

Date of Resolution	Resolution
17 May 2018, item 13	That the Ōrākei Local Board: c) requests Auckland Transport to reassess the safety feasibility of the Ladies Mile Cycleway and provide advice to the Board on alternative routing.
15 March 2018, Item 23 21 June 2018, Item 13	g) That Auckland Transport be requested to provide site options and a rough order of costs for the installation of a permanent bike rack on/ or near vicinity to the Meadowbank Train Station platform within sightline of the CCTV camera. That the Ōrākei Local Board: a) requests Auckland Transport to provide rough order of costs for the installation of a uncovered cycle rack and a sheltered cycle rack at Meadowbank Train Station and confirm how the rack will be funded.
21 June 2018, Item 13	That the Ōrākei Local Board: d) requests Auckland Transport to undertake a CPTED report on the 12 identified walkways in the St Johns Park area to specified lighting requirements (attachment C to the report).
16 August 2018, item 20	That Auckland Transport be requested to provide options on how to manage speed and address visibility issues to improve safety along Gowing Drive, Meadowbank at the Parsons Road and Archdall Street intersections.
18 October 2018, item 8.1	That the Ōrākei Local Board: b) request Auckland Transport to consider the proposal from Bike Tamaki Drive to deliver safer modes of transport for pedestrians and cycling users of Tāmaki Drive and report back options for the consideration of the Board.
18 October 2018, item 8.1	That the Ōrākei Local Board: c) seek advice from Auckland Transport and other appropriate Council staff, through its Transport Lead, to determine what funding streams are available for projects to mitigate identified hazards and deliver safer transport options for pedestrians and cyclists along Tamaki Drive.
16 August 2018, item 14	That the Ōrākei Local Board: d) request Auckland Transport, as part of its Road Safety and Speed Management Programme for the Ōrākei Local Board 2018-2021, to enforce the present bylaw restrictions, and to enact urgently a new bylaw reinstating the left turn ban at the Solent Street/Tamaki Drive intersection (refer Attachment A), and prohibiting heavy truck and trailer container vehicles, both laden and un-laden, travelling from the Ports of Auckland wharves to destinations outside the Board's area, along Tamaki Drive, Kepa Road, Kohimarama Road and St Johns Road, noting: i) these roads form a relatively narrow and bending route through residential streets, with tight signalised intersections, and with part of Kepa Road on hilly unstable land ii) the increasing size, capacity, weight and length of container trucks and trailer units iii) the increasing residential development along this this predominately residential route iv) with three schools on this route there is the increasing potential danger to pedestrians and cyclists v) the proposed freight transportation report presently being developed by Auckland Transport may not address the potential and significant safety issues raised by the Board, and could recommend the continuation of this route for container traffic vi) the current bylaw restrictions, which were promoted by the former Hobson Community Board after extensive consultation and investigation, are not always being adhered to vii) the alternative Stanley Street/Grafton Road route was specifically constructed for heavy container vehicle movement from the port to the motorway viii) the potential for increasing the movement of containers by rail. ix) the aspirations of Ngāti Whātua Ōrākei to connect through a masterplan and traffic-calming measures on Kupe Street, the Whenua Rangatira and the Pourewa Reserve, in particular at the Kupe Street/Kepa Road shopping area and intersection, which would necessitate some form of traffic management on Kepa Road. October 2018 update: 22. The current route is an agreed over dimension and freight route. Auckland Transport has noted the comments from the Board however there are no current plans to establish an alternate route at this time.
18 October 2018, item 15	a) request Auckland Transport to provide a more detailed response to the following resolution as the response provided by Auckland Transport in its October 2018 update report to the Board does not adequately address the Board's request:

Date of Resolution	Resolution
18 October 2018, item 15	That the Ōrākei Local Board: d) ask Auckland Transport whether in the interests of road/pedestrian safety, if Auckland Transport supports the installation of bells and lights on cycles and legislation to implement this proposition, and if not, why not.
18 October 2018, item 19	c) That the Board request Auckland Transport to provide a rough order of costs for the widening and relocation of the existing pathway between Findlay Street and Hewson Street, Ellerslie that connects to the Ellerslie Train Station underpass, and the provision of wayfinding signage at each end of the pathway.
18 October 2018, item 19	d) That the Board request Auckland Transport to investigate the feasibility of implementing a lower speed limit at the northern end of Kupe Street, Ōrākei and report back to the Board on its findings.
15 November 2018, item 17	That the Ōrākei Local Board: b) request that Auckland Transport include a list and update of all outstanding Board resolutions, in its next update report to the Board's February 2019 meeting.
15 November 2018, item 23	b) That Auckland Transport be requested to investigate the need for safer road markings for cyclists at the Tamaki Drive/Ngapipi Road Intersection where cyclists must merge with road traffic and report proposed solutions to the Board. c) That Auckland Transport be requested to provide a solution to the current road user conflict on a green light at the recently constructed Ngapipi Road/Tamaki Drive intersection between city bound cyclists on the cycle lane and left turning vehicles into Ngapipi Road.
15 November 2018, item 23	That Auckland Transport be requested to report to the Board on what progress is being made between itself, Progressive and any retirement village operator or other commercial entity regarding redevelopment of the Clonbern Road, Remuera car park and supermarket area.