

AT162

1cr13217696



ABN: 50 860 676 021

Enquiries: Gary Berg on 9892 0564  
Our Ref: 04/13074-06  
Your Ref:

21/02/2013

Shire of Denmark  
PO Box 183  
DENMARK WA 6333

ATTENTION: Erica Sayer

Dear Erica

**LOADING/UNLOADING ASSOCIATED WITH THE DENMARK CO-OP  
OCCURRING ON THE SOUTH WESTERN HIGHWAY**

In reference to the meeting held at the Shire Offices and site visit on 14 February 2013.

Main Roads WA does not object to the Denmark Co-op located on the intersection of Strickland Street and South Western Highway from unloading or loading merchandise from the parking bay adjacent to the business on the condition that:

- The delivery vehicle does not encroach into the live traffic lane when parked during loading or unloading operations.
- The forklift or similar shall not enter the live traffic lane during loading or unloading operations.

Main Roads WA will review approval for unloading or loading merchandise from the South Western Highway if any of these conditions are not adhered too.

Refer to the attached photographic diagram for clarification of the traffic lane location.

If you require any further information please contact Gary Berg on 9892 0564.

Yours sincerely

**Gary Berg**  
A/Network Manager

20 August 2013 - Attachment 8.1.1 a)



LIVE TRAFFIC  
LANE

PARKING AREA  
(PARKING NIB WIDTH)







PARKING AREA  
(PARKING NIB WIDTH)

LIVE TRAFFIC LANE





ABN 85 073 305 039

Denmark Co-operative Company Ltd  
Strickland St  
DENMARK WA 6333  
PHONE (08) 9848 1200 FAX (08)9848 1307  
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21 February 2013

Annette Harbron  
Shire of Denmark  
PO Box 183  
DENMARK  
WA 6333

Dear Annette

**Unloading on South Coast Highway**

Thank you for arranging the helpful meeting last Thursday 14 February to discuss the above matter and thank you for your invitation to me to send you my thoughts on the issue.

Background facts

The Co-op's routine transport company is Denmark Haulage, which normally makes one delivery per day, occasionally none. Unloading time required is typically in the range of 10 - 20 minutes for 1 - 3 pallets, sometimes including assorted loose cartons and other items (wheel barrows, etc). In some months, at the start of a month, we may receive a larger delivery which may take longer to unload (5 - 10 pallets). The Co-op also receives occasional, much rarer and non-routine deliveries from other service providers which might require pallet unloading by forklift.

Denmark Haulage deliveries are normally made early in the morning, albeit this is outside the control of the Co-op. Some years ago, the Co-op's Rural & Hardware Department brought its opening time forward to 8:00 a.m. in order to be able to take deliveries at this quiet time; it is not unusual for the gates to be opened somewhat earlier than that to accommodate earlier delivery.

Denmark Haulage uses nothing larger than a heavy rigid truck for its in-town deliveries.

Delivery vehicles normally stop outside our eastern crossover for unloading into our undercover drivethrough. Drivers are instructed to ensure that their left-hand wheels are clear of the public footpath, and that their right-hand wheels are well inside the left lane of the marked road. As a result, no obstruction is caused to the public footpath and there is no obstruction to Mains Road's right-hand carriageway.

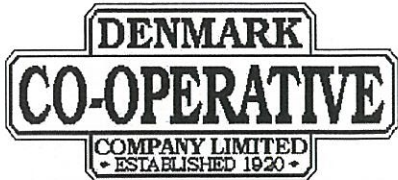
When the Co-op forklift operates, it always uses its headlights and flashing beacon. The forklift is fully road-licensed and registered. The Co-op's forklift drivers are fully licensed. They are required to give way to any pedestrians on the footpath. There is good side angle visibility to left and right of the Co-op's crossover. Forklift drivers are also instructed to honk the forklift's horn before emerging slowly and carefully from the Co-op's drivethrough onto the footpath. The delivery driver is in attendance, normally on the vehicle and therefore in an elevated position with good visibility, as a "spotter" for pedestrians.

ICR 132 17 698

Shire Of Denmark  
A162/A132

22 FEB 2013

EPH	
COUNCILLORS	
CEO	
DIR of FINANCE	
DIR of PLANNING	✓
DIR of INFRASTRUCTURE	✓
DIR of COMMUNITY	
OTHER	



ABN 85 073 305 039

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The Co-op has received its major deliveries in this way and in this location for many years. Not one complaint or incident has been reported to me while I have been with the Co-op (since November 2008). Prior to 2008, in the many decades when the Co-op operated the town's main supermarket, the same mode of delivery was employed, but with many more daily deliveries and multiple trucks.

