their takings/profits. My wife and I have been constant visitors to Northbridge over many years and have witnessed the decline in social behaviour, so any change to enhance the area would be helpful.	Prioritise pedestrians
18	Yes	No	No	No	I live just to the north of the area and walk down William St regularly - this area has a great potential to be activated and would make a good ped only area.	Prioritise pedestrians
19	Yes	No	No	No	More space for walking, cycling, etc is needed all across the city	Prioritise pedestrians

No.	Do you support the proposal for a portion of Washing Lane to be closed to vehicles and converted into a pedestrian only space?	Do you live in a property adjoining the laneway?	Do you work in a business adjoining the laneway?	Do you own a property or business adjoining the laneway?	Comments	Theme
20	Yes	No	Yes	No	Cars speed down here. The road looks like a walking street. It's only a matter of time till someone gets seriously hurt	Safety concerns in current state
21	Yes	No	Yes	Yes	This lane closure will be more beneficial to the community safety and business will benefit from the open space and attract more people to the area.	Safety concerns in current state
22	Yes	No	No	No	We like to dine outdoors on washing lane, but vehicles going across (sometimes at high speeds) do cause a safety concern for pedestrians (especially children).	Safety concerns in current state
23	Yes	No	No	No	Closing the lane will create a safer passage for people to trade within the proximity.	Safety concerns in current state
24	Yes	No	Yes	No	Finally!! I think this road closure definitely is a good idea	Other / No comment
25	Yes	Yes	No	No	Fantastic idea! This should have been done sooner!	Other / No comment
26	Yes	No	No	No	Sounds like a great idea	Other / No comment
27	Yes	No	No	No	I hope that bikes will still be able to ride through the laneway.	Other / No comment
28	Yes	No	No	No		Other / No comment
29	Yes	No	No	No		Other / No comment
30	Yes	Yes	No	Yes		Other / No comment
31	Yes	No	No	No		Other / No comment
32	Yes	No	No	Yes		Other / No comment
33	Yes	No	No	No		Other / No comment
34	Yes	No	No	No		Other / No comment
35	Yes	No	No	No		Other / No comment
36	Yes	No	No	No		Other / No comment
37	Yes	No	No	No		Other / No comment
38	Unsure	No	No	No	I live on Money St. I use Washing Lane to access William St. I will support the closure of the road if it can be cleaned and spruced up. Currently it feels too concrete and dull. It needs many more trees and colourful gardens to justify closing the road.	Increase greenery
39	No	No	No	Not answered	I dont support the closing of this lane, because it is a good little cut through street available when you dont want to get stuck on that portion of newcastle street that is always jammed. There are some stores there that could have tables out front, but from walking by I mostly see businesses that aren't customer facing.	Traffic concerns about proposal
40	No	Yes	No	No	It's really hard to turn right in northbridge where I live, washing lane makes it much more easier to eventually turn right with the guidance of traffic lights, without the option it will be near impossible to go on the northbound freeway	Traffic concerns about proposal
41	No	Yes	No	No	Closing Washington lane down will result in excessive traffic on Money st. Washington lane is the only way for local traffic to access Williams St.	Traffic concerns about proposal
42	No	Yes	No	Yes	I do not wish this lane to be closed, I wish that it stays open for easier access out to William street	Traffic concerns about proposal
43	No	No	No	No	Can't help but wonder if this is a good use of our rates. The whole area is a schmozzle. William St is alternately one way, then two-way. What's the plan here?	Traffic concerns about proposal
44	No	No	No	No	Can't see any issues with washing lane as is. Keeping this open better for tenants	Other / No comment
45	No	Yes	No	No		Other / No comment
46	No	Yes	No	No		Other / No comment
EMAIL RESPONSES						
1	No	Not answered	Not answered	Yes	We, the owners of [REDACTED], have had a meeting and object to the pedestrianisation of Washing Lane. We do NOT give our consent.	Other / No comment

Washing Lane Mall Reserve Proposal

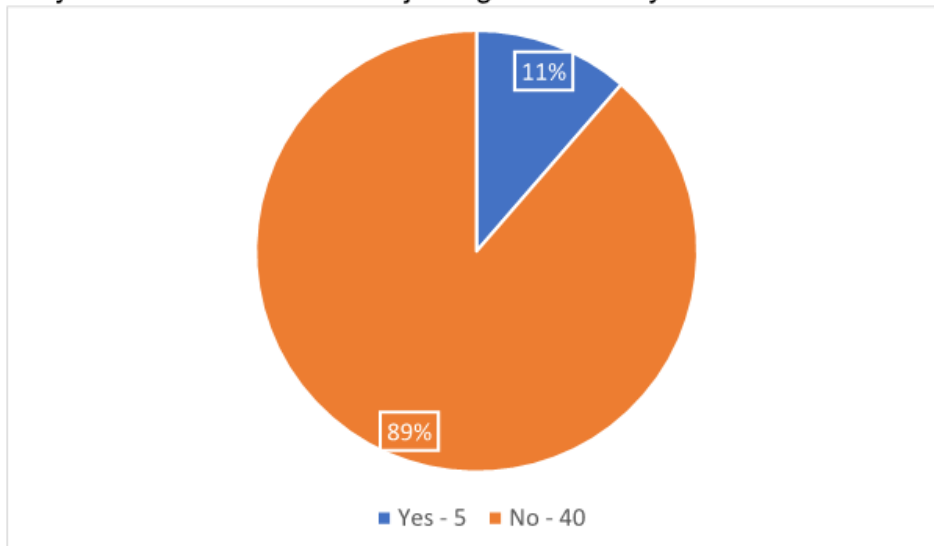
Consultation Responses Diagrams

Do you live in a property adjoining the laneway?



