



# Additional documents

## Ordinary Meeting of Council

Wednesday 10 December 2025 6:00 pm



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## **C2512-10 PROPOSED CONSTRUCTION OF TEMPORARY CARPARK 7-15 QUARRY STREET**

### **Proposed Amendment by Cr Jemima Williamson-Wong**

Amend part 1 of the Officers recommendation, to read as follows:

- 1. Approve the construction of a temporary carpark on *Lot 802 (No. 7-15) Quarry Street*, as *an amended version of ~~provided in~~ the concept plan provided in Attachment 1, such that the carpark is wholly contained on Lot 802 and includes a temporary pedestrian connection between Quarry Street and Fremantle Park.***

### **Reasons for amendment:**

To maintain the opportunity for development to be considered on Lots 800 and 801 Quarry Street and allow for the development of a slightly smaller car park to accommodate approximately 104 bays in lieu of the 133 bays as included in the officer's recommendation.



## **C2512-11 RESPONSE TO PETITION - PEDESTRIAN CROSSINGS ALONG SOUTH TERRACE**

### **Proposed Amendment by Cr Jemima Williamson-Wong**

Amend the Officer's recommendation to include a Part 3, to read as follows:

#### **Council:**

- 3. *Request that the update report to Council includes details of:***
  - a. Traffic speeds and volumes along South Terrace and Marine Terrace;***
  - b. Efficacy of the current road-calming infrastructure along South Terrace and Marine Terrace; and***
  - c. Consideration of the options for placement and costings of zebra and/or wombat crossings as requested in the petition.***

#### **Reasons for amendment:**

To clarify the actions that staff will undertake in response to the petition as a holistic view of pedestrian safety and priority along/around South Tce, Marine Tce and Duoro Rd.



## **C2512-13 ADVOCACY FOR BRIDGE CLOSURE INFORMATION REPORT**

### **Proposed Amendment by Cr Jemima Williamson-Wong**

Amend the Officer's Recommendation to include a Part 2, to read as follows:

#### **Council:**

- 2. *Endorse the following advocacy position to alleviate the impact of the bridge closure, and request that the Chief Executive Officer bring back a report to Council on 11 February 2026 on the implementation of this advocacy:***
  - a. *Public Transport Incentives***
    - i. *Permitting bicycles on trains at any time from Fremantle to Claremont.***
    - ii. *Free transit for SmartRider users who consistently tag on/off at Fremantle.***
  - b. *Freight Restrictions During Peak Periods***
    - i. *Restriction of heavy vehicle movements through affected corridors during peak hours and enabling trucks to run during off-peak hours.***
  - c. *Support for Temporary Local Road Interventions***
    - i. *Support to provide timely assistance to deliver temporary road interventions throughout the closure period.***
    - ii. *Safer speeds of 30-40km/hour on local roads through the project and detour areas.***
  - d. *Infrastructure Improvements to Support Active Transport***
    - i. *Funding and support to provide and upgrade a safe, accessible and legible connection between Fremantle and North Fremantle including wider road network changes in line with the advocacy of the Fremantle Bicycle User Group (BUG).***

#### **Reasons for amendment:**

It's important that Council endorse a position rather than noting a report, and that Council then ask for an update from administration on the steps taken as part of this advocacy position.



## **C2512-13 ADVOCACY FOR BRIDGE CLOSURE INFORMATION REPORT**

### **Proposed Amendment by Cr Melanie Clark**

Amend the Officer's Recommendation to include a Part 2, to read as follows:

- 2. Advocate to urgently ensure the Stirling Bridge walking/cycle lane barrier height is increased, so that it is safe for users and compliant to current standards.***

#### **Reasons for amendment:**

This path, on the Stirling Highway bridge, is the only connection for pedestrians, people on alternate wheel modes such as wheelchairs and scooters, and cyclists to cross the river during the bridge closure. The pathway is a narrow, intimidating experience given the insufficient height of the barrier and lack of coverage with the vehicles and trucks literally at your side.

This results in rocks flying up hitting those travelling on this pathway. Most users walk up against the river side barrier to lean away from the traffic to protect and distance themselves to ensure they are as far as possible from the vehicle exposure and wind rush of the trucks.

A significant increase in traffic is expected on the bridge and therefore the concern for safety is higher than ever.