



Auckland Regional  
Transport Authority

# MONTHLY BUSINESS REPORT

April 2009

## CONTRIBUTION LIST

The following is a list of Business Unit Managers responsible for providing detailed monthly reports.

Business Unit	Name
Customer Services	Mark Lambert
Project Delivery	Peter Spies
Strategy and Planning	Peter Clark
Marketing and Communications	Shelley Watson
Corporate Services	Stephen Smith

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## **SUMMARY**

### **Patronage**

- Total Public Transport patronage for the 10 months to April 2009 was 8.6% above last year.
- Total patronage for the month of April was down by 1.5%, 2.1% lower for bus, 0.3% lower for rail and 2.8% higher for ferry. However, April this year had one less working day as Easter fell in March last year.
- The Northern Express patronage for the month of April increased by 14.3% on last year.
- In addition to the Easter impact rail infrastructure upgrades necessitated bus replacements during weekend periods in the month which impacted on patronage.
- Total patronage for the 12 months ending April 2009 was 8.4% up on the April 2008 year.

### **PT Services**

- Rail service punctuality in April, on all services was a general improvement at 85.4% compared to 84.9% in March and 80.5% in April last year with signalling points failures and mechanical faults the biggest impact on services.

### **Rolling Stock**

- SA trainsets 18–23 – the availability of bogie bearings continues to impact on the overall programme.
- The last SX carriage to be refurbished entered service in April.
- The up-rating of the bogies fitted to SA / SD trainsets 1–14 commenced in November and is due to be completed by May 2009. Eight trainsets have been completed and returned to service.
- The installation of PIDs on all trainsets has commenced with the ADL, ADC and six SX carriages complete.

### **Infrastructure**

- Newmarket Station – construction is ahead of schedule.
- Avondale Station – detail design is under way.
- New Lynn Rail and Bus Interchange – the final detailed design is complete and cost estimates are underway.
- Rail Distributed Stabling – the concept design for the Tamaki site is being reviewed by ONTRACK while a detailed design RFT is being prepared for the Western line stabling site.
- Grafton Station - detail design is underway. The NZ Geographical Board have advised that the new station will be called Grafton.
- Onehunga Line Stations – rail station design is underway.
- Kingsland Station – detailed design on the pedestrian rail underpass will commence in May.
- Real Time Signs – the original project scope is now completed.

### **Strategy and Planning**

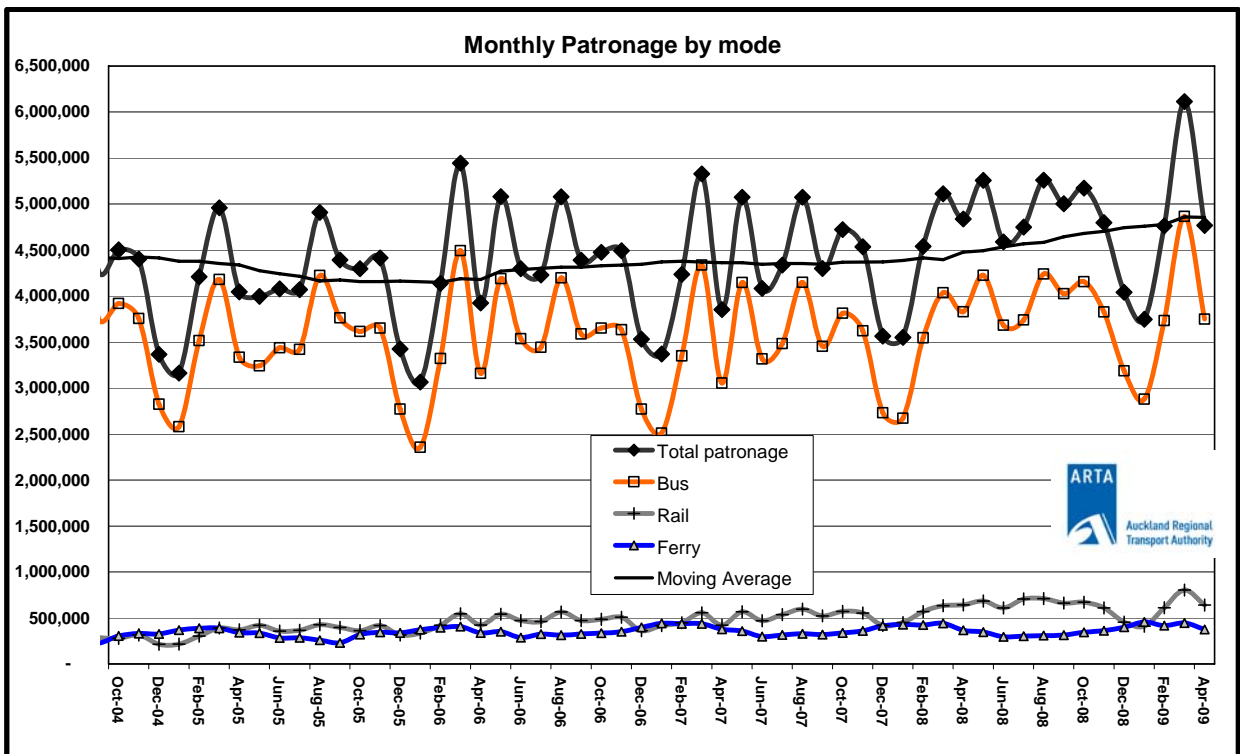
- Submissions on the draft 2009 / 13 Regional Land Transport Programme (RLTP) closed on 10 April. The final RLTP will be released in July following consideration of submissions at hearings to be held in May.
- The final Auckland Transport Plan (ATP) 2009 is due to be released in July 2009.

# 1 CUSTOMER SERVICES

## 1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail cumulative patronage for the ten months to April is 8.6% (3,843,695 boardings) higher than for the ten months to April 2008<sup>1</sup> at 48,409,657 total boardings. The patronage for the month of April is -1.5% (70,997 boardings) than April 2008 at 4,765,868 boardings due to Easter falling in March in 2008 and in April 2009 meaning that there was one less working day this April compared to last year.

The twelve month rolling total at April 2009 is 58,254,366 passengers compared to April 2008 of 53,722,637, an 8.4% increase.



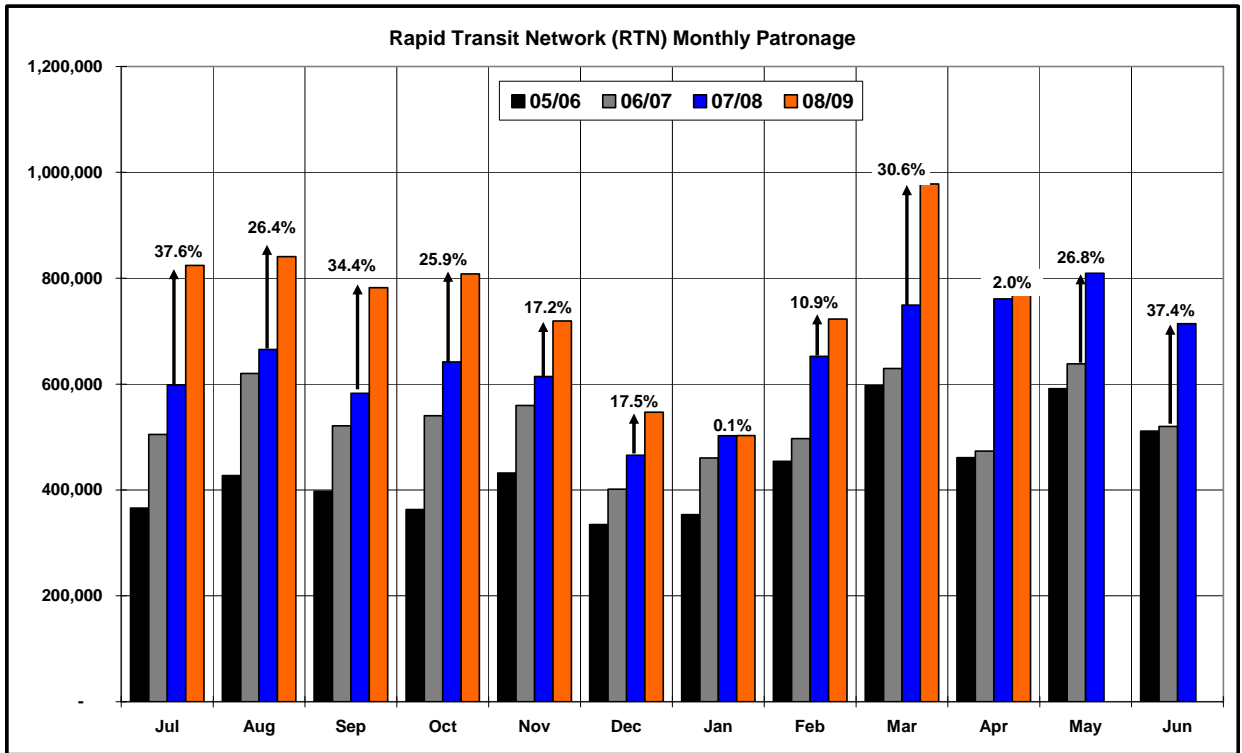
Despite fewer working days in April 2009 compared to April 2008 a number of services still showed growth, including:

- The Northern Express patronage was 14.3% (16,868 boardings) higher and Albany and Constellation stations feeder buses up 25.4% (6,819 boardings).
- The contracted trips of Mt Eden Rd services had 17% growth.
- Botany to CBD routes 680 and 681 corridor up 35.8%.

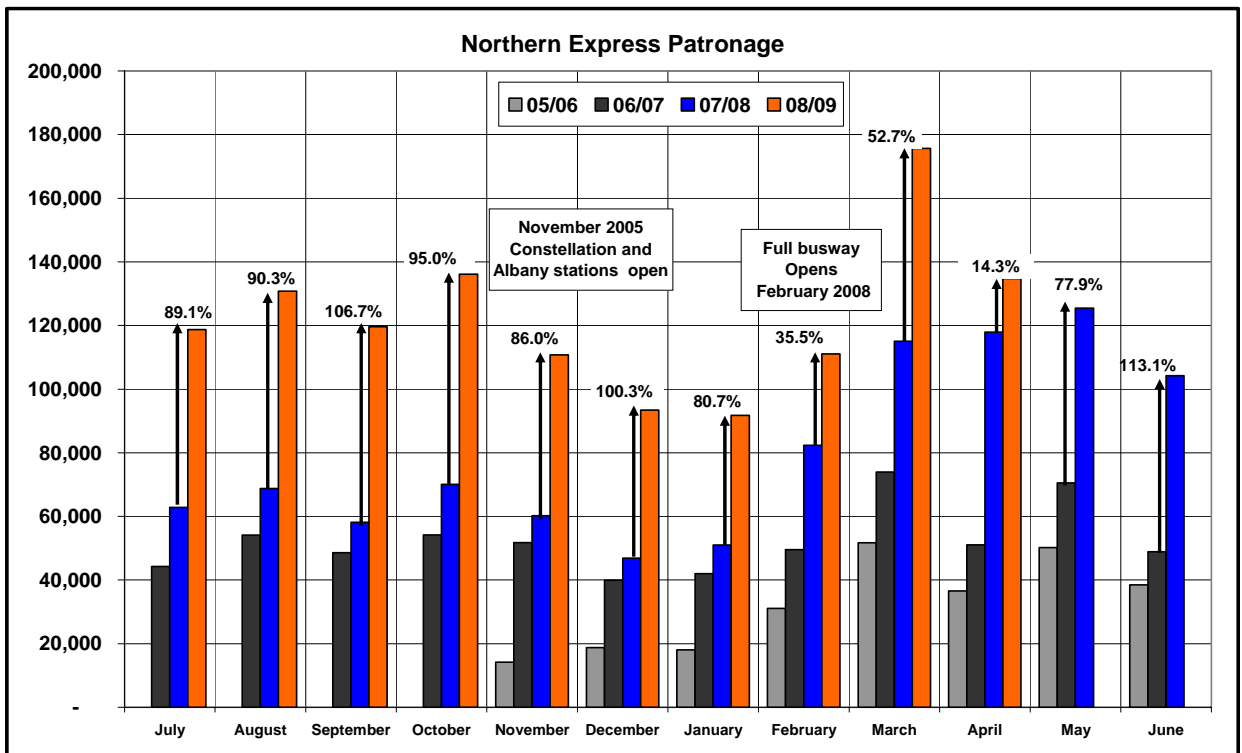
<sup>1</sup> At the time of compiling, patronage from one ferry operator was still outstanding. Their patronage has been estimated in line with previous months. Patronage share for this operator is less than 1% of the total network

