University of Southern Queensland

Faculty of Health, Engineering and Sciences

CBD Revitalisation—

The Relationship Between Laneway Activation and Sense of Place

A dissertation submitted by

Brittany Hughes

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ABSTRACT

Central Business District (CBD) revitalisation strategies, in recent years, have become renowned in most cities. Laneway activation is one strategy that focuses on revitalising the CBDs underutilised laneways. By re-designing the laneway into a multi-use space, with art culture unique to the city, laneway activation is said to reintroduce vitality and a sense of place into the CBD. Laneway activation has been successfully implemented in large cities within Australia. However, recently, it has also been implemented in smaller regional cities.

This project sought to provide a causal explanation as to how laneway activation influences sense of place, in a regional community. By employing qualitative and quantitative research methods, the data collection comprised of two phases. Phase one involved studying the physical characteristics of Toowoomba's activated laneways and ranking them to determine the most, average and least activated laneway. Phase two entailed observing the behaviours of humans in the three laneways to determine whether the behaviours were indicators of sense of place, based on a framework derived from literature.

The research revealed that there are links between the level of activation and the sense of place indicators observed. It stood to reason that the more activated the laneway was, based on its physical elements, the more indicators of sense of place there were. This stands to reason that laneway activation as a CBD revitalisation strategy has an influence on sense of place.

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Brittany Hughes

Student Number: [redacted]

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CHAPTER 1

1.0 INTRODUCTION

In seeking to add vitality and life back into their cities, state and local governments have utilised a range of strategies to redevelop and revitalise CBD's (Woodhouse 2011). One CBD revitalisation strategy that has become renowned across Australia is the concept of laneway activation (The Urban Developer 2014). Laneway activation has become a popular CBD revitalisation strategy to reactivate the CBD and reintroduce a sense of place in most of Australia's large cities including Melbourne, Sydney and Brisbane (The Urban Developer 2014). The success of laneway activation in these large cities has also been attempted in regional cities (Urbis 2010a). This project investigates laneway activation strategies employed in a regional city and explores how it influences the sense of place within the community.

1.1 Background

For decades the focus for urban planning has been centred around addressing modern day issues such as accommodating the rise in car traffic and the dominant planning ideology of modernism taking precedence, reducing the priority on public space (Gehl 2010). This has resulted in the human dimension being eliminated from CBDs (Gehl 2010). However, towards the start of the 21st century, new challenges have arisen in the need to revitalise CBD's and turn them into lively, safe and sustainable spaces (Gehl 2010). Laneway activation is one strategy that focuses on revitalising the CBDs underutilised laneways with the aim of introducing vitality and a sense of place into the CBD by re-designing the laneway into a multi-use space with art culture unique to the city (The Urban Developer 2014).

Laneways within CBDs were historically utilised for waste collection, but due to technological advances in waste management the need for these laneways declined or fell away (Harrisson 2008). These unused or underutilised laneways later became disused resulting in negative associations with laneways as urban spaces. The aim of laneway activation is to change the laneways from lifeless, dark, uninhabitable spaces, into mixed use precincts full of artwork, culture and a sense of place (Harrisson 2008).

Harrison's (2008) description of an activated laneway raises the question "how does laneway activation influence sense of place?". Sense of place is a concept that can be interpreted in various ways (Beidler & Morrison 2016). It is the emotional attachment to a space that individuals experience within that space and about that space. The connection between individuals and a place is based on the physical characteristics within the place and the emotional connections that come from experiences in that place (Brown et al. 2015). This emotional attachment is based on four dimensions: the self, the environment, social interaction and time (Beidler & Morrison 2016).

Commonly place attachment, which is a construct of sense of place, is measured when determining sense of place (Marks 2016). Applying the sense of place and place attachment measurement framework derived from the literature in the regional community case study of Toowoomba, will enable a casual explanation of how laneway activation, as a CBD revitalisation strategy, influences sense of place.

1.2 Aims and Objectives

The aim of this research is to investigate how CBD laneway activation in a regional community influences people's sense of place in that location. To investigate CBD laneway activation and how it influences people's sense of place, this dissertation has three main objectives which outline how this aim will be achieved. The research firstly

seeks to identify laneway activation strategies that have been applied to a regional city and investigates the physical elements of the laneway activation. A framework will be created of physical elements utilised in laneway activation.

A second objective is to analyse current frameworks on sense of place and construct, a framework for users' behaviours within activated laneways that can be interpreted to be indicators of sense of place.

The third objective is to apply these two frameworks derived from the literature to activated laneways in the regional community of Toowoomba, Queensland, to answer the following research questions:

- What is the relationship between laneway activation and sense of place in a regional community?
- What strategies have been used to reactivate the laneways?
- What are the physical elements of the activated laneways?
- What are the laneway users' behaviours within those laneways and how are the behaviours indicators of sense of place?

1.3 Justification

Research has revealed that there is a need to improve the vitality of CBD's in order re-introduce the human dimension back into the CBD and influence sense of place (Gehl 2010). One CBD revitalisation strategy implemented in recent years, that aims at introducing vitality and sense of place back into the CBD is laneway activation (Woodhouse 2011).

The literature researched on laneway activation strategies, has revealed that there are key physical elements that define the successful activation of laneways (Woodhouse 2011). The literature on Toowoomba's laneway activation strategy revealed that the Toowoomba City Master Plan 2010 (TCMP), aimed at activating laneways to provide human scaled connections and a level of visual interest and activity. The ultimate goal of implementing laneway activation was to enhance city living by enabling people to appreciate the quality of urban life and the towns vitality (Urbis 2010b). Since the TCMP was implemented it is recognised that several of Toowoomba's urban laneways have been activated to varying degrees of success based on their physical elements.

Through the data collection of this project, the level of activation from each of the activated laneways in Toowoomba will be determined. The data collection will also involve observing the laneway users' behaviours in the laneways and determine whether they are indicators of sense of place. Through this, it is anticipated that the results will enable the Toowoomba Regional Council to better understand the value of their investment into laneway activation. The project will also make a methodological contribution to the gap in the knowledge on the links between laneway activation and sense of place.

1.4 Outline

For the outline, chapter 1 of this dissertation firstly provides an introduction into the research topic. The background information relating to the topic is then conveyed followed by the aims and objectives and justification for the dissertation.

A literature review is then provided in chapter 2 which discusses the literature that underpins the project. This includes literature on laneway activation strategies in three large Australian cities and Toowoomba which reveals the physical elements of laneway

activation. The chapter then delves into the literature surrounding sense of place and place attachment and provides discussion surrounding sense of place methodologies and how human behaviours can be interpreted as indicators of sense of place in the form of place attachment.

Chapter 3 then discusses the methodology of this research, including the method that underpins the research as well as the data collection strategy, analysis and presentation. Chapter 3 also discusses the limitations and delimitations, providing the justification on the trustworthiness and authenticity of the research. It provides certainty that the research has involved robust design principles.

After the methodology is explained in chapter 3, chapter 4 presents the results of the data collection through the aid of photographs, and graphs. Chapter 5 provides further discussion of the results as well as an analysis of the results against the developed sense of place framework. Chapter 5 also provides recommendations as a result of the research. Finally, chapter 6 concludes the dissertation by summarising the project and recommending future research.

1.5 Conclusion

The aim of this research is to investigate how laneway activation as a CBD revitalisation strategy, influences sense of place. This aim will be achieved through three main objectives. Firstly, through the identification of laneway activation strategies, in order to gain an understanding of the physical elements that determine the activation of the laneways and develop a framework for measuring the physical characteristics. Secondly developing a framework to measure sense of place through the construct of place attachment, by unobtrusive observation. Thirdly to combine these

frameworks of the previous objectives to provide a causal explanation into the relationship between laneway activation and sense of place in Toowoomba.

This chapter provides an introduction into the dissertation topic, detailing the background information underpinning the project. It explains the aims and objectives that are invaluable to the successful completion of the dissertation. Furthermore, the justification of the research has been delivered and an outline of the chapters in this dissertation have been provided.

The proceeding chapter presents a review of the literature supporting laneway activation and sense of place. The ultimate focus of the chapter will be on developing a framework to measure the physical elements of laneway activation and a framework to measure the behaviours in laneways that can be interpreted to indicate the sense of place.

CHAPTER 2

In this chapter, literature relating to the two main components of this study, laneway activation and sense of place, is presented and reviewed. The objective of this chapter is to provide clear definitions of the components and to establish a framework for measuring behavioural indicators of sense of place that will be used in the proceeding methodology chapter.

2.0 LITERATURE REVIEW

2.1 Introduction

This chapter presents the exploration of the literature surrounding laneway activation and sense of place. The researched literature is organised into five overarching categories and the chapter has been structured as such:

- CBD degradation and the role of laneway activation
- the current laneway activation strategies in three large Australian cities
- the laneway activation strategy attempted in the regional city of Toowoomba
- an explanation of sense of place and place attachment as a construct of sense of place
- methodologies employed in the literature to measure sense of place using behavioural indicators of sense of place.

2.2 CBD degeneration and the role of laneway activation

To grasp the need for CBD revitalisation through laneway activation it is important to understand how the CBDs degenerated and to define the role of laneway activation. According to Gehl, 2010, the vitality and life has been abolished from the CBDs due to

the human dimension being overlooked in urban planning (Gehl 2010). Instead other planning issues such as accommodating for the dramatic increase in car traffic have taken precedence. Additionally dominant planning ideologies such as modernism saw the separation of uses in the cities and a low emphasis on public space (Gehl 2010). These ideologies and trends were strongly voiced by Jane Jacobs in her book, The Death and Life of Great American Cities in 1961 where Jacobs detailed how the rapid increase in car traffic and the ideology of modernism had taken the life out of cities (Jacobs 1965).

Since then, there has been great debate within planning theory about how to practically plan sustainable spaces in order to re-introduce life back into the CBD by making the human dimension a priority. Particularly, by creating better conditions for pedestrians and people that use the city space, and turning spaces into places (Barnes et al. 1994). Laneway activation is a modern strategy that aims at achieving this by revitalising the underutilised laneways that are in the heart of most cities (The Urban Developer 2014).

Historically, the role of a laneway within the CBD was to service the waste collection of shops or residential dwellings and for pedestrian thoroughfare (Harrisson 2008). However, as cities experienced the rapid increase of car traffic and modernism movements, laneways within CBD's became underutilised and were used as 'slum' refuges. This in turn has created a negative image towards laneways, as they began to be a haven for crime and corruption rather than as productive urban spaces (Hess 2008).

With so many unutilised laneways in the heart of the CBD's of many cities around the globe, there was a recognised need to improve the contribution that laneways make to the cities vitality (Amlani 2017). In an Australian context, the city of Melbourne has been one of the lead cities in revitalising laneways. Revitalising the laneways was part

of broader revitalisation strategies aimed at making the CBD more vibrant. According to Harrison (2008) laneway activation involves re-utilising the laneways from empty underutilised spaces into multifunctional spaces involving a mix of uses such as commercial, cultural and pedestrian uses (Harrisson 2008). The laneway activation strategies following Harrison's (2008) definition of laneway activation, have been utilised and successfully employed in other major Australian cities, within the past two decades. The proceeding paragraphs will delve into strategies that have been implemented in Melbourne, Sydney and Brisbane respectively.

2.3 Laneway activation strategies in Australia

2.3.1 Melbourne

The City of Melbourne has arguably been the catalyst for laneway activation throughout Australia. As previously mentioned, like many other cities around the world, the laneways in Melbourne were created to provide rear access to properties and for sewage and waste disposal (Oberklaid 2015). It was not until the 1990s that laneway activation strategies were implemented as part of Melbourne's broader urban design strategy. This strategy recognised that laneways could offer alternative experiences from those in other parts of the city (Harrisson 2008).

Fiona Harrison, a landscape architect, worked in conjunction with industrial designers in redeveloping some of Melbourne's lanes between 1996 and 2001. Upon reflection of the lanes, Harrison states that "within them, a breadth of physical, social and cultural possibilities accumulates to add interest to the city" (Harrisson 2008). Two of the lanes that Harrison designed as part of the laneway activation strategy were The Causeway and Little Latrobe Street. The main objective of redeveloping the lanes was to improve

the pedestrian amenity and safety, given that lack of those two factors was discouraging activity (Harrisson 2008).

The Causeway is located in the centre of Melbourne's retail precinct between Bourke Street Mall and Little Collins Street (as shown in figure 2.1).

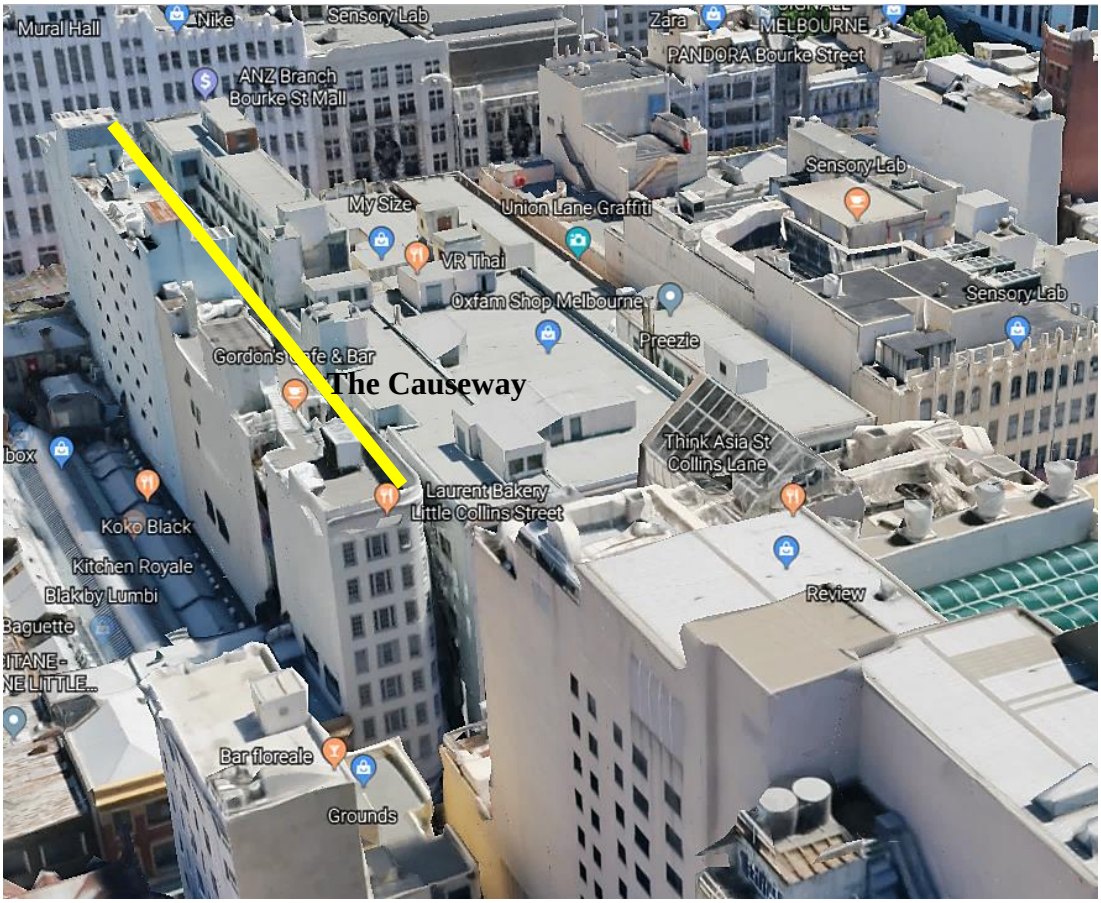


Figure 2.1. The location of The Causeway in relation to commercial land uses (Google Earth 2018)

Before it was activated The Causeway was characterised by limited commercial activity, mainly consisting of food outlets. It was developed in the 1970s as a walkway forming what was assumed to be part of an extension to the mall. As the laneway had five story buildings located either side of it, a key feature of the redevelopment was to utilise the small amount of natural light by installing temporary canopies for weather

protection instead of permanent canopies that blocked the natural light. Street lighting was placed five stories up on the top of the buildings to enhance the light throughout the entire lane, thus creating a well-lit, safer environment (Harrisson 2008). To improve the amenity of the laneway, the brown brick pavement was replaced with large bluestone pavers, laid parallel to accentuate the narrowness of the lane. To eliminate the harshness of the pavers, stainless steel reflectors were added to the bluestone pavers to add more of an interior feel than a harsh exterior feel (Harrisson 2008). Overall the aim was achieved in making the laneway more inviting and less harsh, by making it lighter and more inviting. This is evident in figure 2.2 which depicts The Causeway, highlighting the natural light created, and the long pavers.

Figure 2.2: The activated laneway The Causeway - Melbourne (MelbourneSnaps 2013)

The second laneway that Harrison reflects on is the Little La Trobe Street. This lane is located on the outskirts of Melbourne's retail precinct (as shown in figure 2.3).

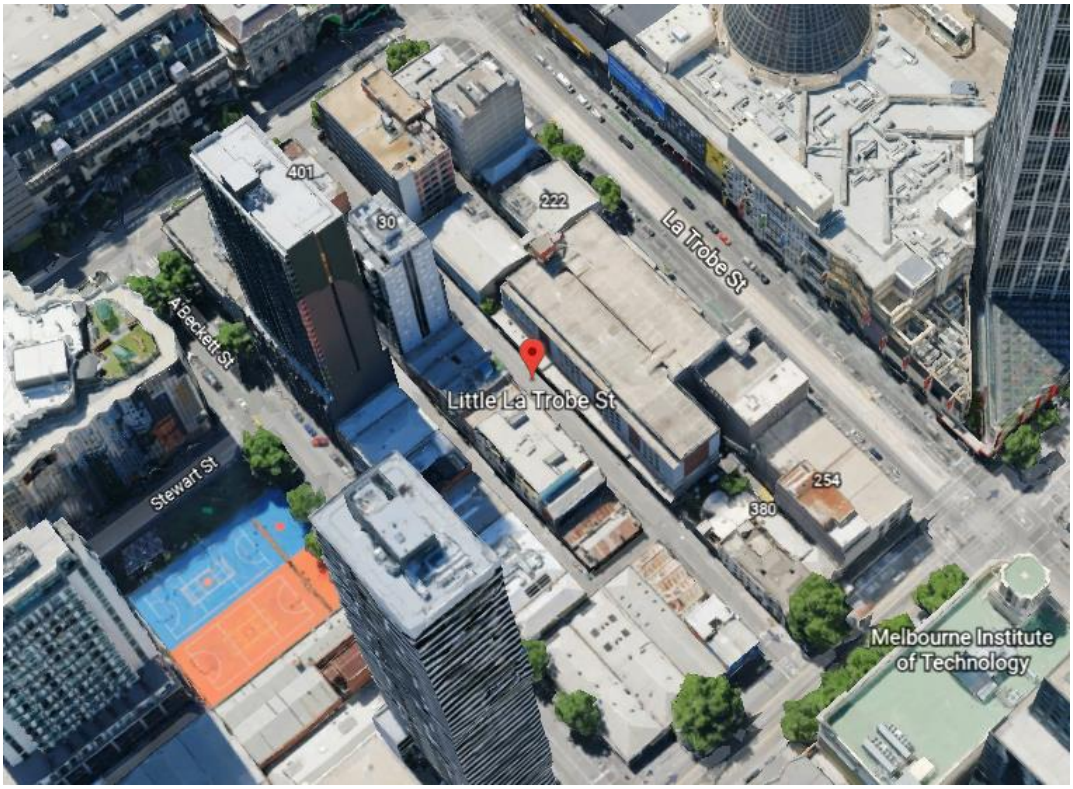


Figure 2.3. Location of Little La Trobe Street (Google Earth 2018)

The lane incorporates a mixture of industrial, commercial and residential uses located on either side. Nineteenth-century buildings dominated one side and the other side was dominated by developments from the 1980's that lacked character. Therefore, to successfully reactivate the laneway, the main aim was not to focus on turning the lane into a commercial centre but to instead, retain the industrial character of the nineteenth-century buildings (Harrisson 2008). To achieve this, the side of the footpath that the character buildings were located on was widened, new character streetlights were installed along with spotlights placed at walking rhythm distances, and the lane was paved with asphalt (Harrisson 2008). All these factors illuminating the character buildings as well as adding to the walkability and welcomeness of the lane.

These laneway redevelopments are two of many reinvigorated laneways that are iconic to Melbourne's urban design fabric. They also acted as catalysts for the redevelopment

of other Melbourne laneways that are now seen as a major footprint of the cities identity (Harrisson 2008). Melbourne now has over 18 successfully revitalised laneways which are known for their culture, vibrancy, small cafés, bars and excellent pedestrian movement (The Urban Developer 2014). A planning policy has since been adopted within the Melbourne Planning Scheme that applies to all proposed and existing laneways within the CBD (Melbourne City Council 2018). This policy recognises the vitality and identity the laneways bring to the CBD environment by allowing social interaction and activity such as live bands, outdoor dining, and a public art appreciation (Melbourne City Council 2018). The policy outlines different laneway classes and provides protection and guidelines for any future development of the lanes (Melbourne City Council 2018). The success of the culture and business created within these laneways has seen many other Australian cities implement laneway activation strategies to reinvigorate the CBD areas and restore vibrancy within the community (The Urban Developer 2014).

2.3.2 Sydney

Sydney's laneways by the 1980s, and into the 2000s, were lifeless and unusable. Like most cities around the world, the increase in car traffic saw the traditional need for laneways (for waste collection and access to residences and shops) abolished. Most of the laneways were characterised by dark empty spaces that are littered, flooded regularly and are a haven for criminal activity (Guzmán Ruiz et al. 2017). Many organisations recognised that there was a need to do something about these underutilised, unwelcoming laneway spaces. One strategy used as an incentive for the community to revitalise the laneways, was the Laneways Business Development Program (LBDP). This strategy was initiated by the City of Sydney and aimed to give life back to the laneways and CBD. The program was funded to give small businesses

incentives to develop small cafes, hidden bars and create unique art works within the unutilised laneways, with the goal of activating them, similar to what was achieved in Melbourne (Lee 2008).

The City of Sydney identified several potential laneways that could successfully be reactivated with hole-in-wall businesses, by hosting temporary artworks, these included Angel Place, Albion Place, Bulletin Place, Central Street, Wilmot Street, Hosking Place and York Lane North (Lee 2008). The LBDP, also organised by the City of Sydney, coincided with the By George program, which formed part of the Art and About festival. This involved artists that transformed four laneways off George Street.

Each team consisted of an artist, an architect, a landscape architect and either a digital gamer, a poet or a scientist. The ideas generated by this program turned underutilised spaces into places of influence and social interaction within the community. One of the laneway's themes was centred around the issue of urban sustainability with a vision of a city being destroyed by rising sea levels, another theme was of the relationship between the body and the urban environment (Ward 2010). This laneway located in Underwood Street, displayed a towering pile of boats, cars and other debris as well as a light display, as depicted in figure 2.4.

Figure 2.4. Underwood Street – Art and about festival (City of Sydney 2009)

The laneways By George represented an important step in encouraging redevelopment into Sydney's laneways. This was achieved by attracting the community to the empty spaces and inadvertently influenced how they envisage the future use of the space. It was a successful strategy in activating the laneways (Ward 2010). Overall it can be concluded that Sydney's laneway activation strategy was firstly centred around celebrating the underutilised laneways through public art and culture.

2.3.3 Brisbane

Recognising that there was a need to create attraction back in to the CBD, Brisbane, the capital city of Queensland, has also taken measures to activate the laneways similar to what has been achieved in Melbourne and Sydney. Brisbane's laneway network, although not as well connected as Melbourne's laneways, have been recognised by the Brisbane City Council as an important asset, that when revitalised, could bring sense of place back in to the CBD (Woodhouse 2011). In 2006, Brisbane City Council launched a Vibrant Laneways Program as part of the City Centre Master Plan 2006. This program has since continued as a key feature of the City Centre Master Plan 2014 (Brisbane City Council 2018).

The aim of the Vibrant Laneways Program was to reactivate forgotten and underutilised spaces within the CBD. Reactivating the laneways would involve creating places that could be enjoyed by all walks of life, whilst also improving the pedestrian access in and around the city. The program also offered opportunities for small businesses and encouraged celebrations of the creative arts (Brisbane City Council 2018). Since the program started there have been 14 completed projects throughout Brisbane's CBD. All the projects involved celebrating the laneways with art work and festivals (Brisbane City Council, 2018)

According to Woodhouse (2011), who studied the vibrancy of Brisbane's laneways, effectively designed urban spaces greatly influence people's attitudes to their environment and overall well-being (Woodhouse 2011). Urban spaces that are well designed have a domino effect on the surrounding spaces and as a result have the potential to create a vibrant public realm. It has been identified by many urban planners that unused empty spaces create a loss of life within cities and cause significant problems. Brisbane, like many cities in the twenty first century, have laneways that are an untapped resource (Woodhouse 2011). By refurbishing the laneways and installing activity and life back in to the lanes, opportunities for escape and attraction become available to the public. These opportunities are referred to Gehl (2010) as 'optional activities'. Optional activities are activities that people might be inclined to do in response to outside conditions that are appealing. For example, if urban spaces are designed well, and in a way that optimises the conditions, walkers are tempted to stop and enjoy the space, place and life of the city and people may be more inclined to go outside of the buildings and emerge in the city space (Gehl 2010).

Woodhouse (2011) has identified that there are several factors that contributed to the successful revitalisation of an urban space, such as a laneway's that have been applied in the revitalisation of Brisbane's laneways. These factors include; mixed land uses with attractions at different times of the day; varying architectural styles; pedestrian permeability and accessibility; an absence of motor vehicles; and landscaping that includes vegetation (Woodhouse 2011).

Brisbane's laneway strategy was heavily reliant on using artwork and events to generate interest back into the CBD whilst providing incentives for small businesses to open hole-in-the wall cafes, and bars. Figure 2.5 below depicts Burnett Lane that was successfully revitalised through the strategy with creative lighting, public artwork and

the installation of an artwork embedded in the roadway spanning the entire length of the lane. The laneway provides for outdoor events, new bars and restaurants. It is also part of a lunchtimes program where residents, workers, visitors and students can have their lunch and experience free live music, markets and board games (Brisbane City Council, 2018).