#### Immediate enhancements made to Co-op's practices

With immediate effect, prior to the commencement of any unloading by forklift, warning cones are to be placed on the footpath to the right and left of the Co-op's crossover. This will provide additional visual warnings to pedestrians of vehicle movement and thereby mitigate any residual risk of incident in the normal use of the Co-op's crossover.

Also with immediate effect, the Co-op has eliminated any need to drive its forklift onto the highway-side of a delivery vehicle. A steel pull-bar will now be used to drag any pallets loaded on the right-hand side of Denmark Haulage's vehicle across to the left for unloading by forklift in the normal way.

#### Conclusion

Use of the left-hand lane of South Coast Highway outside the Co-op is, as stated by Gary Berg of Main Roads in our meeting, by gentleman's agreement with the Shire, left for the Shire to handle. That area of the road has been used for decades by the Co-op for unloading. In that time, there has never been any signage or other indication that stopping, loading or unloading is not permitted opposite the Co-op's crossovers. As the Director of Infrastructure also said in our meeting, it is utterly common practice in Denmark for unloading to occur on roadsides without any issues. The Co-op's use of its crossover is also entirely consistent with any other citizen's or business' use of a crossover for vehicular access. Safety protocols, giving right of way to pedestrians and general courtesy towards footpath users, together with ensuring that the footpath is not obstructed, mean that the existence of the footpath does nothing to invalidate our practice.

Taken together with the immediate enhancements that the Co-op has made to its unloading practices (see above), we believe that there are now no grounds for concern by the Shire on this matter. Accordingly, we suggest that there is no need for the Shire to make any changes to the road markings or footpath configuration and/or structure outside the Co-op's premises abutting the South Coast Highway.

I look forward to discussing this further with you and the other parties to our earlier meeting.

With best regards

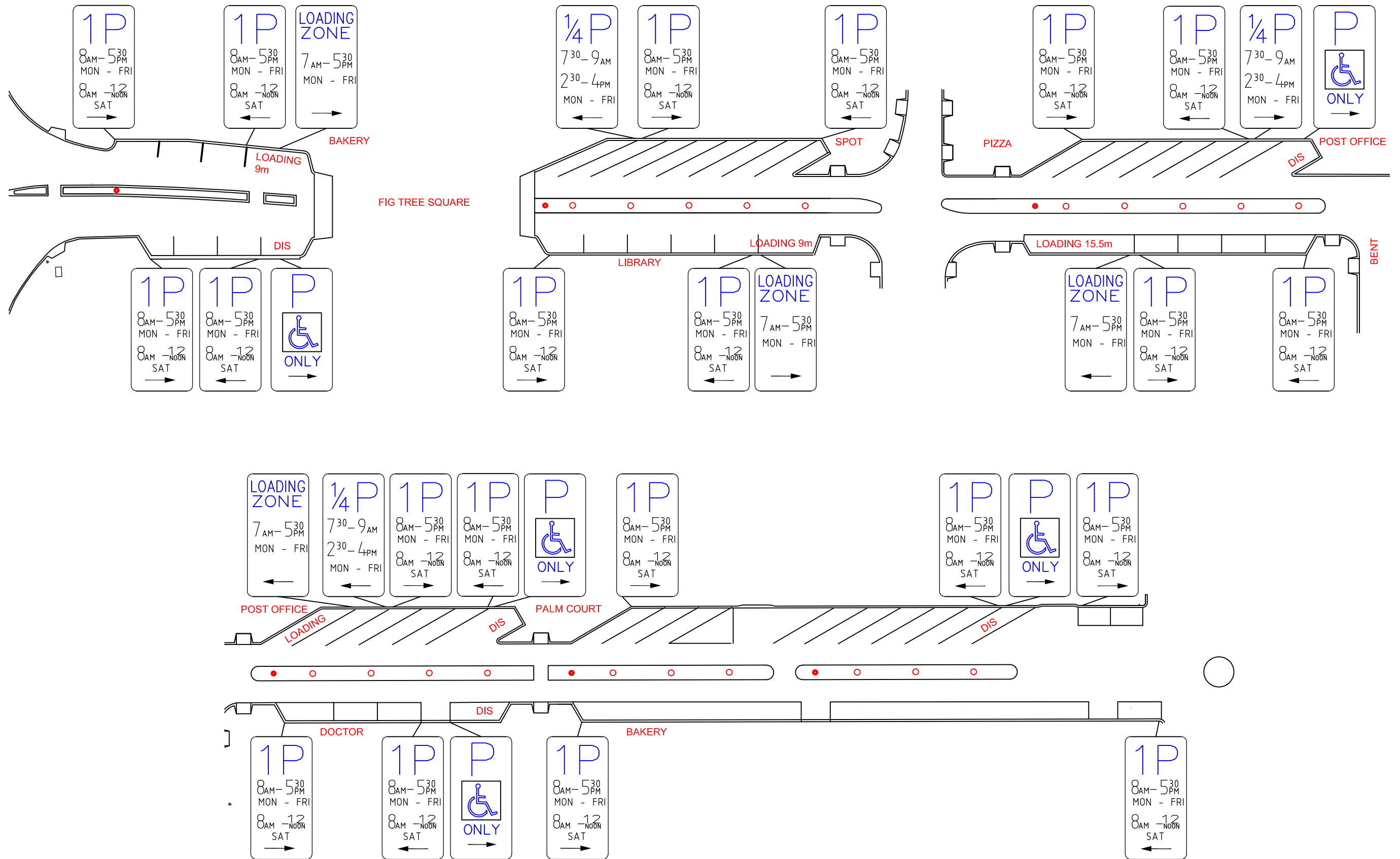
A handwritten signature in blue ink, appearing to read "Chris Langslow", is written over the typed name and title.

