



Auckland Regional  
Transport Authority

# MONTHLY BUSINESS REPORT

August 2009

## CONTRIBUTION LIST

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

Business Unit	Name
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## **SUMMARY**

### **Patronage**

- Total Public Transport patronage for the month of August 2009 was 2.3% above last year, an increase of 121,619 boardings.
- Total patronage for the two months to 31 August is 3.8% higher than last year, with increases in bus by 3.8%, rail by 1.95% and ferry by 8%.
- Bus patronage for August increased by 2.3%, rail by 1.3% and ferry by 4.3% for the month.
- The Northern Express patronage for the month of August increased by 18.5% on last year.

### **PT Services**

- Rail service punctuality in August was impacted by several major unrelated events early in the month resulting in a reduction across the network to 81.2% compared to 84.0% in July. Power outages, signalling, points and speed restrictions together with mechanical faults were the biggest impact on services.
- Passenger delay minutes increased by 19% on the July result, the highest level since July 2008. Delays due to infrastructure issues made up 52.4% of the total delay minutes.
- In August 97.5% of scheduled rail services reached their scheduled destination.
- Bus service changes on the 007 route were implemented on 30 August.

### **Rolling Stock**

- SA trainsets 18–23 – the first twenty bogies have been received by KiwiRail in Dunedin, which will allow the delivery of trainset 19 in September.

### **Infrastructure**

- Newmarket Station – construction is on schedule to be complete by January 2010.
- Avondale Station – construction of the platforms has commenced.
- New Lynn Rail and Bus Interchange – construction is ahead of schedule with completion anticipated by September 2010.
- Rail Distributed Stabling – Discussions continue with a view to identifying the optimum use of the Tamaki site while a contract for the detailed design for the Western line stabling site has been let.
- Grafton Station – construction is anticipated to commence in late September.
- Onehunga Line Stations – Te Papapa and Penrose Station construction is underway. Building consent for the Onehunga Station will be lodged by the end of September.
- Kingsland Station – detailed design on the pedestrian rail underpass has commenced with construction planned to commence in December 2009.
- Manukau Station – ONTRACK expect to start piling the station walls in September.
- Half Moon Bay Vehicular Terminal – Construction of additional layover berths has commenced.