Figure 2.5. Burnett Lane (Brisbane City Council 2018)

2.3.4 The regional city of Toowoomba

In 2010, a City Master Plan was developed for the regional city of Toowoomba including laneway activation as a way of revitalising the CBD (Urbis 2010b). The laneway strategy aimed at identifying activation opportunities and incentives for the inclusion of small businesses and cafés, whilst contributing to place making by integrating the laneways and creating a visually engaging, fine grained, and distinctive urban form (Urbis 2010a). The vision for the laneway activation was to enhance city

living by enabling people to appreciate the quality of urban life and the towns vitality (Urbis 2010b). The masterplan defined the activation of urban laneways as laneways that have the following elements: small scale retail; on street dining; public art; streetscape works and furniture; ensuring active land uses at the ground plane; and orientating building entrances and windows to lane frontages (Urbis 2010b).

Although the City Master Plan provided guidance and direction for the revitalisation of laneways, it was the business owners and community led projects and events that contributed to the overall implementation of laneway activation in Toowoomba. In 2013, Toowoomba saw the beginning of laneway activation, when two town planners opened a café in the wall of Searles Walk, one of Toowoomba's lifeless laneways (Hunt 2013). The following year, in 2014, the inaugural First Coat street art exhibition was held. This event saw the creation of murals on the walls of many run-down laneways in Toowoomba and enhanced the character of Searles Walk as depicted in Figure 2.6 (Hardwick 2014).

Figure 2.6. Searles Walk – The first activated laneway in Toowoomba with an emphasis on the public art that line its walls (Trip Advisor 2014)

Since the inaugural First Coat street art exhibition in 2014, there has been a First Coast exhibition held every year since. The First Coat exhibition has seen many laneways within Toowoomba transform into revitalised laneways and is said to have enhanced the urban environment of our CBD (Council 2017). The First Coat street art exhibition and its subsequent benefits including the activation on multiple laneways, was guided by the Toowoomba City Master Plan 2010, which set out implementation strategies. These included laneway strategies that captured the potential of the laneways and incidental spaces in the City Centre and public art strategies that established a vision and principles to guide public art outcomes within the City Centre (Urbis 2010a). The First Coat street art exhibition has seen several laneways in Toowoomba receive public art murals.

In 2017 it was reported that the vision for vibrant laneways creating an energetic vibe was being achieved (Toowoomba Regional Council 2017). Given Toowoomba's recent success of employing laneway strategies as a way of revitalising the CBD through street art and events, Toowoomba was chosen as the case study to investigate the relationship between laneway activation and sense of place in a regional community.

2.3.5 Concluding remarks on laneway activation

It is evident from the research presented on the laneway activation strategies implemented in Melbourne, Sydney and Brisbane that there are common themes underpinning laneway activation. One of the main themes that was identified as the pinnacle to the successful implementation of laneway activation is urban design. Along with support from the local and state government, urban design was used in a creative way through the celebration of art to facilitate a better sense of place. Melbourne used architectural expertise to initiate its laneway activation strategy in the late 1990s which

proved successful, as this-led to a flow on effect where the laneways are now known for their culture, vibrancy, small cafés, bars and excellent pedestrian movement (The Urban Developer 2014). Sydney hosted temporary artworks and events in the laneways as an initial laneway activation strategy. Brisbane used a similar strategy to encourage development in laneways through its Vibrant Laneways Program which focused on urban design whilst encompassing mixed land uses; varying architectural styles; an absence of motor vehicles; and landscaping that included vegetation.

The research that was investigated on laneway activation strategies in the larger Australian cities of Melbourne, Sydney, Brisbane and the regional city of Toowoomba has presented concepts, frameworks and definitions of laneway activation. The research has indicated that the activation of urban laneways can be achieved by redesigning the urban form by introducing:

- A mixture of small-scale retail
- On street dining
- Public art
- Street furniture such as benches and shade for people to use
- Landscape and vegetation that is well maintained
- Pavements that improve the amenity of the laneway, for example long pavers that are level as evident in the Causeway in Melbourne
- Orienting building entrances and windows to lane frontages
- Lighting provision

The previous paragraphs have detailed the laneway strategies implemented in Melbourne, Sydney, Brisbane and Toowoomba. They have determined what are considered the physical elements of laneway activation and have provided examples of

these elements. The proceeding paragraphs will describe the definition of sense of place; including its components, specifically detailing place attachment, as a construct of sense of place.

2.4 Sense of Place

2.4.1 History

History suggests that the concept of sense of place was derived from the Latin phrase ‘spirit of place’, in that places are said to have spirit and that humans have sense (Beidler & Morrison 2016). The term sense of place is a broad concept and can be interpreted and implied in various ways, dependant on the circumstance (Beidler & Morrison 2016). As Beidler and Morrison (2016) explain, sense of place can be derived from the field of geography, as a holistic concept, thought by scholars to be something of human nature, with many different dimensions, that can only be determined by qualitative measures.

The modern-day sense of place concept takes some aspects from its ancient background but, as suggested by Beidler and Morrison (2016), has been moulded by professionals in the field of geography to measure the concept quantitatively. It is argued that this modern-day concept came from the 1960s from geographers referred to as ‘humanistic geographers’ that observed the phenomenon of ‘placelessness’.

‘Placelessness’ as defined in 1976 by Edward Relph, is “the weakening of the identity of places to the point where they not only look alike but feel alike and offer the same bland possibilities for experience” (Freestone et al. 2016). Put simply, the concept of ‘placelessness’ was experienced when a place had the inability to create positive emotions in individuals, resulting in a place that is bland, meaningless and detached. It

was this interpretation of place and placelessness that provoked many other geographers and scholars, post - World War II to attempt to define sense of place as a measurable concept (Freestone et al. 2016).

As Beidler and Morrison (2016) discuss, during the 1980s there were also various definitions created for sense of place that contributed to the modern-day sense of place concept. These definitions were based on the understanding that it can be measured both qualitatively and quantitatively as it involves an individual's reactions to a place that is influenced by various factors such as the quality of aesthetics of the place. It was in this period that place interpretation was focused heavily on the human element (Beidler & Morrison 2016).

It is now understood, based on the historical findings and the more recent interpretations of the 1960s and 1980s, that the modern-day sense of place concept is a combination of four key elements that pertain to the physical environment, the psychology of the self, and the sociocultural circumstances. Beidler and Morrison (2016) refer to these key elements as the four dimensions to sense of place. These include: the first dimension - the self; the second dimension - the environment; the third dimension - social interaction and the fourth dimension - time (Beidler & Morrison 2016).

2.4.2 Beidler and Morrisons Four Dimensions of Sense of Place

First Dimension

The first dimension Beidler and Morrison (2016) refer to as 'the self 'is indicative of the role that the individual plays in determining sense of place. The self, and what influences the self, is what helps measure how a space becomes a place. Sociological and psychological studies have been undertaken to understand those influences. These studies have focused on both positive aspects of place identity and attachment, and

negative aspects such as displacement and social housing. The self focuses on how the place attachment involved in sense of place is influenced greatly by the psychology of the self. As Cross (2001) states 'to some degree we create our own places, they do not exist independent of us' (Cross 2001 10). However, there are many factors that influence an individual's psychological perception of a space. It is understood that the influence of the self on sense of place should be measured in a collective manner where common sensory experiences are reflected depending on urban design factors (Lucas & Romice 2010). Below table 2.1 represents the sensory experience of urban spaces that one may experience based on the physical characteristic of the space and what an individual may feel in relation to the characteristics. Table 2.1 provided below is a descriptor chart for sensory notation (Lucas & Romice 2010).

Table 2.1: A descriptor chart for sensory notation (Lucas & Romice 2010)

TABLE I

Descriptor Chart for Sensory Notation. The aim is to provide clear terminology for additional description of sensory experience of urban spaces

DESCRIPTORS

VISUAL	AURAL	TACTILE	KINETIC	THERMAL	CHEMICAL
Dark	High Pitch	Static	Strong	Hot	Weak
Bright	Low Pitch	Mobile	Light	Cold	Intense
Saturated	Quiet	Rough	Free	Dry	Stagnant
Neutral	Loud	Smooth	Bound	Wet	Fresh
Perspectival	Clear	Light	Indirect	Natural	Musky
Flat	Reverberant	Heavy	Direct	Artificial	Putrid
Intimate	Vocal	Porous	Level	Ambient	Floral
Vast	Non-Vocal	Resistant	Graded	Source	Fruit
Solid	Natural	Hard	Sustained	Radiant	Spice
Void	Artificial	Soft	Quick	Convective	Resin
Detailed	Attack	Warm	Crowded	Constant	Meaty
Blank	Decay	Cold	Empty	Responsive	Oily

Second Dimension

The environment is the second dimension to sense of place according to Beidler and Morrison (2016). The environment is a very influential factor to sense of place. Research has suggested that the physical characteristics that create a space relate to the making of a 'towns character' (Beidler & Morrison 2016). Green (1999) identified, in his study that explored the notion of 'town character' within a town from the perspective of the community, that positive character image created by the community was represented by the environmental features of a town. The aesthetically pleasing features within an environment are said to relate to a feeling of satisfaction, charm and familiarity within a community (Green 1999). The environmental features in which local community members associate with a pleasant feeling form part of the locals' individual sense of place in relation to their town. Conversely, if a space contains environmental features that community members associate negatively with and are not consistent with the perceived 'town character', the space is not likely to attract public interest and social interaction and may be seen as being 'placeless' and lacking sense of place (Green 1999). Although the environment is a key factor to sense of place, it still has to be accompanied with an understanding of the social experience of an individual, to define sense of place (Beidler & Morrison 2016).

Third Dimension

Social interaction is another contributing factor to sense of place and is Beidler and Morrisons (2016) third dimension. Research suggests that, historically, social interaction between individuals as well as their daily routines within a space contributes to the sense of place within that space. More modern research indicates that social and cultural experiences are also central to an individual's perception of a place (Beidler &

Morrison 2016). According to McClinchey (2017) festivals and celebrations in a space contribute to the belonging, identity, and the social sustainability of a community (McClinchey 2017). Spaces that promote multicultural activities and festivals that involve positive social interaction are said to create emotional and sensuous geographies and contribute to a sense of place (McClinchey 2017). Overall it is the accumulation of social interactions within a space that create place attachment and sense of place (Beidler & Morrison 2016).

Fourth Dimension

The three previously mentioned dimensions to sense of place all are subject to the fourth dimension: time. As Beidler and Morrison (2016) suggest, the amount of time and at what times an individual spends in a space can impact on the individual's perceptions of the environment and their opportunity to engage in social interaction. Sense of place cannot be developed by visiting a place once, but by multiple visits in order for individuals to feel comfortable in that space (Beidler & Morrison 2016).

Based on the four dimensions that represent sense of place, a graphic depiction can be formed. According to Beidler and Morrison (2016) figure 2.7 below is a graphic of the four dimensions.

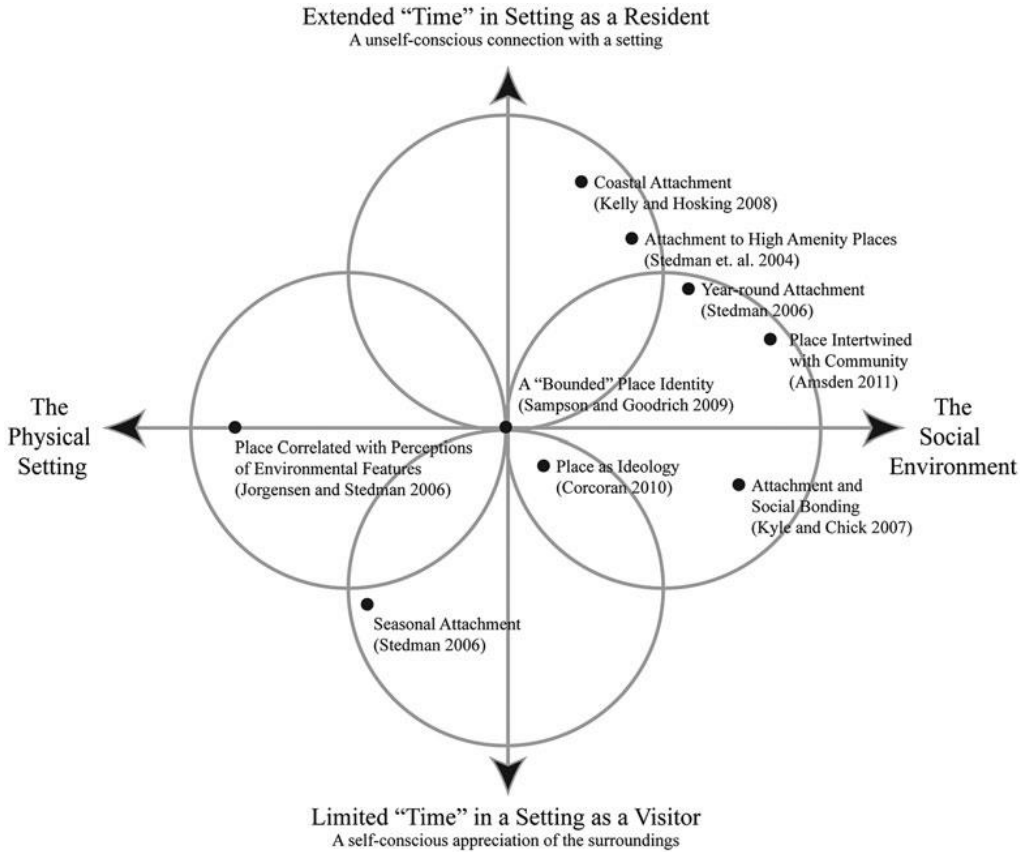


Figure 2.7: A graphic representation of four dimensions of sense of place (Beidler & Morrison 2016)

When defining sense of place based on the literature mentioned above, it can be concluded that sense of place is the emotional attachment individuals experience within a space and about a space. This emotional attachment is based on four dimensions; the self, the environment, social interaction and time (Beidler & Morrison 2016). This definition is heavily based on the concept of place attachment which is explored in the proceeding section.

2.4.3 Place attachment as a construct of sense of place

Place attachment is a construct within the broad theoretical understanding of sense of place (Marks 2016). Place attachment is commonly referred to as the connection between individuals and a place that is formed from the physical characteristics within

the place and the emotional connections that come from experiences in that place (Brown et al. 2015). An individual's connection to a place can be either positive or negative which are based on numerous influencing factors (Brown et al. 2015).

Defined specifically as the bond that takes place between an individual and a physical environment, modern literature suggests that, overall, place attachment encompasses a three dimensional framework involving: person, place and psychological process (Scannell & Gifford 2010). The person refers to who is involved, either an individual or group, and what their feelings are to a place (positive or negative). The psychological process reflects the way an individual is affected by the place and what behaviours the individual exhibits in reaction to the place. The place dimension refers to the place of the attachment that the individual is relating to and encompasses the physical characteristics of that place (Scannell & Gifford 2010). This three-dimensional framework is displayed graphically in Figure 2.8 below created by Scannell and Gifford (2010).

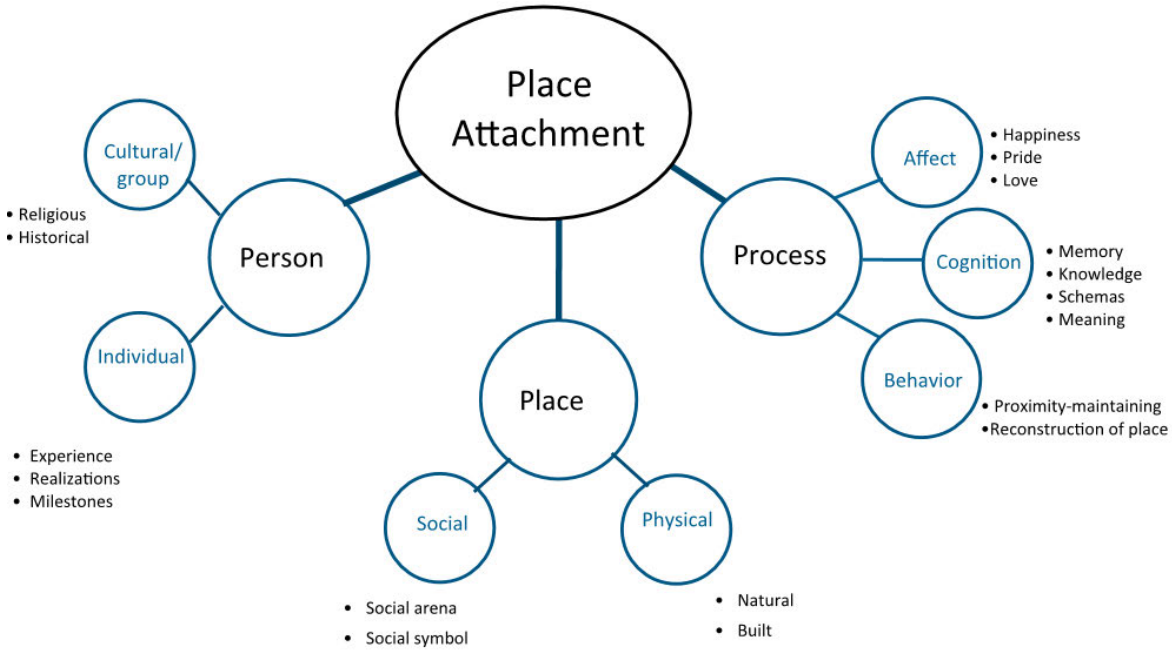


Figure 2.8: A three dimensional framework of place attachment (Scannell & Gifford 2010)

The three-dimensional framework can be applied when understanding how an individual or group gets attached to a place. The framework outlines that place attachment is a bond between an individual or group and a place that depends on varying factors including; the location, social and physical features of the place, that is established through affective, cognitive, and behavioural psychological processes (Scannell & Gifford 2010).

The three-dimensional framework developed by Scannell and Gifford (2010) represents the most modern literature on place attachment, including how it is measured, applied and, in some cases, adapted to many studies. It clearly establishes the physical and social dimensions of place attachment. In a study conducted by Raymond (2010), Raymond (2010) took the three dimensional framework and adapted it to demonstrate how the physical and social dimensions of place attachment connect with personalised attachments that are related to place identity and dependence (Raymond et al. 2010). Raymond's (2010) study examined a four-dimensional model of place attachment to measure the place attachment rural landholders have to their natural resource regions and their landscape. The model is comprised of three contexts, namely: the personal context (including place identity, place dependence and rootedness), the community context (including neighbourhood attachment, belongingness and familiarity) and the natural environment context (including connectedness to nature, environmental identity and affinity to nature) (Raymond et al. 2010).

The study took three samples from rural landholders in regional South Australia. The findings indicated a five-dimensional model to measuring place attachment in a rural setting. These dimensions include: place identity, dependence, nature bonding, family bonding and friend bonding. The study found that friend bonding and family bonding should be recognised as two separate dimensions (Raymond et al. 2010). The bond

shared between friends was particularly evident with the rural community as being located in such remote areas, people call on neighbours and friends for support and information. Many similar place attachment studies have also found that the feeling of belonginess that comes with friendship in a certain place is a significant factor within place attachment (Raymond et al. 2010). Overall the study confirmed the importance of psychological feelings experienced by individuals when measuring place attachment. Physical and social factors within a setting cannot be measured singularly with regard to place attachment without considering the individuals emotions created in a setting which is referred to as the personal context to place attachment (Raymond et al. 2010).

In summary, place attachment has, throughout literature, various measurement techniques and frameworks to define it. However, the same overall principles are in the literature. The main principles being that place attachment is derived from emotional and psychological bonds between a place, the social and communal connections formed within a place and the physical characteristics of the place known as nature bonding (Brown et al. 2015)

2.4.4 Behavioural indicators of sense place

Sense of place and place attachment literature has re-enforced that over the course of history, human and place relationships are based on three main components: the physical environment, human behaviours and social or phychological processes (Marks 2016). It is also evident in that an individual's connection to a place is heavily reliant on the psychological process of an indvidual and how they feel within a place. It is understood by Marks (2016) that art festivals and high quality urban design celebrations provide opportunity to strenghen the local community's attachment to a place (Marks 2016). This suggests that the quality of the space influences the place attachment and

sense of place within a comminity. The question that remains is how can this be measured by unobtrusive observation.

The methodologies found in the literature of studies to measure sense of place involve a mix of data collection methods. In Raymond's (2010) study, measuring rural landholder attachments to their natural resource management region, questionnaires were developed detailing questions relating to each of the dimensions of sense of place. The questions were based on a sliding scale from 1 (representing strongly disagree agree) to 5 (strongly agree). Similarly, in Mark's (2016) study, investigating the use of environmental art festival to encourage pro-environmental behaviour and a sense of place, a mixed methods approach was taken using questionnaires, interviews and observations as data collection instruments. No studies were found in literature that measured sense of place using unobtrusive observation, measuring the behavioural indicators. This study will use the knowledge gained from the previous studies and adapt them to make a framework for measuring sense of place and place attachment based on human behaviours. This study will be guided by the dimensions of place attachment found in the literature. Therefore, this study will make a methodological contribution as well as contributing to the gap in the knowledge on the links between laneway activation and sense of place.

The literature has revealed that the vitality of a laneway can be measured by unobtrusive observation, measuring the behavioural indicators. Woodhouse (2011) conducted a study measuring the vitality of Brisbane's activated laneways. The study presented a framework of how to study the vitality of a laneway using behavioural indicators. When comparing the vitality measures to the three components of sense of place it was discovered that the way in which vitality was measured could be adapted to measure sense of place by unobtrusive observation.

Anderson (2017) describes, that the behaviours humans display within places is a key measure of determining how positively they perceive a place (Anderson et al. 2017). Looking closely at the three main components of sense of place in the form of place attachment, it can be said that the behaviours that one exhibits in a place is an indicator of the overall sense of place and place attachment one experiences.

Raymond (2010) suggests when exploring the three main components of place attachment, the personal component is divided into two constructs or dimensions: place identity and place dependence. Place identity being the feelings one experiences about a place and place dependence being the function of the physical setting providing conditions to support its use and support a person's connection to the place (Raymond et al. 2010). Therefore, similar to Woodhouse's (2010) measurement of vitality, by observing how people are spending their time in the laneways and what people are using the laneway for, supports their connection to their place, as an indication of place dependence.

The second component commonly referred to in sense of place measurements is the community, which relates to social bonding and feelings of belongingness shared between a group of individuals in a place (Raymond et al. 2010). Using the measurement technique adapted from Woodhouse (2011) the community component can be measured by behavioural indicators of laneway users, by recording how many social interactions or social groupings are occurring in the space. Another measure for the community component of sense of place is determining the potential the space has available to hold social events. As Marks (2016) details, festivals and social events can enhance place meaning and attachment to a place, creating a positive bond between a person and the place (Marks 2016).

The third component identified by sense of place literature is the environment. The environment is concerned with the physical setting of the space. In Raymond's (2010) study it was found that there is a high construct of validity and reliability that people connect with positive features in the environment (Raymond et al. 2010). The aesthetically pleasing features within an environment are said to relate to the feeling of satisfaction, charm, and familiarity within a community (Green 1999). For this study, the environment of the laneways will, therefore, be adapted from the Woodhouse (2011) study and will be measured by investigating the quality of the environment through the physical elements of the activated laneway and the crime prevention/ surveillance measurements that have been implemented, as an indicator of sense of place.

Therefore, it is understood that there are behavioural indicators that indicate sense of place based on the definitions of each of the three principles that determine sense of place and place attachment.

2.4.5 Concluding remarks on sense of place

The literature on sense of place has revealed that there are three main components of sense of place, namely: the physical environment, human behaviours and social or phychological processes (Marks 2016). The literature has also revealed that, place attachment, which is a construct of sense of place, can be measured through a three dimentional framework including the personal, the community or the social, and the environment. Ultimately the literature has presented a framework for how sense of place, through the place attachment dimensions, can be measured by observing human behaviours and interactions. The first dimention, the personal, contains two constructs, place identity and place dependance. Although the place identity construct is not able to be measured using unobtrusive obervation, as it relates specifically to the individuals

feelings, the place dependance can be measured by observing how people are spending their time in the laneways and what people are using the laneway for that supports their connection to their place. The second dimension - the community or the social element relates to social bonding shared between a group of individuals in a place, which can be measured by observing the social groupings of laneway users and the potential the space has to hold social events. Finally, it was found that the third dimension, the environmental element can be measured through observing the quality of the environment and the crime prevention/ surveillance provisions.

2.5 Conclusion

It is evident from the literature that laneway activation has been used as a strategy for revitalising the CBD's of cities. Through reviewing the literature on the role of laneway activation, it was revealed that laneway activation involves re-utilising the laneways from empty underutilised spaces into multifunctional spaces involving a mix of uses for commercial, cultural and pedestrian activities. The investigation of three large Australia's cities revealed that the predominant strategy used to activate the laneways was through the celebration of art and culture with a focus on changing the urban form of the laneway and its physical elements. The urban form was changed in Melbourne's first laneway revitalisation project involving utilising the natural light and using the pavement to make the laneway appear longer and more inviting. Sydney hosted temporary artworks and events in the laneways as an initial laneway activation strategy focusing on adding public artworks and celebrations back into the laneways. Brisbane used a similar strategy to encourage development in laneways through its Vibrant Laneways Program ensuring the physical elements of the laneway involved a mix of land uses, public art, and landscaping to add to the vitality of the laneways. Research

into Toowoomba's laneway strategy also revealed that incentives for small scale commercial uses and public art strategies were used to facilitate the laneway activation. Based on this research the physical elements that determine a laneways level of activation include:

- A mixture of small-scale retail
- On street dining
- Public art
- Street furniture such as benches and shade for people to use
- Landscape and vegetation that is well maintained
- Pavements that improve the amenity of the laneway, for example long pavers that are level as evident in the Causeway in Melbourne
- Orienting building entrances and windows to lane frontages
- Lighting provision

After an initial investigation into the definition of sense of place, it was discovered through Beidler and Morrisons (2016) research that there are four dimensions of sense of place, the self, the environment, social interaction and time (Beidler, 2016). With reference to place attachment throughout the sense of place investigations, place attachment which is a construct of sense of place was investigated. It was revealed that place attachment has three main principles; the person; the community and the environment. After reviewing ways of measuring sense of place, the literature review sort to discover a framework for how to measure behavioural indicators of the sense of place. Although a study could not be found that measured sense of place using behavioural indicators observed by unobtrusive observation, it was discovered that vitality measures could be adapted to measure the three principles of the sense of place.