Total number of responses = 46

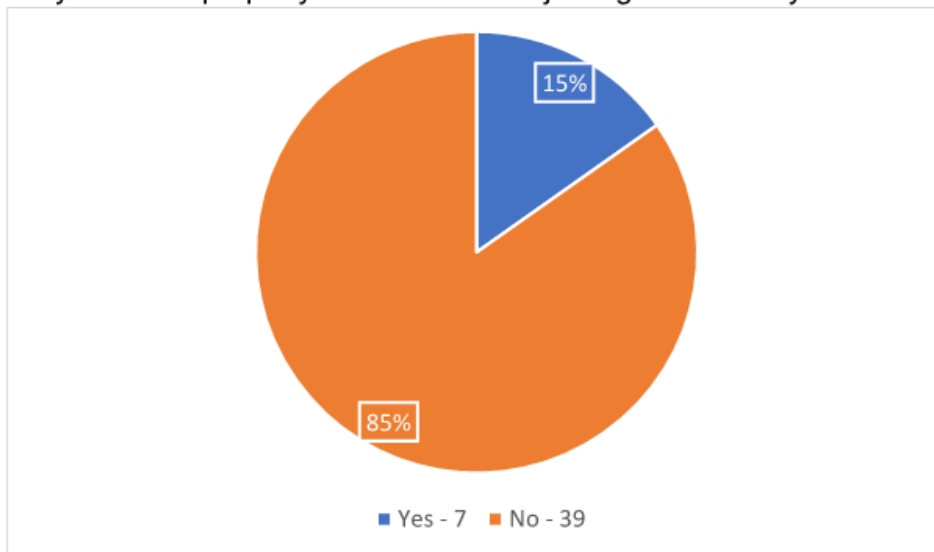
Do you work in a business adjoining the laneway?



Total number of responses = 45

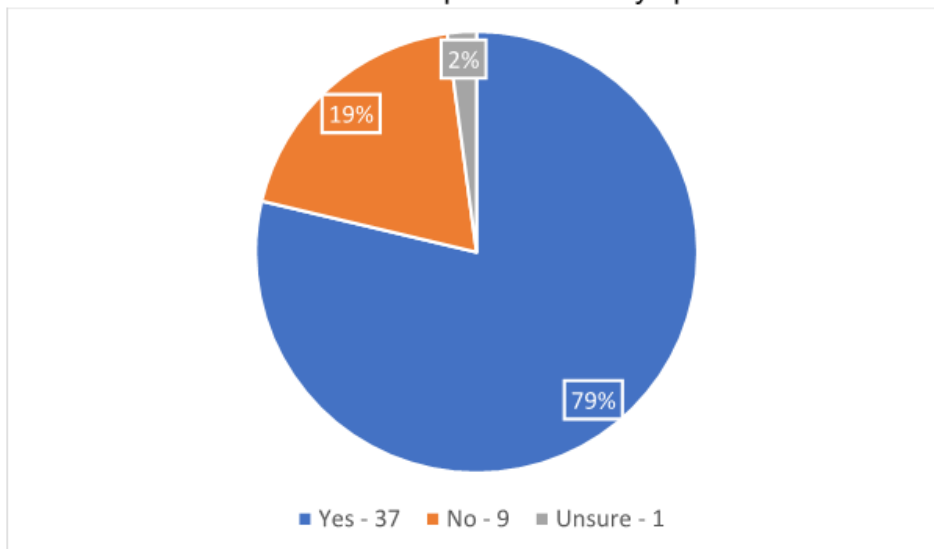
Washing Lane Mall Reserve Proposal

Do you own a property or a business adjoining the laneway?



Total number of responses = 46

Do you support the proposal for a portion of Washing Lane to be closed to vehicles and converted into a pedestrian only space?



Total number of responses = 47

Washing Lane Mall Reserve Proposal

Washing Lane Mall Reserve Proposal

Administration Response to Consultation Comments

Concerns Raised	Administration Response
Prioritise pedestrians	Administration notes the support for prioritisation of pedestrians within our town centres.
Increase activation	Administration supports increasing activation in the area and providing a safe space for businesses to increase their alfresco dining ability.
Increase greenery	Administration supports increasing greenery in the laneway should the mall reserve proposal be approved by the Minister for Lands.
Safety concerns in current state	Administration notes the concerns of current traffic usage and speed in the laneway and supports this proposal to prioritise the safety of pedestrians using the land.
Traffic concerns about proposal	Should the mall reserve proposal be approved by the Minister for Lands, the road closure would not impact the local road network. Some local traffic currently uses this portion of Washing Lane to turn left (southbound) on to William Street, with some of this traffic then using the signalised intersection of William and Newcastle streets to turn right (westbound) on to Newcastle Street. There is already full movement access from Lindsay and Money streets on to Newcastle Street, which allows safe access to William Street southbound. While the right turn movements from Money Street and Lindsay Street onto Newcastle Street may be difficult during peak periods, it would be no more difficult than making the left out from Washing Lane onto William During Peak periods. There are also alternative movements that can be made from Monger Street onto Beaufort Street or Lindsay onto Brisbane Street. Traffic is not strictly limited to exiting from Lindsay and Money Streets onto Newcastle Street.
Other / No comment	Noted.