## Rapid Transit Network (Rail and Northern Express):

For the ten months to April the total RTN patronage is 20.3% (1,276,443 boardings) higher than the ten months to April 2008

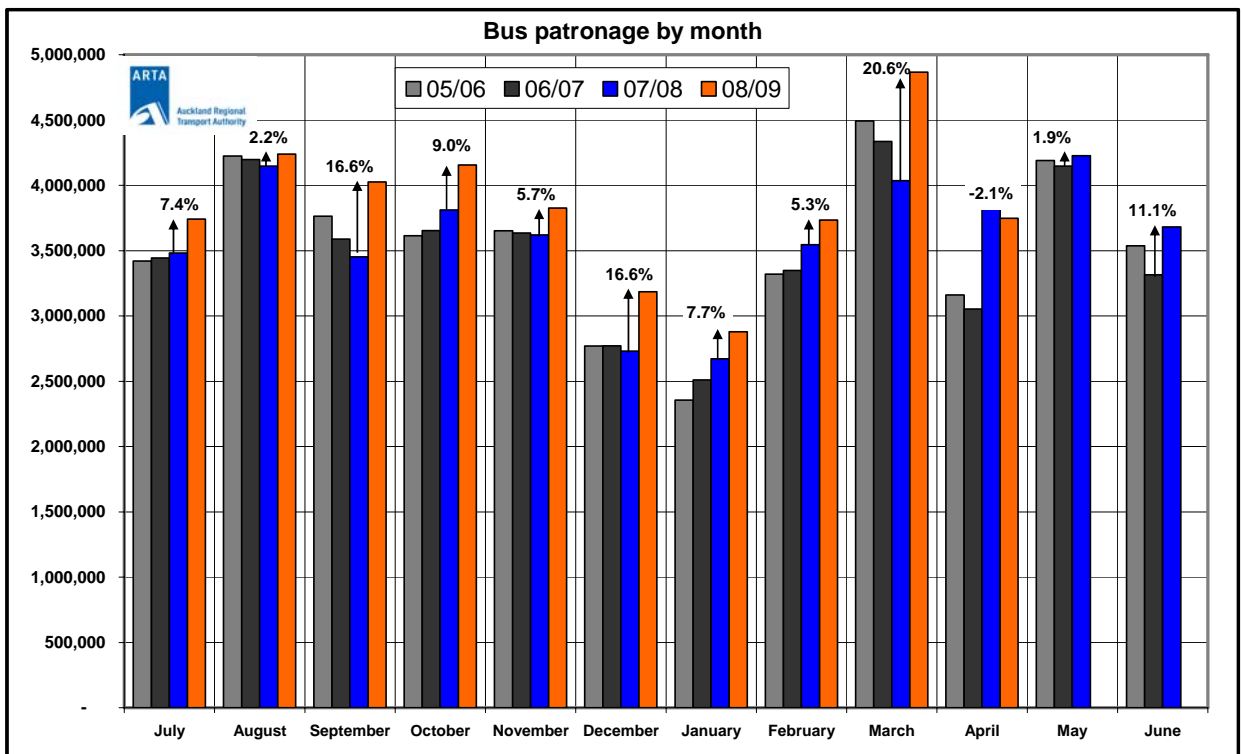


For April 2009, the Northern Express grew by 14.3% or 16,868 boardings compared to April 2008. For the ten months to April 2009, patronage grew by 66.8% or 489,453 boardings.



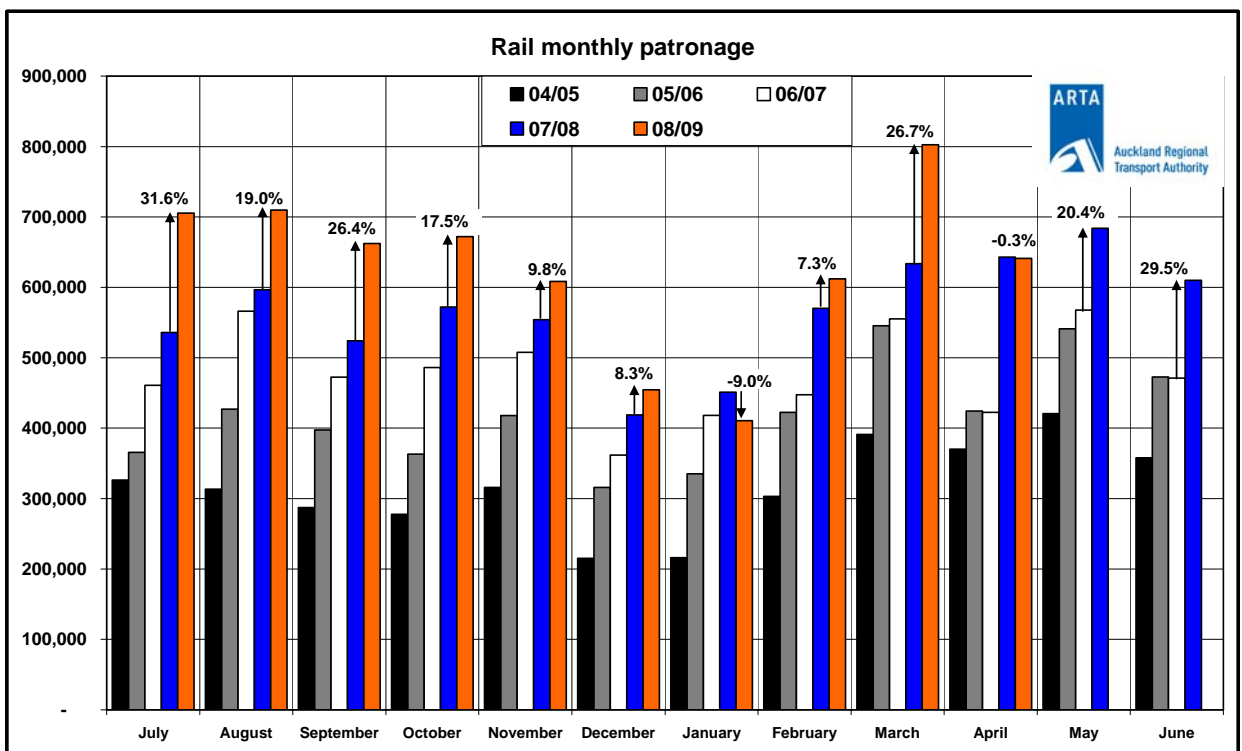
## Bus Patronage

Bus patronage is -2.1%, (79,569 boardings) lower than last April, however 8.7% higher for the ten months this financial year to date.

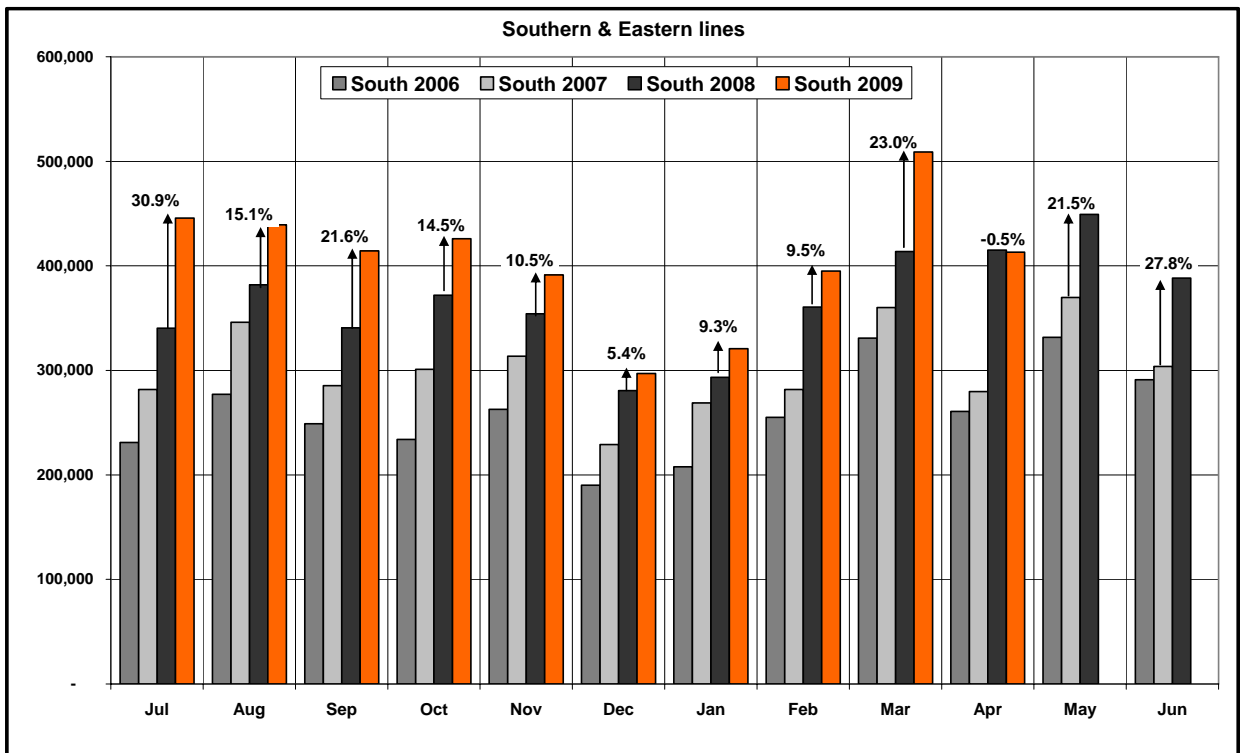


## Rail Patronage

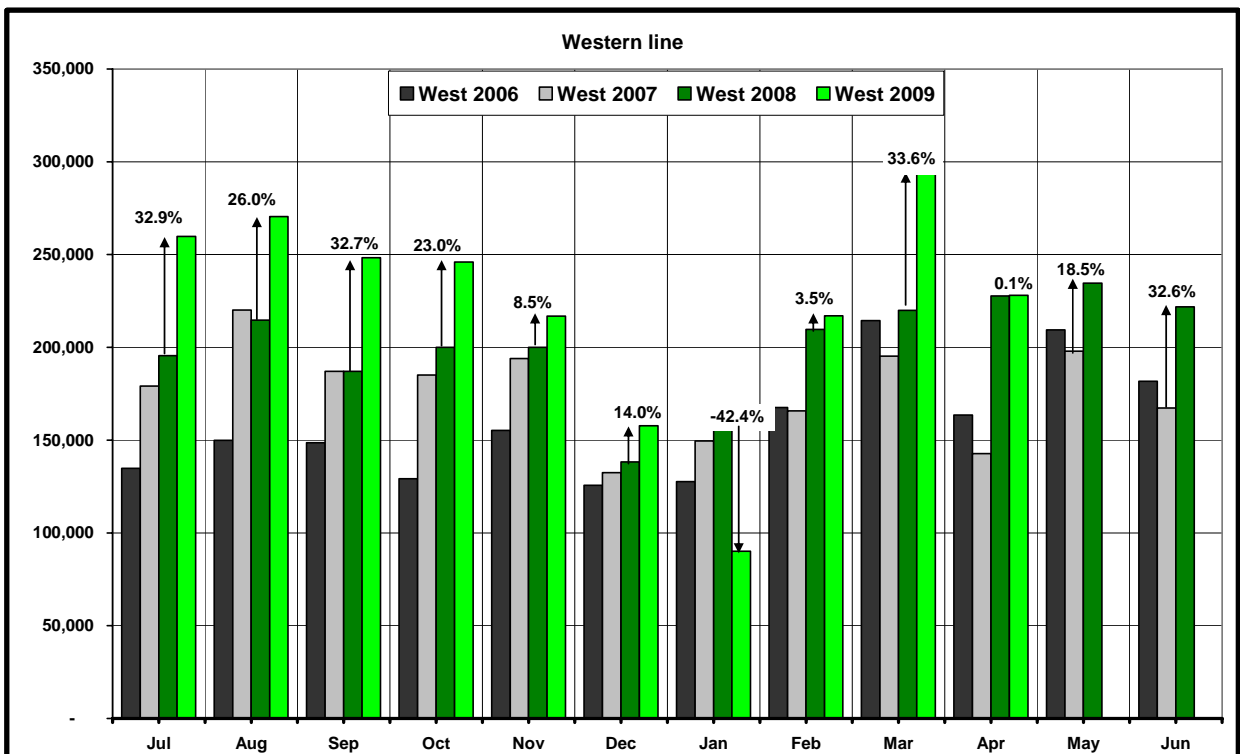
In the month of April, there were 421,000 passenger journeys made on rail, a slight reduction (-0.3%) on the same month last year. In addition to the Easter impact, infrastructure upgrade works at Newmarket and New Lynn and a road overbridge removal saw bus replacements during weekend periods in the month which adversely impacted on the patronage numbers. For the year-to-date there have been 6.280 million passenger journeys, an increase of 14.2% over the same period last year.