A framework for how to measure sense of place using unobtrusive observation has been created and will contribute to the sense of place methodology for measuring sense of place. The elements of place attachment that will be used in this study are as follows:

- The personal element - how people are spending their time in the laneways and what people are using the laneway for that supports their connection to their place, which provides an indication of place dependence.
- The community element - the social groupings of laneway users. Another measure for the community component of sense of place is determining the potential the space has available to hold social events.
- The environmental element - the quality of the environment and the crime prevention/ surveillance measurements.

Overall this chapter has identified the physical elements that constitute laneway activation and has established a framework for measuring behavioural indicators of sense of place. In the next chapter, the methodology for the project will be presented based on the findings of this literature review.

CHAPTER 3

This chapter presents the research design chosen for this study as informed by the literature and conceptual framework presented in the previous chapter. The methodological approach is presented, as well as the methods underpinning the data collection, analyses and presentation. The limitations and delimitations of the research are presented. The trustworthiness and authenticity of the research will be justified, and the limitations acknowledged. The aim of this chapter is to illustrate and prove that robust design principles have been adopted for the study.

3.0 METHODOLOGY

3.1 Introduction

This study aimed at finding links and causal explanations for how laneway activation influences sense of place in a regional community, in Queensland, Australia. This was to be achieved by conducting qualitative research using a framework developed for this study that would provide a causal explanation of the impact of laneway activation on sense of place.

The previous chapter reviewed research literature on laneway activation, specifically laneway activation strategies in three large cities in Australia and the regional city of Toowoomba. The literature review revealed that laneway activation strategies have been implemented to add vibrancy and sense of place back into the previously underutilised CBDs. It was concluded from the literature review that changes to the physical elements of the laneway contribute to the successfulness of the overall activation. The literature review then presented the exploration of sense of place and place attachment, the latter which is a construct of sense of place. It was identified that sense of place, in

the form of place attachment, comprised of three key principles that can be measured. These three principles are emotional and psychological bonds between a place known as the personal; the social and communal connections formed within a place known as the community and; physical characteristics of the place, known as the environment (Brown et al. 2015). As outlined in the literature review, the most common method for researching and measuring sense of place is via a case study approach, and hence this research design was adopted. The following sections will detail the case study selected for this research project and outline the study area, data collection and the results data analysis technique.

3.2 Case Study

This research used a case study to examine behavioural indicators of sense of place in activated laneways. A case refers to an individual, a group, an institution of a community (Gillham & ProQuest 2000). The most common use of the term ‘case’ when referring to a case study refers to a case study with a specific location, with an emphasis on an investigation within a particular setting (Bryman 2016). Case studies are appropriate for answering research objectives relating to description and observation. A case study approach is ideal when the focus of the study is to answer how and why questions (Baxter & Jack 2008). This study, therefore, used the case study approach to identify the potential relationship between laneway activation and sense of place in a regional community. This study will also identify the physical characteristics of the laneway and people’s behaviours within these laneways to show how their behaviours indicate the sense of place in the community.

3.2.1 Single case – justification and the case study

The aim of this research was to investigate laneway activation and provide a causal explanation of how it influences sense of place in a regional city in Queensland, Australia. The case, therefore, needed to be a regional city that has actively employed a laneway activation strategy and contains a considerable number of activated laneways to study behavioural indicators of sense of place in. In order to find the solution to a broad research question, a single case study would answer the specific questions posed more efficiently (Gaya 2016). The justification for using a single case study approach is that it prescribes the methods used in this study. A single case appropriately answers the research questions of this study within a specific set of circumstances and provides an in depth investigation to those particular circumstances (Habib et al. 2014). The circumstances being that the research has to be undertaken in a single regional community investigating its activated laneways and the behaviours of people in those laneways.

3.2.2 Determining the study area and the sampling strategy

In order to provide a causal explanation of how laneway activation influences sense of place in a regional city in Queensland, Australia, this study explores the relationship between why something makes something else happen (Howe 2012). In other words, this study seeks to conceive the relationship between why laneway activation (being the something) makes humans behave in such a way that influences their sense of place (the something else) in a regional city.

As this aim is specific to a regional city the case in which the study was undertaken needed to be in a regional city that has actively employed a laneway activation strategy and has a considerable number of activated laneways to study behavioural indicators of

sense of place in. After reviewing laneway activation strategies in the three largest cities in Australia it was discovered that the most prominent way in which the laneways have been activated is through urban design, art events and community participation. The regional city of Toowoomba in Queensland has earnt a reputation for its developing street art culture and vibrant laneways in a similar way that the larger cities adopted laneway activation (Toowoomba Regional Council 2017).

The broad study area therefore, (or sampling framework) is Toowoomba's CBD. Within the CBD, eight laneways have been purposively chosen for investigation. For the purposes of this research, purposive sampling was therefore undertaken as well as critical case sampling. Purposive sampling is used in research where the cases selected specifically relate to the research questions being asked (Bryman 2016). According to Serra, Psarra and Obrien, 2018, purposive sampling is more efficiently used in qualitative studies where it is necessary to seek a selection of specific cases, which maximises the chances of observing the phenomena of interest (Serra et al. 2018). For this research, the eight laneways selected for further investigation were chosen through purposive sampling as they needed to all be activated to a specific degree to answer the research question relating to the physical elements of the activated laneways in Toowoomba.

From the eight laneways selected, phase one of the data collection investigated these laneways further to determine what laneway was activated the most, the laneway that was activated to an average standard, and the laneway that was least activated. Once was determined phase two of the data collection commenced with the behaviours of people within those three laneways being measured. This informed the proposition of, the more activated the laneway the higher the indicators of sense of place. This will be explained further later in this chapter.

The eight laneways have been used in the First Coat art exhibition where murals have been painted on the walls which formed part of the main strategy to activate the laneways in Toowoomba. They also all meet one of the criteria outlined in the definition of an activated laneway, which is the re-utilising of laneways, that were previously underutilised, spaces into multifunctional spaces involving a mix of uses such as for commercial, cultural and pedestrian uses (Harrisson 2008). More specifically as identified in the Toowoomba City Master Plan (2010) urban laneways can be activated through small-scale retail; on-street dining; public art; streetscape works and furniture; and ensuring active land use at the ground plane orienting building entrances and windows to lane frontages (Urbis 2010a).

The eight laneways chosen are depicted geographically on figure 3.1 below and are described as follows in table 3.1:

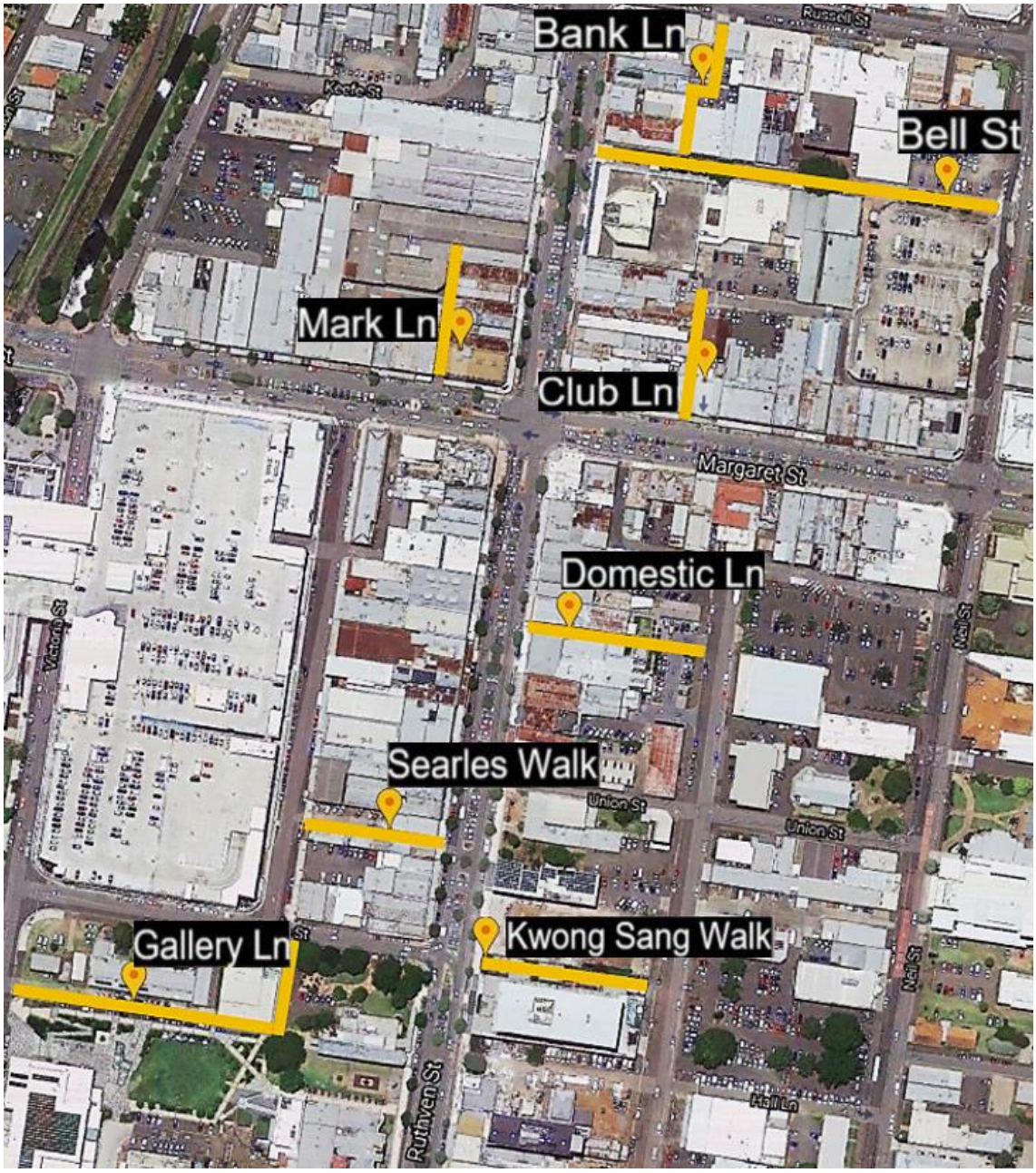


Figure 3.1: A Geographic Representation of The Chosen Laneways (Google Earth 2018) adapted by Brittany Hughes on 27 May 2018.

Table 3.1. The eight laneways chosen for investigation

Figure 3.2: The Searles Walk Laneway (Media 2016)

Searles Walk shown graphically in figure 3.2 runs between Ruthven Street and Duggan Street. It provides linkage between the retail precinct contained in Ruthven Street with the retail hub, Grand Central Shopping Centre.

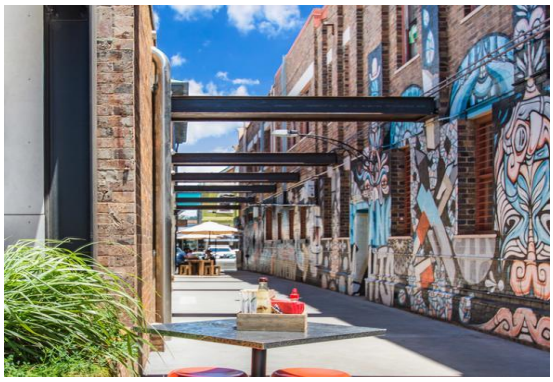


Figure 3.3: Walton Stores (Aspect 2016).

Figure 3.4: Walton Stores (Aspect 2016).

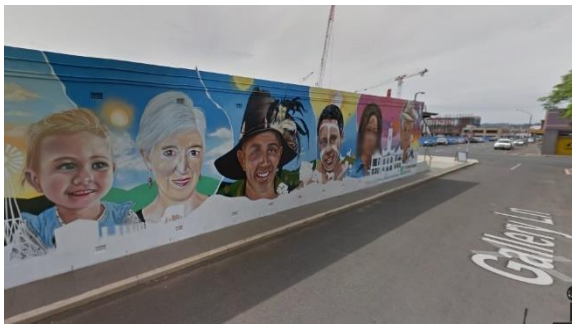
Domestic Lane (Walton Stores) shown graphically in figures 3.3 and 3.4 runs between Ruthven Street and Annand Street. It is commonly known as the Walton Stores precinct.

Club Lane, shown graphically in figure 3.5, runs from Ruthven Street in an L shaped manner to Margaret Street.

Figure 3.5: Club Lane (Harris 2016).

Kwong Sang Walk (figure 3.6) has road frontage to Ruthven Street and Annand Street and creates a linkage between Milne Bay Aquatic Centre, the Civic Precinct, the Library and Civic Square, the existing Annand Street car park, and Empire Theatre.

Figure 3.6: Kwong Sang Walk (Australia 2016).



Gallery Lane (figure 3.7) is located between Victoria Street and Little Street, creating a linkage between the Library to the CBD.

Figure 3.7: Gallery Lane (Google Earth 2018)

Figure 3.8: Mark Lane (Google Earth 2018)

Mark Lane runs off Margaret Street and connects to Insurance Lane. It is shown graphically in figure 3.8.

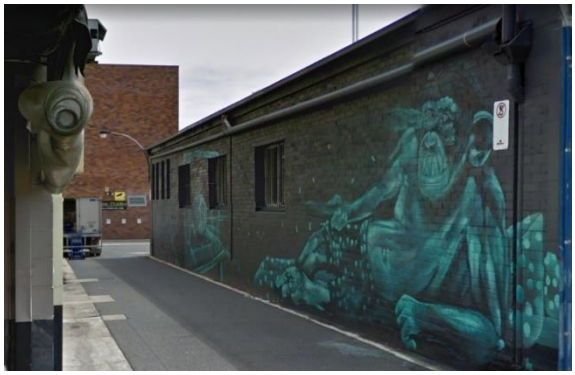


Figure 3.9: Bank Lane (Google Earth 2018)

Bank Lane (figure 3.9) runs between Bell Street and Russel Street. It can only be accessed by Bell Street by pedestrians and is also used by motor vehicles as a car park.

Figure 3.10: Bank Lane (Google Earth 2018)

Bell Street Mall (figure 3.10) is located between Ruthven Street and Neil Street. In the Toowoomba City Centre Master Plan (2010) it was recognised as a redevelopment opportunity due to its proximity to the transit centre it adjoins (Urbis 2010b).

3.3 Data collection

The data collected for this study was done in two phases. The first phase involved the researcher collecting data pertaining to the physical elements or characteristics of the eight selected laneways such as Searles Walk, the Walton Stores, Club Lane, Kwong Sang Walk, Gallery Lane, Mark Lane and Bank Lane. This was done by a physical inspection of all the selected laneways and identification of each of the physical characteristics and taking photographs using an iPhone, accordingly. Once the photographs of each element were collected, each element was rated based on the physical element framework derived from the findings in the literature review. This data was required to answer the question "what are the physical elements of activated laneways?" Phase one has also determined the level of activation achieved in each laneway, presenting the most activated laneway, the laneway activated to an average standard and the least activated laneway.

By observing the behavioural indicators of sense of place in the three lanes, phase two then provided data to answer the question, "what are the laneway users' behaviours and how are the behaviours indicators of sense of place by observing the behavioural indicators in the three laneways?". The observations were completed by the researcher and research assistant in three of the laneways. The process of collecting the data for phase two is explained further in the proceeding section, named phase two – behavioural observation.

3.3.1 Phase one – Physical elements audit

Phase one involved investigating each of the eight laneways against each of the criteria that forms the definition of laneway activation as found in the literature review. This audit was achieved by physically going into each laneway and taking photographs of

each of the criteria and rating the level of laneway activation via a Likert scoring system, 1 being poor, 2 being average and 3 being good. Table 3.2 outlines the framework for collecting data on the physical elements of the laneways and sets out each of the criteria and how the laneways were rated together with photographic examples of each of the rating systems. Each of the physical elements were categorised as such based on the findings in the literature review from investigating what the physical characteristics of an activated laneway were in three large Australian cities, as well as the policy intent of the laneway activation strategy in the regional city of Toowoomba. The rating system and what defines poor, average and good for each element was also derived from the literature on the descriptions provided when reviewing the activated laneways in each of the cities.

Table 3.2. Physical elements audit framework

Laneway: _____ Land use mix score = Date: Time Notes: Scoring: 1. Dominated by one land use (i.e. car parking, commercial, industrial) no variety 2. A mix of lane uses i.e. car parking, retail, and restaurants 3. Very good mix of land uses including all of the above plus recreational space, open space etc. Images of physical element:	1.Poor  2.Average  3.Good 

On street dining score = Date: Time Notes: Scoring 1. No on street dining 2. Some on street dining places, relatively informal. 3. Many high-quality dining places ie sheltered, clean seating that's regularly maintained Images of physical element:	1.Poor  2.Average  
Public art score = Date: Time Notes: Scoring 1. No public art 2. Minimal public art, i.e. only one small mural 3. An extensive amount of public art, i.e. more than one mural that adds to the overall Images of physical element:	1.Poor  2.Average  3.Good 

Street furniture score = Date: Time Notes: Scoring 1. No street furniture 2. Some street furniture in average condition 3. Lots of street furniture in good condition Images of physical element:	1.Poor  2.Average  3.Good 
Landscaping including vegetation scoring = Date: Time Notes: Scoring 1. No landscaping or vegetation 2. An average level of landscaping with some vegetation 3. A high level of landscaping with a variety of plant types Images of physical element:	1.Poor  2.Average  3.Good 

Pavement treatment = Date: Time Notes: Scoring: 1. Poor pavement quality with uneven ground, ie old brown brick pavement or bitumen 2. Average quality, newly paved but slightly uneven 3. Good quality, newly paved with pavers that accentuate the laneway Images of physical element:	1.Poor  2.Average  3.Good 
Orienting building entrances and windows to lane frontages score = Date: Time Notes: Scoring 1. All walls are solid and offer no windows or entrances to the laneway 2. Some windows and doors facing the laneway in average condition 3. Full size windows and active frontages to the laneway that are well maintained and in good condition Images of physical element:	1.Poor  2.Average  3.Good 

Lighting provision score= Date: Time Notes: Scoring 1. Little to no lighting in laneway 2. Some lighting but dimly lit 3. Very good lighting in laneway Images of physical element:	1.Poor  2.Average  3.Good 

Once the physical elements audit was completed for each laneway the data was collated into table 3.3 below.

Table 3.3. Summary of Physical Elements Table

Laneway / Score	Searles Walk	Walton Stores	Kwong Sang Walk	Gallery Lane	Bank Lane	Bell Street	Club Lane	Mark Lane
Land use mix score								
On street dining								
Public Art								
Street furniture								
Landscaping and vegetation								
Pavement treatment								
Orienting building entrances and windows to lane frontages.								

Lighting provision								
Overall score								

The overall scores populated into table 3.3 above determined the most suitable three laneways for behavioural observation in phase two, by looking at a laneway that is highly activated (has the highest characteristic score), a laneway that is average (the middle score for the overall characteristics) and a laneway that has a low level of activation (the laneway with the lowest overall characteristic score). The aim of this was to use these three selected laneways to observe the behaviours of the laneway users so it stands to reason that the more activated the laneway is the higher the behavioural indicators of sense of place.

3.3.2 Phase two – Behavioural observation

Phase two involved observing the behaviours and social groupings of laneway users to gain an indication of the place attachment and sense of place that humans have. The main tool that was used to observe people's behaviour was by counting. As Gehl and Svarre (2013) proclaim, counting delivers quantitative data that can be used to qualify projects and influences decision making (Gehl & Svarre 2013). The counting and tallying of laneway users' behaviours and social groupings was done for 15 minutes of every hour from 8:30am to 4:30pm. Counting for a short period of time once an hour gives a precise indication of the daily rhythm (Gehl & Svarre 2013). This also ensured comparability between each laneway as they were observed at the same times of the day, which is what Woodhouse 2011, achieved through his study on the vitality of the laneway when counting the pedestrians (Woodhouse 2011). Two visits were made to each laneway, at the same times of the day but on different days of the week, with one

visit on a Thursday to represent a weekday rhythm and one visit made on Saturday to represent the data on a weekend. The Thursday and Saturday were chosen for convenience reasons for the researcher and research assistant. However, both days were expected to indicate an accurate representation of a weekday and weekend.

A test walk was undertaken the day before studying the behaviour in the laneways to determine the best places to unobtrusively observe the behaviours. Taking a test walk gives the observer a chance to notice any problems and potentials for observing (Whyte 1988). The observation places were commonly from either end of the laneway, alternating from one end to the other per interval of observing, as to not arouse any suspicion. A research assistant was also required to assist with the observations and counting as well as to assist with not arousing suspicion. While observing, a small diary was held by both parties. One party observing the people walking through the laneway and the other noting the other behaviours along with the social groupings. At all times, communication was very important with the research assistant noting the walk throughs, constantly talking with the researcher, noting and counting the other behaviours and ensuring that no behaviours or social groupings were missed. As the observations were undertaken in 15-minute intervals, they were easy to manage in busy periods.

All the tools described above provided only random samples of the interaction of public life and public space. These samples of what is taking place can rarely provide all the details. However, details can be vital additions to our understanding of how life in public space develops as sequences and processes. According to Gehl and Svarre, 2013, one way to add detail is to keep a diary. Noting details and nuances can increase knowledge about human behaviour in public space for individual projects as well as add to our basic understanding in order to develop the field (Gehl & Svarre 2013).

Therefore, along with counting the behaviours and social groupings a diary was also kept noting any observations to give more detail to the quantitative count.

The behaviours and social groupings were recorded based on table 3.4 below. These behaviours were selected based on what the researcher believed the behaviours would be in the space. When in the space observing, if the researcher believed a behaviour didn't fit into the categories below, it was added to the list and that behaviour was recorded and counted at the time.

Table 3.4: Data collection framework for phase two

Behaviour Observed	**Time**
	Count
People walking through laneway (Adults)	
People walking through laneway (Children)	
Sitting down	
Buying something	
Looking at artwork or enjoying the space by standing in the sun.	
Looking in shop windows	
Going in or out of work or servicing a workplace eg. delivery person	
Talking to shop owners or talking to people walking by	
Social Groupings	
Family	
Friends or acquaintances	
Partner	

People were included if they were visible from either end of the laneway. This meant people in outdoor dining areas, were included for instance, but people inside cafes or shops were excluded. The way in which the adults were differentiated between the children was based on apparent physical appearance. If the person looked under 12 they were classified as a child and if they looked over 12 they were classified as an adult. The purpose of differentiating the adults from the children when counting was to determine whether more children were in the more activated spaces indicating a safer environment and alluding to an indication of positive sense of place. With regard to the social groupings, a family was determined by the interaction between a younger person and an older person, it is generally more relaxed than with a college or even a friend. A partner was determined by the gestures two people had with each other i.e. holding hands or showing affection.

3.4 Data analysis

The results of this project are presented through tables and graphs aided in summarising the results from both phase one and phase two of the data collected from the three laneways. Photographs of the data collected specifically in phase one aided in presenting the results.

The data analysis involved collating the data from phase one and two into the overall sense of place framework shown in table 3.5 below which has been, based on the Woodhouse (2011) Likert scoring system. The results from each of the three laneways were populated into this table.

Table 3.5. Sense of Place Framework for Analysis

Principle	Indicator	Scoring/ Measurement	Score delineators	Scores

Measure of Sense of Place – the personal (record what people are using the laneway for)	- The time that people spend in the laneway as per the following categories: - Walking through - Sitting down - Buying something - Looking at artwork or enjoying the space. - Looking in shop windows - Going in or out of work or servicing a workplace eg. Delivery person - Talking to shop owners or talking to people walking by	Quantitative measure – A tally for each person doing each of the categories recorded from an aggregate score of two visits.	1_very low number of spending their time doing a behaviour in the laneway (0-50) 2_ medium (51-100) 3_high (100+)	Walking through Sitting down Buying something Looking at artwork or enjoying the space by sitting in the sun Looking in shop windows Going in or out of work or servicing a workplace e.g. Delivery person Talking to shop owners or talking to people walking by
Measure of Sense of Place – community (social groupings)	Social groupings: - With family - With friends - With partner	Quantitative measure from 0 upwards	1 = low number of people in a social grouping (0-25 people) 2 = medium (26 - 50) 3 = high (51 +)	With family With friends With partner
Measure of Sense of Place – community (events)	- Number of events held.	Quantitative measure from 0 upwards.	1 = hasn't held any events 2 = has held 1 event 3 = has held more than 1 event	
Measure of Sense of Place	Based on the average score of the physical	Quantitative measure	1 = low level of positive physical	

– the environment (the quality of the environment)	characteristics		features 2 = medium 3 = high	

The measure of sense of place – the personal (record what people are using the laneway for) provides an indication of what were the most common behaviours observed in each of the laneways. This gave an indication of what behaviours were to be discussed further in the analysis to determine how these common behaviours were indicators of the personal place attachment dimension in each differently activated laneway.

The measure of sense of place – community (social groupings) as demonstrated in table 3.5 provides an indication of what are the most common social groupings in each laneway as well as enable a clearer identification of the differences in social groupings in each laneway. This allowed for further discussion in relation to the observations and notes taken on the observation days in relation to social groupings. This has also enabled further analysis into how the social groupings observed indicate the community dimension of place attachment. The other aspect of the community is the events held in the laneway. As mentioned in the literature review, festivals and social events can enhance place meaning and attachment to a place creating a positive bond between a person and the place (Marks 2016). Therefore, a search was undertaken via the internet search engine, google, to determine whether the laneway had held events in the past year. This provided further indication of the community component of place attachment.

The measure of sense of place – the environment (the quality of the environment) were based on the findings from the physical elements. The analysis included further

discussion on how the positive environmental features in each differently activated laneway may have influenced the other dimensions of sense of place.