**Chris Langslow**  
Chief Executive Officer

Cc: All parties to meeting 14 February 2013



20 August 2013 - Attachment 8.1.1 b)



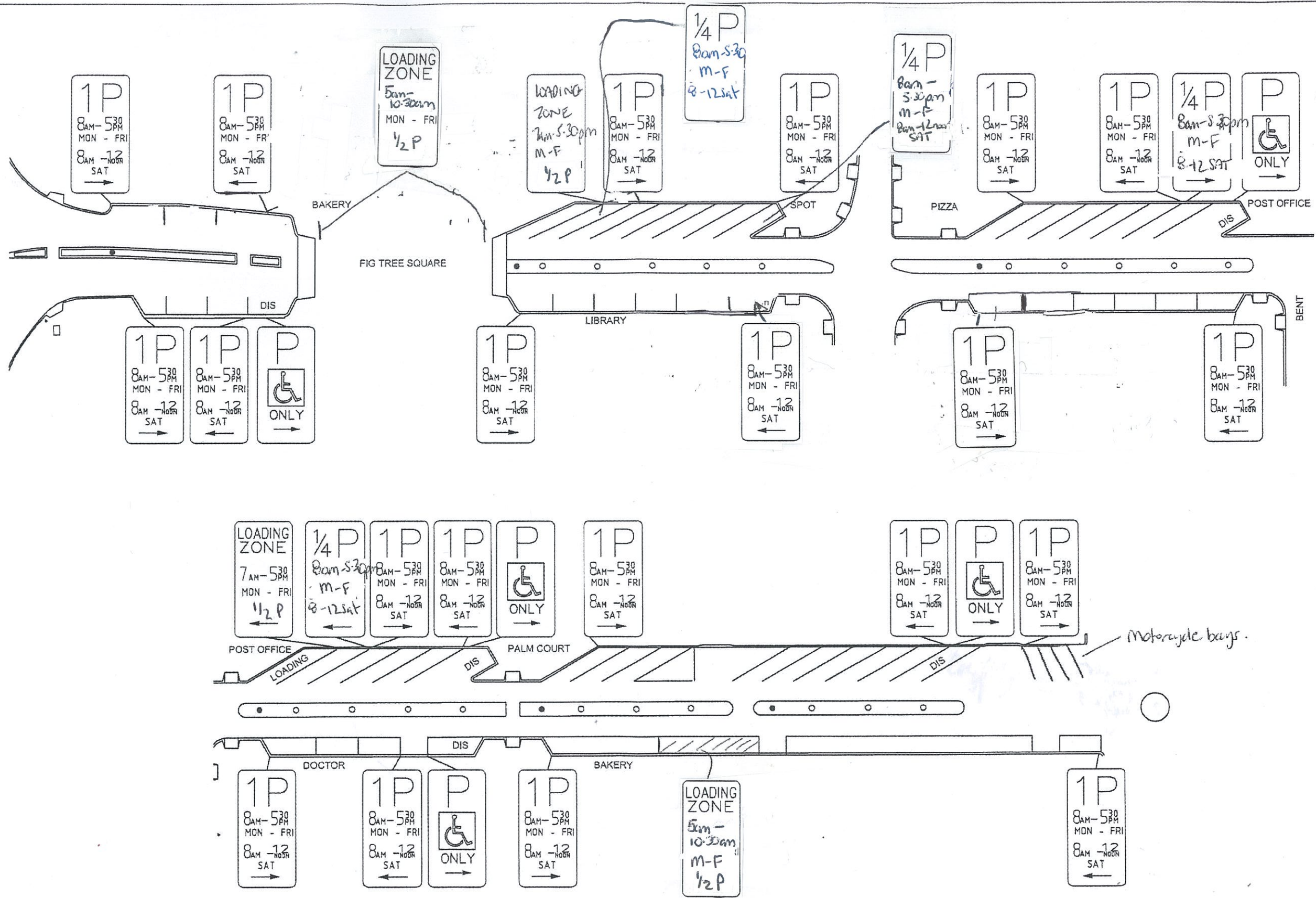
Amendments		No	Date	REVISION	By	App'd	File No