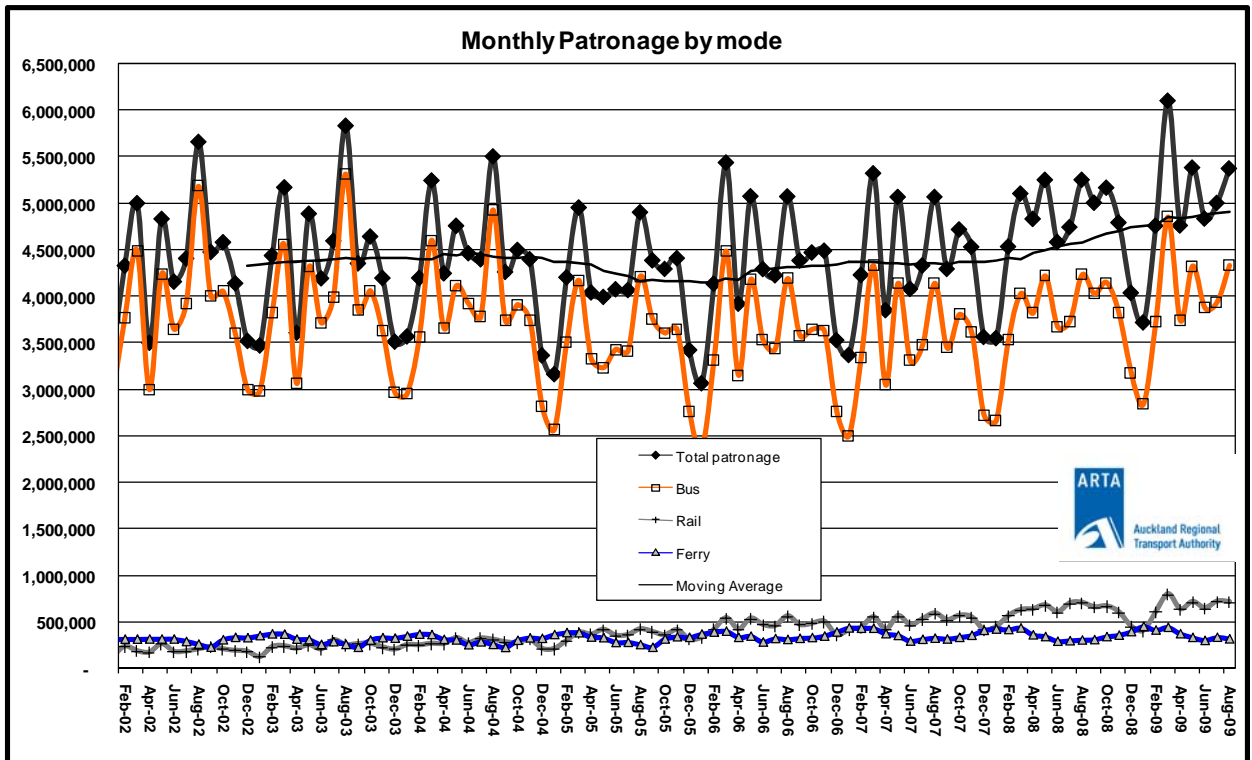
### **Strategy and Planning**

- The draft Regional Public Transport Programme (RPTP) is being finalised and will be released for public consultation before the end of the year.
- The CBD Rail Loop project, led by ARTA and KiwiRail, will commence in early September with stakeholder workshops.
- The 2009 / 12 National Land Transport Programme was launched on 27 August, with the impacts of the funding limits included in it yet to be fully understood.

# 1 CUSTOMER SERVICES

## 1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail patronage for the month of August is 2.3% higher (121,619 boardings) than August 2008 at 5,380,275 boardings. The total patronage for financial year to date for the two months August 2009 is 10,388,755 boardings, 3.8% higher than for the same period last year.