Once the results were populated into the sense of place framework, each of the laneways were analysed based on the observation and physical element results. This also involved analysing the notes taken during the observations, that indicate a sense of place element that fitted into one of the three dimensions of sense of place. A qualitative analysis was undertaken against each laneway based on the behaviours observed, the social groupings recorded and the physical elements against the three dimensions of place attachment found in the literature. Table 3.5 assisted in this analysis by cleaning the data and looking at the results numerically to see where the trends were, i.e. what were the highest recorded behaviours in each laneway and how do they match to the subsequent dimension. This analysis explained the links between laneway activation and sense of place, by investigating the behaviours, social groupings and physical environment and how the results relate back to the three dimensions. The aim of this analysis was to demonstrate that it stands to reason that the more activated the laneways were, the higher the indicators of attachment should be.

3.5 Research design of the study

With regards to the quality of this study an assessment of the trustworthiness and authenticity of this research was conducted. According to Bryman, 2016, to assess qualitative research for its trustworthiness, one must take into consideration four criteria including credibility, transferability, dependability, and confirmability (Bryman 2016).

The first criteria, credibility, refers to ensuring that the research is carried out in accordance with the rules of good practice and that the findings are submitted to the members of the social world (Bryman 2016). Bryman, 2016 recommended that this is

often ensured through the research technique of triangulation. Triangulation refers to using multiple methods or source of data in social study research (Bryman 2016). It can ensure credibility through a process of cross checking results from both quantitative and qualitative research (Deacon et al. 1998). This study achieved credibility through using different methods to collect data and cross-check the results. For example, the data collection involved collecting quantitative data through the physical elements' framework and through the sense of place measuring framework. It then cleaned the data, cross-checked it with the notes taken at the observations, and related the results back to the literature on the sense of place dimensions.

The second criteria of trustworthiness, transferability relates to the research's ability to provide rich amounts of details to be able to transfer the findings to other environments (Bryman 2016). To ensure transferability this study provided a thorough description of the findings through the discussion of the findings particularly through the notes of the observations as well as the physical element results.

The third criteria, dependability refers to the reliability of the research (Bryman 2016). To ensure this, Lincoln and Guba (1985) believe that an auditing approach should be taken in order to guarantee merit of research (Lincoln 1985). Although this research did not entail an audit by peers, to ensure dependability the research has been based on other studies on sense of place and the definitions provided by various authors. The framework has also been adapted from the Woodhouse, 2011, study when measuring the vitality of Brisbane's laneways (Woodhouse 2011).

The fourth criteria, confirmability refers to displaying that the research has been done in good faith and not overtly allowed personal values to intrude upon the findings (Bryman 2016). One of the limitations of this research is that through the observations, personal

judgements had to be made on physical appearance. For example, judgements were made on whether an individual was a child or an adult. As this research is primarily qualitative, a level of subjectivity is ultimately inevitable (Aldridge & Aldridge 1996). A level of confirmability is, however, still achieved slightly through continually relating back to the literature and through having a research assistant when observing to ensure that assumptions are not made.

In terms of the authenticity of the study, Haggman-Laitila, 1999, suggests that there are certain aspects to ensuring research is authentic (Häggman-Laitila 1999). One of the aspects includes ensuring that the researcher's search for answers to questions raised in the data are verified by literature. In this research, this was achieved through relating the data collected back to the literature as part of the analysis. Another critical aspect identified by Bryman, 2016, is to ensure that the research has a wider impact beyond what was studied (Bryman 2016). The results from this study will provide the foundation for other sense of place studies using unobtrusive observation and further research into the benefits of laneway activation.

3.6 Limitations and Delimitations

There are limitations and delimitations associated with this research design. One limitation is that the research was conducted in the month of July which is winter. This decision is due to time constraints. Future studies could conduct the study in other seasons to determine if there was a difference in the results based on the season. Another limitation based on time constraints is the fact that the data collection could go for a longer duration of time. The data collection involved with this research, investigated the laneways on one weekday and one weekend only. More data collection could be made if time constrains were not involved.

All the tools used in the study only provided random samples of the interaction of public life and public space. These samples of what is taking place can rarely provide all the details, limiting the data collected. However, details can be vital additions to our understanding of how life in public space develops as sequences and processes.

Another limitation is that as this research involves qualitative research, there is an inevitable level of subjectivity. This is through the assumptions made within the observations. These assumptions include; assuming age based on physical appearance and assuming the social groupings based on interactions and appearances.

One delimitation of the study is that the study focused on only one form of CBD revitalisation in the form of laneway activation and how it influences sense of place. Other forms of CBD revitalisation strategies could be investigated, to understand how other forms of CBD revitalisation influence sense of place.

Another delimitation is that only laneways within Toowoomba were selected for investigation. Furthermore, only three laneways were chosen for behaviour observation. Although the main reasoning behind this was that the study wanted to clearly show whether there were differences in behavioural indicators between the differently activated laneways, time constraints also prevented further investigation into the other laneways.

3.6 Ethical Considerations

As this study, was taken in a public place, ethical consideration was given to ensure that the public's privacy was protected. This involved taking the effort to avoid taking photographs of members of the public. Where such avoidance could not be made, the faces from members of the public were blacked out for this dissertation.

3.7 Conclusion

This chapter has presented the research design chosen for this study and detailed he methodological approach, as well as the methods underpinning the data collection, analyses and presentation. The research method identified is a mixture of quantitative and qualitative research involving a single case study using frameworks adapted from the literature reviewed. The data collection involved two phases of data collection, one involving observing and recording the physical elements of the laneways and the second involving unobtrusive behaviour observation. The data analysis was then outlined and how the results were going to be presented was conveyed. The limitations and delimitations of the research have also been presented and he trustworthiness and authenticity of the research justified.

CHAPTER 4

4.0 RESULTS

4.1 Introduction

In this chapter the results from both phase one and phase two of the data collection will be presented. Phase one involved collecting data from the physical elements of the selected activated laneways to determine the level at which each laneway had been activated. This was achieved through the framework derived from the literature found on laneway activation and what physical elements of a laneway constitute its activation as mentioned in chapter 3. The framework was based on a scoring system which was used to determine the laneway that had been activated the most, the laneway that had been activated to an average standard and the laneway which had been activated the least. Based on the results from phase one, phase two of the data collection involved observing the behaviour of humans within the three laneways. The completed framework of the collected data from phase one can be found in Appendix B and the data collected from phase two can be found in Appendix C.

4.2 Physical elements results (Phase one)

As mentioned in chapter 3 the eight chosen laneways investigated in phase one of the data collection were: Searles Walk; Walton Stores; Kwong Sang Walk; Gallery Lane; Bank Lane; Bell Street; Club Lane and Mark Lane. Each of the laneways were observed and given a score from 1 to 3 (1 = poor, 2 = average and 3 = good) against the following eight physical elements criteria to determine their level of activation:

- Land use mix
- On street dining

- Public art
- Street furniture
- Landscaping including vegetation
- Pavement treatment
- Orienting building entrances and windows to lane frontages
- Lighting provision

Appendix B details each of the laneways scores against the criteria including photographs of each of the laneway's physical elements as well as notes relating to specific characteristics of the laneways. The proceeding paragraphs outline the results of each laneway.

Searles Walk

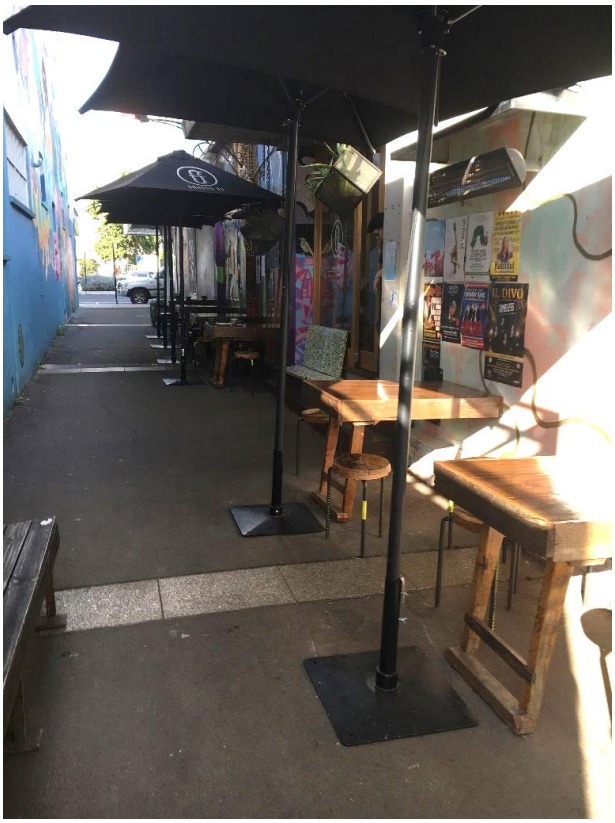


Figure 4.1: Searles Walk

Searles Walk, depicted in figure 4.1 above, received a total of 19 out of 24. The laneway contained a mix of land uses, including; a café, a hair salon and a car park, however the laneway lacked an open space or recreational space land use therefore receiving a 2 for the land use element. Sealers walk also received a 2 for landscaping and vegetation, pavement treatment, orienting building entrances and windows to lane frontages, and the lighting provision as further detailed in Appendix B. For the on-street dining, public art and street furniture, Searles Walk received 3s due to the high quality and variety of on street dining and furniture, and the abundance of public art that lined either side of the laneway.

Walton Stores

Figure 4.2 Walton Stores

The Walton Stores (shown in figure 4.2) received 24 out of 24 the physical elements, the highest rating of all the laneways. With regard to the physical element of mixed land uses it was found that the Walton Stores contained a mix of land uses including open space, car parking, and a variety of restaurants and cafés. The physical element of on-street dining that accompanied the mix of restaurants and cafes is to a high standard with a variety of dining options. Walton Stores also featured an extensive amount of public art with a mural that extended the entire laneway. The street furniture consisted of several seating options both in the shade and in the sun and was of high quality. The physical element of vegetation and landscaping was also rated highly as it contained a mixture of plant varieties that were well maintained. The pavement treatment was of good quality and newly paved with a mixture of pavers and concrete that are level. The building entrances and windows facing the laneways frontage were scored highly as the windows were full sized and with black features. The opening of almost all the restaurants were large and open to the open space area. The final physical element, the lighting provision, within Walton Stores was rated highly as lights were present throughout the laneway with lights strung horizontally in a zigzag pattern across the laneway from one end of the laneway to the other. Overall the mixture of uses, quality on street dining, public art, pavements, landscaping and vegetation as well as its open streetscape and good lighting provisions resulted in the Walton Stores scoring a 3 for every physical element. More detailed information and photographs of each element are contained in Appendix B.

Club Lane

Figure 4.3 Club Lane

Club Lane as shown in figure 4.3 above received an overall score of 11 out of 24. Club Lane is mainly characterised by public art, a restaurant and car parking, therefore receiving a 2 for the land use mix and a 3 for its extensive public art. As the laneway is predominately used as a car thoroughfare, there was an absence of on-street dining and street furniture resulting in those two elements rating at a 1. The laneway also lacked landscaping and vegetation as well as active frontages and poor lighting provisions that resulted in a score of 1 for each of those elements.

Kwong Sang Walk

Figure 4.4 Kwong Sang Walk

Kwong Sang Walk depicted in figure 4.4 is used as a public walkway, outdoor space and a venue for community events. (Council 2016). The overall score for Kwong Sang Walk based on the physical elements framework was 16 out of 24. As the primary use for this laneway is for a public walkway and open space, it received a 1 for land use mix, and on street dining. It also received a 1 for orienting building entrances and windows to lane frontages as there are no windows or entrances on either side of the laneway. Kwong Sang Walk was however, rated highly for the street furniture, landscaping and vegetation and pavement treatment elements, receiving a 3 for all of these elements. This was due to the high quality and variety street furniture, the variety of plants, the quality of landscaping and well-maintained and level pavement. The public art present in Kwong Sang Walk was rated as average with only two small pieces

of art in the laneway and no murals. The lighting provision was also average with only lighting at either ends of the laneway and no lighting located in the middle.

Gallery Lane

Figure 4.5. Gallery Lane

Gallery Lane, as depicted in figure 4.5 above, is characterised by public street art and adjoins an open space area and the Toowoomba Library. It is predominantly used for a thoroughfare for motor vehicles and pedestrians. It received an overall physical elements score of 12 out of 24. As the laneway is predominantly used as a car thorough fare with an adjoining car park, it received a 1 for land use mix, on-street dining, street furniture and active frontages as it lacked all four elements. The large public art work that adjoins one side of the laneway received a 3 as the art work extended for the entirety of the building. The landscape and vegetation element also scored a 3 as the laneway adjoins a park and open space area that is characterised with native plants and a

high level of landscaping. The pavement treatment was mainly bitumen with a narrow footbath adjacent to the side of the wall resulting in a score of 1. The lighting provision in the lane also received a 1 as there was only one light that was dimly lit.

Mark Lane

Figure 4.6. Mark Lane

As depicted in figure 4.6 above, Mark Lane is characterised by public street art and a photographer's studio. The overall score for Mark Lane based on the physical elements framework was 11. The mix of land uses was average scoring a 2 with only the photographer's studio and the car parking. As there were no cafes near the laneway, the on-street dining was scored a 1. The lack of street furniture, landscaping and vegetation, poor pavement treatment, lack of active frontages, and poor lighting all resulted in scoring 1. The public art within the laneway is the main physical element that contributed to its activation with multiple murals on the walls.

Bank Lane

Figure 4.7. Bank Lane

Bank Lank shown in (figure 4.7) was the least activated laneway. It scored a 1 out of 3 on the mixed land use physical element as the dominant land use is car parking for the shop owners and workers in the immediate area of the laneway. As a result of the laneway mainly being used for car parking, there was no on-street dining or street furniture, only some industrial bins. It was also rated poorly, for the absence of landscaping and vegetation and the uneven bitumen pavement. The building entrances facing the laneway were either closed garage doors or doors with bars on them. All the windows facing the laneway also contained bars in them and were blocked out resulting in a 1 out of 3. The lighting only consisted of two dimly lit lights at either end of the laneway with no lighting in the middle. The public art featured in the laneway was the only physical element that was rated higher than a 1, receiving a 3 due to the multiple murals that are visible throughout the lane. The results of the physical elements framework for Bank Lane therefore, resulted in it being the least activated laneway.

More detailed information and photographs of each element are contained in Appendix B.

Bell Street Mall

Figure 4.8. Bell Street Mall

Bell Street Mall (figure 4.8) is characterised by a mix of land uses including restaurants and employment agencies and commercial offices, however it also consists of a number of vacant buildings within it. This resulted in Bell Street Mall receiving a 2 for its mix of land uses. The on-street dining and furniture was minimal and of average quality based on the physical element framework. There was however a lot of street furniture of good quality, receiving a 3. The public art was minimal with one small mural painted around the brick base of a tree. The landscaping and vegetation was to an average standard based on the physical element framework as it was not well maintained, with rubbish in the gardens and some weeds amongst the plants. The pavement treatment

received a 1 out of 3 as it was fairy old and uneven. The way in which the buildings were orientated to the street received a 2 out of 3 as although there were some large windows, the facade of some of the buildings were old and of poor quality, particularly the vacant buildings. The lighting provision ranked average with only a few dimly lit street lights throughout the laneway with some dark hidden locations. The physical elements results of Bell Street Mall, therefore resulted in it being the laneway that has been activated to an average standard and has been selected for further behavioural observations as part of phase two. More detailed information and photographs of each element are contained in Appendix B.

Overall Scores

The overall scores presented in the table 4.1 below illustrate that the most activated laneway was the Walton Stores with an overall score of 24, followed by Searles Walk at 19, Kwong Sang Walk and Bell Street both scored 16, then Gallery Lane scored 12, Club and Mark Lane scored 11 and the least activated laneway, Bank Lane received a 10. Based on the overall scores of each laneway the mean score is 14.71. Therefore, the closest overall numeric score was Bell Street Mall meaning that the laneway activated to an average standard is Bell Street Mall.

Table 4.1. Summary of the physical element results for each laneway

Laneway / Score	Searles Walk	Walton Stores	Club Lane	Kwong Sang Walk	Gallery Lane	Mark Lane	Bank Lane	Bell Street Mall
Land use mix	2	3	2	1	1	2	1	2
On street dining	3	3	1	1	1	1	1	2
Public art	3	3	3	2	3	3	3	2
Street furniture	3	3	1	3	1	1	1	3

Landscaping and vegetation	2	3	1	3	3	1	1	2
Pavement treatment	2	3	1	3	1	1	1	1
Orienting building entrances and windows to lane frontages	2	3	1	1	1	1	1	2
Lighting provision	2	3	1	2	1	1	1	2
Overall score	**19**	**24**	**11**	**16**	**12**	**11**	**10**	**16**

It is also important to note that the overall score for Kwong Sang Walk was removed when calculating the mean as it is currently temporarily closed due to the structural implications of the building on the north side of the laneway being demolished, therefore it could not be taken into consideration for phase 2 (see figure 4.9 below).

Figure 4.9. Kwong Sang Walk Temporarily Closed Signage

4.3 Behavioural observation results (Phase two)

As mentioned in chapter 3 phase two of the data collection involved unobtrusive observation of the laneway users' behaviours in each of the three laneways selected. The user's behaviours were categorised as follows:

- people walking through laneway (Adults)
- people walking through the laneway (Children)
- sitting down
- buying something
- looking at artwork or enjoying the space by standing in the sun
- looking in shop windows
- going in or out of work or servicing a workplace e.g. (delivery person)
- talking to shop owners or talking to people walking by.

It is noted that other unexpected behaviours were also observed and recorded on the observation days. Some of these behaviours did not fit into the categories above. They were recorded to see if the behaviour was common and would have an impact on the sense of place result. These behaviours were riding a bike through the laneway and riding a skateboard through the laneway. However, as outlined in Appendix C, the number of people undertaking these behaviours was so small, that it was disregarded.

The social groupings of people were also observed and organised into the following categories:

- Family
- Friends
- Partners

A summary of the results of each of the behaviour observations in the laneways is shown in Appendix C.

Walton Stores

The overall results of the unobtrusive behaviour observation undertaken in the Walton Stores is shown graphically in figure 4.10. As shown, buying something and adults walking through were the highest recorded behaviours, receiving a total number of 404 and 185 observations consecutively. Looking at the artwork or enjoying the space by standing in the sun was the third most observed behaviour with a total of 106 from the two days; followed by; people sitting down with 77; going in or out of work or servicing a workplace with 45; looking in shop windows with 34; children walking through the laneway with 22 and lastly, talking to shop owners or talking to strangers with 9.

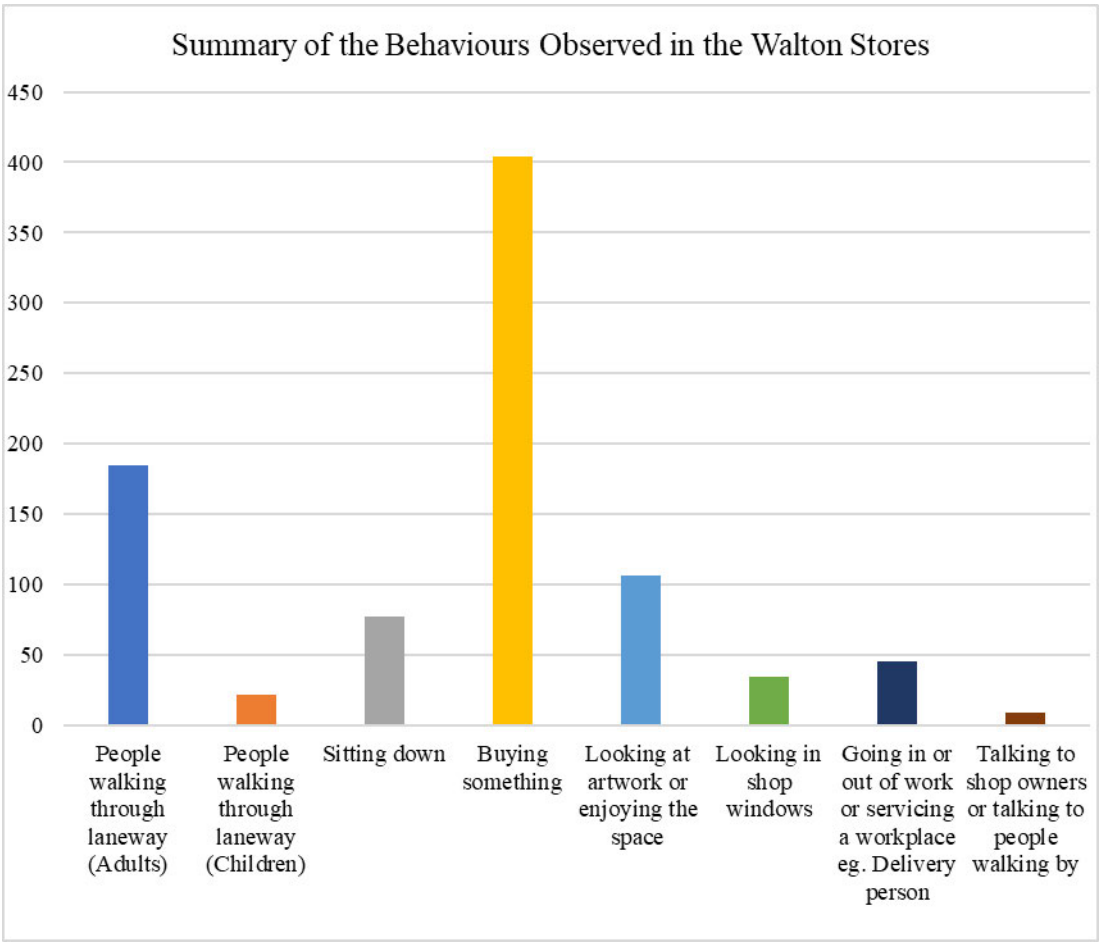


Figure 4.10. Summary of the behaviours observed in the Walton Stores

With regard to the overall numbers of social groupings observed, as outlined in figure 4.11 below and in Appendix C, the highest recorded social grouping using the space was family with 78 families observed using the space over the two observation days. The number of friends or acquaintances, and partners observed were 78, 62 and 59 observations respectively.

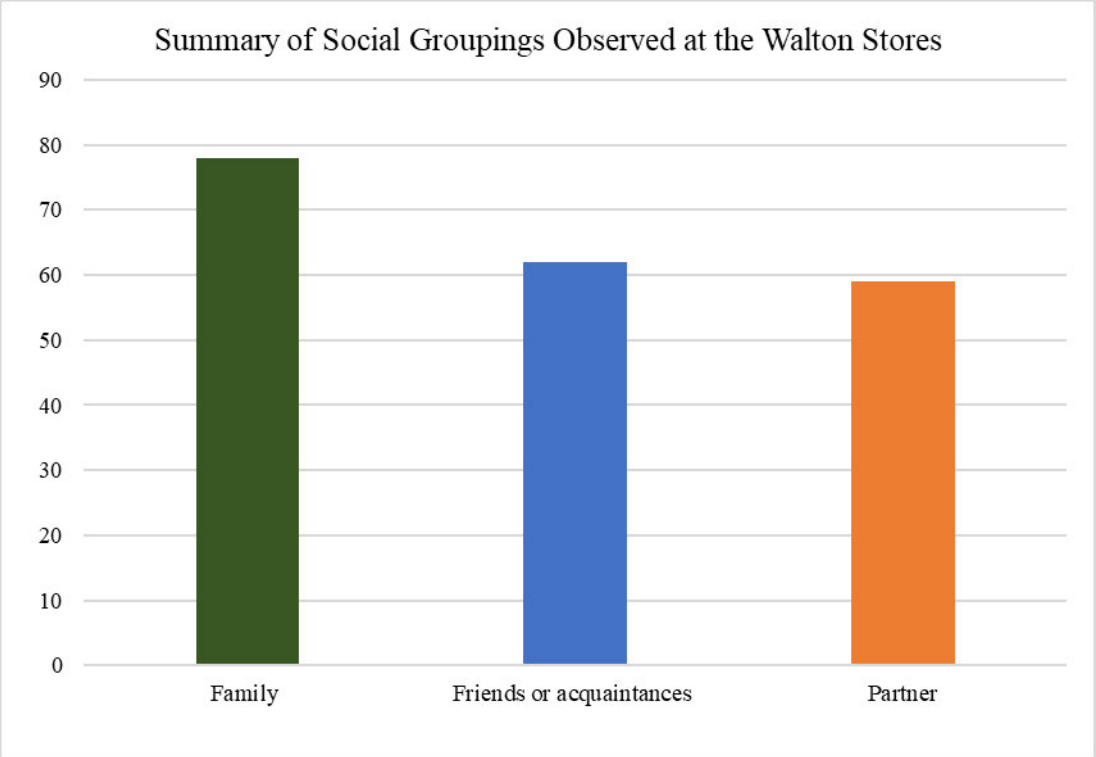


Figure 4.11. Summary of social groupings observed at the Walton Stores

Bell Street Mall

As evident in Appendix C, and as shown graphically in figure 4.12 below, the main behaviour observed in Bell Street Mall was adults walking through with 277, followed by people buying something at 143. The third highest behaviour observed was people going in and out of work or servicing shops with 74 observations made, followed by people sitting down at 45, going in or out of work or servicing a workplace with 45; Children walking through on 44, looking at artwork or enjoying the space by standing in the sun with 29, talking to shop owners or talking to strangers with 28; and lastly looking in shop windows with 23.