There were 413,000 passengers carried on southern and eastern line services, or 0.5% fewer than the same month last year. For the year-to-date there have been 4.051 million passenger journeys on southern and eastern line services or 14% more than the same period last year.

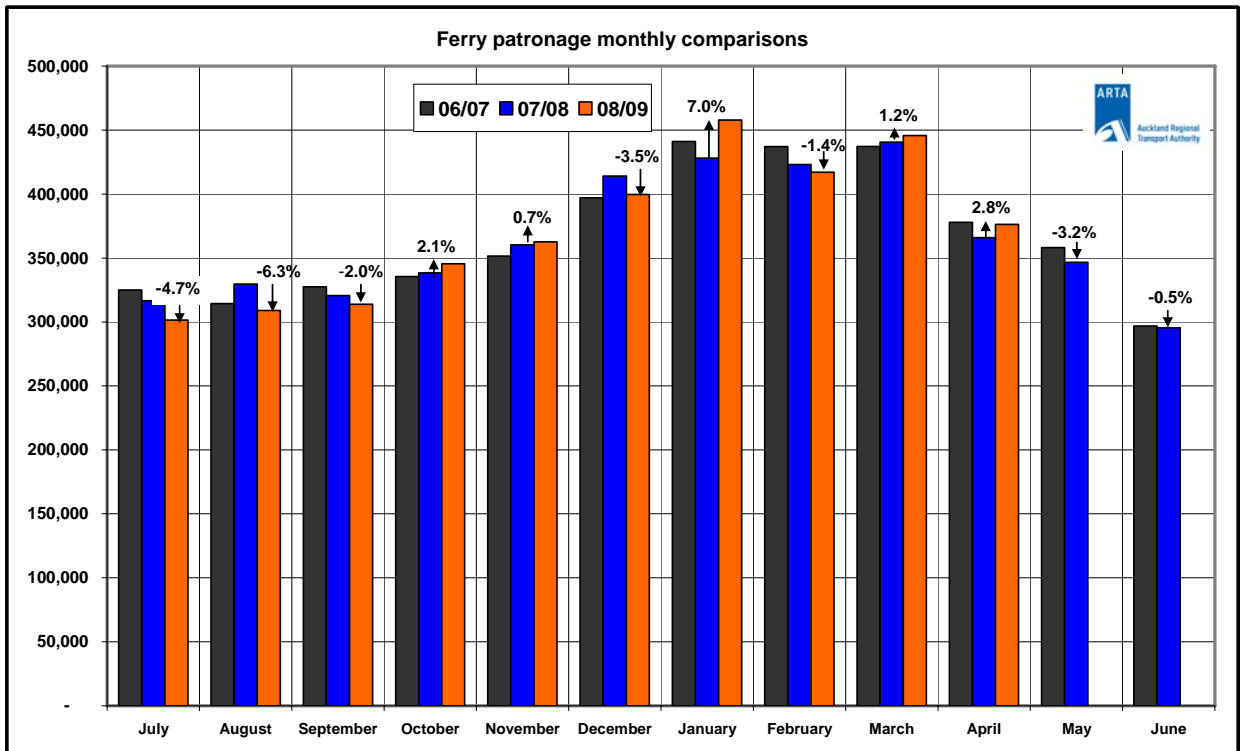


Patronage on the Western Line was at a similar level to that recorded in April last year with 228,000 passengers carried in April, a small (0.1%) increase compared to April 2008. For the year-to-date there have been 2.228 million passenger journeys on the western line, an increase of 14.4% over the same period last year.



## Ferry Patronage

Ferry patronage for April is 2.8% higher (10,339 boardings) than last April. For the ten months to April the total ferry patronage is -0.2% (7,836 passengers) lower than the ten months to April 2008.



## 1.2. PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY

### Rail Services

Despite a number of major incidents during the month, service performance generally improved during the month. In April 85.4% of all services operated on time or within five minutes of their scheduled time, compared to 84.9% in March and 80.5% for April last year. On the southern and eastern lines, 85.0% of services operated on time or within five minutes, compared to 84.0% last month and 80.2% for the same month last year. On the western line, 86.3% of services operated on time or within five minutes, compared to 86.5% last month and 81.0% in April last year.

The following major incidents were recorded during the month:

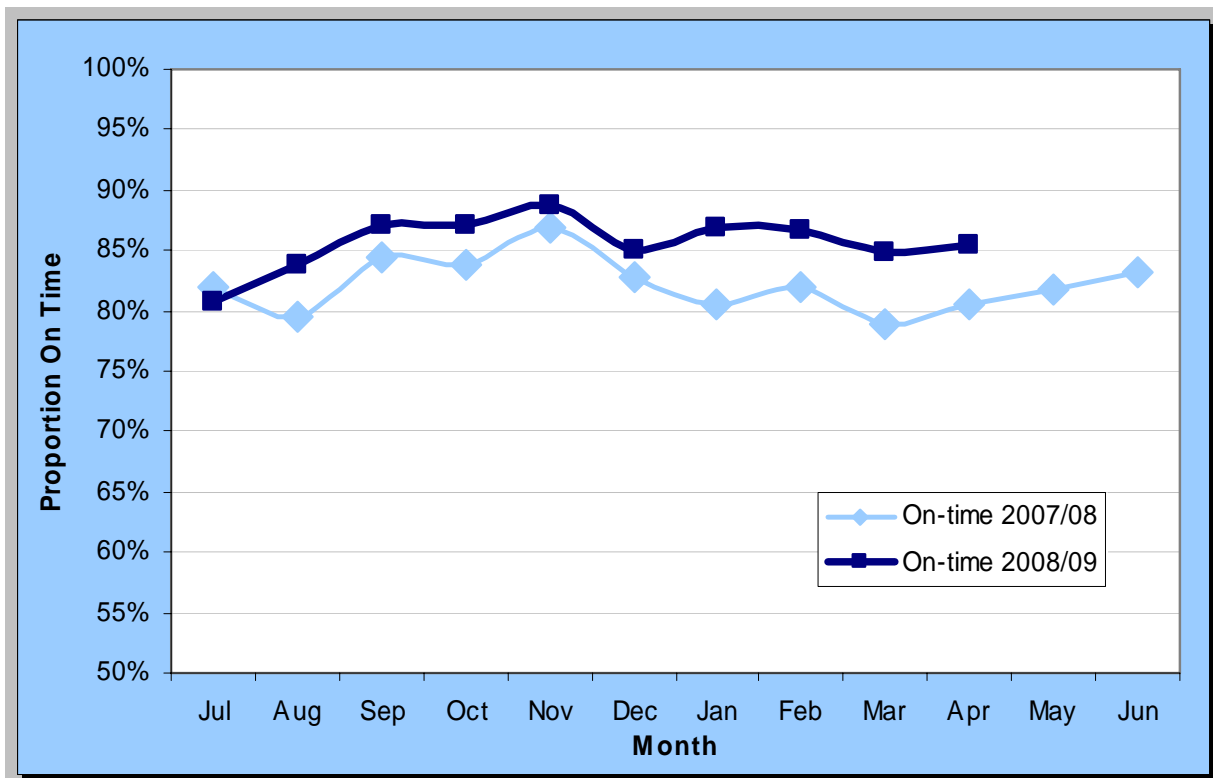
- Signalling and points failures – There were five major occurrences of signal and points failures recorded during the month, the most significant of which affected train services to the Super 14 rugby match Blues versus the Highlanders on Friday 17 April. On 3 April a points failure at New Lynn disrupted evening peak services on the western line. On 6 April, a signal failure, also at New Lynn, resulted in service disruptions to morning peak services on the western line. The same evening, a points failure at Parnell resulted in delays and cancellations to peak services operating on the southern and western lines. On the morning of 14 April, a points failure at Newmarket caused service disruptions to peak services on the southern and western lines. Just after 5pm on 17 April, a signal failure caused major disruptions to all services operating into and out of Britomart, including a number of services scheduled to carry patrons to the Super 14 rugby match at Eden Park, for a period of several hours.
- Mechanical faults – Train failures continued to impact on service delivery with five major events affecting service delivery during April. On the morning of 6 April, a mechanical fault that occurred at Pukekohe resulted in service disruptions to morning peak services on the southern and eastern lines. On 14 April, a train was disabled in the Britomart tunnel resulting in major delays to all services during the evening peak. Also during the evening



peak of 16 April a train became disabled near the Newmarket tunnel causing major disruptions to southern and western line services. During the evening peak of 30 April, a faulty train at Britomart resulted in significant service disruptions on all lines. The fifth incident involved a freight train that was disabled at Manurewa just after 9am on 17 April causing a line blockage. As a result services on the southern and eastern line were disrupted over a two hour period.

- Other – During the mid-afternoon on 7 April, an emergency services incident resulted in Police blocking the line between Otahuhu and Papakura for a four-hour period affecting services on the southern and eastern lines through to the evening peak. Buses were provided for the affected passengers where possible.

### Rail Punctuality: Services Operating On-time or Within Five Minutes (All Lines)



During the month of April 96.5% of scheduled rail services reached their scheduled destination and were not cancelled, compared to 97.2% last month and 98.5% for the same month last year. The events detailed above accounted for 70% of service cancellations, and the two events of 7 April (emergency services incident) and 17 April (Britomart signal failure) accounted for 35% of the total service cancellations. These events impacted more on the reliability of western line services (95.3% reliability for April compared to 96.9% the previous month) than southern and eastern line services where 97.3% reached their scheduled destination and were not cancelled which was a similar level to last month (97.5%).

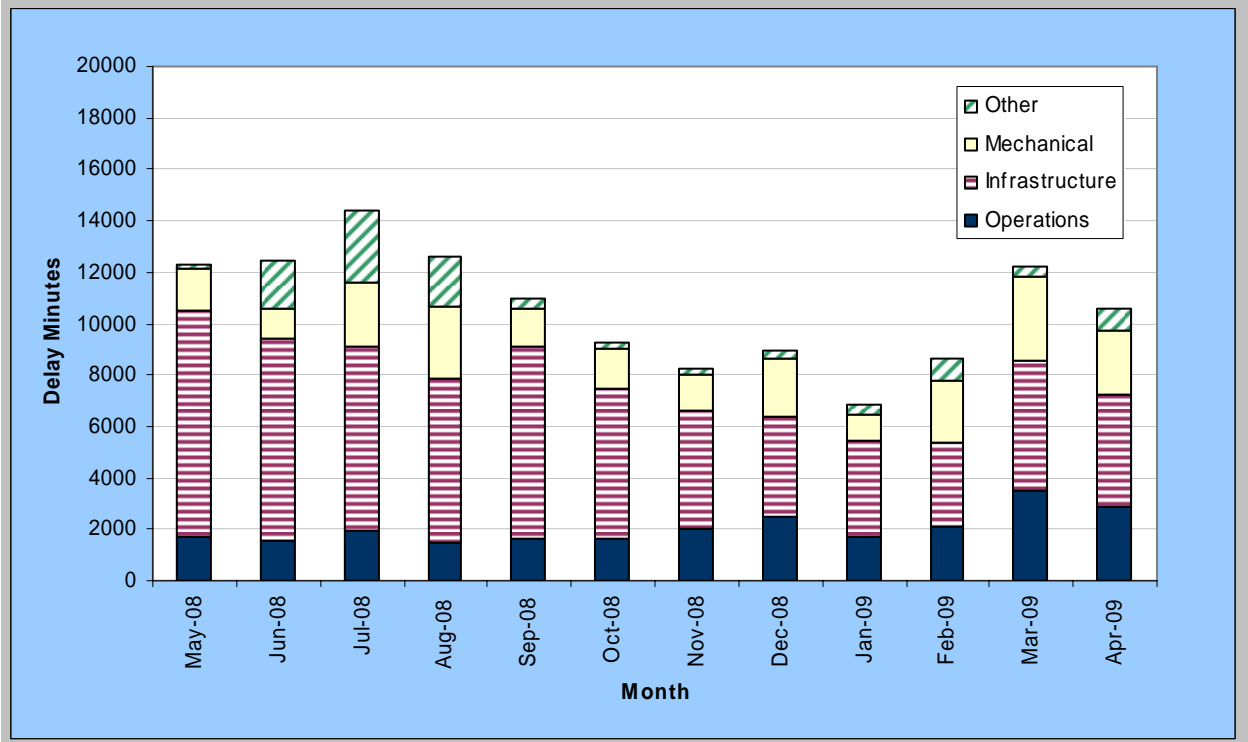
Bus replacements were in effect during the month as follows:

- On the weekend of 4-5 April buses replaced trains between Papakura and Papatoetoe for a 24-hour period (12.40pm Saturday to 1.30pm Sunday) to allow the removal of the Beaumont Road overbridge and to perform major track maintenance;
- Over Easter weekend (10-13 April) buses replaced trains on the entire western line and between Westfield and Britomart on the southern line for DART works around Newmarket and New Lynn;
- Weekday evening buses continued to replace trains west of Avondale in the evenings to provide an opportunity for New Lynn to Avondale track duplication and trench construction at New Lynn for the new station. These arrangements will remain in place until mid-year.

