

## Ōrākei Local Board – Transport Resolutions Log

No	Date	Issue	Resolution	Status	Comment
1	15/3/18 21/6/18	Meadowbank Train Station cycles racks	<p>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.</p> <p>That the Ōrākei Local Board:</p> <p>a) requests Auckland Transport to provide rough order of costs for the installation of an uncovered cycle rack and a sheltered cycle rack at Meadowbank Train Station and confirm how the rack will be funded.</p>	To be workshopped in April	
2	21/6/18	CPTED Report	<p>That the Ōrākei Local Board:</p> <p>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).</p>	Logged for investigation	
3	18/10/18	Bike Tāmaki Drive	<p>That the Ōrākei Local Board:</p> <p>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.</p> <p>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 Tāmaki Drive.</p>	Reported on this agenda	

4	16/8/18 and 18/10/18	Heavy Trucks and Trailers	<p>That the Ōrākei Local Board:</p> <p>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:</p> <p>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</p> <p>ii) the increasing size, capacity, weight and length of container trucks and trailer units</p> <p>iii) the increasing residential development along this this predominately residential route</p> <p>iv) with three schools on this route there is the increasing potential danger to pedestrians and cyclists</p> <p>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</p> <p>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</p> <p>vii) the alternative Stanley Street/Grafton Road route was specifically constructed for heavy container vehicle movement from the port to the motorway</p>	Under Investigation	Taking advice from the legal and Bylaws team
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			<p>viii) the potential for increasing the movement of containers by rail.</p> <p>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.</p> <p>OLB 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.</p>		
<b>5</b>	18/10/18	Safety	<p>That the Ōrākei Local Board:</p> <p>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.</p>	In progress	
<b>6</b>	18/10/18	Findlay Street and Hewson Street, Ellerslie pathway	<p>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.</p>	To be workshopped in April	
<b>7</b>	18/10/18	Kupe Street, Ōrākei speed limit	<p>d) That the Board request Auckland Transport to investigate the feasibility of implementing a</p>	Under investigation	

			lower speed limit at the northern end of Kupe Street, Ōrākei and report back to the Board on its findings.		
<b>8</b>	15/11/19	Tāmaki Drive/Ngapipi Road Intersection intersection cyclist safety	b) That Auckland Transport be requested to investigate the need for safer road markings for cyclists at the Tāmaki 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/Tāmaki Drive intersection between city bound cyclists on the cycle lane and left turning vehicles into Ngapipi Road.	Reported on this agenda	
<b>9</b>	15/11/18	Clonbern Road, Remuera car park	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.	Reported on this agenda	The future of the site is a matter with AT and Councils legal and property teams
<b>10</b>	21/2/18	Ladies Mile Cycleway marking removal and realignment	That the Ōrākei Local Board: b) request Auckland Transport to provide a rough order of costs for removal of the cycleway marking and realignment of the medium strip on Ladies Mile, Ellerslie.	Under investigation	
<b>11</b>	21/2/18	Tāmaki Drive road surfacing treatments audit	c) That the Board request Auckland Transport to undertake an audit on the current state and safety of road surfacing treatments and painted markings on road cycle ways on Tāmaki Drive from Ōkahu Bay to St Heliers.	Under investigation	

<b>12</b>	21/2/18	Meadowbank Pony club relocation	e) That Auckland Transport be requested to favourably approve the Meadowbank Pony Club relocating onto the Club's adjacent site the vandalised and apparent obsolete bus shelters stored in the open at 400 St Johns Road, St Heliers, and the Club using them as shelters for spectators at the Riding for the Disabled and other events, on such reasonable terms as agreed between Auckland Transport and the Club.	Under investigation	
<b>13</b>	21/2/18	E-scooters speed restrictions	b) That Licensing and Regulatory Compliance staff, in consultation with Auckland Transport consider including a speed restriction set at 15 kilometres per hour or less as part of its licensing conditions for all ride-share e-scooters	Under investigation	
<b>14</b>	21/2/19	Gowing Dreive Speed Tubes	e) That Auckland Transport provide the Board with a report on recent data from speed tubes on Gowing Drive and an assessment of the suitability of current location of sites.	Under investigation	