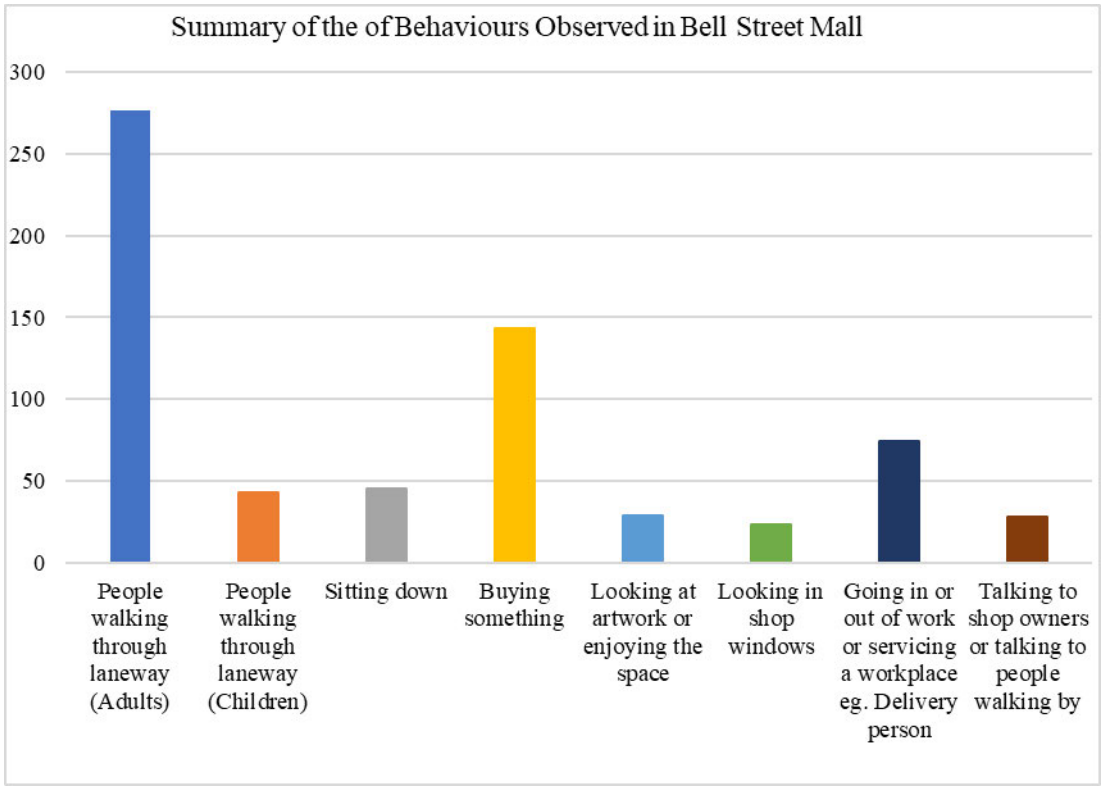


Figure 4.12. Summary of the behaviours observed in Bell Street Mall

As detailed in Appendix C and in figure 4.13 social groupings were even between families and friends or acquaintances with exactly 41 observations, however less partners were observed with 34.

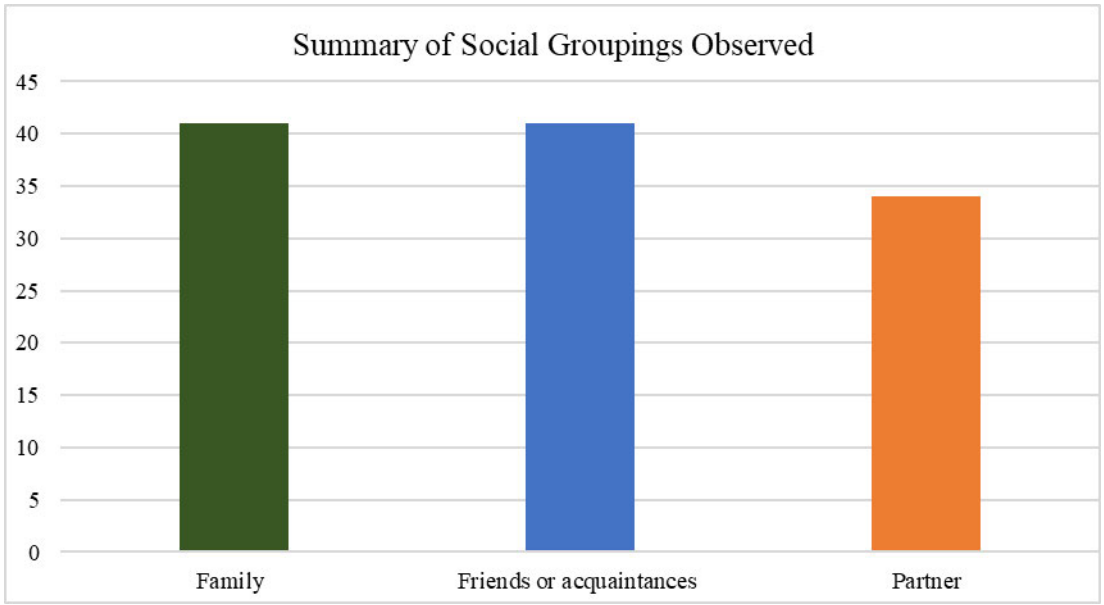


Figure 4.13. Summary of social groupings observed at Bell Street Mall

Bank Lane

As shown in figure 4.14 and in Appendix C, the most observed behaviour was adults walking through the laneway with 58 followed by looking at the art work or enjoying the space with 27. Following closely with 22 observations was going in and out of work or servicing shops. There was also one person observed buying something using the back exit of a café that went into the laneway. These were the only behaviours observed in Bank Lane.

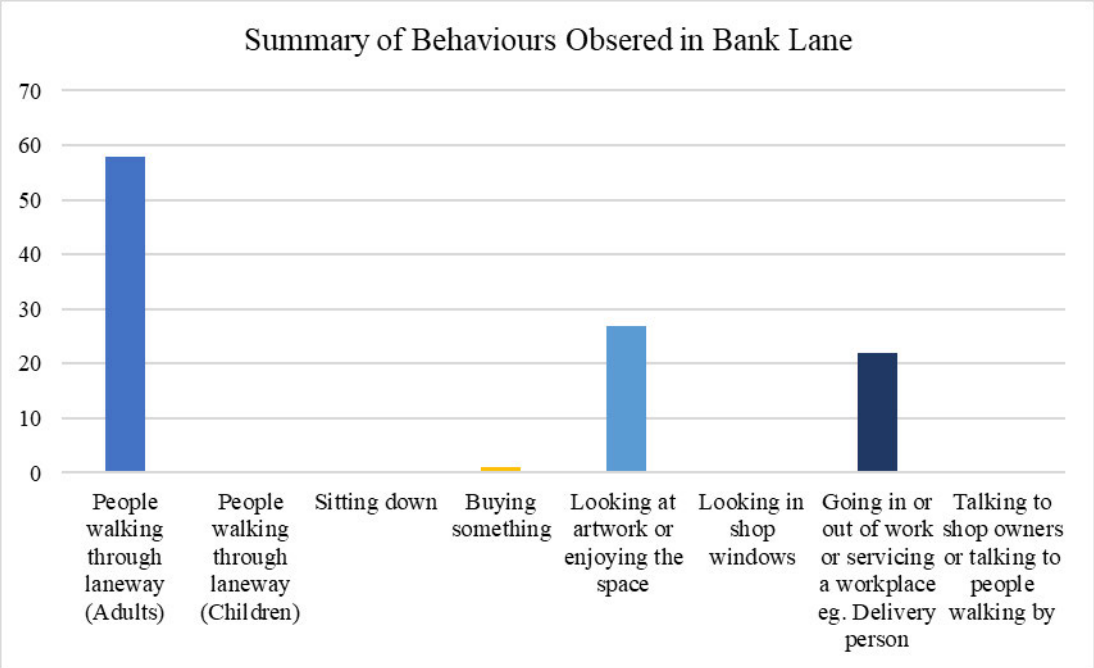


Figure 4.14. Summary of the behaviours observed in Bank Lane

The social groupings observed are shown graphically in figure 4.15 below. The observations recorded were all low with partners at six, friends or acquaintances at 5 and family at 3.

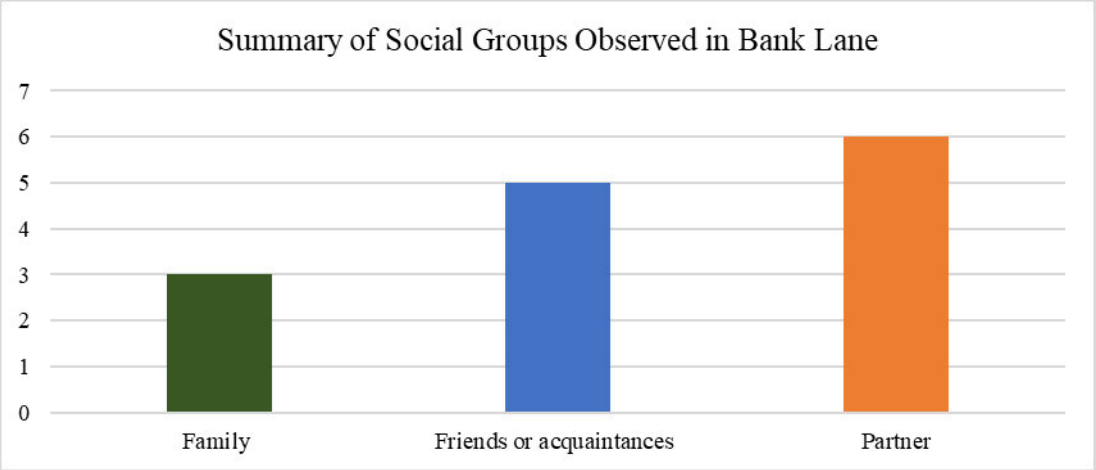


Figure 4.15. Summary of social groupings at Bank Lane

4.5 Conclusion

In this chapter, results from phase one and two of the data collection undertaken are presented. The results of phase one involving the physical elements of eight activated laneways in Toowoomba, revealed the most activated laneway was the Walton Stores, the averagely activated laneway was Bell Street Mall and the least activated laneway was Bank Lane. The results of phase two involving unobtrusive behaviour observation within the three laneways revealed what behaviours were the most common in each laneway and what social groupings were present.

In the proceeding chapter of this dissertation, the discussion of the results will occur. This will include the relation back to the aims and research questions of this project by analysing the results of both phases. It will also include an overall analysis of the combined results by populating them into the sense of place framework.

CHAPTER 5

5.0 DISCUSSION

5.1 Introduction

This chapter will discuss how the results in the previous chapter have addressed the research questions of this study, as well as provide an analysis of the results through the sense of place framework. The first section of this chapter will focus on addressing the research question of what are the physical characteristics of the activated laneways in the community? This will be achieved by discussing and analysing the results from phase one of the data collection. The second section of this chapter will address the research question of what are the behaviours of the laneway users? This will be achieved through a discussion of the results obtained from phase two of data collection. The final section of this chapter will discuss the main research question of how does laneway activation influence sense of place in a regional community? This will involve using the results and discussions from both phases of data collection and populating them into the sense of place framework developed from the literature review. It will also involve analysing the results against the three dimensions of sense of place in the form of place attachment.

5.2 Phase one discussion

The first research question involved determining what the physical characteristics of the activated laneways in the community were. This was required to determine which laneway was the most activated, the laneway that was activated to an average standard and the laneway that was activated the least. The aim of this was to then use these

selected laneways to observe the behaviours of the laneway users in order to identify the links between laneway activation and sense of place.

In the previous chapter, the results of the physical elements data collection were revealed. It was found, based on the physical elements' framework, that the most activated laneway was Walton Stores, scoring 24 out of 24, the laneway that was activated to an average standard was Bell Street Mall with 16 out of 24 and the least activated laneway was Bank lane with a score of 10.

As mentioned in Chapter 3, to determine the level of activation, the physical elements of each laneway were assessed based on a Likert scoring system (1 being poor, 2 being average, and 3 being good). Each of the ratings were based on the findings in the literature on activated laneways in three large Australian cities and the policy intent of Toowoomba's laneway strategy. The elements were categorised into the following; land use mix, on street dining, public art, street furniture, landscaping including vegetation, pavement treatment, orientating building entrances and windows to lane frontages, and the lighting provision. The rating in which each element identified within the laneways received, was dependent on the scoring system based from literature. The proceeding paragraphs will provide a detailed analysis and description of the physical elements in the three differently activated laneways, and how the lower level of activated laneways physical elements could potentially be improved to the standard of the most activated laneway.

As detailed in Chapter 4 and Appendix B, the Walton Stores physical elements received a 3 rating for each element. As mentioned in Chapter 4, this laneway has a good mix of land uses, a variety of high quality on-street dining options, a large art mural, good quality street furniture, good quality landscaping and a variety of different plants, good

pavement treatment, buildings that orientated to the laneway, and there was sufficient lighting throughout the laneway. As the results established, the Walton Stores is the most activated laneway based on the framework developed that measures the level of activation based on the physical elements.

Bell Street Mall, which was identified in Chapter 4 as the laneway that was activated to an average standard, received only a score of 3 for the street furniture and a score of 2 for all the other elements, with the exception of pavement treatment, which received a 1. The most common theme noticed in the average and poor results from Bell Street Mall related to the quality of the physical element or the lack there of a particular physical element. Although the laneway had on-street dining it was only limited and not of a high standard as that of the Walton Stores. The art work was also limited to one small mural around the base of a tree. The public art element could therefore be improved by facilitating the paintings of more features or walls associated with the laneway, artwork could also potentially cover the frontages of vacant buildings, enhancing the appearance of the frontages within the lane. The lighting provision, as detailed in the results Chapter 4, was also average with only a few dimly lit lights throughout the laneway. Although there were lamp posts throughout the lane, they were minimally lit that it was difficult to see from one end of the lane to the other. If the lux level was increased or if the lighting layout was similar to that used in the Walton Stores, the lighting provision physical element would be improved. The landscaping and vegetation element could also be improved by maintaining the vegetation. Regarding the orientation of the frontages of the buildings, as described in Chapter 4, there were some large windows facing the lane, however they were blocked out and mainly represented vacant buildings. The pavement treatment was the lowest scoring physical element as it consisted of an uneven dated brick pavement. There is potential that this element could

be improved through the replacement of the pavement to a pavement that accentuates the laneway and adds to its overall amenity as was undertaken in Melbourne when re-designing the Causeway (Harrisson 2008).

Bank Lane, as outlined in the results Chapter 4 was the least activated laneway, mainly due to its lack of physical elements. The dominant land use for Bank Lane was a car park which detracts from the inclusion of many of the other physical elements. However as evident from the results from, Walton Stores and Searles Lane, mentioned in Chapter 4, it is possible to include carparking as one of the laneways uses, and retain a highly activated laneway, if designed appropriately. For example, more physical element incentives could be provided to the business's that have rear lane access and or frontage to the lane. These elements could include more vegetation, or street furniture or street dining. The lighting layout could also be improved by locating more lights in the centre of the lane to ensure the lane was fully illuminated at night.

The results and discussion of phase one demonstrate that the first research question which involved determining what the physical characteristics of the activated laneways in the community were, has been answered. The results have shown that there are clear and distinct physical differences between the laneways level of activation. This has determined what laneway was the most activated, the laneway that was activated to an average standard and the laneway that was activated the least.

5.3 Phase two discussion

The second research question relates to what the behaviours of the laneway users were in each laneway. Unobtrusive behaviour observation data was therefore collected in the three laneways. The proceeding paragraphs will provide a detailed description of the observations made and briefly compare the observations between each laneway.

Walton Stores

The results from the Walton Stores revealed that the behaviour of people buying something was very high. This may have been a result of the land uses within the laneway as a variety of restaurants and cafés were available. The results also show that there were fewer people walking through the laneway than Bell Street Mall, however this may have been because people preferred to buy something and stay in the space rather than walk through. The third highest behaviour recorded was looking at the art work or enjoying the space. Most of the people looking at the artwork were people in groups of friends or families that were talking about the artwork and some were even seen taking pictures with the artwork. There were also several families recorded spending time in the open space area enjoying the sun by either simply standing in the sun or sitting on the benches provided, watching the children play on the grass. These families that were playing on the artificial grass in the open space area, appeared to be of a younger age with children mostly under the age of 5.

On Saturday, family groupings were particularly observed, in the Walton Stores. Based on the interactions between the individuals, the families did not only consist of a mother, father and a child. The family groupings consisted of large family units including what appeared to be grandparents, uncles and aunts. The number of partners and friends and acquaintances was also high with most of the friendship groups consisting of more than two people. They were mostly observed sitting down having a meal and staying in the space longer than the friendship groups that were observed in the other laneways, this was a similar observation with the partners.

Bell Street Mall

Bell Street Mall as stated in Chapter 4, the highest recorded behaviour observed was adults walking through. It should be noted that on the Thursday, most of the people walking through the laneway were walking to the Centrelink building which is located on the west side of the laneway. They were then observed walking back from the Centrelink building into a café in the laneway buying fast food. These people were purely using the space for convenience. It was also noted that as the bus station adjoins Bell Street Mall, some travellers were recorded walking through the laneway. However, not one of these travellers stopped in the laneway to either meet their loved ones or purchase food, they all traversed through the laneway and some even looked down the laneway and decided to travel in another direction. Again, it appears that most of the people observed walking from the bus station used the laneway for convenience rather than enjoyment.

In relation to the social groupings recorded, it should also be noted that the observation was undertaken in the school holidays and, there was a NAIDOC week event on the Thursday that celebrated the history, culture and achievements of Aboriginal and Torres Strait Islander people, this may have affected that amount of families in the space. The friends and acquaintances observed were mainly work colleagues in surrounding buildings using the space to purchase food or coffee, walk through or some were observed standing in the sun talking to each other, and enjoying the space. On the Saturday there was one family enjoying coffee at a restaurant located at the western end of the laneway and the children were playing on the seats. The parents specifically told the children to stop playing on the seats as they would fall, and the space is not safe. Whilst the children were playing one of them fell off the seat and hurt themselves. The parents of the child immediately stopped them from playing. This suggested that the

space is not a safe place for children to be playing. However, given the number of children recorded in the space walking through, a future provision or future research could be made on how to make the space more child friendly. The behaviour observations concluded that this laneway is mainly used by people for convenience purposes.

Bank Lane

In terms of the observations recorded at Bank Lane, although it was determined the least activated laneway based on the physical elements data collection in phase one, it was the laneway out of the three laneways that contained the most murals. As a result of this, the second highest observation was people looking at the artwork. Although there were few social groupings recorded in Bank Lane, all the people in social groupings either looked at the artwork or talked about it. The third most recorded behaviour was people going in or out of work or servicing shops. All of those observed doing this behaviour either drove their car into the laneway, parked and proceeded to go to work or drove the car in, delivered supplies and equipment to the surrounding shops and then drove out.

There were also very few numbers of people in social groupings observed over the two days in Bank Lane compared to the other laneways. The demographic of the families consisted of mainly older families with no children being observed in the laneway.

5.4 Sense of Place Analysis

This section will discuss the main research question of how does laneway activation influence sense of place in a regional community? It will achieve this by analysing the data from the sense of place framework. As discussed in Chapter 3 the results from

phase one and phase two of the data collection have been populated into the sense of place framework developed from the researched literature (see Appendix D). The purpose of the sense of place framework was to clean the results and show where the highest behaviours, social groupings, and environmental features existed in each laneway. Based on the results populated into the sense of place framework an analysis was undertaken against each of the laneways based on the behaviours observed, the social groupings recorded and the physical elements against the three dimensions of place attachment found in the literature. The three dimensions being the personal, the community and the environment.

As outlined in the literature, the personal component in the form of place dependence is the function of the physical setting providing conditions to support its use and support a person's connection to the place (Raymond et al. 2010) Therefore, it was determined that by observing how people are spending their time in the laneways and what people are using the laneway for that supports their connection to their place, is an indication of place dependence.

Based on the literature the community component refers to the social bonding and feelings of belongingness shared between a group of individuals in a place (Raymond et al. 2010). It was therefore determined that the community component can be measured by behavioural indicators of laneway users, by recording how many social interactions or social groupings are occurring in the space. Another measure for the community component of sense of place is determining the potential the space has to host social events. As Marks (2016) detailed, festivals and social events can enhance place meaning and attachment to a place by creating a positive bond between a person and the place (Marks 2016).

The environment component is concerned with the physical setting of the space. The aesthetically pleasing features within an environment are said to relate to the feeling of satisfaction, charm, and familiarity within a community (Green 1999). For this study, the environment of the laneways was measured by investigating the quality of the environment through the physical elements of the activated laneway and the crime prevention/ surveillance measurements that have been implemented, as an indicator of sense of place.

The proceeding paragraphs will detail the sense of place results from each laneway based on the developed framework and explain their significance whilst referring to the literature underpinning the three dimensions as reiterated above.

5.4.1 Walton Stores

The personal

As mentioned above, the personal component of place attachment can be measured by recording the time people spend in the laneway and specifically what people are spending their time in the laneway for that supports their connection to their place. As represented in Appendix D, the personal dimension for the Walton Stores received a high number (a rating of 3) of people spending their time in the laneway by walking through, buying something, and looking at the art work or enjoying the space. When determining how these behaviours support their connection to the place it can be said that walking through the laneway is a behaviour mainly used for convenience. Walking through is also generally the behaviour that takes the least amount of time in comparison to the other uses. This meaning, that although it is a behaviour displayed by many laneway users in Walton Stores it does not indicate as much of a place attachment than some of the other behaviours. It should also be noted that when analysing the

behaviours and determining the significance of the children walking through the laneways, it was determined to disregard this data for further analysis. Although the number of children walking through the laneway was recorded with the intention of determining whether the laneway was considered safer, therefore, having a direct effect on the number of children recorded walking through the laneway. Recording the children walking through the laneway, did not provide an accurate representation of the children's behaviour pattern using the laneway, as some of the children were observed playing in the laneway.

People making purchases was also the other behaviour that a high number of laneway users where observed undertaking in the Walton Stores. Although the behaviour of making a purchase in a laneway can be viewed as something one does for convenience, it is still something that requires an individual to choose to do and spend their time in the space. In the Walton Stores, it is noted that some of the people observed appeared as if they were just going to walk through the laneway but then stopped, looked around, and decided to purchase something. It can therefore, be said that a high number of individuals chose to purchase something and spend time and money in the laneway supporting the uses in the laneway. So, a level of connection to the space has the potential to be built through the choice for people to invest time and money into the space.

Looking at the artwork or enjoying the space, people standing in the sun or playing in the space, was the other behaviour that a high number of people were observed undertaking in the space. A high number of people recorded undertaking this suggested that the laneway users were gaining a connection with the space through using the physical space to enjoy. As it is understood by Marks (2016) and as detailed in the literature review for this dissertation, art festivals and high-quality urban design

provides an opportunity to strengthen the local community's attachment to a place (Marks 2016). The high number of people recorded looking at the artwork and enjoying the space in the Walton Stores supports their attachment to the space.

The community

The community dimension as mentioned above, for this study has been measured by observing the social groupings and investigating how many social events have been held in the space. For the Walton Stores as depicted in Appendix D, a high number of people were observed in all three social grouping categories. As mentioned in the above section titled, phase two discussion, the high number of families observed in the Walton Stores resembled a high number of young families in the laneway that were either purchasing something or enjoying the space, this was observed by the children playing in the open space. Social bonding was also observed between several parents talking to each other.

The high number of friends observed in the laneway were mostly groups of friends (more than two). They were mainly observed spending time in the laneway by either purchasing something or sitting down or looking at the artwork or taking pictures with the artwork. It can be said that the space supported the friendship groups positive attachment to the space.

The high number of partners observed were represented by couples holding hands and appearing to enjoy each other's company within the space. Therefore, the community component or the attachment is being strengthened within the laneway.

Based on the observations it can be said that the laneway supported social bonding and the community component of place attachment.

The other measure of the community component was identifying how many events had been held in the laneway. Based on the internet and social media research, from the last year, there had been multiple community events held in the Walton Stores. As explained in Appendix D, one of the events held was a movie night under the stars and another was a mini tennis tournament which included face painting and a lip sync battle. Events held in the laneway contribute to social bonding between strangers or between friends or family going to the events.

The environmental

The environment component, as depicted in Appendix D, was based on the physical elements that were discovered in phase one of the data collection of Walton Stores. Based on this, the environmental rating for Walton Stores was high. When looking at the relationship between the environmental score and the other components of place attachment, it can be said that the positive environmental features provided support for the laneway users to gain a positive place attachment, within the Walton Stores.

5.4.2 Bell Street Mall

The personal

As depicted in Appendix D, the behaviours that rated high for the number of laneway users observed were walking through and purchasing something. Based on the observations, similar to the Walton Stores, the walking through behaviour was mainly for convenience purposes, to traverse from one side of the laneway to the other. However, as referred to in the notes of the observation and mentioned above in the phase two discussion, most of the observed people walking through were walking to the Centrelink building or employment agencies that adjoined the laneway. In general

terms, these land uses do not relay or are associated with positive attitudes. Therefore, it can be said that from what was observed the behaviour of walking through Bell Street Mall did not greatly support a place attachment to being formed.

Purchasing something was also scored highly based on the number of people observed. Similar to the Walton Stores, although the behaviour of purchasing something in a laneway can be viewed as a behaviour undertaken purely for convenience, it is still something that requires an individual to choose to do and spend their time and money in the space. However, based on the notes observed on the days of the data collection, there were a significant number of people observed purchasing take away food rather than staying for a meal as observed in the Walton Stores. This may have been due to the larger variety of seating options in the Walton Stores laneway or the desire to be in the space for a longer period. This suggests that there was less of an indication of place attachment by purchasing something in Bell Street Mall compared to that of the Walton Stores.

Walking through the laneway and purchasing something were the only behaviours that received a high rating (refer to Appendix D). There was only one other behaviour that received higher than a 1 rating based on the sense of place framework, this behaviour was going in and out of work or servicing shops. This behaviour doesn't indicate that the function of the physical setting provides conditions to support a person's connection to the place. This is due to the fact that the action of going in and out of work is considered something that is necessary for the individual's employment, they are not voluntarily using the space.

The community

As depicted in Appendix D, Bell Street Mall received a medium score for the number of social groupings observed. As a result, this meant that less social bonding occurred in the Bell Street Mall than the Walton Stores. Thus, meaning that Walton Stores, the more activated laneway, supported social bonding and in turn indicated more place attachment, than in the Bell Street Mall which was considered to be activated to an average standard. It should also be noted that, except for the families observed at the NAIDOC week event, the families observed were mainly smaller unit families, for example consisting of either a mother and daughter or father and son. There were rarely whole family units observed compared to those at the Walton Stores. As also noted above in the phase two discussion, a child was seen falling from one of the seats in the Bell Street Mall as they were playing, this suggested that the space is not a safe place for young families to experience social bonding as the area is not considered safe for children

As also mentioned above in the phase two discussion the friends and acquaintances observed were mainly work colleagues from surrounding buildings that were gathering for food or coffee. There were not as many large groups of friends observed as was observed in the Walton Stores. It was also noted in the observation data that some of the partners in the lane were seen fighting and did not display as much affection as those in the Walton Stores.