## Passenger Delay Minutes

Passenger delay minutes fell by 13.3% in April compared to the previous month but were still higher than recent averages. The proportions by cause were at a similar level to March and signalling and points failures continued to be the largest contributing factor to the total delay minutes. Infrastructure-related delay minutes made up 41.6% of the total of which more than half (56.4%) resulted from signal and points failures. There was an improvement in delays attributable to speed restrictions following the removal of several temporary speed restrictions after track maintenance was carried out in conjunction with the line blocks taken by the DART project, however this was offset by an increase in delays arising from track protection measures through work sites.

### Passenger Delay Minutes – Last Twelve Months



The following is a break-down of the infrastructure-related delay minutes being the largest category contributing to delay minutes:

	Delay Minutes	Proportion
Network Control	363	8.7%
Signal/points failure	2,367	56.4%
Speed restrictions	354	8.4%
Track protection measures*	1,114	26.5%
<b>Total</b>	<b>4,198</b>	

\*Track protection measures are put in place at sites where work that involves activities close to the track is underway. These require trains to slow or stop at a safe distance prior to the actual site and only proceed after receiving approval from the site protector that the track is clear of all obstructions.

## Bus Service Reliability and Punctuality

### South, West and Isthmus Contracted Bus Services

For April 2009, 99.28% of contracted service trips were operated (Reliability measure).

Service Punctuality for April 2009 was 98.58% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

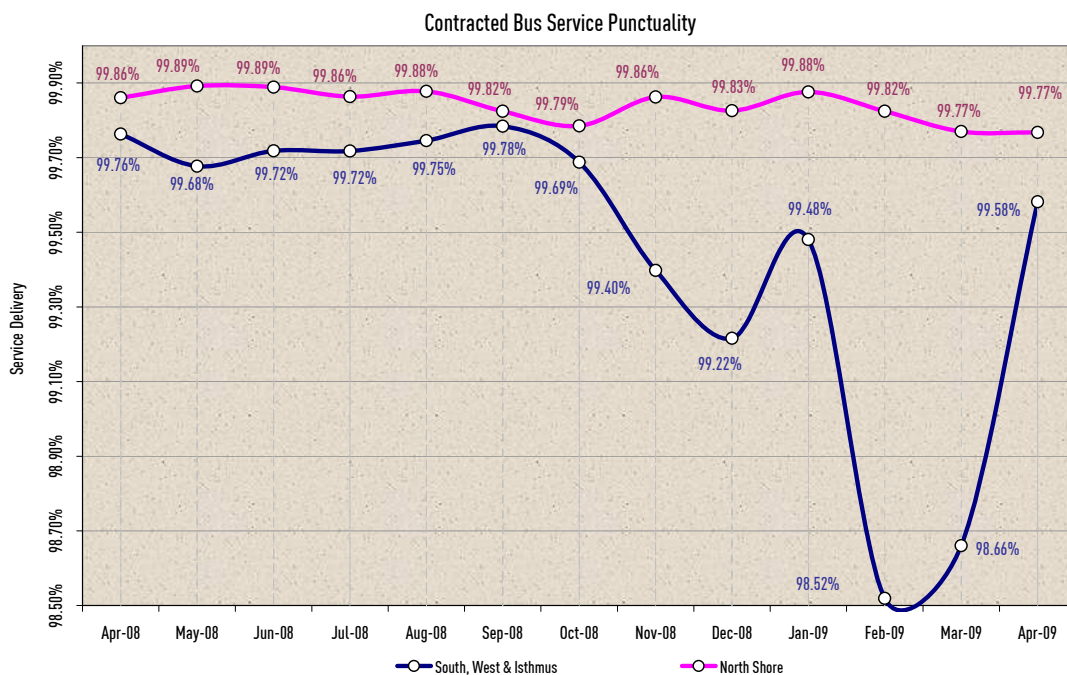
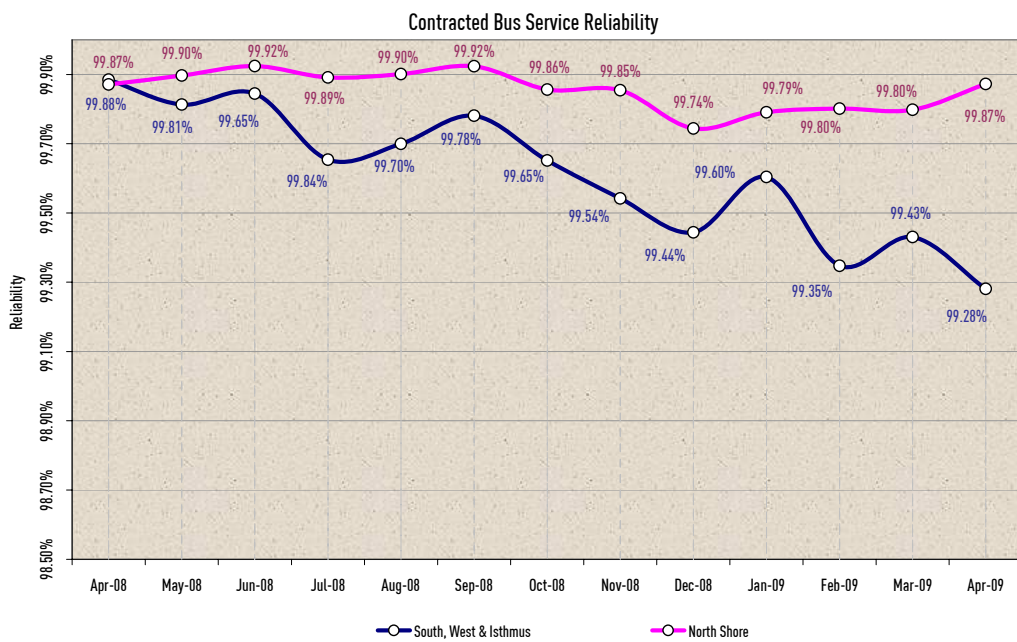
Service Punctuality and Reliability are self reported by the bus operators.

### North Shore Contracted Bus Services

For April 2009, 99.87% of contracted service trips were operated (Reliability measure).

Service Punctuality for April 2009 was 99.77% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

Service Punctuality and Reliability is self reported by the bus operators.



### **1.3. SPECIAL EVENT PASSENGER TRANSPORT SERVICES**

#### Mt Smart Stadium: NRL Game, Warriors vs. Rabbitohs, Saturday 4 April 2009

Additional rail services were provided before and after this game on all lines. A total of 890 passenger trips were reported for the game (391 beforehand, and 499 afterwards).

#### Vector Arena: The Killers, Wednesday 8 April 2009

An additional train was operated on the Eastern Line after his event to cater for patrons returning home after this concert. An additional Northern Express Services operated at 11:30pm with 10 passengers on board. Fullers also operated a Devonport Sailing at 11:30pm.

#### Eden Park: Super 14 Series Blues vs. Lions, Friday 9 April 2009

All games this Super 14 season will allow patrons with match tickets to travel for 'free' on bus and train services to and from the park. Special bus services allow travel direct from North Shore Busway Stations and Midtown to Eden Park and return with a valid match ticket. Rail covers all services on the network a total of 3 hours pre and 3 hours post the match (or until the end of services depending on the end time of the game).

Final rail patronage figures are still awaited.

#### Eden Park: Super 14 Series Blues vs. Highlanders, Friday 17 April 2009

A major signalling failure at Britomart caused significant problems for customers travelling to and from the Blues Game at Eden Park by rail. The fault, which first occurred at 5.30pm affected passengers going to the game and lasted until 9.00pm.

As a result, customers were encouraged to walk up to the midtown bus stop to travel to Eden Park and extra midtown buses were put on for this purpose. Rail services were able to be recommenced at short notice after the game, and a total of 5 rail services were able to operate after the game. In total, it is estimated that 1,500 passenger journeys were taken by rail to and from the game.

After the game an extra 10 bus services including 2 high capacity vehicles to cater for patrons travelling back to the CBD were provided. In total, there were 1,283 passenger journeys taken on midtown bus services to and from the game.

#### North Harbour Stadium: Super 14 Series Blues vs. Reds, Saturday 25 April 2009

Northern Express bus services allow travel direct from Britomart and all North Shore Busway Stations to Albany Park and Ride with a shuttle connection to the park. Post game, special event services travel from North Harbour Stadium via all Busway Stations to Britomart. Rail also covers all services on the network a total of 3 hours pre and 3 hours post the match (or until the end of services depending on the end time of the game). In total there were 515 passenger journeys taken on the Shuttle Bus (pre game) and Special Event Bus Services (post game).

### **1.4. REGISTERED SERVICE NOTIFICATIONS RECEIVED BY ARTA UNDER THE PUBLIC TRANSPORT MANAGEMENT ACT 2008 PART 2**

Under the Public Transport Management Act 2008, the following applications for registered services have been approved during April 2009:

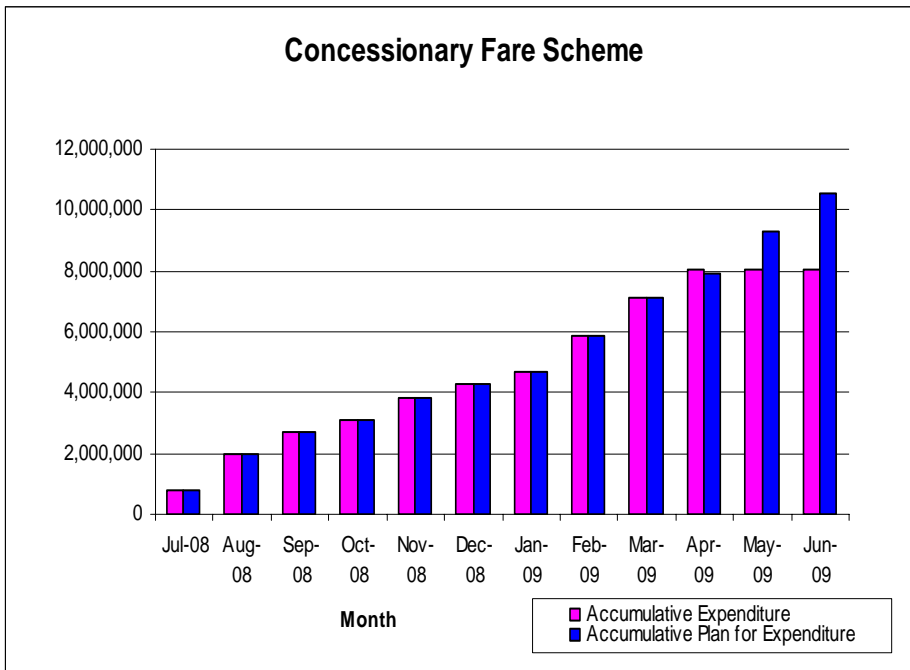
- Pine Harbour Holdings Ltd.: Notification to register a commercial registration for special events within the Auckland region. Approved 01-Apr-09.
- Bayline Group Ltd.: Notification to register a commercial service (inbound/outbound) to Auckland via Pukekohe, and Manukau City. Approved 07-Apr-09.
- Fullers Group Ltd.: Notification to postpone the Half Moon Bay / Waiheke / Rangitoto and Home Bay service from 26 April 2009 and to commence again from 5 December 2009. Approved 07-Apr-09.
- Pavlovich Coachlines Ltd. T/A Guthreys Express: Notification to vary the Auckland to Wellington service to add a temporary overnight return service to operate on 9, 10 and 13 April. Approved 07-Apr-09.

