

ADDENDUM - ORDINARY COUNCIL MEETING – 25 JUNE 2019

10.4.2 Proposed Public Toilet in Maylands – Alternate Locations along Whatley Crescent

Responsible Branch:	Strategic Planning and Place
Responsible Directorate:	Community and Development

ADDITIONAL INFORMATION

Further to the report on the 25 June 2019 Ordinary Council Meeting agenda, the City has received correspondence from the Public Transport Authority (PTA) clarifying their position with respect to the proposed public toilet.

In a letter dated 18 June 2019 (**Confidential Attachment 3**), the PTA has reiterated their opposition to the public toilet in any location within their operational area. The letter stated the following:

“I have forwarded your request to our operational divisions and have again been advised that the PTA does not allow public toilets within its operational areas due to security and safety concerns. Public toilets often attract unruly, unsafe and unhygienic practices, which PTA's experience demonstrates requires a regular security presence. In addition, they also require regular inspections to ensure they are a secure and safe environment. Both activities take our finite staff away from their role of customer service and security for patrons using the public transport system, and it is for these reasons the PTA carefully manages the circumstances under which it provides/allows for toilet facilities on land and/or in facilities under its control.

The land adjacent to the southern boundary of PTA's rail reserve (shown in the below diagram) is within road reserve under the City's control. Noting the limited space available it is ultimately up to the City if it wants to place toilets in this location on its land. However, if toilets are placed here the PTA will need to remove several informal parking bays in this location, and would need to discuss further with the City the potential need to provide fencing between the rail and road reserves to create a barrier between the toilets and the PTA patrons' cars. We would also need to advise the public in advance of the reduction in parking at this location and expect there may be some local objection to this. Should fencing or a barrier be required it would prevent access to the toilets from PTA's car park, and thus the toilets should be made accessible from Whatley Crescent only.

For the reasons outlined above the PTA is not able to assist the City with its request to install toilets upon PTA's land at Maylands Station. If the City chooses to proceed with installing toilets on the road reserve adjoining Maylands Station we ask that you advise us as soon as possible so that we may progress necessary discussions.”

The letter includes the below map indicating the extent of their land ownership, which aligns with that included in the report to the Council meeting held on 28 May 2019.



On 19 June 2019, the City sought clarity regarding a number options and location and a site meeting with the PTA. In a reply on 20 June 2019 (**Confidential Attachment 4**) the PTA ruled out leasing or transferring a portion of their property to the City for the public toilet. Their response stated:

“PTA’s position remains the same as outlined in my advice dated 18 June 2019 and my response to your queries is provided below:

Is leasing a portion of the land (eg for Location 2) an option? No, PTA does not approve public toilets within its operational area.

Is there a possibility of a portion of the toilet being on PTA land (eg Location 3), or that portion being transferred to the City so it is our responsibility for security etc? No, PTA does not approve public toilets on its land.

What fencing off would be required for these options? Not applicable as public toilets are not approved on PTA’s land.

In relation to Location 1, if toilets were located on the road reserve at this point PTA would consider fencing the length of the car park, which would remove the currently available bays along Whatley Cres.

In relation to Location 4, PTA does not recommend this option (albeit on road reserve) due to the close proximity to the Station and the entry to the NE car park. Although it is in road reserve, this option will create greater security concerns for our patrons and require a security presence, which PTA is not resourced for and the City would be responsible for.

As we discussed yesterday PTA has been approached many times over the years to locate public toilets at this station and the response has always been the same. Our transit and security staff are required to protect our patrons on public transport, not for public toilets. We recommend the City find locations on land under its control that is suitable for public toilets to provide amenities for its residents and shopkeepers.”

Based on the advice received from the PTA, is it considered that Locations 2 and 3 are not worth investigating further because they are fully or partially on land currently owned and managed by the PTA.

Locations 1 and 4 are wholly on land managed by the City and therefore remain possible options for the public toilet. It is noted that given PTA's advice they would consider fencing in a straight line along their boundary if the City put the toilet in Location 1, this would prevent access to the Principle Shared Path and the train station. The only access to a toilet in this location would be via a new crossing point across Whatley Crescent. It will also require the removal of some or all of the informal parking bays in that location.

The PTA has indicated that they do not support Location 4. This location will potentially have a greater visual impact on the station users and visitors to the businesses along Whatley Crescent.

RECOMMENDATION IMPLICATIONS

In light of the above, the Officer's Recommendation is amended to indicate that further detailed investigation will be undertaken on Locations 1 and 4 only:

That Council:

- 1. Notes the investigation of the four alternative sites for the public toilet in Maylands as identified in Attachments 1 and 2 to this report.**
- 2. Notes that a further report will be presented to Council on detailed investigation into Locations 1 and 4, including costing and formal advice from the Public Transport Authority.**

ATTACHMENTS:

Confidential Attachment 3 – Letter from PTA dated 18 June 2019

Confidential Attachment 4 – Email from PTA on 20 June 2019