The other measure for the community component of place attachment was how many events the laneway had held in the last year. According to an internet and social media search the Bell Street Mall has held three events in 2018, including the Commonwealth Games celebration, the snow in Bell Street Mall and the NAIDOC week event.

Therefore, as shown in Appendix D, Bell Street Mall received a high rating for the events component of the community dimension. Therefore, meaning that the laneway contributed to social bonding between strangers, between friends or family going to the events.

The environmental

The environment component, as depicted in Appendix D, was based on the physical elements that were discovered in phase one of the data collection for the Bell Street Mall. Based on this, the environmental rating for Bell Street Mall was considered medium. When looking at the relationship between the environmental score and the other components of place attachment, it can be said that as the laneway was less activated than Walton Stores, the indicators for place attachment were not as high. Although there were still some indicators of place attachment they were not as evident as those factors observed in the Walton Stores.

5.4.3 Bank Lane

The personal

As depicted in Appendix D, for the personal component, Bank Lane did not score a high number of people being observed undertaking any of the categorised behaviours. The only score received higher than a 1 was for walking through. It should however be noted, that although looking at the artwork or enjoying the space was ranked low based on the sense of place framework, there were still a number of people observed undertaking this behaviour. This is seen to be a physical feature of the laneway that supported the place attachment, however not as much as was indicated in the other more activated laneways.

The community

Appendix D shows that the social groupings observed relating to the community component were scored low. This shows that there was less social bonding within the laneway than the other two more activated laneways. It should be noted that as discussed above in the phase two discussion that there appeared to be some friends pointing to the artwork on the walls of the laneway and discussing it which appeared to promote social discussion about the space they were in. However, this does not indicate as strong of a place attachment as some of the other social groupings observed in the more activated laneways, that were supported by more physical elements.

Based on research there have been no events held in the laneway. Indicating again less of an indication of the potential for the community component of place attachment to occur, than in the other laneways.

The environmental

As the environmental component relation to the physical setting of the space was based on the results from the physical elements audit in phase one, Bank Lane received a score of 1. This is due to it being the least activated laneway. It is evident in the results from the other components of place attachment measured, that the environmental features affect the behavioural indicators of place attachment.

5.5 Recommendations

Overall, based on the analysis of the results through the sense of place framework, it can be concluded, that there is a direct relationship between the level of laneway activation and the behavioural indicators of sense of place. Through the analysis of the behavioural

indicators, social groupings and the environment, and the way in which the data was gathered has been related back to the literature, the findings of this study have contributed to the methodology of measuring sense of place.

Based on the knowledge gained on laneway activation and sense of place, it can be recommended that this study has shown that laneway activation in Toowoomba, has made some contributions to the sense of place, based on the observations recorded that indicated place attachment. The findings have indicated that the more physical elements that are located in a laneway, the higher the indicators of sense of place. Therefore, a greater overall sense of place could be gained from improving the physical elements of the laneways that have only been activated to a lower standard.

5.6 Conclusion

This chapter has presented a discussion of the results as well as present the analysis on the results based on the sense of place framework. The discussions highlighted the differences in the physical elements of each of the activated laneways, including the differences in the behaviours observed.

The results and discussion of phase one of the data collection have answered the research question of what the physical elements of activated laneways are. Phase two has answered what are the behaviours of the laneway users. Finally, this chapter has answered the main research question of how laneway activation influences sense of place in a regional community, by analysing how the behaviours are indicators of sense of place.

Overall, the study has revealed that the more activated the laneway is, the more indicators of sense of place, through place attachment there are. This chapter has

discovered that the physical elements of the Walton Stores (the most activated laneway) provided conditions to support its use and support an individual's connection to the place based on their behaviours and social groupings.

The next chapter will provide a conclusion of the discussion. This will detail a summary, reiterating the aims of the project and how they were achieved through the results and analysis. It will also recommend future studies and provide final remarks.

CHAPTER 6

6.0 CONCLUSION

6.1 Summary

The aim of this research was to investigate how CBD laneway activation in a regional community influences people's sense of place in that location. The focus of this research has been to define the physical elements of laneway activation; to define sense of place; and to determine how the behaviours within activated laneways can be interpreted to be indicators of sense of place. This was firstly investigated by reviewing the literature on laneway activation strategies that have been successfully employed in the three large Australian cities of Melbourne, Sydney and Brisbane. Then reviewing the literature on the laneway's activation strategy employed in Toowoomba, clear patterns emerged that presented a framework for measuring the physical elements of laneways that determined their level of activation. The literature review explored the definition of sense of place and place attachment as a construct of sense of place. This established a measuring framework for sense of place using unobtrusive observation through three dimensions, which included, the personal, the community and the environmental.

The frameworks established from the literature review informed the next section of the paper which outlined the methodology employed for this project. The methodology outlined the data collection method and illustrated that robust design principles were adopted for the study. From the methodology chapter the results were presented followed by a detailed discussion on the analysis of the results which were based on the sense of place framework developed from the literature. This chapter will detail a

conclusion of the dissertation including a summary of the findings linking them back to the objectives; as well as recommendations for future research; and then final remarks will be presented.

The three objectives of the research included:

1. To identify laneway activation strategies that have been applied to a regional city and investigate the physical elements of laneway activation. A framework will be created of physical elements utilised in laneway activation.
2. To analyse current frameworks on sense of place and construct, including a framework for users' behaviours within activated laneways that can be interpreted to be indicators of sense of place.
3. To apply these two frameworks derived from the literature to activated laneways in the regional community of Toowoomba, Queensland, to answer the following research questions:
    - What is the relationship between laneway activation and sense of place in a regional community?
    - What strategies have been used to reactivate the laneways?
    - What are the physical elements of activated laneways?
    - What are the laneway users' behaviours within those laneways and how are the behaviours indicators of sense of place?

The first objective has been achieved through the literature review which outlined the laneway activation strategies employed in three large Australian cities and included the strategies employed in the regional city of Toowoomba. From this, a framework outlining the physical elements used in laneway activation was created.

The second objective was achieved through the literature review by defining sense of place and developing a framework for users' behaviours within the activated laneways that can be used for further interpretation as indicators of sense of place.

The third objective was then achieved through applying these two frameworks to the regional case study of Toowoomba as part of the data collection for the project. The results then identified the level of activation in eight of Toowoomba's laneways. From the results using the framework, the physical elements of the laneways were determined, and three categories of laneways were selected. The first category was the laneway that was activated the most, the second, the laneway that was activated to an average standard and the third, the least activated laneway. The data collection involved observing the behaviours of the laneway users in the three laneways. The results from the physical elements and behaviour observation were populated into the sense of place framework. From the results the analysis ultimately highlighted the relationship between the level of activation and the sense of place indicators identified. It was found that the more activated the laneway, the higher the indicators of sense of place were evident.

6.2 Future research

This study has formed the basis for future research projects. Firstly, the methodology employed for this study could be applied to other regional cities that have employed laneway activation projects to determine whether the laneway activation strategies in other regional cities, influence sense of place. Due to the time constraints of this project, future research could include observing the behaviours of laneway users in all eight of Toowoomba's laneways and not only the three categories. This could further investigate the relationship between the physical elements in all the laneways and sense of place

indicators. There is also the potential to investigate further into other areas of sense of place through different methodologies. For example, determining whether the findings from interviewing the laneway users showed similar place attachment indicators, as to those that were found in this study using the observational data in each laneway.

6.3 Final Remarks

The literature investigated for this research has emphasized the necessity for CBD revitalisation to the underutilised areas of the CBD, through the strategy of laneway activation. It highlighted that the aim of laneway activation was to introduce vitality into the CBD and enable the community to gain a sense of place.

This study, through investigating the physical elements of the activated laneways in Toowoomba, has demonstrated the level of activation of eight of Toowoomba's laneways, specifically focusing on three categories of laneway activation. Through the methodology employed, this study has gained insight into what the behavioural indicators of sense of place were within those laneways. Overall this study has proven that the more activated the laneway was, the higher the indication of sense of place and stands to reason that successful implementation of laneway activation has an influence on the sense of place within the community.

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APPENDIX A: PROJECT SPECIFICATION

ENG4111/4112 Research Project

Project Specification

For:	Brittany Hughes
Title:	CBD revitalisation – investigating the relationship between laneway activation and sense of place
Major:	Urban and Regional Planning
Supervisor	Dr Marita Basson
Enrolment:	ENG4111 – ONL S1, 2018 ENG4112 – ONL S2, 2018
Project Aim:	The aim of this project is to investigate how the laneway activation in regional communities influences the sense of place within that community.

Programme: Version 1, 21th March 2018

1. Research Australian and international literature relating to laneway activation and sense of place and determine the definition of sense of place that will be focused on throughout the project.

2. Develop a framework based on the literature that determines the behavioural indicators of sense of place.

3. Collect qualitative and quantitative data by using unobtrusive observation derived from the developed framework of the behavioural indicators of sense of place within various laneways ensuring that all variables are reduced, i.e. observe at various times of the day, on different days.

4. Analyse the data collected and seek to find links and casual explanations for any relationships or patterns that indicate how laneway activation influences the sense of place within Toowoomba.

5. Provide a recommendation and conclusion based on the project's findings.

6. Suggest further research and recommendations for planning practice.

APPENDIX B: COMPLETED FRAMEWORK OF DATA FROM PHASE ONE

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B.1. Searles Walk Physical Elements Results

Laneway: Searles Walk

Land use mix score = 2

Date: 23 June 2018
Time 11:12 am

Notes: This laneway contained three land uses. Those include; a café, a hair salon and a car park.

Scoring:

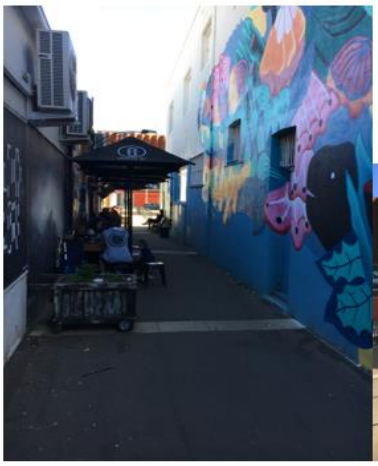
1. Dominated by one land use (i.e. car parking, commercial, industrial) no variety
2. A mix of lane uses i.e. car parking, retail, and restaurants
3. Very good mix of land uses including all of the above plus recreational space, open space etc.

1.Poor

2.Average

3.Good

Images of physical element:



Laneway: Searles Walk

On street dining score =3

Date: 23 June 2018
Time 11:12 am

Notes: This laneway contains on street dining that
belongs to the café that is run there, it is of good quality and offers protection from weather events with the provision of umbrellas.

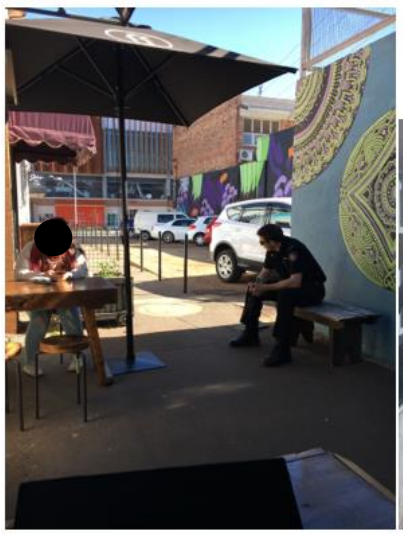
Scoring
1. No on street dining
2. Some on street dining places, relatively informal.
3. Many high-quality dining places i.e. sheltered, clean
   seating that's regularly maintained

1.Poor

2.Average

3.Good

Images of physical element



Laneway: Searles Walk

Public art score = 3

Date 23 June 2018
Time: 11:12 am

Notes: There is an excessive amount of public art in the laneway as the entirety of both walls are covered by murals.

Scoring:
1. No public art
2. Minimal public art, i.e. only one small mural
3. An extensive amount of public art, i.e. more than one mural that adds to the overall amenity of the laneway.

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Searles Walk

Street furniture scoring= 3

Date 23 June 2018
Time: 11:12 am

Notes: There is street furniture in the form of benches, some with blankets and pillows offered for the cooler weather.

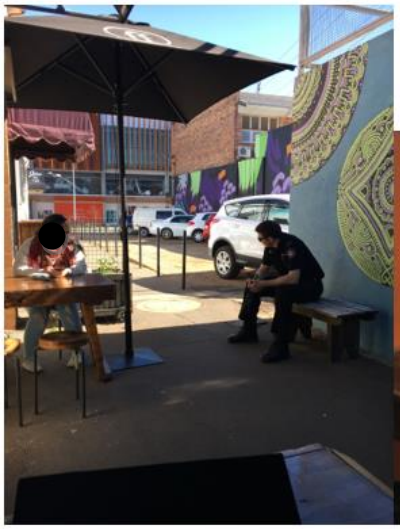
Scoring:
1. No street furniture
2. Some street furniture in average condition
3. Lots of street furniture in good condition

1.Poor

2.Average

3.Good

Image of physical element



Laneway: Searles Walk

Landscaping including vegetation scoring: 2

Date 23 June 2018
Time: 11:22am

Notes: Some vegetation in pot plants with an average level of landscaping.

Scoring:
1. No landscaping or vegetation
2. An average level of landscaping with some vegetation
3. A high level of landscaping with a variety of plant types

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Searles Walk

Pavement treatment score = 2

Date: 23 June 2018
Time: 11:22am

Notes: The pavement is well maintained however relatively uneven due to its bitumen nature.

Scoring:

1. Poor pavement quality with uneven ground, ie old brown brick pavement or bitumen
2. Average quality, newly paved but slightly uneven
3. Good quality, newly paved with pavers that accentuate the laneway

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Searles Walk

Orienting building entrances and windows to lane frontages score= 2

Date 23 June 2018
Time: 11:22am

Notes: Some bars on windows however still some frontage in the opening of the café to the laneway being
represented by a big glass sliding door.

Scoring:

1. All walls are solid and offer no windows or entrances to the laneway
2. Some windows and doors facing the laneway in average condition
3. Full size windows and active frontages to the laneway that are well maintained and in good condition.

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Searles Walk

Lighting provision, score= 2

Date: 23 June 2018
Time: 7:23am

Notes: There were a good amount of lights in the laneway however the umbrellas remain up during the night meaning that unnecessary shade was created.

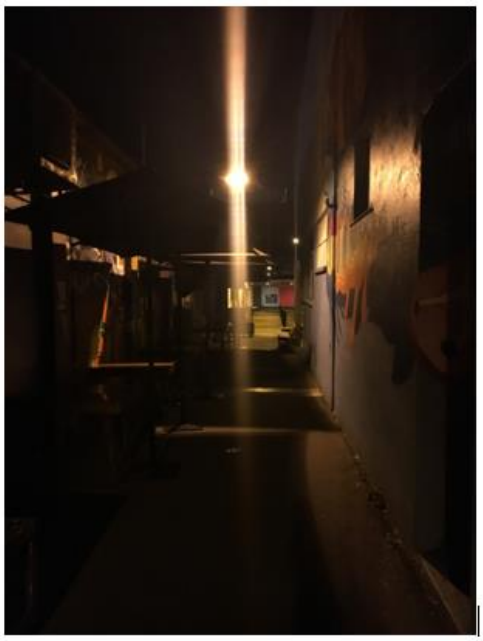
Scoring:
1. Little to no lighting in laneway
2. Some lighting but dimly lit
3. Very good lighting in laneway

1.Poor

2.Average

3.Good

Image of physical element



B.2. Walton Stores physical elements results

Laneway: Walton Stores

Land use mix score = 3

Date: 23 June 2018
Time 11:24 am

Notes: This laneway contains several land uses including open space, car parking, restaurants,
and a bank.

Scoring:

1. Dominated by one land use (i.e. car parking, commercial, industrial) no variety
2. A mix of lane uses i.e. car parking, retail, and restaurants
3. Very good mix of land uses including all of the above plus recreational space, open space etc.

1.Poor

2.Average

3.Good

Images of physical element:

Laneway: Walton Stores

On street dining score = 3

Date: 23 June 2018
Time 11:24 am

Notes: This laneway contains many high quality, on
street dining of a variety of types due to the multiple
restaurants within it.

Scoring:
1. No on street dining
2. Some on street dining places, relatively informal.
3. Many high-quality dining places ie sheltered, clean seating that's regularly maintained

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Walton Stores

Public art score = 3

Date 23 June 2018
Time: 11:24 am

Notes: Although only one side of the lane is characterised with a mural, it extends for the entirety of the laneway.

Scoring:
1. No public art
2. Minimal public art, i.e. only one small mural
3. An extensive amount of public art, i.e. more than one mural that adds to the overall amenity of the laneway.

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Walton Stores

Street furniture score = 3

Date 23 June 2018
Time: 11:24 am

Notes: There is a lot of street furniture varying in type and in good condition. There is stool seating as well as dining tables and chares as well as umbrellas.

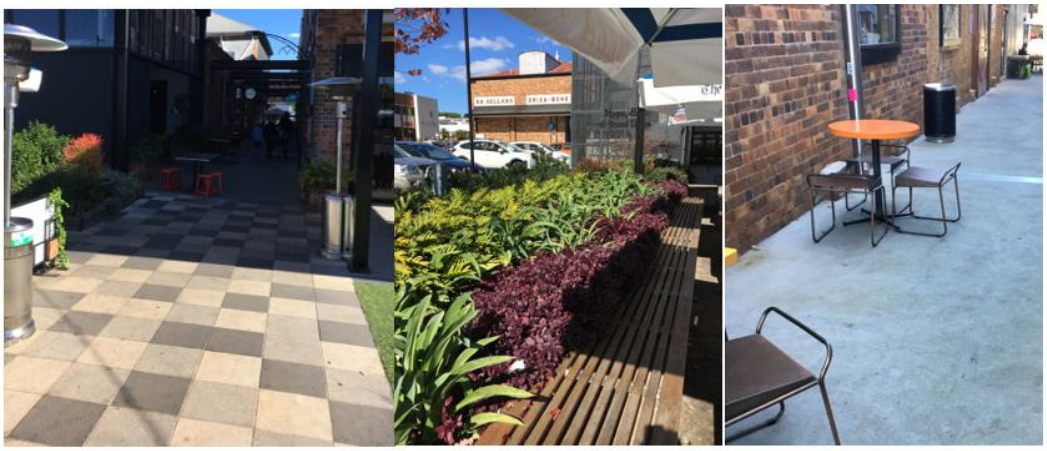
Scoring:
1. No street furniture
2. Some street furniture in average condition
3. Lots of street furniture in good condition

1.Poor

2.Average

3.Good

Images of physical element



Laneway: Walton Stores

Landscaping including vegetation scoring = 3

Date 23 June 2018
Time: 11:26 am

Notes: The Walton Stores are considered to have a high level of landscaping as depicted in the image with a reasonable size open space area.

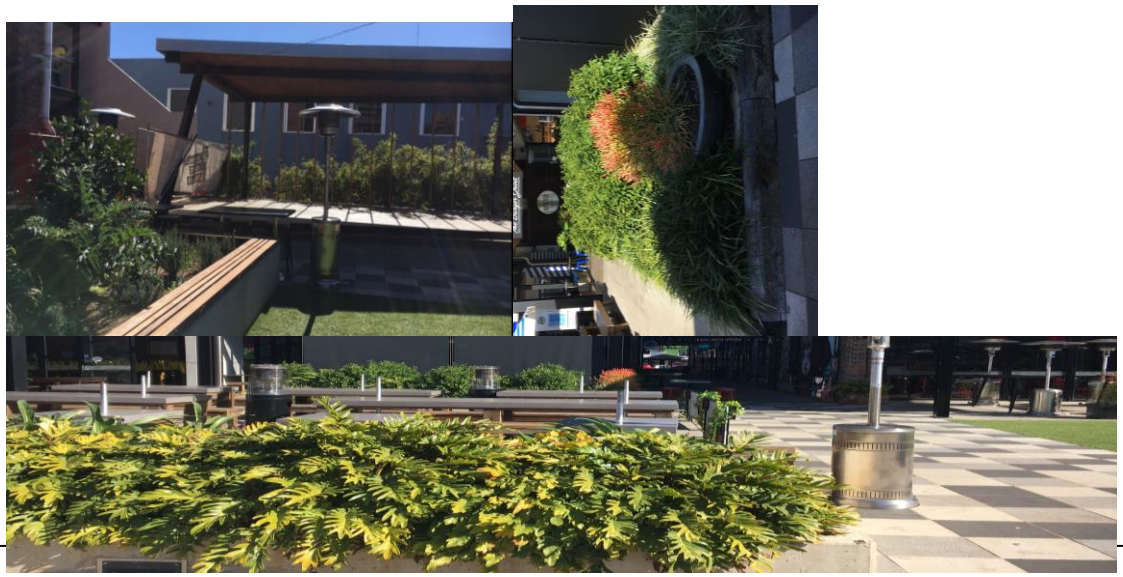
Scoring:
1. No landscaping or vegetation
2. An average level of landscaping with some vegetation
3. A high level of landscaping with a variety of plant types

1.Poor

2.Average

3.Good

Images of physical element



Laneway: Walton Stores

Pavement treatment score = 3

Date: 23 June 2018
Time 11:28am

Notes: The pavement is of good quality and newly paved of a mixture of pavers and concrete that is level and aesthetically appealing.

Scoring:

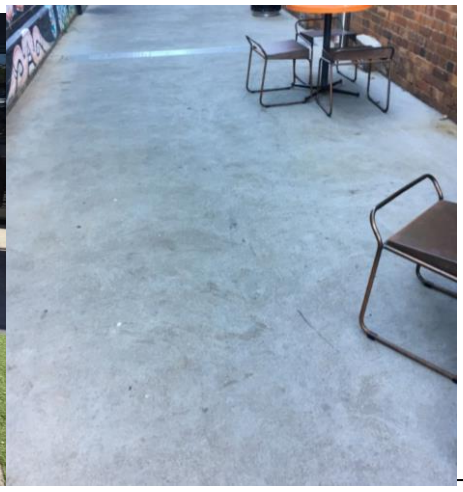
1. Poor pavement quality with uneven ground, ie old brown brick pavement or bitumen
2. Average quality, newly paved but slightly uneven
3. Good quality, newly paved with pavers that accentuate the laneway

1.Poor

2.Average

3.Good

Images of physical element



Laneway: Walton Stores

Orienting building entrances and windows to lane frontages score = 3

Date 23 June 2018
Time: 11:28 am

Notes: All windows in the laneway are large and glass with black features that seem to blend into the wall
the opening to the restaurants and open space area have active frontages.

Scoring:

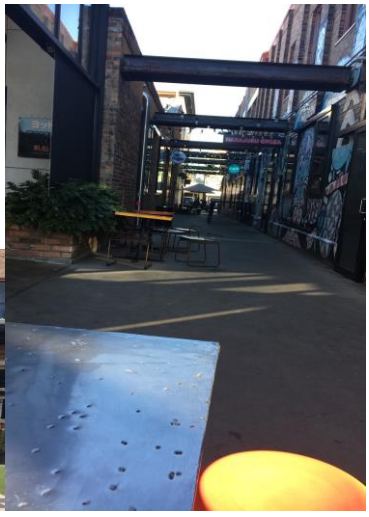
1. All walls are solid and offer no windows or entrances to the laneway
2. Some windows and doors facing the laneway in average condition
3. Full size windows and active frontages to the laneway that are well maintained and in good condition

1.Poor

2.Average

3.Good

Images of physical element



Laneway: Walton Stores

Lighting provision score = 3

Date: 23 June 2018
Time: 7:21 pm

Notes: There is very good lighting in the laneway as depicted in the image.

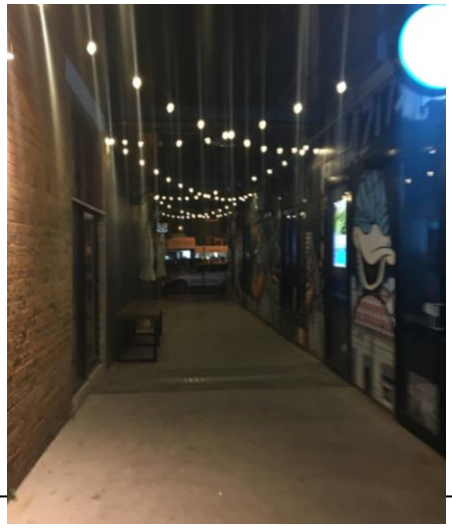
Scoring:
1. Little to no lighting in laneway
2. Some lighting but dimly lit
3. Very good lighting in laneway

1.Poor

2.Average

3.Good

Image of physical element



B.3. Club Lane physical element results

Laneway: Club Lane

Land use mix score = 2

Date: 23 June 2018
Time: 12:37pm

Notes: This laneway contains car parking, and a restaurant.

Scoring:

1. Dominated by one land use (i.e. car parking, commercial, industrial) no variety
2. A mix of lane uses i.e. car parking, retail, and restaurants
3. Very good mix of land uses including all of the above plus recreational space, open space etc.

1.Poor

2.Average

3.Good

Images of physical element:

Laneway: Club Lane

On street dining score = 1

Date: 23 June 2018
Time 12:37 pm

Notes: This laneway does not contain on street dining.

Scoring:
1. No on street dining
2. Some on street dining places, relatively informal.
3. Many high-quality dining places ie sheltered, clean seating that's regularly maintained

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Club Lane

Public art score = 3

Date 23 June 2018
Time: 12:37pm

Notes: The laneway has multiple murals on its walls.

Scoring:
1. No public art
2. Minimal public art, i.e. only one small mural
3. An extensive amount of public art, i.e. more than one mural that adds to the overall amenity of the laneway.

1.Poor

2.Average

3.Good

Images of physical element



Laneway: Club Lane

Street furniture scoring = 1

Date 23 June 2018
Time: 12:37pm

Notes: No street furniture given the narrowness of the laneway and its domination
by cars.