**Shire of Denmark**

DESIGNED	F. MacM	DATUM	
DRAWN		SCALE	NTS
CHECKED		APPROVED	R. Whooley
RECOMMENDED			

**STRICKLAND STREET UPGRADE  
PARKING LAYOUT**

SHEET	OF
DRAWING No.	
Job No.	



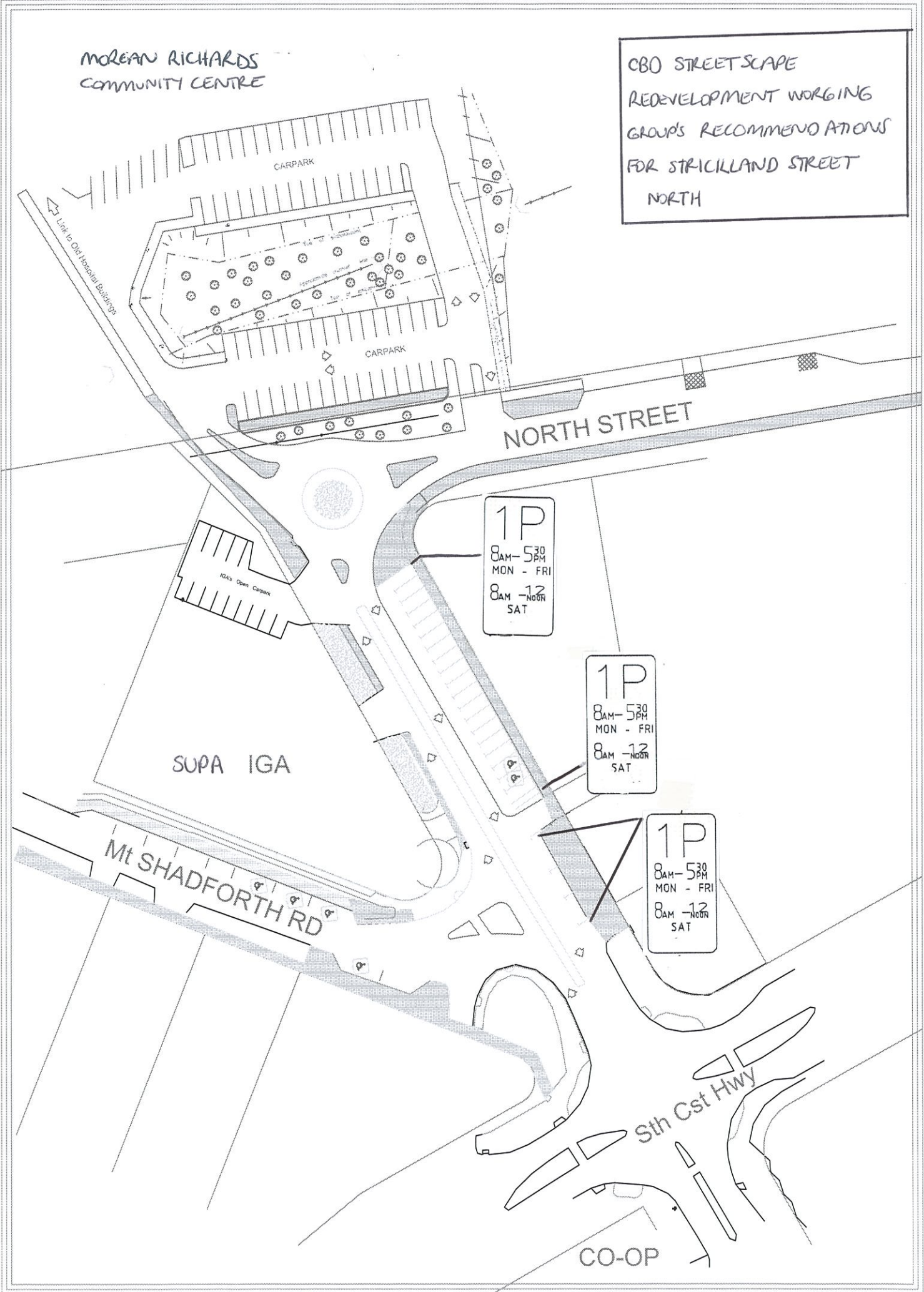
20 August 2013 - Attachment 8.1.1 c)