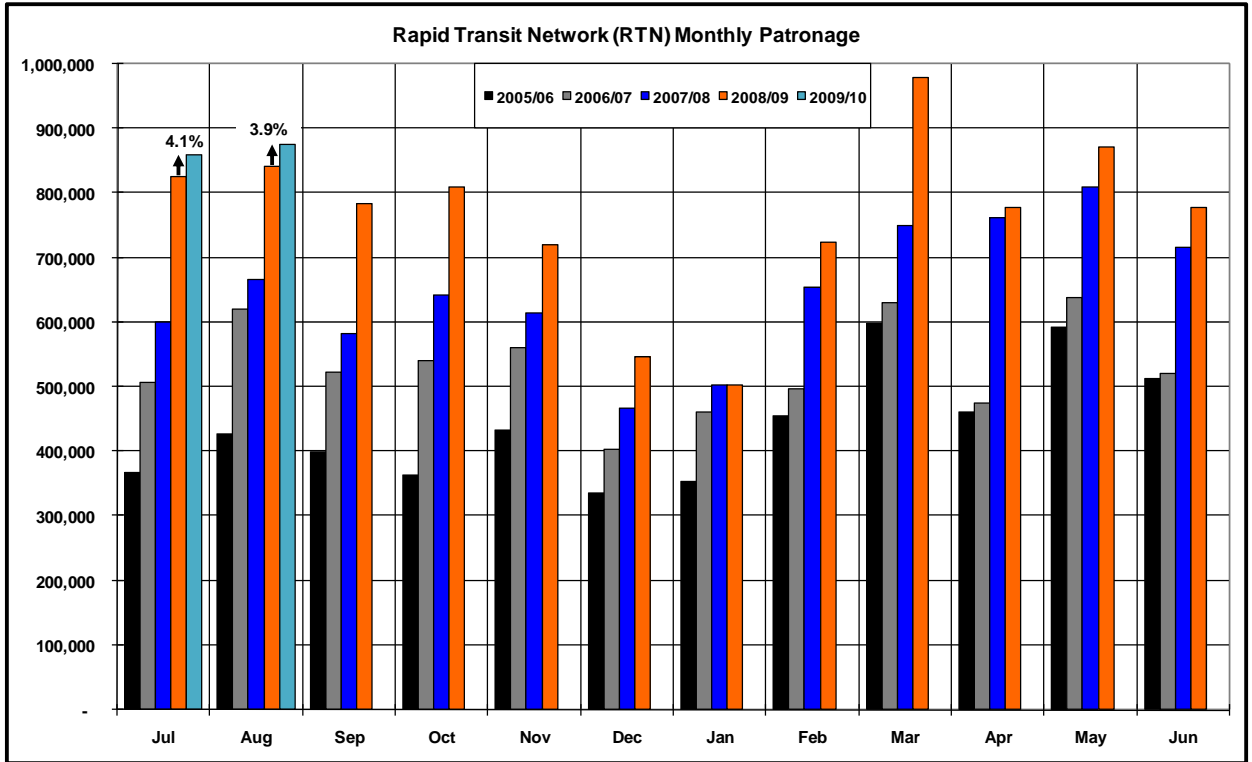


The largest contributors to the August patronage growth were:

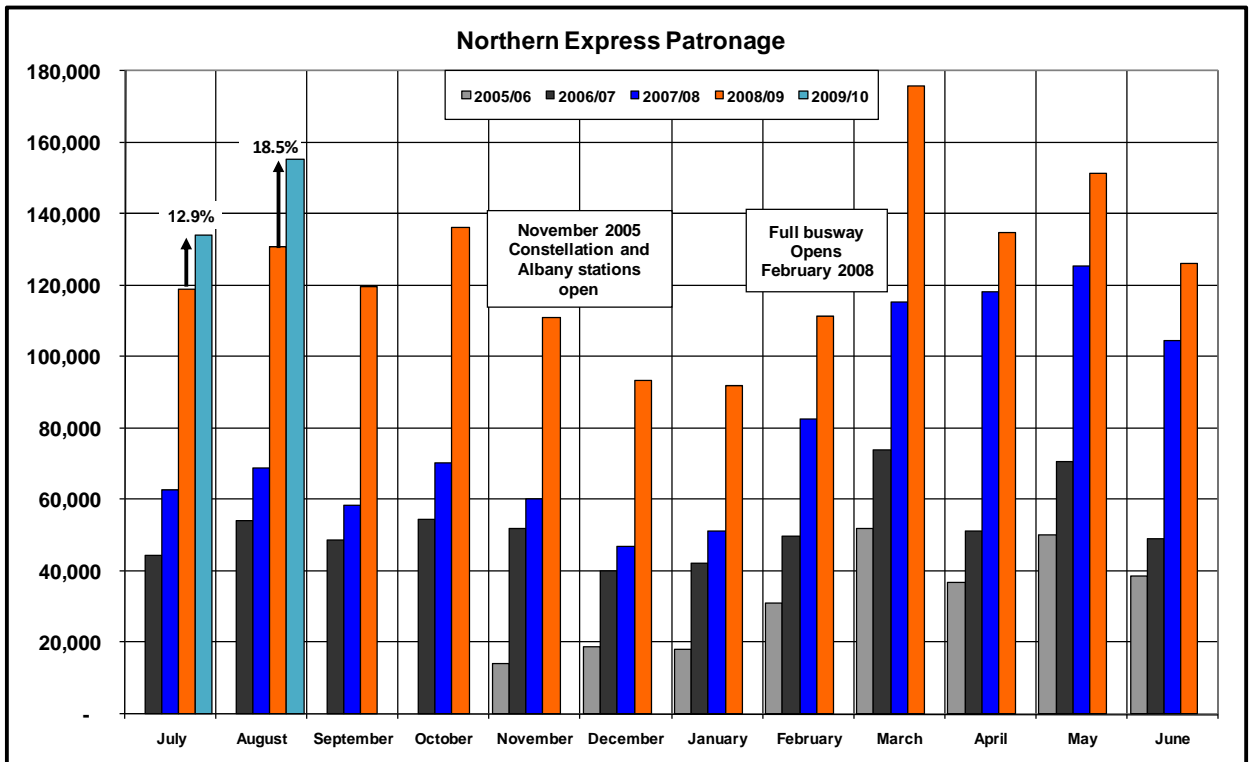
- Bus was up by 2.3% (99,338 boardings) and included:
  - The Northern Express patronage was 18.5% (24,165 boardings) higher and Albany and Constellation stations feeder buses up 33.7% (9,900 boardings).
  - Botany to CBD routes 680 and 681 corridor up 44.4%.
  - Contracted services on Mt Eden Rd up 23.3%