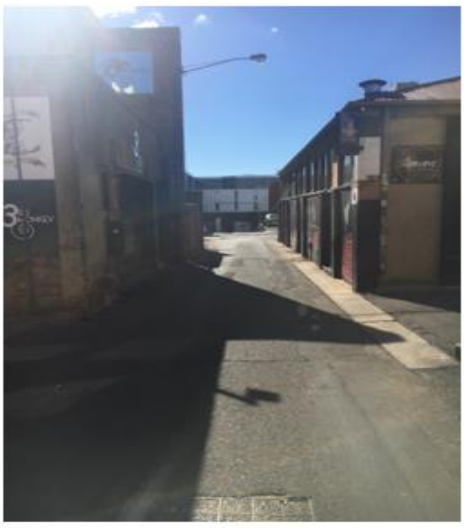
Scoring:
1. No street furniture
2. Some street furniture in average condition
3. Lots of street furniture in good condition

1.Poor

2.Average

3.Good

Image of physical element



Laneway: Club Lane

Landscaping including vegetation scoring = 1

Date 23 June 2018
Time: 12:37pm

Notes: No vegetation

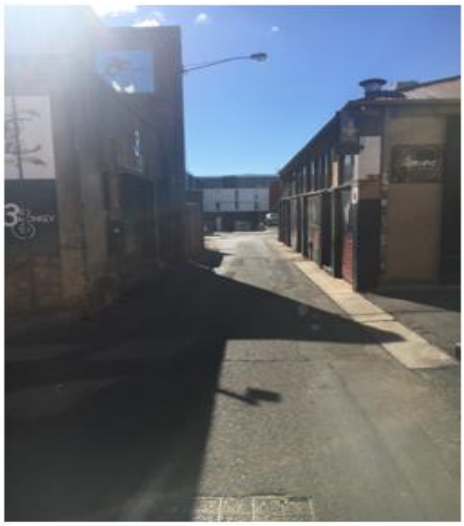
Scoring:
1. No landscaping or vegetation
2. An average level of landscaping with some vegetation
3. A high level of landscaping with a variety of plant types

1.Poor

2.Average

3.Good

Image of physical element



Laneway: Club Lane

Pavement treatment = 1

Date: 23 June 2018
Time 12:37pm

Notes: The pavement was bitumen and relatively uneven

Scoring:

1. Poor pavement quality with uneven ground, ie old brown brick pavement or bitumen
2. Average quality, newly paved but slightly uneven
3. Good quality, newly paved with pavers that accentuate the laneway

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Club Lane

Orienting building entrances and windows to lane frontages score = 2

Date 23 June 2018
Time: 12:37pm

Notes: Some windows and doors facing the laneway however in average condition

Scoring:

1. All walls are solid and offer no windows or entrances to the laneway
2. Some windows and doors facing the laneway in average condition
3. Full size windows and active frontages to the laneway that are well maintained and in good condition.

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Club Lane

Lighting provision, score = 2

Date: 23 June 2018
Time: 7:35pm

Notes: Some lighting because of the restaurant however it was dimly lit.

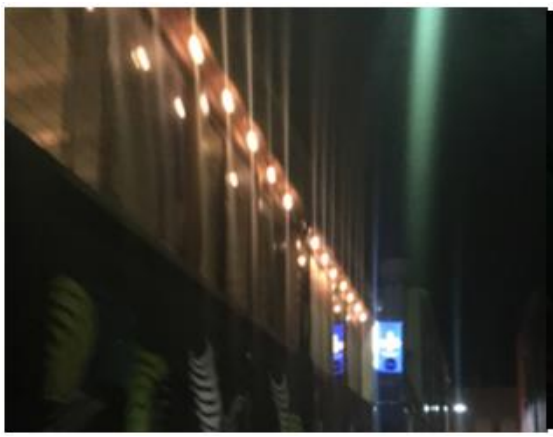
Scoring:
1. Little to no lighting in laneway
2. Some lighting but dimly lit
3. Very good lighting in laneway

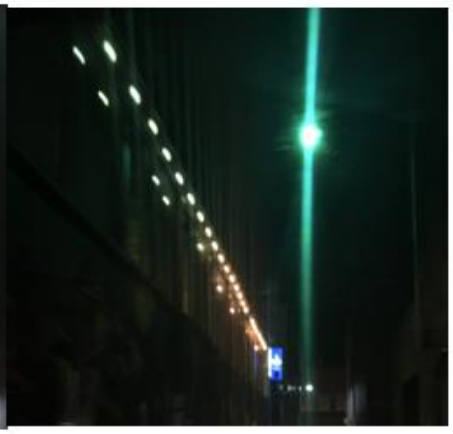
1.Poor

2.Average

3.Good

Images of physical element





B.4. Kwong Sang Walk physical element results

Laneway: Kwong Sang Walk

Land use mix score = 1

Date: 23 June 2018
Time 11:32 am

Notes: This laneway does not contain more than one land use.

Scoring:

1. Dominated by one land use (i.e. car parking, commercial, industrial) no variety
2. A mix of lane uses i.e. car parking, retail, and restaurants
3. Very good mix of land uses including all of the above plus recreational space, open space etc.

1.Poor

2.Average

3.Good

Images of physical element:

Laneway: Kwong Sang Walk

On street dining score =1

Date: 23 June 2018
Time 12:06 pm

Notes: This laneway does not contain a café there for there is no formal dining.

Scoring:
1. No on street dining
2. Some on street dining places, relatively informal.
3. Many high-quality dining places ie sheltered, clean seating that's regularly maintained

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Kwong Sang Walk

Public art score = 2

Date 23 June 2018
Time: 11:33 am

Notes: There is only 2 small art pieces in the laneway.

Scoring:
1. No public art
2. Minimal public art, i.e. only one small mural
3. An extensive amount of public art, i.e. more than one mural that adds to the overall amenity of the laneway.

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Kwong Sang Walk

Street furniture scoring= 3

Date 23 June 2018
Time: 12:06 pm

Notes: There is a lot of street furniture in the form of benches and chairs as well as bins in good
condition

Scoring:
1. No street furniture
2. Some street furniture in average condition
3. Lots of street furniture in good condition

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Kwong Sang Walk

Landscaping including vegetation scoring = 3

Date 23 June 2018
Time: 12:06 pm

Notes: A high level of landscaping and a variety of plants that add to the overall amenity of the
laneway

Scoring:
1. No landscaping or vegetation
2. An average level of landscaping with some vegetation
3. A high level of landscaping with a variety of plant types

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Kwong Sang Walk

Pavement treatment = 3

Date: 23 June 2018
Time:11: 33 am

Notes: The pavement is of a high standard and newly paved.

Scoring:

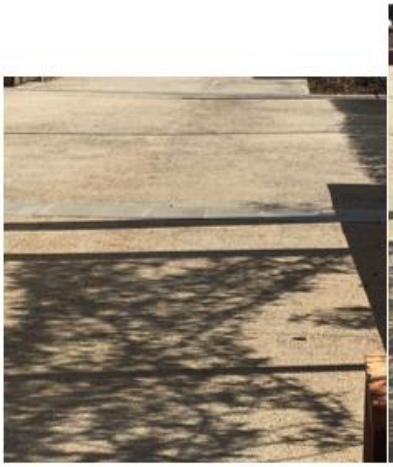
1. Poor pavement quality with uneven ground, ie old brown brick pavement or bitumen
2. Average quality, newly paved but slightly uneven
3. Good quality, newly paved with pavers that accentuate the laneway

1.Poor

2.Average

3.Good

Images of physical element



Laneway: Kwong Sang Walk

Orienting building entrances and windows to lane frontages score = 1

Date 23 June 2018
Time: 11:22am

Notes: As the laneway did not have any shops or buildings with windows either side there were no frontages.

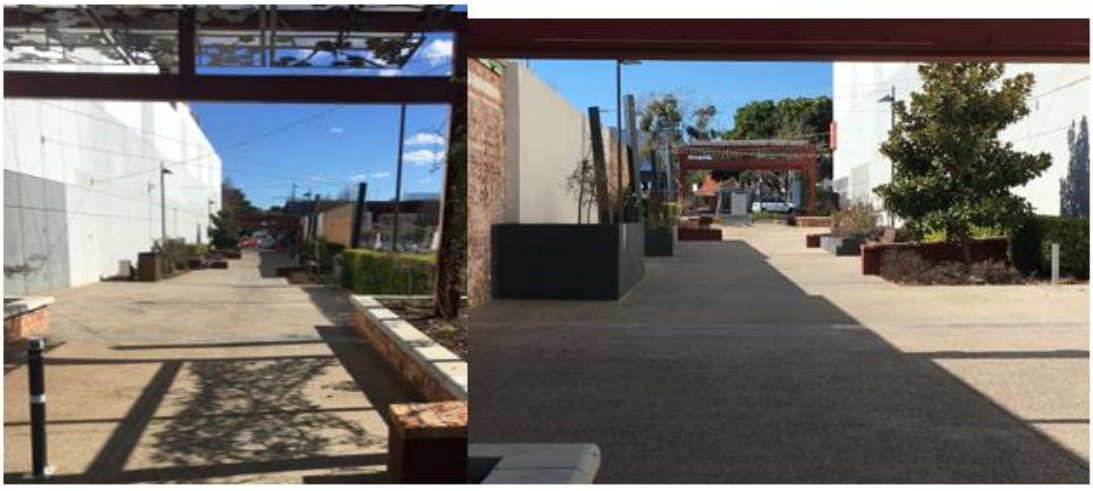
Scoring:
1. All walls are solid and offer no windows or entrances to the laneway
2. Some windows and doors facing the laneway in average condition
3. Full size windows and active frontages to the laneway that are well maintained and in good condition.

1.Poor

2.Average

3.Good

Images of physical element



Laneway: Kwong Sang Walk

Lighting provision, score = 2

Date: 23 June 2018
Time: 7:19 pm

Notes: There were reasonable amount of light in the laneway at either ends however the middle of the laneway was dimly lit.

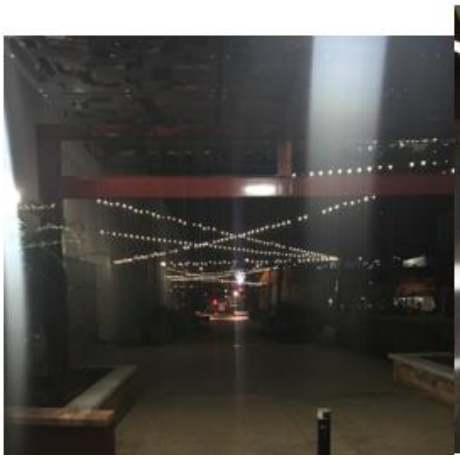
Scoring:
1. Little to no lighting in laneway
2. Some lighting but dimly lit
3. Very good lighting in laneway

1.Poor

2.Average

3.Good

Images of physical element



B.5. Gallery Lane physical element result

Laneway: Gallery Lane

Land use mix score = 1

Date: 23 June 2018
Time 11:34 am

Notes: Car parking adjoining, but mainly laneway is just for vehicle thorough fare.

Scoring:

1. Dominated by one land use (i.e. car parking, commercial, industrial) no variety
2. A mix of lane uses i.e. car parking, retail, and restaurants
3. Very good mix of land uses including all of the above plus recreational space, open space etc.

1.Poor

2.Average

3.Good

Images of physical element:

Laneway: Gallery Lane

On street dining score = 1

Date: 23 June 2018
Time 11:35 am

Notes: No on street dining

Scoring:
1. No on street dining
2. Some on street dining places, relatively informal.
3. Many high-quality dining places ie sheltered, clean seating that's regularly maintained

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Gallery Lane

Public art score = 3

Date 23 June 2018
Time 11:35 am

Notes: Has a large mural across the wall of the laneway which is vibrant and appears to represent the people of the community as it is situated along a council building.

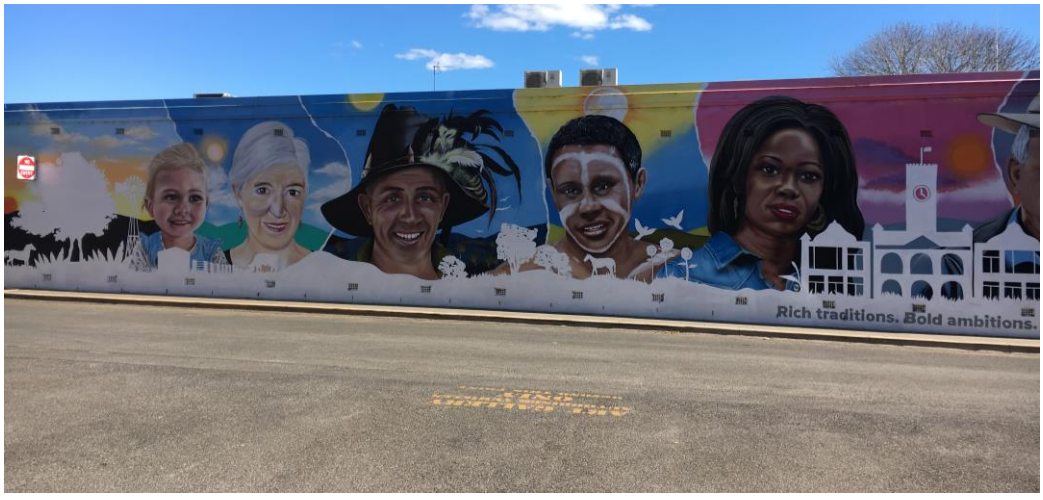
Scoring:
1. No public art
2. Minimal public art, i.e. only one small mural
3. An extensive amount of public art, i.e. more than one mural that adds to the overall amenity of the laneway.

1.Poor

2.Average

3.Good

Image of physical element



Laneway: Gallery Lane

Street furniture scoring = 1

Date 23 June 2018
Time: 11:35 am

Notes: No permanent street furniture in the immediate vicinity of Gallery Lane, there was some temporary furniture in, what was discovered to be No Name Lane which adjoins Gallery Lane. This is shown in the images below but will not be considered for the rating of street furniture in Gallery Lane.

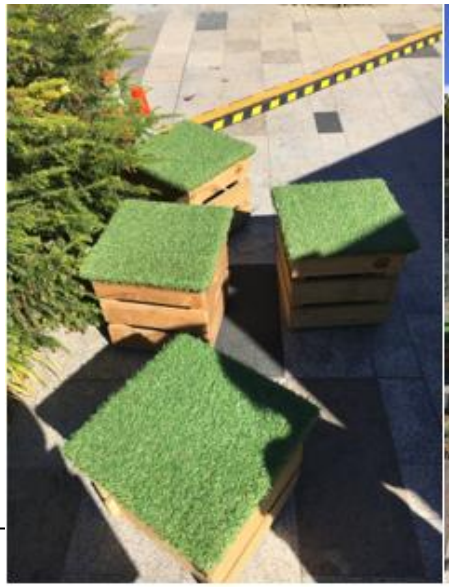
Scoring:
1. No street furniture
2. Some street furniture in average condition
3. Lots of street furniture in good condition

1.Poor

2.Average

3.Good

Images of physical element



Laneway: Gallery Lane

Landscaping including vegetation scoring = 3

Date 23 June 2018
Time: 11:35am

Notes: The laneway adjoins a park and open space area that is characterised with native plants and a high level of landscaping.

Scoring:
1. No landscaping or vegetation
2. An average level of landscaping with some vegetation
3. A high level of landscaping with a variety of plant types

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Gallery Lane

Pavement treatment score = 1

Date: 23 June 2018
Time 11:35am

Notes: The pavement is mainly bitumen with a narrow footbath up the side of the wall.

Scoring:

1. Poor pavement quality with uneven ground, ie old brown brick pavement or bitumen
2. Average quality, newly paved but slightly uneven
3. Good quality, newly paved with pavers that accentuate the laneway

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Gallery Lane

Orienting building entrances and windows to lane frontages score = 1

Date 23 June 2018
Time: 11:35 am

Notes: There are no windows on the one wall associated with the laneway.

Scoring:

1. All walls are solid and offer no windows or entrances to the laneway
2. Some windows and doors facing the laneway in average condition
3. Full size windows and active frontages to the laneway that are well maintained and in good condition.

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Gallery Lane

Lighting provision score = 1

Date: 23 June 2018
Time: 7:21 pm

Notes: There was some lighting but only dimly lit even with the pop up event of the ice skating that was adjoining it, the lighting was still dim within the actual laneway itself.

Scoring:
1. Little to no lighting in laneway
2. Some lighting but dimly lit
3. Very good lighting in laneway

1.Poor

2.Average

3.Good

Images of physical element

B.6. Mark Lane physical element results

Laneway: Mark Lane

Land use mix score = 2

Date: 23 June 2018
Time: 12:40 pm

Notes: This laneway contains car parking, and a photographer's shop and the rear exits of shops.

Scoring:

1. Dominated by one land use (i.e. car parking, commercial, industrial) no variety
2. A mix of lane uses i.e. car parking, retail, and restaurants
3. Very good mix of land uses including all of the above plus recreational space, open space etc.

1.Poor

2.Average

3.Good

Images of physical element:

Laneway: Mark Lane

On street dining score = 1

Date: 23 June 2018
Time 12:40 pm

Notes: This laneway does not contain on street dining.

Scoring:
1. No on street dining
2. Some on street dining places, relatively informal.
3. Many high-quality dining places ie sheltered, clean seating that's regularly maintained

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Mark Lane

Public art score = 3

Date 23 June 2018
Time: 12:40 pm

Notes: The laneway has multiple murals on its walls.

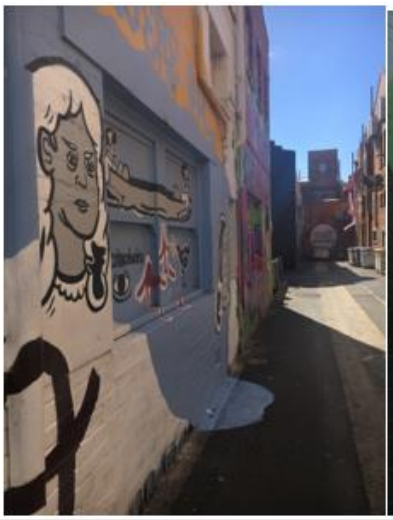
Scoring:
1. No public art
2. Minimal public art, i.e. only one small mural
3. An extensive amount of public art, i.e. more than one mural that adds to the overall amenity of the laneway.

1.Poor

2.Average

3.Good

Images of physical element



Laneway: Mark Lane

Street furniture scoring = 1

Date 23 June 2018
Time: 12:40 pm

Notes: No street furniture, just some bins.

Scoring:
1. No street furniture
2. Some street furniture in average condition
3. Lots of street furniture in good condition

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Mark Lane

Landscaping including vegetation scoring = 1

Date 23 June 2018
Time: 12:40 pm

Notes: No vegetation

Scoring:
1. No landscaping or vegetation
2. An average level of landscaping with some vegetation
3. A high level of landscaping with a variety of plant types

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Mark Lane

Pavement treatment score = 1

Date: 23 June 2018
Time 12:40 pm

Notes: The pavement was bitumen and relatively uneven

Scoring:

1. Poor pavement quality with uneven ground, ie old brown brick pavement or bitumen
2. Average quality, newly paved but slightly uneven
3. Good quality, newly paved with pavers that accentuate the laneway

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Mark Lane

Orienting building entrances and windows to lane frontages score = 1

Date 23 June 2018
Time: 12:40pm

Notes: Majority of windows have bars on them

Scoring:
1. All walls are solid and offer no windows or entrances to the laneway
2. Some windows and doors facing the laneway in average condition
3. Full size windows and active frontages to the laneway that are well maintained and in good condition.

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Mark Lane

Lighting provision, score = 1

Date: 23 June 2018
Time: 7:27pm

Notes: Only one dimly lit light.

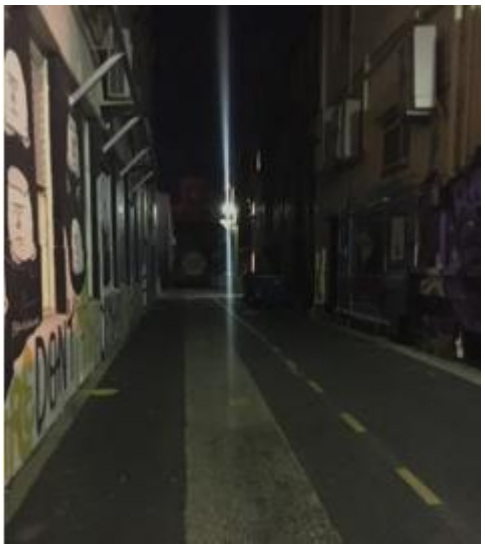
Scoring:
1. Little to no lighting in laneway
2. Some lighting but dimly lit
3. Very good lighting in laneway

1.Poor

2.Average

3.Good

Image of physical element



B.7. Bank Lane physical element results

Laneway: Bank Lane

Land use mix score = 1

Date: 23 June 2018
Time 12:27 pm

Notes: Dominated by car parking and the exits to commercial buildings

Scoring:

1. Dominated by one land use (i.e. car parking, commercial, industrial) no variety
2. A mix of lane uses i.e. car parking, retail, and restaurants
3. Very good mix of land uses including all of the above plus recreational space, open space etc.

1.Poor

2.Average

3.Good

Images of physical element:

Laneway: Bank lane

On street dining score =1

Date: 23 June 2018
Time 12:27 pm

Notes: No on street dining

Scoring:
1. No on street dining
2. Some on street dining places, relatively informal.
3. Many high-quality dining places i.e. sheltered, clean seating that's regularly maintained

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Bank lane

Public art score = 3

Date 23 June 2018
Time 12:27 pm

Notes: A number of murals on the walls

Scoring:
1. No public art
2. Minimal public art, i.e. only one small mural
3. An extensive amount of public art, i.e. more than one mural that adds to the overall amenity of the laneway.

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Bank Lane

Street furniture scoring = 1

Date 23 June 2018
Time: 12:27 pm

Notes: No street furniture just bins.

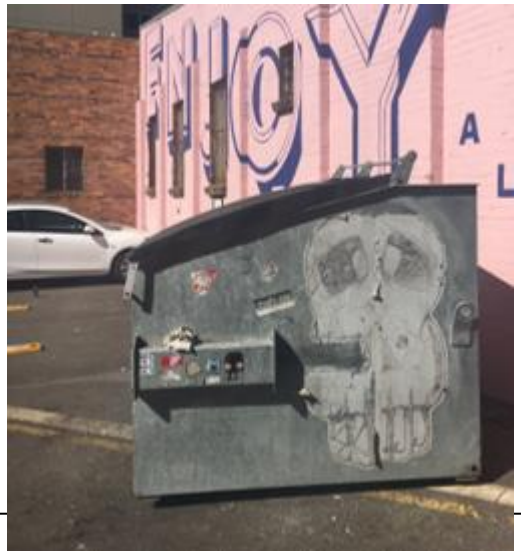
Scoring:
1. No street furniture
2. Some street furniture in average condition
3. Lots of street furniture in good condition

1.Poor

2.Average

3.Good

Image of physical element



Laneway: Bank Lane

Landscaping including vegetation scoring = 1

Date 23 June 2018
Time: 12:27 pm

Notes: No vegetation

Scoring:
1. No landscaping or vegetation
2. An average level of landscaping with some vegetation
3. A high level of landscaping with a variety of plant types

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Bank lane

Pavement treatment = 1

Date: 23 June 2018
Time 12:27 pm

Notes: The pavement is bitumen due to the dominant land use being cars

Scoring:

1. Poor pavement quality with uneven ground, ie old brown brick pavement or bitumen
2. Average quality, newly paved but slightly uneven
3. Good quality, newly paved with pavers that accentuate the laneway

1.Poor

2.Average

3.Good

Image of physical element:

Laneway: Bank lane

Orienting building entrances and windows to lane frontages score = 1

Date 23 June 2018
Time: 12:27 pm

Notes: All windows in the laneway have bars in then and the doors are wooden and un inviting.

Scoring:

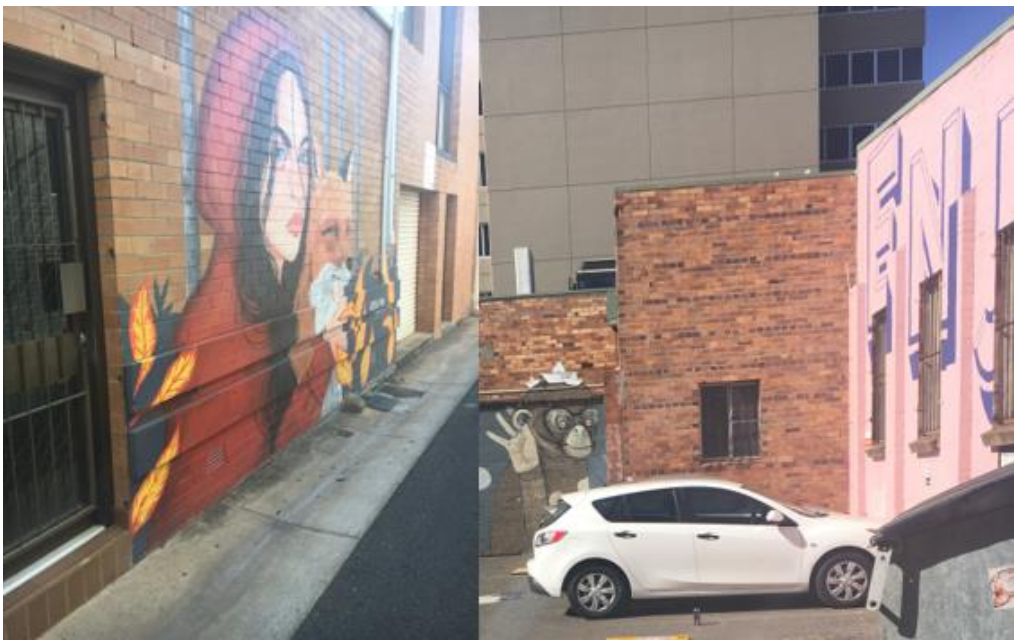
1. All walls are solid and offer no windows or entrances to the laneway
2. Some windows and doors facing the laneway in average condition
3. Full size windows and active frontages to the laneway that are well maintained and in good condition.