No. Date REVISION By App'd	Tax Sheet Survey Id FA File No	DESIGNED DRAWN CHECKED RECOMMENDED	DATUM SCALE NTS APPROVED	CBD STREETScape REDEVELOPMENT WORKING GROUP'S RECOMMENDATIONS FOR STRICKLAND STREET SOUTH.	SHEET OF DRAWING No.	
					Job No.	



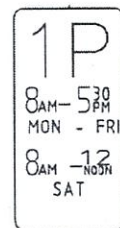
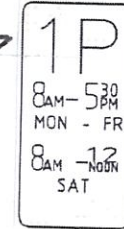
MOREAN RICHARDS  
COMMUNITY CENTRE

CBO STREET SCAPE  
REDEVELOPMENT WORKING  
GROUP'S RECOMMENDATIONS  
FOR STRICKLAND STREET  
NORTH





CBD STREETScape REDEVELOPMENT WORKING GROUP'S RECOMMENDATIONS FOR HOLLINGS ROAD & SOUTH COAST HIGHWAY (STRICKLAND STREET – HOLLINGS ROAD)





CBD STREETScape REDEVELOPMENT WORKING GROUP'S RECOMMENDATIONS FOR SOUTH COAST HIGHWAY (STRICKLAND STREET – PRICE STREET) & CIVIC CENTRE