- Sealink Travel Group Ltd.: Notification to vary the standard timetable to operate a winter timetable between the periods 8 June 2009 to 24 September 2009. Approved 07-Apr-09.
- Bayes Coachlines Ltd.: Notification to vary the existing service route to only carry North Cross Intermediate from Silverdale which no longer combines Northern Cross and Rangitoto College passengers. Approved 07-Apr-09.
- Bayes Coachlines Ltd.: Notification to register a school bus (Route no. 27) from Stanmore Bay to Rangitoto College. Approved 07-Apr-09.
- Reesby Buses Ltd.: Notification to register a daily inbound/outbound commercial service in Auckland, Manukau City and Pukekohe areas. Approved 07-Apr-09.
- Waiheke Shipping Ltd.: Notification to continue operating the reduced services timetable up to 24 September 2009. Approved 07-Apr-09.
- Howick & Eastern Buses Ltd.: Notification to withdraw the morning service on school route 313. Approved 07-Apr-09.
- Waiheke Shipping Ltd.: Notification to register a one off trip at 7:30pm ex HMB and at 8:15pm ex KP on 9 April 2009 only. Approved 07-Apr-09.
- Transportation Auckland Corporation Ltd.: Notification to register express commercial services between Wellesley Street, Auckland and Waiwera, Silverdale. (route 895X). Approved 09-Apr-09.
- Fullers Group Ltd.: Notification to register special event ferry services for the Rakino Jazz & Art Picnic 2009 event on 11 April 2009. Approved 09-Apr-09.
- Pine Harbour Holdings Ltd.: Notification to register commercial special event ferry service for the Rakino Jazz & Arts event on 11 April 2009. Approved 09-Apr-09.
- Airbus: Notification to vary the current timetable due to ongoing traffic conditions within Auckland City. Approved 16-Apr-09.
- Macarthur Buslines Ltd.: Service originally registered to operate from 1 February 2009 which was further varied to commence from 3 May 2009. Notification received to further vary the commencement date of the existing approved service to the actual commencement date of 14 March 2009. Approved 16-Apr-09.
- NZ Wheelchair Ambulance Transport (NZWATS): Notification to vary the commencement date of services to operate from 1 May 2009. Approved 23-Apr-09.
- Transportation Auckland Corporation Ltd.: Notification to vary the commencement date of the existing approved commercial registration from 20 April 2009 to now commence 27 April 2009 for services to operate between Wellesley Street, Auckland and Waiwera, Silverdale on Express Route 895 and to vary the 3:15pm departure to depart 3:30pm. Approved 21-Apr-09.
- Sealink Travel Group Ltd.: Notification to vary the Sunday sailings to operate every second Sunday effective 3 May 2009 and to return to a weekly Sunday service from 1 November 2009. Notification to vary the Friday sailings to return to 2pm departure commencing 30 October 2009. Approved 23-Apr-09.
- Fullers Group Ltd.: Notification of change of Shareholding from New Zealand Bus Company Finance Limited to Souter Holdings (No3) Limited. Approved 30-Apr-09.

#### **1.5. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)**

5 senior citizen applications were processed in April 2009 compared with 29 in January, 31 in February and 22 in March.

Expenditure for concessionary fare reimbursements is slightly over budget for the ten months ended April 2009. The expenditure is \$8,025,000 against a reforecast budget of \$7,933,000.

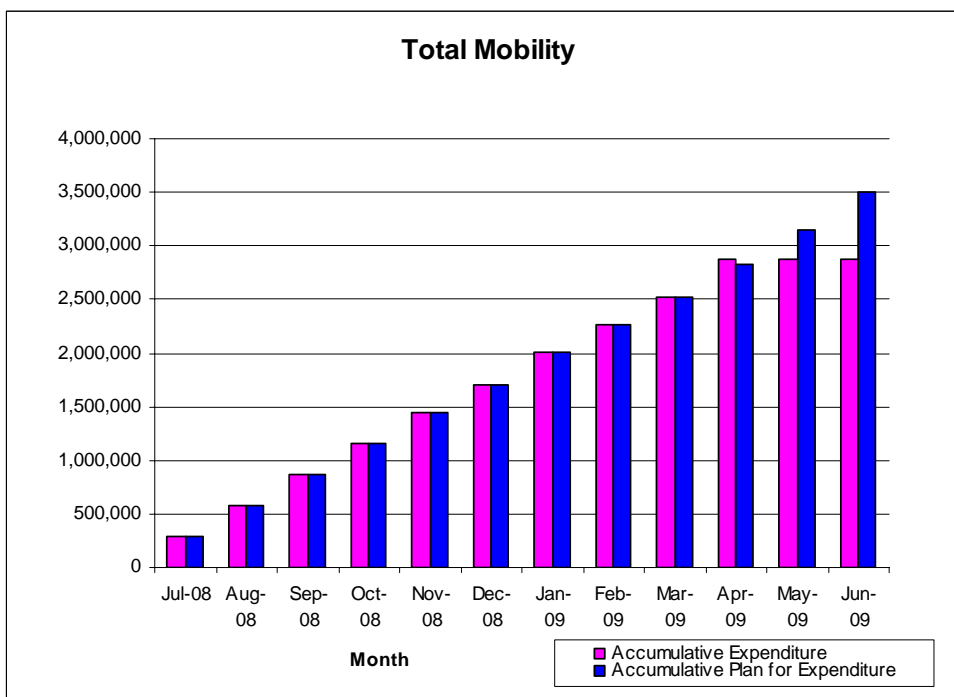


Expenditure for the SuperGold card is not included within this graph as it is funded 100% (for non-peak travel) by NZTA. The expenditure for SuperGold card for the seven months ended April 2009 is \$4,980,000.

#### 1.6. AUCKLAND TOTAL MOBILITY SCHEME

127 new Total Mobility (TM) applications were processed in April 2009 compared with 115 in January, 156 in February and 173 in March.

Expenditure for TM reimbursements is slightly over budget for the ten months ended April 2009. The expenditure is \$2,873,000 against a budget of \$2,828,000.



ARTA staff commenced the two yearly reissue of all current TM Photo ID cards in mid April 2009. Approximately 9,500 reissue letters were posted around Easter asking TM clients to renew their ID card prior to 30 June 2009. During the last two weeks of April 2009, approximately 2,400 TM reissues were received and processed.

## 1.7. TRAVEL PLANNING

The end of term 1 Easter holidays covered half of April, and due to this no schools launched their travel plans.

The school travel plan programme has over 180 schools either developing or implementing school travel plans. The number is very close to the half way targets of all schools who want a travel plan to be in the programme by 2014. Out of the total 550 Auckland schools it has been calculated that travel planning would be beneficial to approx 400 of these schools.

### **Walking School Bus (WSB)**

The following schools started to trial new WSBs during April:

- **Sunnyvale**
- **Holy Cross**
- **Avondale primary school.**

The overall WSB programme continues to grow, at the end of April 270 WSBs were either being trialled or were operational.

### **Workplaces**

Progress on workplace travel plans during April 2009 include:

- The Auckland District Health Authority has decided to launch their travel plan in early June. The launch will be linked to a number of PT clinics that will be situated at the Green Lane and Grafton Sites. The authority is the largest health provider in New Zealand.
- Further discussions are taking place with representatives from Middlemore Hospital and their design team to make sure sustainable transport forms a key criteria in the redevelopment of the site and connecting developments. A cluster travel plan will be developed for the hospital that will encompass the existing development, the re-development of the site, a new centre of learning and a new super clinic.

## **2 PROJECT DELIVERY**

### **2.1. ROLLING STOCK PROCUREMENT**

#### **Renewals Projects**

##### **SX refurbishment**

All four carriages have now been refurbished and have been commissioned back into service. The key benefits accrued through the current refurbishment are the improved ride quality and extension of the carriage service life to 2015

##### **PID installation**

Production of the required hardware and software is on schedule. However, the current high demand for carriages will slow down the installation process on the existing fleet. Fitment of PIDs on all ADL/C units and 6 SX carriages is complete. Installation of PIDs on ADK/ADB units has been delayed by the need to finalise on the appropriate air conditioning system layout which would leave enough space for mounting them. Bogie retrofit work on trainsets 1-14 has taken precedent over fitment of PIDS.

##### **Up-rating of X28020 Bogies**

The programme to up-rate the X28020 bogies fitted to SA/SD trainsets 1-14 began in November 2008 with trainsets being taken out of service in a staged way to avoid disrupting scheduled services. Eight trains have been completed, commissioned and returned to service. The ninth train will be removed from service for bogie upgrade work at Otahuhu on 7 May 2009.

The delivery schedule for the bogie upgrade program has been extended from the end of May 2009 to mid-June 2009. The extra time is required to retrofit two stage brake valves on TS15-17 to improve braking performance when the train is fully loaded.

Up-rating of these bogies will allow a significant increase in passenger numbers to be carried in each of these trainsets, providing extra capacity during the peak periods.

##### **Interim Rolling Stock SA Trainsets 18-23**

Two cars of TS18 (SD18&SA52) are already in service in Auckland. The other two cars (SA53&SA54) for this trainset, together with four cars of TS19 (SD19; SA55; SA56&SA57); TS20 (SD20; SA58; SA59&SA60) and two cars of TS21 (SD21&SA61) are now also ready ahead of schedule but awaiting for the supply of metric bearings of their S-Ride bogies which are due in May 2009 to allow the delivery of TS 18-20 into service on/or before the end of October 2009. This would enable the introduction of the new expanded train service timetable on 1 November 2009.

Remanufacturing work is progressing on the remaining twenty-two carriage bodies at Hillside. Fourteen carriages are at various stages of refurbishment and the other eight are yet to be admitted for works. KiwiRail has advised that availability and delivery time of metric bearings on the international market continues to be of concern in their meeting delivery dates for the remaining carriages. ARTA is continuing to work closely with KiwiRail to monitor the situation and identify and exploit any opportunities to ensure delivery dates are met or exceeded.

### **2.2. INFRASTRUCTURE DEVELOPMENT**

#### **DART: Joint ARTA / ONTRACK Projects**

Progress made on each joint ARTA-ONTRACK DART project is described below:

##### **Newmarket Station Remodelling (DART 1)**

Work has commenced on the station and link bridge roof. The eastern boundary station wall has been constructed with the remaining portion of concourse floor slab currently being constructed. ONTRACK have installed the Remuera Road bridge piles for the northern half of the bridge with the pile caps and columns to follow later this month



### **Grafton Station (formerly known as Park Rd) (DART 2)**

ARTA's design consultant continues to work on the detailed design of the station and the NZ Geographical Board have advised that, pending upheld objections, the new station will be called Grafton. ONTRACK are progressing piling and bridge works on site.

### **Western Line Duplication Stage 3 – Avondale (DART 4)**

The outline plan of works has been submitted to the council and the design consultant is progressing the station design allowing for ONTRACK's station access.

### **Western Line Duplication Stage 3 - New Lynn (DART 6)**

Detailed design of the station completed end of April 2009 and is now with Fletchers for pricing in accordance with the agreed principles. In parallel, ARTA's consultants will prepare an independent cost estimate, and the design will be subjected to further value engineering to reconcile costs to budget.

Discussions are ongoing between ARTA, WCC and ONTRACK towards concluding agreement on the principles for a fair valuation and apportionment of the enhanced (TOC2) project costs, including verification by an independent expert.

### **Western Line Duplication Stage 4 Henderson to Swanson (DART 8)**

All physical works now complete. Handover documentation to be finalised with formal handover taking place in early June 2009.

### **Morningside Station Upgrade**

Physical works are underway to upgrade the 'above track' station facilities. Works are scheduled and on target for completion by 30 June 2009.

### **Distributed Stabling (DART 17)**

**Tamaki Drive** - ONTRACK had previously approved ARTA's concept design utilising sidings at Tamaki Drive. However, as a result of predicted increases to freight movements KiwiRail are reviewing overall train storage capacity inclusive of passenger rail unit storage. Discussions are ongoing with KiwiRail freight Operations to ensure earliest resolution.

**Western Line Site Railside Avenue** - Western Line Site Railside Avenue - The detailed design RFT has been prepared and this is currently being finalised to be issued by 22 May 2009.

## **2.3. FERRY TERMINAL UPGRADES**

### **Bayswater**

Value Engineering Review completed. The programme, scope of works and funding arrangements are currently under review.

### **Birkenhead**

The detailed design phase has been completed. Building Consent is to be submitted to North Shore City Council (NSCC) in May 2009. Peer review for the Hydraulic ramp is nearing completion. Advanced concrete repair works are due to commence in May 2009.