1.Poor

2.Average

3.Good

Image of physical element



Laneway: Bank lane

Lighting provision score = 1

Date: 23 June 2018
Time: 7:40 pm

Notes: There is only one dimly lit light in the laneway.

Scoring:
1. Little to no lighting in laneway
2. Some lighting but dimly lit
3. Very good lighting in laneway

1.Poor

2.Average

3.Good

Image of physical element

B.8 Bell Street Mall physical element results

Laneway: Bell Street

Land use mix score = 2

Date: 23 June 2018
Time 12:28 pm

Notes: A mix of land uses including restaurants and Centrelink however there is an excessive amount of vacant buildings.

Scoring:

1. Dominated by one land use (i.e. car parking, commercial, industrial) no variety
2. A mix of lane uses i.e. car parking, retail, and restaurants
3. Very good mix of land uses including all of the above plus recreational space, open space etc.

1.Poor

2.Average

3.Good

Images of physical element:

Laneway Bell street

On street dining score = 2

Date: 23 June 2018
Time 12:28 pm

Notes: Some on street dining as a result of the restaurants however it is relatively informal.

Scoring
1. No on street dining
2. Some on street dining places, relatively informal.
3. Many high-quality dining places ie sheltered, clean seating that's regularly maintained

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Bell street

Public art score = 2

Date 23 June 2018
Time 12:29pm

Notes: only on small mural on a small brink retaining wall bracing a tree

Scoring:
1. No public art
2. Minimal public art, i.e. only one small mural
3. An extensive amount of public art, i.e. more than one mural that adds to the overall amenity of the laneway.

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Bell Street

Street furniture scoring = 3

Date 23 June 2018
Time: 12:29 pm

Notes: A lot of street furniture

Scoring:
1. No street furniture
2. Some street furniture in average condition
3. Lots of street furniture in good condition

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Bell street

Landscaping including vegetation scoring = 2

Date 23 June 2018
Time: 12:30pm

Notes: Variety of vegetation types but not well maintained with litter in the gardens.

Scoring:
1. No landscaping or vegetation
2. An average level of landscaping with some vegetation
3. A high level of landscaping with a variety of plant types

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Bell street

Pavement treatment = 1

Date: 23 June 2018
Time 12:30pm

Notes: The pavement is old brown brick and uneven.

Scoring:

1. Poor pavement quality with uneven ground, ie old brown brick pavement or bitumen
2. Average quality, newly paved but slightly uneven
3. Good quality, newly paved with pavers that accentuate the laneway

1.Poor

2.Average

3.Good

Images of physical element

Laneway: Bell street

Orienting building entrances and windows to lane frontages score = 2

Date 23 June 2018
Time: 12:30 pm

Notes: Frontages covered and not open to the street some glass windows though.

Scoring:

1. All walls are solid and offer no windows or entrances to the laneway
2. Some windows and doors facing the laneway in average condition
3. Full size windows and active frontages to the laneway that are well maintained and in good condition.

1.Poor

2.Average

3.Good

Image of physical element

Laneway: Bell street

Lighting provision, score = 2

Date: 23 June 2018
Time: 7:41 pm

Notes: some lighting but dimly lit

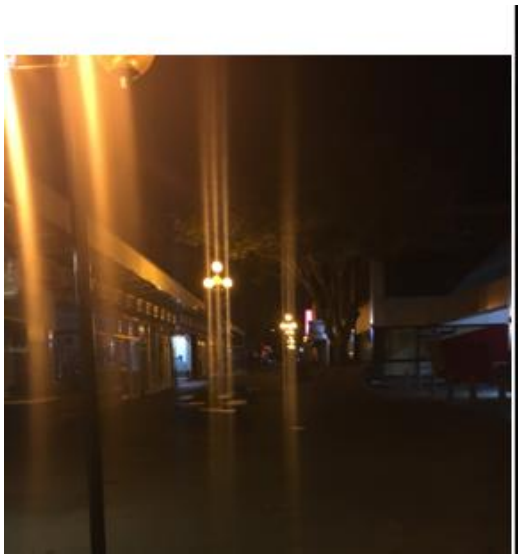
Scoring:
1. Little to no lighting in laneway
2. Some lighting but dimly lit
3. Very good lighting in laneway

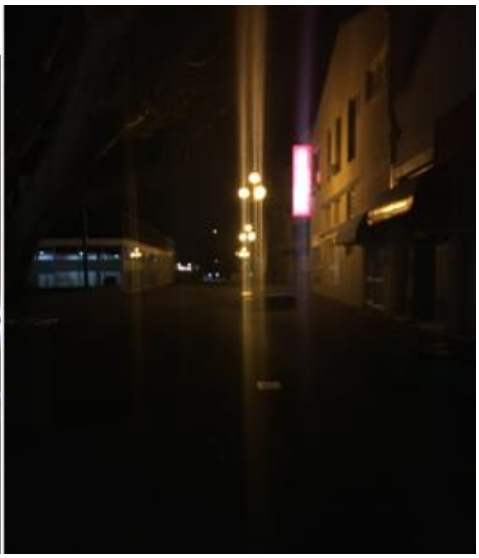
1.Poor

2.Average

3.Good

Image of physical element





APPENDIX C: DATA COLLECTED FROM PHASE TWO

C.1. Bell Street Mall Behaviour Observation, Thursday 12 July 2018 177

C.2. Bell Street Mall Behaviour Observation, Saturday, 14 July 2018 179

C.3. Bell Street Mall Behaviour Observation, accumulation of both days 181

C.4. Walton Stores Behaviour Observation, Thursday 19 July 2018 182

C.5. Walton Stores Behaviour Observation, Saturday 21 July 2018 184

C.6. Walton Stores Behaviour Observation, accumulation of both days 186

C.7. Bank Lane Behaviour Observation, Thursday 26 July 2018 187

C.8. Bank Lane Behaviour Observation, Saturday 28 July 2018 189

C.9. Bank Lane Behaviour Observation, accumulation of both days 191

C.1. Bell Street Mall Behaviour Observation, Thursday 12 July 2018

Behaviour Observed	Time									
	08:30-08:45	09:30-09:45	10:30-10:45	11:30-11:45	12:30-12:45	13:30-13-45	14:30-14:45	15:30-15:45	16:30-16:45	**Total Count**
	Count									
People walking through laneway (Adults)	22	9	18	21	38	40	19	20	20	**207**
People walking through laneway (Children)	0	2	6	2	2	5	4	2	0	**23**
Sitting down	2	3	4	4	6	6	4	0	3	**32**
Buying something	9	15	20	15	15	9	7	4	0	**94**
Looking at artwork or enjoying the space by standing in the sun.	1	0	0	1	2	1	1	3	0	**9**
Looking in shop windows	0	1	3	3	2	1	4	0	0	**14**
Going in or out of work or servicing a workplace e.g. delivery person	7	6	6	3	4	2	3	6	17	**54**
Talking to shop owners or talking to people walking by	4	3	3	4	4	0	4	3	1	**26**
Riding bike through laneway	0	0	0	0	0	0	1	1	0	**2**
Riding skateboard through laneway	0	0	0	0	0	0	0	0	1	**1**
Social Groupings										
Family	0	2	4	1	8	6	1	2	0	**24**
Friends or acquaintances	1	4	2	5	4	9	3	2	2	**32**
Partner	3	1	3	4	5	2	1	2	2	**23**

Notes:

A lot of the people walking through the laneway in the early hours of the day appeared to be headed towards the Centrelink building or the employment agencies that are established just across Neil Street. Was School holidays.
Someone drove illegally though the laneway from Bank Lane to Ruthven Street
It was noted that Bell Street Mall has laneways adjoining it therefore some people entered and exited from various points of the laneway. These people were counted as people walking through the laneway.
It was also noted that as the bus station adjoins Bell Street Mall, some travellers were recorded walking through the laneway however not one of these travellers stopped in the laneway to either meet their loved ones or get a bite to eat, they all traversed through the laneway.

C.2. Bell Street Mall Behaviour Observation, Saturday, 14 July 2018

Behaviour Observed	Time									
	08:30-08:45	09:30-09:45	10:30-10:45	11:30-11:45	12:30-12:45	13:30-13-45	14:30-14:45	15:30-15:45	16:30-16:45	**Total Count**
	Count									
People walking through laneway (Adults)	8	4	9	6	5	10	11	9	8	**70**
People walking though laneway (Children)	0	5	4	2	2	5	0	0	2	**20**
Sitting down	4	2	0	1	3	1	2	0	0	**13**
Buying something	1	11	4	3	8	5	6	6	5	**49**
Looking at artwork or enjoying the space by standing in the sun.	5	4	0	1	3	2	0	2	3	**20**
Looking in shop windows	0	4	2	1	1	0	0	1	0	**9**
Going in or out of work or servicing a workplace e.g. Delivery person	5	5	1	3	3	1	0	2	0	**20**
Talking to shop owners or talking to people walking by	0	0	0	0	0	0	0	1	1	**2**
Riding bike through laneway (putting bike at bike facility)	1	0	0	0	0	0	1	0	0	**2**
Riding skateboard through laneway	0	0	0	0	0	0	0	0	0	**0**
Social Groupings										
Family	1	3	1	1	3	4	2	0	2	**17**
Friends or acquaintances	0	2	0	1	0	1	1	3	1	**9**
Partner	0	0	0	1	2	3	2	3	0	**11**

Notes:

There was another person illegally drove in pedestrian laneway.

A lot less activity in the laneway on a Saturday which indicates that it is mainly used during the week by workers or people walking through to Centrelink or the employment agencies. There was one family enjoying coffee at a restaurant down the eastern end of the laneway and the children were playing on the seats. The parents specifically told the children to stop playing on the seats as they would fall, and the space is not safe. Whilst the children were playing one of them fell of the seat and hurt themselves. The parents of the child immediately stopped them from playing. This suggests that the space is not a safe place for children to be playing. However, given the number of children recorded in the space, a future provision or future research could be made on how to make the space more child friendly.

C.3. Bell Street Mall Behaviour Observation, accumulation of both days

Behaviour Observed	Time									
	08:30-08:45	09:30-09:45	10:30-10:45	11:30-11:45	12:30-12:45	13:30-13-45	14:30-14:45	15:30-15:45	16:30-16:45	**Total Count**
	Count									
People walking through laneway (Adults)	30	13	27	27	43	50	30	29	28	**277**
People walking through laneway (Children)	0	8	10	4	4	20	5	3	3	**44**
Sitting down	6	5	4	5	9	7	6	0	3	**45**
Buying something	10	26	24	18	23	14	13	10	5	**143**
Looking at artwork or enjoying the space by standing in the sun.	6	4	0	2	5	3	1	5	3	**29**
Looking in shop windows	0	5	5	4	3	1	4	1	0	**23**
Going in or out of work or servicing a workplace e.g. Delivery person	12	11	7	6	7	3	3	8	17	**74**
Talking to shop owners or talking to people walking by	4	3	3	4	4	0	4	4	2	**28**
Riding bike through laneway (putting bike at bike facility)	1	0	0	0	0	0	2	1	0	**4**
Riding skateboard through laneway	0	0	0	0	0	0	0	0	1	**1**
Social Groupings										
Family	1	5	5	2	11	10	3	2	2	**41**
Friends or acquaintances	1	6	2	6	4	10	4	5	3	**41**
Partner	3	1	3	5	7	5	3	5	2	**34**

C.4. Walton Stores Behaviour Observation, Thursday 19 July 2018

Behaviour Observed	Time									
	08:30-08:45	09:30-09:45	10:30-10:45	11:30-11:45	12:30-12:45	13:30-13-45	14:30-14:45	15:30-15:45	16:30-16:45	**Total Count**
	Count									
People walking through laneway (Adults)	9	9	10	18	20	5	10	13	11	**105**
People walking through the laneway (Children)	0	0	1	1	0	0	0	0	0	**2**
Sitting down	0	0	2	0	4	8	3	0	4	**21**
Buying something	2	0	1	13	43	31	13	5	18	**126**
Looking at artwork or enjoying the space by standing in the sun.	0	0	4	1	5	2	2	1	2	**17**
Looking in shop windows	0	0	0	4	0	2	1	0	4	**11**
Going in or out of work or servicing a workplace e.g. Delivery person	5	8	2	3	2	2	2	4	1	**29**
Talking to shop owners or talking to people walking by	0	0	1	0	1	0	0	0	0	**2**
Riding bike through laneway (putting bike at bike facility)	0	0	1	0	0	0	0	0	0	**1**
Riding skateboard through laneway	0	0	0	0	0	0	0	0	0	**0**
Social Groupings										
Family	0	0	1	1	1	1	0	2	3	**9**
Friends or acquaintances	0	3	2	3	9	4	5	2	2	**30**
Partner	0	2	1	1	4	3	0	0	5	**17**

Notes:

There was a very different demographic in this laneway. A lot of workers. Not as many arguing couples, swear words said as observed in Bell Street Mall.

C.5. Walton Stores Behaviour Observation, Saturday 21 July 2018

Behaviour Observed	Time									
	08:30-08:45	09:30-09:45	10:30-10:45	11:30-11:45	12:30-12:45	13:30-13-45	14:30-14:45	15:30-15:45	16:30-16:45	**Total Count**
	Count									
People walking through laneway (Adults)	6	4	11	17	19	8	2	7	6	**80**
People walking through laneway (Children)	0	0	3	4	10	2	0	0	1	**20**
Sitting down	0	0	0	12	13	15	8	8	0	**56**
Buying something	2	6	3	40	71	78	26	25	27	**278**
Looking at artwork or enjoying the space by standing in the sun.	0	2	2	7	10	19	18	10	3	**89**
Looking in shop windows	7	0	4	6	2	4	0	0	0	**23**
Going in or out of work or servicing a workplace e.g. Delivery person	1	1	0	2	2	4	3	0	3	**16**
Talking to shop owners or talking to people walking by	0	0	0	0	4	0	3	0	0	**7**
Riding bike through laneway (putting bike at bike facility)	0	0	0	0	0	0	1	0	0	**1**
Riding skateboard through laneway	0	0	0	0	0	0	0	0	0	**0**
Social Groupings										
Family	2	0	3	13	20	15	9	6	1	**69**
Friends or acquaintances	1	0	0	3	7	5	5	6	5	**32**
Partner	0	3	1	4	11	9	4	5	5	**42**

Notes:

Majority of the people enjoying the space and looking at the artwork are young families with children under the age of 5. This suggests that the parents feel that the space is a very save environment for their small children to be playing. The space felt warm and inviting. Some of the people observed buying something, appeared to be only wanting to walk through the laneway but then stopped and decided to stay and buy something instead. The friendship groups were also larger than the ones observed in Bell Street Mall.

C.6. Walton Stores Behaviour Observation, accumulation of both days

Behaviour Observed	Time									
	08:30-08:45	09:30-09:45	10:30-10:45	11:30-11:45	12:30-12:45	13:30-13-45	14:30-14:45	15:30-15:45	16:30-16:45	**Total Count**
	Count									
People walking through laneway (Adults)	15	13	21	35	39	13	12	20	17	**185**
People walking through laneway (Children)	0	0	4	5	10	2	0	0	1	**22**
Sitting down	0	0	2	12	17	23	11	8	4	**77**
Buying something	4	6	4	53	114	109	39	30	45	**404**
Looking at artwork or enjoying the space by standing in the sun.	0	2	6	8	15	21	20	11	5	**106**
Looking in shop windows	7	0	4	10	2	6	1	0	4	**34**
Going in or out of work or servicing a workplace e.g. Delivery person	6	9	2	5	4	6	5	4	4	**45**
Talking to shop owners or talking to people walking by	0	0	1	0	5	0	3	0	0	**9**
Riding bike through laneway (putting bike at bike facility)	0	0	1	0	0	0	1	0	0	**2**
Riding skateboard through laneway	0	0	0	0	0	0	0	0	0	**0**
Social Groupings										
Family	2	0	4	14	21	16	9	8	4	**78**
Friends or acquaintances	1	3	2	6	16	9	10	8	7	**62**
Partner	0	5	2	5	15	12	4	5	10	**59**

C.7. Bank Lane Behaviour Observation, Thursday 26 July 2018

Behaviour Observed	Time									
	08:30-08:45	09:30-09:45	10:30-10:45	11:30-11:45	12:30-12:45	13:30-13:45	14:30-14:45	15:30-15:45	16:30-16:45	**Total Count**
	Count									
People walking through laneway (Adults)	2	3	5	5	9	0	5	5	1	**35**
People walking through laneway (Children)	0	0	0	0	0	0	0	0	0	**0**
Sitting down	0	0	0	0	0	0	0	0	0	**0**
Buying something	0	0	0	0	1	0	0	0	0	**1**
Looking at artwork or enjoying the space by standing in the sun.	0	2	2	1	6	0	0	5	1	**17**
Looking in shop windows	0	0	0	0	0	0	0	0	0	**0**
Going in or out of work or servicing a workplace e.g. Delivery person	5	0	7	1	2	0	0	2	1	**18**
Talking to shop owners or talking to people walking by	0	0	0	0	0	0	0	0	0	**0**
Riding bike through laneway (putting bike at bike facility)	0	0	0	0	0	0	0	0	0	**0**
Riding skateboard through laneway	0	0	0	0	0	0	0	0	0	**0**
Social Groupings										
Family	0	0	0	0	1	0	0	1	0	**2**
Friends or acquaintances	0	0	1	1	0	0	0	1	0	**3**
Partner	0	0	1	0	1	0	0	0	0	**1**

Notes:

All of the going to work or servicing shops drove either their car in and parked it in the lane or just drove the car in, delivered supplies and equipment to the surrounding shops and restaurants.

C.8. Bank Lane Behaviour Observation, Saturday 28 July 2018

Behaviour Observed	Time									
	08:30-08:45	09:30-09:45	10:30-10:45	11:30-11:45	12:30-12:45	13:30-13:45	14:30-14:45	15:30-15:45	16:30-16:45	**Total Count**
	Count									
People walking through laneway (Adults)	6	3	3	1	7	0	1	1	1	**23**
People walking through laneway (Children)	0	0	0	0	0	0	0	0	0	**0**
Sitting down	0	0	0	0	0	0	0	0	0	**0**
Buying something	0	0	0	0	0	0	0	0	0	**0**
Looking at artwork or enjoying the space by standing in the sun.	4	2	2	1	0	0	0	1	0	**10**
Looking in shop windows	0	0	0	0	0	0	0	0	0	**0**
Going in or out of work or servicing a workplace e.g. Delivery person	0	0	1	0	0	2	0	1	0	**4**
Talking to shop owners or talking to people walking by	0	0	0	0	0	0	0	0	0	**0**
Riding bike through laneway (putting bike at bike facility)	0	0	0	0	0	0	1	0	0	**1**
Riding skateboard through laneway	0	0	0	0	0	0	0	0	0	**0**
Social Groupings										
Family	0	0	0	0	0	1	0	0	0	**1**
Friends or acquaintances	1	0	0	0	1	0	0	0	0	**2**
Partner	2	1	0	0	2	0	0	0	0	**5**

Notes:

All of the going to work or servicing shops drove either their car in and parked it in the lane or just drove the car in, delivered supplies and equipment to the surrounding shops and restaurants. With the exception of one lady and her son at 13:36pm who owned a surrounding shop and parked in her carpark but used it for convivence when shopping in the CBD rather than to go to work.

C.9. Bank Lane Behaviour Observation, accumulation of both days

Behaviour Observed	Time 08:30-08:45	09:30-09:45	10:30-10:45	11:30-11:45	12:30-12:45	13:30-13:45	14:30-14:45	15:30-15:45	16:30-16:45	Total Count
	Count									
People walking through laneway (Adults)	8	6	8	6	16	0	6	6	2	**58**
People walking through laneway (Children)	0	0	0	0	0	0	0	0	0	**0**
Sitting down	0	0	0	0	0	0	0	0	0	**0**
Buying something	0	0	0	0	1	0	0	0	0	**1**
Looking at artwork or enjoying the space by simply standing in the sun.	4	4	4	2	6	0	0	6	1	**27**
Looking in shop windows	0	0	0	0	0	0	0	0	0	**0**
Going in or out of work or servicing a workplace e.g. Delivery person	5	0	8	1	2	2	0	3	1	**22**
Talking to shop owners or talking to people walking by	0	0	0	0	0	0	0	0	0	**0**
Riding bike through laneway (putting bike at bike facility)	0	0	0	0	0	0	1	0	0	**1**
Riding skateboard through laneway	0	0	0	0	0	0	0	0	0	**0**
Social Groupings	0	0	0	0	0	0	0	0	0	**0**
Family	0	0	0	0	1	1	0	1	0	**3**
Friends or acquaintances	1	0	1	1	1	0	0	1	0	**5**
Partner	2	1	1	0	3	0	0	0	0	**6**

APPENDIX D: SENSE OF PLACE FRAMEWORK

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D.2. Bell Street Mall sense of place framework results 194

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D.1. Walton stores sense of place framework results

Laneway: Walton Stores					
Principle	**Indicator**	**Scoring/Measurement**	**Score delineators**	**Scores**	
Measure of Sense of Place – the personal (record what people are using the laneway for)	- The time that people spend in the laneway as per the following categories: - Walking through - Sitting down - Buying something - Looking at artwork or enjoying the space. - Looking in shop windows - Going in or out of work or servicing a workplace e.g. Delivery person - Talking to shop owners or talking to people walking by	Quantitative measure – A tally for each person doing each of the categories recorded from an aggregate score of two visits. From 0 upwards	1_very low number of spending their time doing a behaviour in the laneway (0-50) 2_ medium (51-100) 3_high (101+)	Walking through (adults)	3
				Walking through (children)	1
				Sitting down	2
				Buying something	3
				Looking at artwork or enjoying the space	3
				Looking in shop windows	1
				Going in or out of work or servicing a workplace e.g. Delivery person	2
				Talking to shop owners or talking to people walking by	1
Measure of Sense of Place – community (social groupings)	Social groupings: - With family - With friends - With partner	Quantitative measure from 0 upwards	1 = low number of people in a social grouping (0-25 people) 2 = medium (26 - 50) 3 = high (51 +)	With family	3
				With friends	3
				With partner	3
Measure of Sense of Place – community (events)	- Number of events held.	Quantitative measure from 0 upwards.	1 = hasn't held any events 2 = has held 1 event 3 = has held more than 1 event	3; based on research of events in the laneway in Toowoomba there have been several events held in the laneway. One of those including a movie under the stars night and another including a mini tennis tournament plus face painting, a lip sync battle and more.	
Measure of Sense of Place – the environment (the quality of the environment)	Based on the average score of the physical characteristics	Quantitative measure	1 = low level of positive physical features 2 = medium 3 = high	3	

D.2. Bell Street Mall sense of place framework results

Laneway: Bell Street Mall				
Principle	**Indicator**	**Scoring/Measurement**	**Score delineators**	**Scores**
Measure of Sense of Place – the personal (record what people are using the laneway for)	- The time that people spend in the laneway as per the following categories: - Walking through - Sitting down - Buying something - Looking at artwork or enjoying the space. - Looking in shop windows - Going in or out of work or servicing a workplace e.g. Delivery person - Talking to shop owners or talking to people walking by	Quantitative measure – A tally for each person doing each of the categories recorded from an aggregate score of two visits. From 0 upwards	1_very low number of spending their time doing a behaviour in the laneway (0-50) 2_ medium (51-100) 3_high (101+)	Walking through (adults) 3 Walking through (children) 1 Sitting down 1 Buying something 3 Looking at artwork or enjoying the space 1 Looking in shop windows 1 Going in or out of work or servicing a workplace e.g.|Delivery person 2 Talking to shop owners or talking to people walking by 1
Measure of Sense of Place – community (social groupings)	Social groupings: - With family - With friends - With partner	Quantitative measure from 0 upwards	1 = low number of people in a social grouping (0-25 people) 2 = medium (26 - 50) 3 = high (51 +)	With family 2 With friends 2 With partner 2
Measure of Sense of Place – community (events)	- Number of events held.	Quantitative measure from 0 upwards.	1 = hasn't held any events 2 = has held 1 event 3 = has held more than 1 event	3, based on research of events in the laneway in Toowoomba suggests that three events have been held within 2018, including the Commonwealth Games celebration, the snow in Bell Street Mall and the NAIDOC week event.
Measure of Sense of Place – the environment (the quality of the environment)	Based on the average score of the physical characteristics	Quantitative measure	1 = low level of positive physical features 2 = medium 3 = high	2

Laneway: Bank Lane					
Principle	**Indicator**	**Scoring/Measurement**	**Score delineators**	**Scores**	
Measure of Sense of Place – the personal (record what people are using the laneway for)	- The time that people spend in the laneway as per the following categories: - Walking through - Sitting down - Buying something - Looking at artwork or enjoying the space. - Looking in shop windows - Going in or out of work or servicing a workplace e.g. Delivery person - Talking to shop owners or talking to people walking by	Quantitative measure – A tally for each person doing each of the categories recorded from an aggregate score of two visits. From 0 upwards	1_very low number of spending their time doing a behaviour in the laneway (0-50) 2_ medium (51-100) 3_high (101+)	Walking through (adults)	2
				Walking through (children)	1
				Sitting down	1
				Buying something	1
				Looking at artwork or enjoying the space	1
				Looking in shop windows	1
				Going in or out of work or servicing a workplace e.g. Delivery person	1
				Talking to shop owners or talking to people walking by	1
Measure of Sense of Place – community (social groupings)	Social groupings: - With family - With friends - With partner	Quantitative measure from 0 upwards	1 = low number of people in a social grouping (0-25 people) 2 = medium (26 - 50) 3 = high (51 +)	With family	1
				With friends	1
				With partner	1
Measure of Sense of Place – community (events)	- Number of events held.	Quantitative measure from 0 upwards.	1 = hasn't held any events 2 = has held 1 event 3 = has held more than 1 event	1, based on research there have been no events in the laneway.	
Measure of Sense of Place – the environment (the quality of the environment)	Based on the average score of the physical characteristics	Quantitative measure	1 = low level of positive physical features 2 = medium 3 = high	1	