CBD STREETScape REDEVELOPMENT WORKING GROUP'S RECOMMENDATION FOR WATERFALL PARK PULL-IN BAY







## 2013 Loading and Unloading Survey

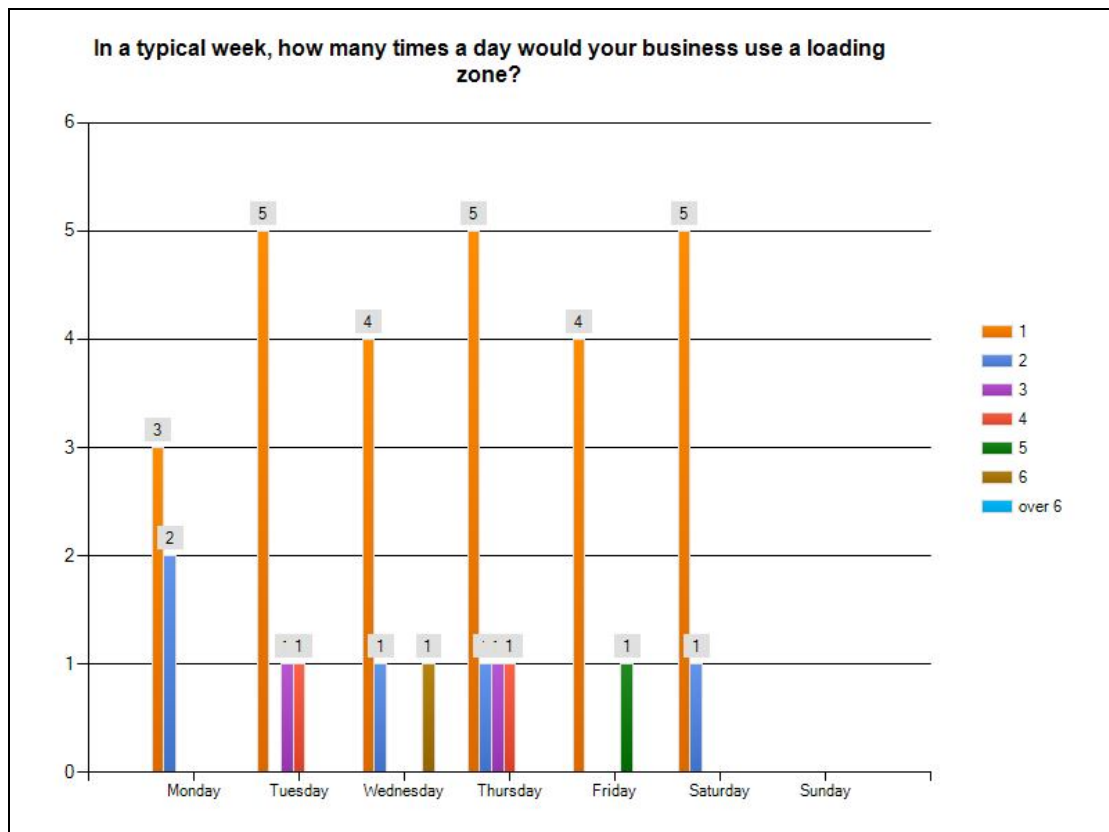
### Summary of Results

#### Methodology:

110 surveys were distributed through an online Survey Monkey mechanism.  
19 responses were received representing just over a 17% percent rate.

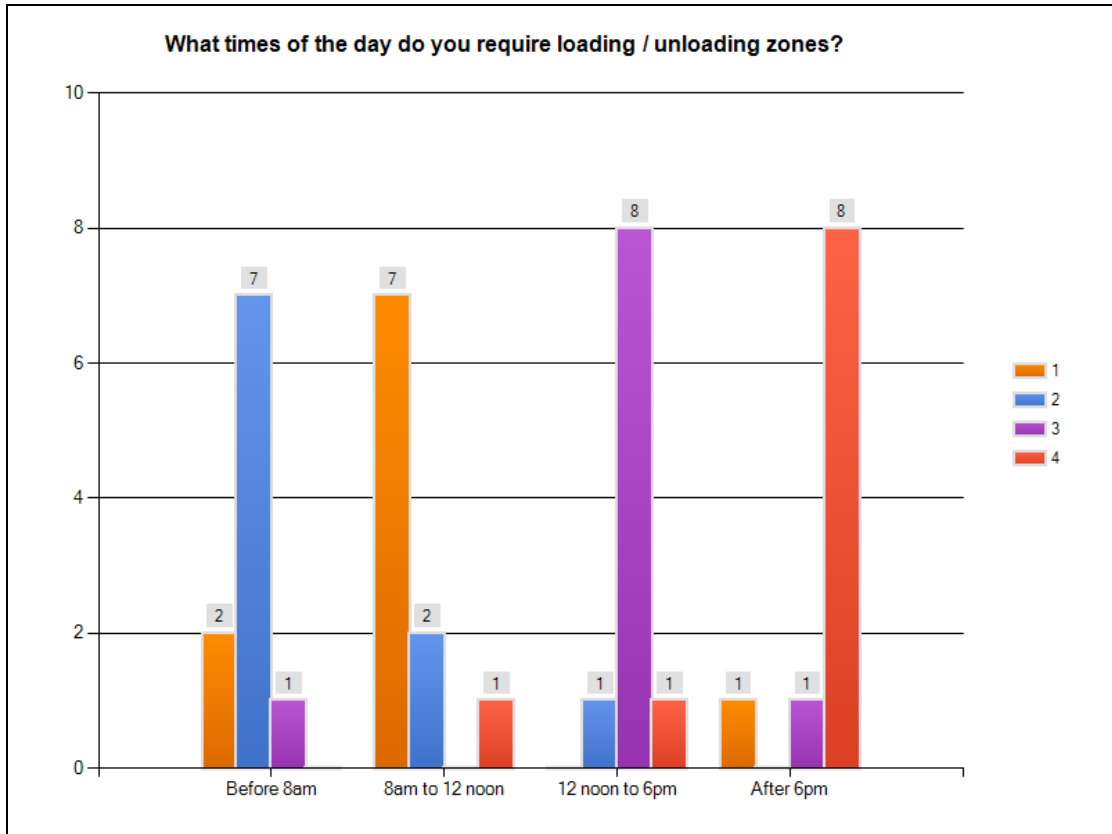
#### Key Findings:

- 1) Of all respondents, 50% indicated they used the loading bays and 50% indicated they did not.
- 2) In a typical week, Tuesday, Thursday and Saturday are the highest recorded unloading / loading days with 5 businesses indicating they would use a loading zone once a day. Whilst one respondent indicated they used the loading bay 6 times on Wednesdays.