## **2.4. NETWORK DEVELOPMENT**

### **Onehunga Branch Line Rehabilitation (DART 19)**

ONTRACK are progressing detailed design of the 'below track' works. The rail station upgrade design works are in progress and will be completed at the end of May 2009.

### **Manukau Rail Link (DART 9)**

ARTA, working with MCC and ONTRACK are close to finalising concept design for the Manukau Rail Station. Agreement has been reached on a side platform configuration and station modifications to enhance interchange access and functionality. ONTRACK have revised their construction methodology to undertake piling works on the rail trench walls during the winter followed by excavation between the piled walls during the 2009-2010 summer. ONTRACK earth works will accommodate ARTA's requirements and are due to commence by the end of May 2009.

### **Ferry Terminal Developments**

- **Half Moon Bay**

ARTA is progressing detail design.

- **Hobsonville**

ARTA is continuing to progress the proposal for the ferry terminal at Hobsonville in conjunction with the Hobsonville Land Company (HLC).

The funding requirements for this project are currently under discussion with the NZTA

### **Rugby World Cup 2011 - Kingsland Station**

Concept design on the pedestrian rail underpass at Kingsland Station for the 2011 Rugby World Cup has been completed. Platform access, sizing and extent of any intrusion into the Sandringham Road reserve is being finalised with Auckland City Council.

Detailed design on the underpass providing access beneath the rail tracks to the northern platform is planned to commence in May.

## **2.5. REAL TIME PASSENGER INFORMATION SYSTEMS**

### **Type 1 - VPIDs for Bus Services, Phases 0, 3 & 4:**

The original scope of works for the regional expansion of Type-1 real time passenger information sign installations at bus stops is completed. This initial stage of the project was completed to schedule and it comprised the following number of Type-1 real time passenger information signs:

Rodney District (9), Waitakere City (47), North Shore City (42), Manukau City (47) and Franklin District (1).

The following 12 additional sites and equipment modifications have been added to the project scope of work:

- Papakura District (2 sites), postponed pending redevelopment of walkway, bus/rail interchange and construction of custom designed shelters, due for completion 30 June 2009
- Fanshawe Street (opposite the Air NZ Building) – additional site with prototype battery power supply, due for completion 31 May 2009
- Middlemore Hospital, installed on Hospital land using prototype battery power supply, due for completion 8 May 2009.
- Highbrook, East Tamaki (2 sites) - additional sites at new bus interchange , due for completion 8 May 2009
- Civic Drive, Albany (2 sites) - additional sites at new bus interchange,
- North Shore Hospital (2 sites) - additional sites requested by ARTA transport planning team, presently negotiating access and installation agreement with WDHB to install VPIDs on Hospital land, subject to agreement due for completion 31 August 2009.
- AUT Akoranga (2 Sites) - additional sites requested by ARTA transport planning team, access agreement being negotiated, due for completion 30 June 2009.

## **Type 2 - Solar Powered VPIDs for Bus Services, Phases 0, 3 & 4:**

The trial of two prototype Metro-i solar powered Type-2 VPIDs manufactured by CHS Ltd. is proving very successful. It is proposed to install up to 200 similar solar powered units at medium priority bus stops throughout the Auckland Region. The supply and installation of these will be included in the scope of the pending RFP for the Regional Multi-Modal Passenger Information System (MMPIS).

### **Real Time Passenger Information System for Rail Services:**

This project is now incorporated in the MMPIS project.

### **Regional Multi-Modal Passenger Information System (MMPIS):**

The MMPIS project includes the management system and associated infrastructure required to manage and display real time passenger information for ferry, bus and rail services and modal interchanges.

NZTA have approved finance for the project conditional on ARTA gaining leverage from the tender proposals received by Greater Wellington for their similar RTPI project. The ARTA team are presently reviewing these proposals.

## **2.6 ASSET MANAGEMENT**

### **Downtown Ferry Terminals Structural renewals (Piers 1 & 2)**

Progress is again continuing well this month. The variations for the additional scope of works into the existing contracts is almost finalised with the indicative completion date now mid 2010.

### **Downtown Ferry Terminals Structural renewals (Piers 3 & 4)**

Tenders have been received for the design of renewals to Piers 3 & 4. ARTA has received funding approval from NZTA for the design and are proceeding with this component. Prior to proceeding with the construction phase some additional work is required with respect to obtaining funding and the economic justification for the project.

### **Half Moon Bay Vehicular Terminal renewals**

The remaining renewal works are currently being undertaken now that the busy summer season is over.

### **Half Moon Bay Vehicular Terminal Layover Berths**

All requested information in relation to the Resource Consent for additional mooring piles has been submitted by ARTA to the ARC. The issue continuing to hold up the consent is the provision of alternative swing mooring locations for affected swing mooring holders. Discussions are continuing with the ARC Harbourmaster with respect to expediting this process. Construction is planned to follow immediately after consent approval.

### 3 STRATEGY AND PLANNING

#### 3.1. STRATEGIC TRANSPORT PLANNING

##### Draft Auckland Transport Plan

A total of 554 submissions were received on the 2009 Draft Auckland Transport Plan, of which 531 were form submissions in support of Rodney District Council's Penlink Project. Public hearings are to be held on 5 May, where 16 submitters will present their submissions to the hearings panel. The final Auckland Transport Plan will be released in July 2009.

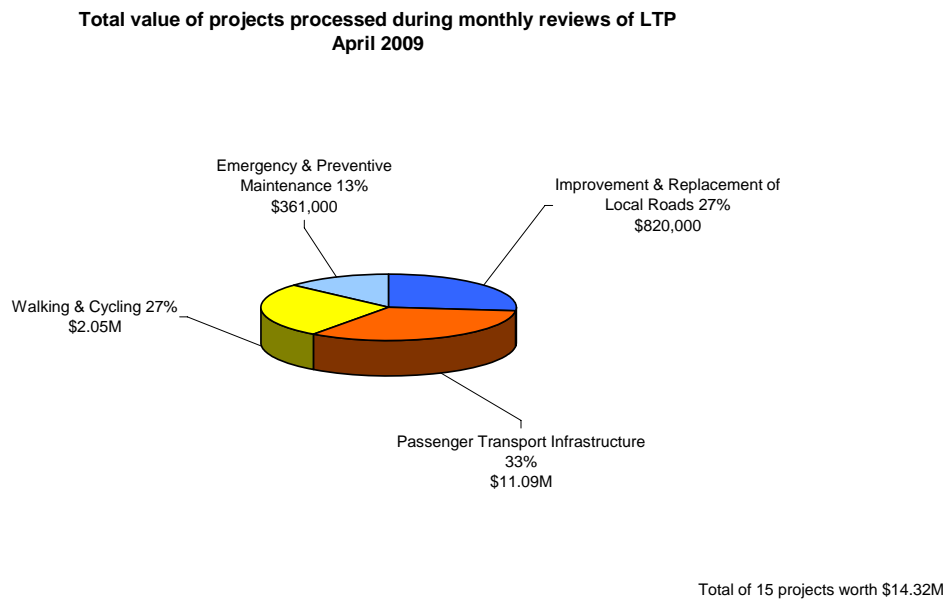
#### 3.2. PLANNING AND PROGRAMMING

##### 2008/2009 Auckland Land Transport Programme (LTP)

During the April monthly review, 15 funding applications totalling \$14,315,776 were submitted to ARTA for consideration.

ARTA recommended all of the applications for approval to NZTA. Of these, 10 applications worth \$7,927,776 were approved for funding, and the remaining 5 projects worth \$6,388,000 were deferred pending further investigation from NZTA.

Figure 1 shows the breakdown of scheme type.



**Note** The percentage values in the chart above relates to number of schemes as opposed to value.

**Figure 1. April LTP Review, ARTA processed.**

**Table 1 – April Recommended Schemes to NZ Transport Agency**

Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
April 2009							
ACC	Railway Level Crossings - St Jude Street	Investigation to determine the most appropriate design and potential additional land requirements for eventual grade separation at St Jude Street (Avondale).	Improvement & Replacement of Local Roads	Investigation	\$100,000	Recommended	Approved.
ACC	Railway Level Crossings - Woodward Road	Investigation to determine the most appropriate design and potential additional land requirements for eventual grade separation at St Jude Street (Avondale) and Woodward Road (Mt Albert).	Improvement & Replacement of Local Roads	Investigation	\$100,000	Recommended	Approved.
ACC	Riddell Road Culvert No 2	Replacement of 3-barrel box culvert situated under Riddell Road in Glendowie, Auckland	Improvement & Replacement of Local Roads	Construction	\$450,000	Recommended	Approved.
ARTA	Auckland Regional Public Transport Plan	This funding requests will facilitate ARTA's preparation of the Regional Public Transport Plan (RPTP) under the Public Transport Management Act 2008.	PT Planning	Study	\$575,000	Recommended	Deferred pending confirmation of cash flow and work category.
ARTA	Ferry Terminal Upgrades - Other Remedial Works	Construction of remedial works and associated project management services at Half Moon Bay vehicular wharf .	PT Infrastructure	Construction	\$450,000	Recommended	Deferred as it is the subject of NZTA May Board review item.
ARTA	Multi Modal Passenger Information System (MMPIS)	The Multi Modal Passenger Information System (MMPIS) will deliver a region wide network of real time passenger information signs for all modes of public transport.	PT Infrastructure	Construction	\$4,864,000	Recommended	Approved.
ARTA	Passenger Transport Programme 2008/09	Additional funding requested due to inflation in bus service cost.	PT Services	Bus	\$2,200,000	Recommended	Deferred pending evaluation by NZTA staff.
ARTA	Passenger Transport Programme 2008/09	Additional funding as a result of programme adjustments, escalation and improved service demands	PT Services	Rail	\$3,000,000	Recommended	Deferred pending evaluation by NZTA staff.
MCC	Cycle Routes 2008/09 (T I Drive - Boundary to Belinda)	Activity aims to increase the proportion and safety of cycling trips on Te Irirangi Drive.	Walking and Cycling	Construction	\$148,149	Recommended	Approved
MCC	Cycle Routes 2008/09-Great Sth Rd (Weymouth Rd-Myers Road)	Project aims to increase the proportion and safety of cycling trips on Great South Rd in Manurewa which forms part of the regional cycle network in Manukau City.	Walking and Cycling	Construction	\$234,627	Recommended	Approved
NSCC	2008/09 East Coast Road Shared Pedestrian/Cycle Path	Construction of 2 km of shared off road pedestrian/cycle pathway along the western verge of East Coast Road on the North Shore.	Walking and Cycling	Construction	\$1,200,000	Recommended	Approved.
RDC	Cycleway/Walkway - Kumeu Walkway(Riverhead to Weza)	Physical works to construct cycleway/walkway on SH16, Kumeu	Walking and Cycling	Construction	\$163,000	Recommended	Deferred pending NZTA board approval.
RDC	Preventive Maintenance - Run Road Slip Repair-RP 6900	Activity refers to an under-slip badly affecting the road shoulder to a length of approximately 50m, on Run road.	Maintenance	Construction	\$195,000	Recommended	Approved.
RDC	Preventive Maintenance- Puhoi Road Slip RP 930	Activity refers to a severe under-slip (roughly 20m long) beside the Puhoi Bridge on Puhoi road as a result of Jul-Aug'08 storm events.	Maintenance	Construction	\$166,000	Recommended	Approved.
WCC	Grade Separation of Level Crossings	Investigation of grade separations, Glenview Road and Bruce McLaren Road on the North Auckland Railway.	Improvement & Replacement of Local Roads	Construction	\$170,000	Recommended	Approved.
<b>Total New Schemes Approved for Funding</b>					<b>\$14,315,776</b>		

**3.3. 2009/2013 REGIONAL LAND TRANSPORT PROGRAMME**

Submissions to the draft 2009/12 Auckland Regional Land Transport Programme (RLTP) closed on 10 April. There were 36 submissions on the draft programme. Since this was a combined submission with the Auckland Transport Plan, a number of submitters chose to submit on both plans.

Public Hearings are to be held on 5 May. All submissions will be considered and the final RLTP will be released in July 2009.

Final funding applications for all approved organisations were due on 27 April in LTP online. All organisations except NZTA (HNO) were able to submit their programme to ARTA successfully. ARTA continues to work with NZTA to assist them with their submission.

### 3.4. WALKING AND CYCLING COORDINATION

The Regional Manual Cycling Counting programme carried out in March is in the process of being analysed. The seven local council and regional draft reports will be available in early May.