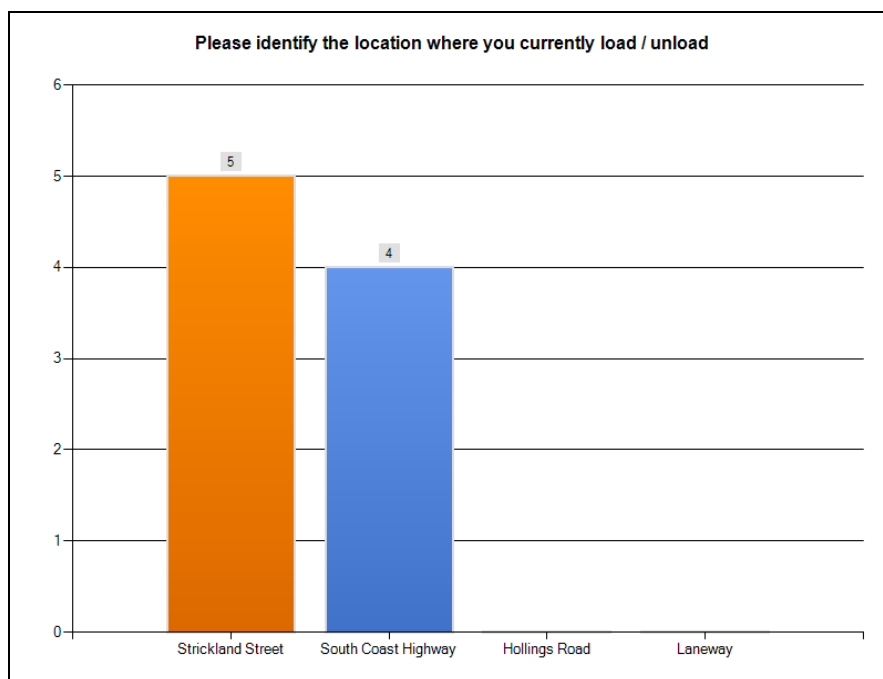




- 3) Of the ten respondents who answered this question, eight indicated that 12 noon to after 6pm were the times they needed loading and unloading zones.