ARTA, in partnership with NZTA and NSCC, is coordinating a trial of the New Zealand cyclist skills guidelines at two intermediate schools on the North Shore. The guidelines aim to provide a consistent 'best practice' approach to delivery of cyclist training in New Zealand. The difference in these guidelines from other training programmes is that Level 2 and 3 of the programme take place on the road.

ARTA presented to a meeting of Cycle Action Auckland on the completion of the Regional Cycle Network and the bikes on buses project.

A meeting with ARTA, NZTA and transport officers from the seven local councils discussed ARTA's walking and cycling programme and priorities for 2009/10. The most pressing needs identified were updating the Regional Cycle Network map and monitoring progress to complete the network.

ARTA has started four cycling related projects this month:

1. An evaluation of Auckland cycle maps project.
2. Scoping project for the production of cycle maps for Waiheke Island and Orewa/Whangaparaoa.
3. Regional Cycle Design Guidelines for standardising cycle road markings and signage throughout Auckland.
4. Google Map project: information for cyclists hosted on the MAXX website about cycling facilities in the region. Information provided includes the location of PT stations/terminals, cycle parking facilities, hazard/points for cyclists on the road, cycle accident locations and details for CAS data and details of local council infrastructure development.

### 3.5. REGIONAL ROAD SAFETY COORDINATION

An evaluation of the regional Share the Road cycle safety campaign was completed indicating strong support for future regional campaigns on this issue.

Facilitated monthly regional RoadSafe Auckland meeting and approved funding of \$5,000 to NZ Chinese Youth Trust from the RoadSafe Auckland Small Project Fund to resource a drink/driving education project targeting Asian international students on the North Shore.

A RoadSafe Auckland submission was drafted on the Sale and Supply of Alcohol and Liquor Enforcement Bill, and sent to the Parliamentary Justice Select Committee supporting new drink/driving and liquor licensing initiatives to help reduce alcohol related crashes in the region.

The Regional Road Safety Plan 2009/12 was sent to editors for finalising and proof-reading.

Regional Road Deaths at 30 April 2009 compared with 30 April 2008.

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
Apr 09	7	3	8	6	6	0	7	37
Apr 08	3	3	3	4	8	0	1	22

The annual regional road toll to April 2009 was thirty seven, fifteen more deaths than at the same time in 2008. This was a particularly tragic month with thirteen deaths including five in WCC, four in RDC, two in NSCC, and two in MCC.

## 4 MARKETING AND COMMUNICATIONS

### 4.1. MARKETING AND CUSTOMER INFORMATION CHANNELS

#### New Developments – April 2009

##### TravelWise

Three new display banners have been produced for the TravelWise Workplaces Programme. Travel Schools resources have been updated i.e. New Entrant Flyer, School Bus Flyers, etc. Display material for use at Secondary School Expo events have been updated. Secondary School expos are interactive lunchtime events for students to find out more information about sustainable transport options i.e. Walking, Cycling, Public Transport and Environmental impacts.

#### Special Event Transport Promotions April 2009

##### Air NZ Cup

Development of supporting material for integrated ticketing at Eden Park. Flyers, posters, online presence with ticket agencies.

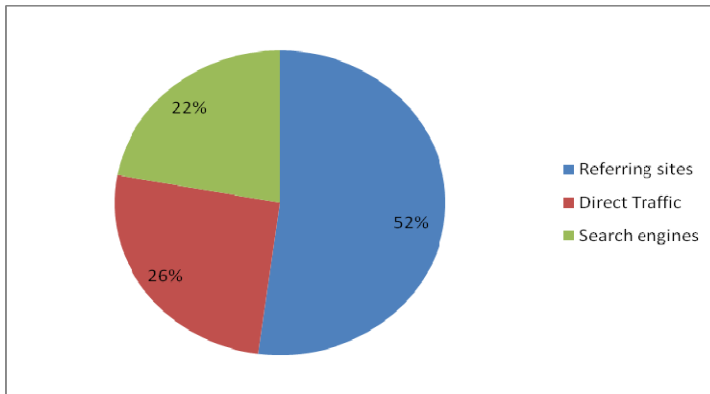
### CUSTOMER INFORMATION CHANNELS

#### MAXX website statistics – April 2009

Total visits	434,721 Previous month: 523, 349 (-16.9%)
Unique visitors	236,151 Previous month 267,230 (-12%)
Most active hour of the day	4.00pm
Most active day of the week	Thursday
Most popular pages	1.Plan a journey 2.Journey Map 3.Home Page 4.Journey Planner- route diagram
Most downloaded PDF files	1. <a href="#">Western Line train timetable</a> 2. <a href="#">Southern Line train timetable</a> 3. <a href="#">Beach Rd / East Coast Bays bus timetable</a> 4. <a href="#">Eastern Line train timetable</a> 5. <a href="#">North/Hibiscus Coast bus timetable</a>
Average Time on site	2 minutes 55 seconds
Average page views	3.40 pages

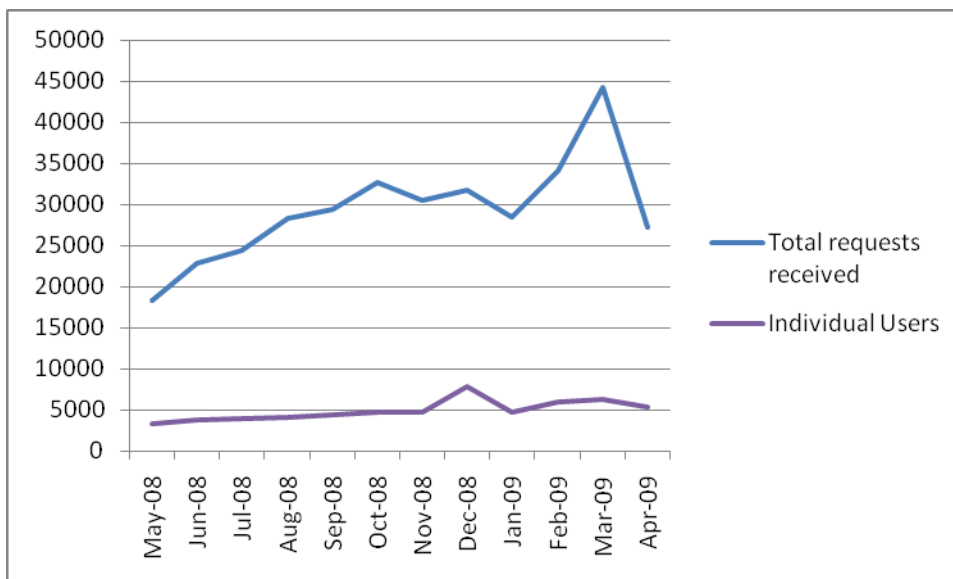
## Website Traffic Flow – April 2009

More than half the visits to the MAXX website came from referring websites.



### MAXX SMS service - April 2009

Total requests received	27,077 39% decrease on March 2009 (44,169)
Individual users	5,263 15% decrease on March 2009 (6,165)



(Above data is taken from Datasquirt reports which became available from May 08.)



## MAXX Contact Centre - April 2009

	2008/2009	2007/2008	Change PY
CALLS OFFERED	53333	59536	-10.42%
CALLS ANSWERED	52976	58355	-9.22%
CALLS ABANDONED	299	955	-68.69%
AVERAGE QUEUE LENGTH (secs)	3	8	-62.50%
AVERAGE CALL LENGTH (secs)	117	126	-7.14%
AVERAGE HANDLE TIME (secs)	126	133	-5.26%
LONGEST QUEUE TIME (mm:ss)	8:57	9:45	-8.21%
EMAILS OFFERED	347	251	38.25%
AVERAGE EMAIL WAIT (hh:mm)	11:18	07:15	55.86%
BRITOMART VISITS	10981	9523	15.31%

- PY = Previous Year

### Key Performance Indicators

	2008/2009	2007/2008	Change
GRADE OF SERVICE	90.01%	81.80%	10.04%
ABANDON RATE	1.44%	3.85%	-62.60%
EMAIL GRADE OF SERVICE	100.00%	NA	NA

## 4.2. MEDIA AND COMMUNICATIONS

### Media Releases

#### 1 Apr 'Somebody Told Me' to travel with MAXX to see The Killers at Vector Arena

On Wednesday 8 April, The Killers fans heading to Vector Arena to see the Las Vegas-born band on the Auckland leg of their world tour can use public transport to travel with ease to and from the concert.

#### 6 Apr Super 14 fans travel on selected buses to the game for free this Good Friday

This Good Friday (10 April), watch the Blues take on the Lions in the Super 14 tournament at Eden Park. Rugby fans who have pre-purchased their game tickets, or have an Eden Park membership card, can travel to and from the match on selected buses for free.

#### 6 Apr Check MAXX for travel during the Easter weekend

The Auckland Regional Transport Authority (ARTA) advises that public transport services will be operating to public holiday timetables during Easter weekend.

#### 15 Apr Free travel for Blues fans as Super 14 comes to Eden Park

Super 14 action continues in Auckland this Friday as the Blues take on the Highlanders at Eden Park. Rugby fans who have pre-purchased their game ticket, and Eden Park membership holders, can ride the train and selected bus services for free to and from the event.

#### 27 Apr Simpler routes for Botany, Howick and Manukau give big boost to bus patronage

Bus patronage in the Botany, Howick and Manukau area has been given a big boost by a number of service improvements introduced by Auckland Regional Transport Authority (ARTA), together with Howick and Eastern Buses Ltd, NZ Bus and Manukau City Council.

## 5 CORPORATE SERVICES

### 5.1. FINANCIAL REPORTS

<b>Auckland Regional Transport Authority</b>									
<b>INCOME STATEMENT</b>									
NZD '000	MONTH			YEAR TO DATE			FULL YEAR		
	Budget	Actual	Variance Fav/(Unfav)	Budget	Actual	Variance Fav/(Unfav)	Budget	Reforecast Mar 09	Variance Fav/(Unfav)
<b>April-09</b>									
<b>OPERATING REVENUE</b>									
ARC Opex Grants	7,309	5,262	(2,047)	75,951	76,064	113	95,916	93,000	(2,916)
NZTA Opex Grants	8,092	8,237	145	82,664	87,405	4,741	100,967	109,121	8,154
Other Grants and Subsidies	109	113	4	1,087	1,131	44	1,305	1,355	50
Rail Fare Revenue	1,720	1,558	(162)	15,351	15,046	(305)	19,000	18,755	(245)
Bus Fare Revenue	499	469	(30)	3,356	3,615	259	3,962	4,280	318
Ferry Wharf Revenue	161	161	0	1,606	1,662	56	1,928	1,984	56
Other Sundry Operating Income	1	9	8	10	133	123	12	154	142
<b>Total Operating Revenue</b>	<b>17,891</b>	<b>15,809</b>	<b>(2,082)</b>	<b>180,025</b>	<b>185,056</b>	<b>5,031</b>	<b>223,090</b>	<b>228,649</b>	<b>5,559</b>
<b>OPERATING EXPENDITURE</b>									
Human Resource	1,134	1,095	39	11,214	10,450	764	11,992	12,750	(758)
Prof Services - Project Delivery	625	489	136	5,740	4,944	796	7,005	6,741	264
Prof Services - Customer Services	600	553	47	6,577	6,570	7	8,120	8,580	(460)
Prof Services - Others	230	274	(44)	2,856	6,554	(3,698)	3,394	7,330	(3,936)
Support Services	225	225	0	2,250	2,254	(4)	2,700	2,711	(11)
Materials	34	13	21	372	96	276	500	172	328
Printing and Office	121	80	41	1,387	981	406	1,703	1,295	408
Communications	25	20	5	298	164	134	367	209	158
Information Systems	39	40	(1)	504	544	(40)	915	719	196
Bus Contract	9,175	10,183	(1,008)	91,152	97,207	(6,055)	111,332	117,293	(5,961)
Rail Contract	5,010	1,734	3,276	49,555	45,347	4,208	60,525	60,612	(87)
Ferry Contract	512	467	45	5,073	4,029	1,044	6,113	5,098	1,015
T A Level Crossing				-	-		2,800	231	2,569
Other Expenditure	52	8	44	1,538	1,619	(81)	1,702	1,009	693
Depreciation	1,397	1,570	(173)	13,747	14,175	(428)	13,944	16,985	(3,041)
Investigations Expenditure	-	(1)	1	1,029	3,834	(2,805)	1,029	4,046	(3,017)
<b>Total Operating Expenditure</b>	<b>19,179</b>	<b>16,750</b>	<b>2,429</b>	<b>193,292</b>	<b>198,768</b>	<b>(5,476)</b>	<b>234,141</b>	<b>245,781</b>	<b>(11,640)</b>
<b>Net Operating Surplus/(Deficit)</b>	<b>(1,288)</b>	<b>(941)</b>	<b>347</b>	<b>(13,267)</b>	<b>(13,712)</b>	<b>(445)</b>	<b>(11,051)</b>	<b>(17,132)</b>	<b>(6,081)</b>

## Statement of Financial Position

As at 30 April 2009

	June 08 \$000s	ARTA			June 08 \$000s	ARTA			
		Mar-09 \$000s	Mar-09 \$000s	Movement \$000s		Mar-09 \$000s	Mar-09 \$000s	Movement \$000s	
<b>Liabilities</b>									
<b>Current Liabilities</b>									
Trade payables	8,087	5,556	13,902	(8,346)	148	117	119	(2)	
GST payable	184	0	0	0	467	420	543	(123)	
Employee benefit liabilities	855	901	800	101	0	610	296	314	
Income in advance	3,076	3,633	5,427	(1,794)	11,498	9,465	9,687	(222)	
Accrued expenditure	34,740	23,628	27,839	(4,211)	14	3,640	5,464	(1,824)	
Transport grants payable	18,802	18,169	18,169	0	3,096	4,634	4,160	474	
<b>Total current liabilities</b>	<b>65,744</b>	<b>51,887</b>	<b>66,137</b>	<b>(14,250)</b>					
<b>Non-current Liabilities</b>									
Transport grants payable	9,880	5,701	5,701	0					
Deferred tax	4,935	4,935	4,935	0					
<b>Total non-current Liabilities</b>	<b>14,815</b>	<b>10,636</b>	<b>10,636</b>	<b>0</b>					
<b>Total liabilities</b>	<b>80,559</b>	<b>62,523</b>	<b>76,773</b>	<b>(14,250)</b>					
<b>Equity</b>									
Accumulated funds	5,164	6,013	6,395	(382)					
Capital grants reserve	205,088	251,429	246,305	5,124					
<b>Total equity</b>	<b>210,252</b>	<b>257,442</b>	<b>252,700</b>	<b>4,742</b>					
<b>Total equity and liabilities</b>	<b>290,811</b>	<b>319,965</b>	<b>329,473</b>	<b>(9,508)</b>					
					<b>Assets</b>				
					<b>Current assets</b>				
					Cash and cash equivalents	148	117	119	(2)
					Trade receivables	467	420	543	(123)
					GST receivable	0	610	296	314
					Accrued income	11,498	9,465	9,687	(222)
					Prepayments	14	3,640	5,464	(1,824)
					Inventories	3,096	4,634	4,160	474
					<b>Related party receivables</b>				
					Operating account	38,562	24,573	36,868	(12,295)
					Transport grants	18,802	18,169	18,169	0
					<b>Total current assets</b>	<b>72,587</b>	<b>61,628</b>	<b>75,306</b>	<b>(13,678)</b>
					<b>Non-current assets</b>				
					Property, plant & equipment	186,090	230,681	226,481	4,200
					Intangible assets	22,254	21,956	21,985	(29)
					<b>Related party receivables</b>				
					Transport grants	9,880	5,701	5,701	0
					<b>Total non-current assets</b>	<b>218,224</b>	<b>258,337</b>	<b>254,167</b>	<b>4,170</b>
					<b>Total assets</b>	<b>290,811</b>	<b>319,965</b>	<b>329,473</b>	<b>(9,508)</b>

<b>Statement of Cash Flows</b> <b>For the Period Ended 30 April 2009</b>		
Full Year Ended 30 June 2008		Year to Date
<b>\$000</b>	<b>Cash flows from operating activities</b>	<b>\$000</b>
	Cash was provided from:	
66,415	ARC Opex grants	90,053
57,533	ARC Capex grants	57,733
26,545	ARC funding for IA grants vested in ARTA	4,812
5,028	LTNZ Capex grants	3,624
84,963	LTNZ Opex grants (excl. GST)	89,456
1,333	Other Grants and Subsidies	1,656
16,573	Rail Fare revenue	15,186
3,322	Bus Fare revenue	3,590
1,471	Ferry Wharf revenue	1,657
623	GST	0
150	Other Sundry Operating income	(404)
263,956		267,363
	Cash was applied to:	
169,822	Payments to Suppliers (excl. GST)	193,525
10,521	Payments to Employees	10,404
26,251	Payments to recipients of IA grants vested in ARTA	4,812
0	GST	184
206,594		208,926
<b>57,362</b>	<b>Net Cash from Operating Activities</b>	<b>58,437</b>
	<b>Cash Flows from Investing Activities</b>	
	Cash was provided from:	
0	Realisation of Other Investments	0
0	Proceeds from Sale of Intangible Assets	29
0		29
	Cash was applied to:	
57,537	Purchase and Development of Fixed Assets	58,499
0	Purchase and Development of Intangible Assets	0
0	Other Investments	0
57,537		58,499
<b>(57,537)</b>	<b>Net Cash applied to Investing Activities</b>	<b>(58,469)</b>
	<b>Cash Flows from Financing Activities</b>	
	Cash was provided from:	
0	Increase in loans	0
	Cash was applied to:	
0	Repayment of Loans	0
<b>0</b>	<b>Net Cash from Financing Activities</b>	<b>0</b>
<b>(175)</b>	<b>Net (Decrease)/Increase in Cash &amp; Investments Held</b>	<b>(32)</b>
323	Cash & Investments Balances at Beginning of the Period	148
<b>148</b>	<b>Cash &amp; Investments Balances at the End of the Period</b>	<b>116</b>
	<b>Cash &amp; Investments Balances Consist of:</b>	
0	Bank Overdraft	0
148	Cash	117
0	Short Term Investments	0
<b>148</b>		<b>117</b>

#### Reconciliation of Net Surplus with Net Cash Flows from Operating Activities

	Apr 09 \$000
Cash was provided from:	
Net Surplus	47,189
Adjustment for items not involving cash:	
Depreciation and amortisation	14,175
Donated asset	0
Deferred tax	0
Movements in working capital:	
(Increase) in receivables from ARC	13,989
(Increase) in trade and other receivables	-3,691
Increase in GST	-184
Decrease/(Increase) in grants receivable from ARC	4,812
(Decrease)/Increase in trade and other payables	-13,040
(Decrease)/Increase in grants payable	-4,812
<b>Net Cash from Operating Activities</b>	<b>58,437</b>

## **5.2. STATEMENT OF FINANCIAL PERFORMANCE**

### **OPERATING RESULTS - MONTH OF APRIL 2009**

The results for the April month and the year to date as at 30 April 2009 are reported against the ARTA budget as per the 2008/2009 funding agreement with the ARC (approved December 2008).

#### **Revenue**

Operating Revenue on the lines Auckland Regional Council (ARC) Opex Grants and New Zealand Transport Agency (NZTA) Opex Grants is claimed from funders in proportion to expenditure.

ARC Opex Grants are \$2.0m less than budget due to less expenditure than budgeted and NZTA Opex Grants are \$0.1m more than budget. The NZTA variance is higher than ARC due mainly to the 100% reimbursement for the Super Gold card reimbursement to operators, which was not budgeted for.

Rail Fare Revenue is \$0.2m less than budget due to slightly lower patronage and a lower average fare than anticipated.

#### **Expenditure**

Major variances to budget are:

- a) Professional Services – Project Delivery – is \$0.1m less than budget due to project delays associated with future funding uncertainty and the delay in negotiation of rail network access charges.
- b) Bus Contract is \$1.0m more than budget due to inflation payments coming in higher than budget (up to 20% actual vs. budget 10%), the Super Gold card reimbursement to operators (however as this is funded 100% by NZTA for peak travel, there is a corresponding increase in NZTA Opex grants), partially offset by savings in all sectors as a result of the delay of service changes and higher than budgeted deductions from operators.
- c) Rail Contract is \$3.3m less than budget due to an adjustment to recognise two locomotives and the initial tranche of rolling stock spare parts that were previously expensed (\$2.4m), continued lower fuel costs and the correction of a timing difference for Britomart access fees.
- d) Depreciation is \$0.2m more than budget due to the timing of an adjustment to recognise the prior period depreciation on the two locomotives capitalised in April.

#### **Net Operating Surplus / (Deficit)**

Net Operating Deficit for the month is \$0.9m. This deficit arises mainly because depreciation is unfunded and the spare parts inventory has been adjusted to recognise the additional rolling stock spares.

### **OPERATING RESULTS – YEAR TO DATE - PERIOD ENDED 30 APRIL 2009**

#### **Revenue**

ARC Opex Grants are tracking in line with budget and NZTA Opex Grants \$4.7m more than budget year to date due to the \$4.9m 100% reimbursement of Super Gold by NZTA not included in the original budget.

Rail Fare Revenue is \$0.3m less than budget due to disruptions caused by the track closures over the Christmas/New Year period and the average fare being lower than originally budgeted due to higher than expected tertiary discount travel.

Bus Fare Revenue is \$0.3m more than budget due to higher patronage growth than budgeted.

Other Sundry Operating Income is \$0.1m more than budget due to the negotiation of several small unbudgeted income streams for advertising at rail stations.

## Expenditure

The year to date variance to budget for each category of expenditure is largely the same as those reported for the month above, except as detailed below:

- a) Human Resource is \$0.8m less than budget due to lower than budgeted salaries due to the first half of the year recruitment freeze and savings in recruitment costs and staff travel and accommodation.
- b) Professional Services – Project Delivery is \$0.8m less than budget year to date.
- c) Professional Services – Other is \$3.7m more than budget due mainly to the write back of capital work in progress at 30 June 2008 for integrated ticketing procurement, this is partially offset by delays to the CBD tunnel work in Strategy and Planning.
- d) Materials – \$0.3m less than budget due to less walking school bus incentive material required than was planned.
- e) Printing and Office is \$0.4m less than budget mainly due mainly to fewer service change/special events and school travel planning resources required than planned.
- f) Bus and Ferry Contracts are \$5.0m more than budget, this being related to higher than budgeted inflation payments and the cost of the Super Gold payments to operators, partially offset by savings in the ferry contract due to early conclusion of operator negotiations and delays in service changes for all sectors.
- g) Rail Contract is \$4.2m less than budget year to date as a result of lower than budgeted fuel prices, lower than budgeted driver hire and service kilometres due to the line closures over the holiday period and the recognition of two locomotives and rolling stock spare parts previously expensed.
- h) Depreciation is \$0.4m more than budget year to date.
- i) Investigations Expenditure is \$2.8m more than budget year to date due to higher than budgeted costs for electrification design.

## Net Operating Surplus/ (Deficit)

Net operating deficit for the year is \$13.7m. This deficit arises mainly because depreciation is unfunded.

## 5.3. STATEMENT OF FINANCIAL POSITION

The key features of the Statement of Financial Position as at 30 April 2009 are:

### Current Liabilities

The total trade payables have decreased by \$8.3m from March due to the Veolia quarterly invoice (\$5.8m) paid in April and the payment of the March high value supplier invoices for the rolling stock 18-23 programme, which is running ahead of schedule.

Income in advance has decreased \$1.7m from the month of March mainly due to the expiration of the April month of the Veolia invoice and prepaid insurance.

Accrued expenditure has decreased \$4.2m from March primarily due to the payment of the high value supplier invoices for capital and passenger transport contracts accrued in March.

### Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – April 09	\$648,900	\$0	(\$1,486)
Accounts Payable – March 09	\$7,521,700	\$2,100	\$4,500

Grants Payable and Grants Receivable are equal and opposite current and long term liabilities and assets recognising the ex Infrastructure Auckland grants that were taken over by ARTA. This recognises that we have a payable to an external party and a matching receivable from the ARC.

### **Current Assets**

The decrease in prepayments \$1.8m is also due to the monthly amount of the Veolia quarterly invoices less the portion relating to the month of April.

### **Debtors (included in Trade Receivables)**

<b>Detail</b>	<b>Current</b>	<b>30–60 Days</b>	<b>More than 60 days</b>
Accounts Receivable– April 09	\$279,500	\$2,000	\$32,200
Accounts Receivable– March 09	\$459,600	\$22,700	\$34,400

### **Public Equity**

Transport Ring Fence represents the appropriation of grants for rolling stock refurbishment and fixed asset purchase. These grants will be appropriated back to the profit and loss account to offset depreciation.