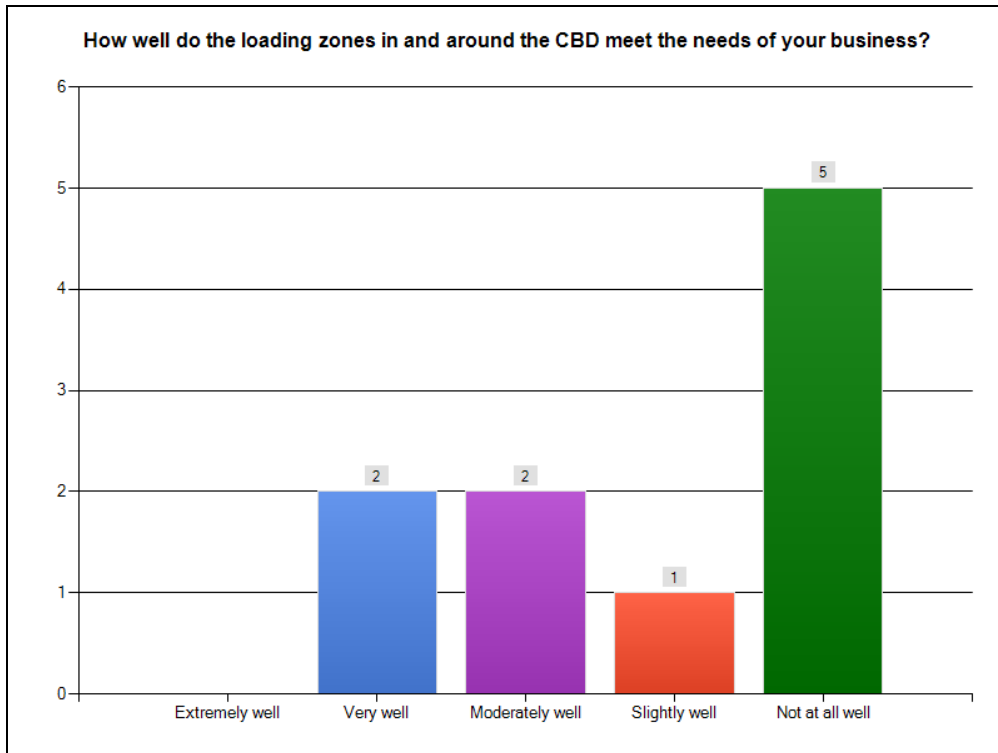


- 4) Of the nine responses to this question, Strickland Street and South Coast Highway were identified as the main areas of unloading and loading.





5) From the ten responses to this question, 50% did not feel the loading zones in and around the CB met the needs of their business.



Responses to this question included comments such as:

- To far away from my business. If no parking bays trucks pull onto the nib in front of the arcade.
- Not in the right places.
- Couriers have to park on the brickpaved 'square' for close access to my shop.
- There is currently no loading zone that could suit our needs in terms of proximity and access.
- It doesn't affect our business.
- There is no loading zone for Saturday and there are always people parked in them.
- This is also too far away from our shop.



**6) *Eleven respondents provided their thoughts on the current CBD loading zones, the following comments were received:***

- Need more that can be utilised in the morning that are then available for general parking in the afternoon.
- There are no loading zones on the business side of Strickland between the bakery and the post office the only ones are on the wrong side of the road, it is too dangerous for the carriers to negotiate crossing Strickland street with there loads,
- It is not a huge issue for our business - only from time to time.
- In Sth coast hwy, is the middle of the road the loading zone just in line with garden beds?
- There is not a big problem for my business as my deliveries are not every day and the goods are not very heavy, but nonetheless the courier's park on the brick 'square' area for easy access. Access from the rear car park is not practical due to the steps.
- There are only 2 that I know of. And neither are very useful for me, as we get deliveries every day, and some days the couriers have to walk a fair distance with our freight.
- Private shoppers utilise them all the time - especially the one outside the post office
- No Saturday loading zones. These should be in force from 7am - 11am

**7) *Ten respondents provided their thoughts on the question asking for solutions for loading in the CBD:***

- More loading zones but for shorter times when most needed. Allow parking on town square and nibs for loading or allow Disabled bays to be shared for Loading.
- Almost all the businesses on are section of Strickland are on one side, surely it would be more sensible for the loading zones to be on the same side. It would be much easier and safer for a shopper to park and cross the road than for a carrier with a loaded trolley.
- More loading bays on the river side of Strickland Street and less on the library side, as they are probably not used very much but would be welcomed by drivers (like myself) who do not like the angle parking due to blind spot when reversing.
- Treat all businesses consistently and with real world common sense. There is a good deal of technical non-compliance, by necessity, in Denmark's unloading practices. Where no unreasonable disruption is being caused by the unloading, as long as non-compliance is sought to be minimised where possible, leave it alone.
- Better policing of restrictions
- Utilise the rear entrances where possible - via right of ways or try and keep to early hours where possible.
- Change the loading Zone area sign to show Saturday mornings. Also if these spaces are already being used, The council should allow loading/unloading on the paved area
- Current arrangements more than adequate.





## CBD Loading / Unloading ~ Summary feedback

10<sup>th</sup> May 2013

The feedback from the unloading and loading conversations held with business owners has been limited and in many instances, the owner of the business was not present at the time of surveying.

The results are provided below:

Total Responses	15
Loading zones are needed	Yes - 14 respondents
	No – 1 respondent
Where should the loading zones be?	Lost a loading zone behind Third Stone traders and would like it back
	Currently on wrong side of the road * 3 respondents
	Don't use them
	Where the brick paving is * 2 respondents
	Unanswered *3 respondents
	Close to shops
	happy * 2 respondents
What times are needed on these zones?	All those who responded indicated the morning with specific reference to 8.30 – 10am including Saturday.
What should the time limit be on normal parking bays in the CBD?	1 respondent indicated 2 hours for customers
	7 respondents were happy with the current time limits – 2 of these indicated they need to be enforced
	4 respondents indicated that 1 hr is good
Where is the best location for short stay bays?	Generally this question was unanswered however three respondents indicated the post office as the best location for short stay parking along with the newsagent.
Other comments	Would like a permit to use loading zones People stay too long in zones More parking areas * 4 respondents The bays that exist are good