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

The total RTN patronage for August is 3.9% (33,147 boardings) higher than August 2008. For the financial year to date (two months) RTN patronage is 4.0% (67,143 boardings) higher than the same two months in the previous financial year.

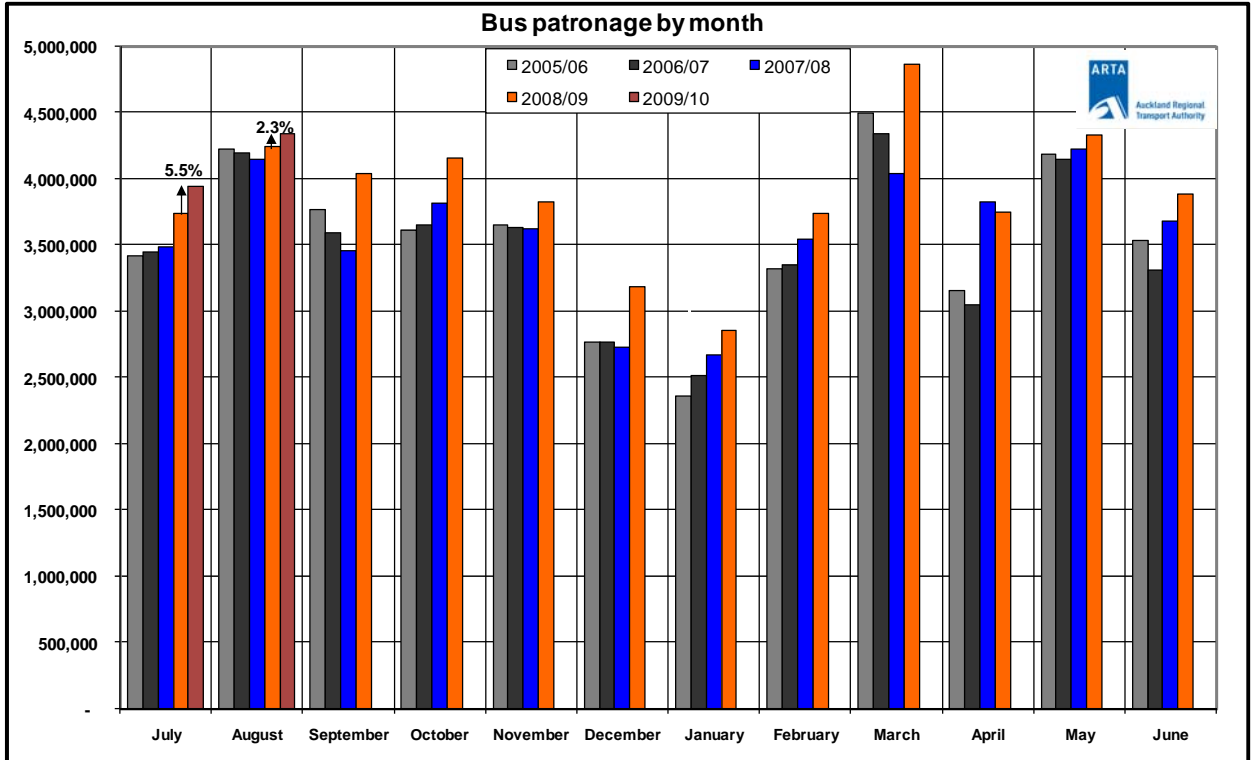


The Northern Express patronage grew by 18.5% or 24,165 boardings for August 2009 compared to August 2008. There have been over 1.5 million passengers recorded using the Northern Express over the last twelve months, an increase of 42.4% on the same period last year.



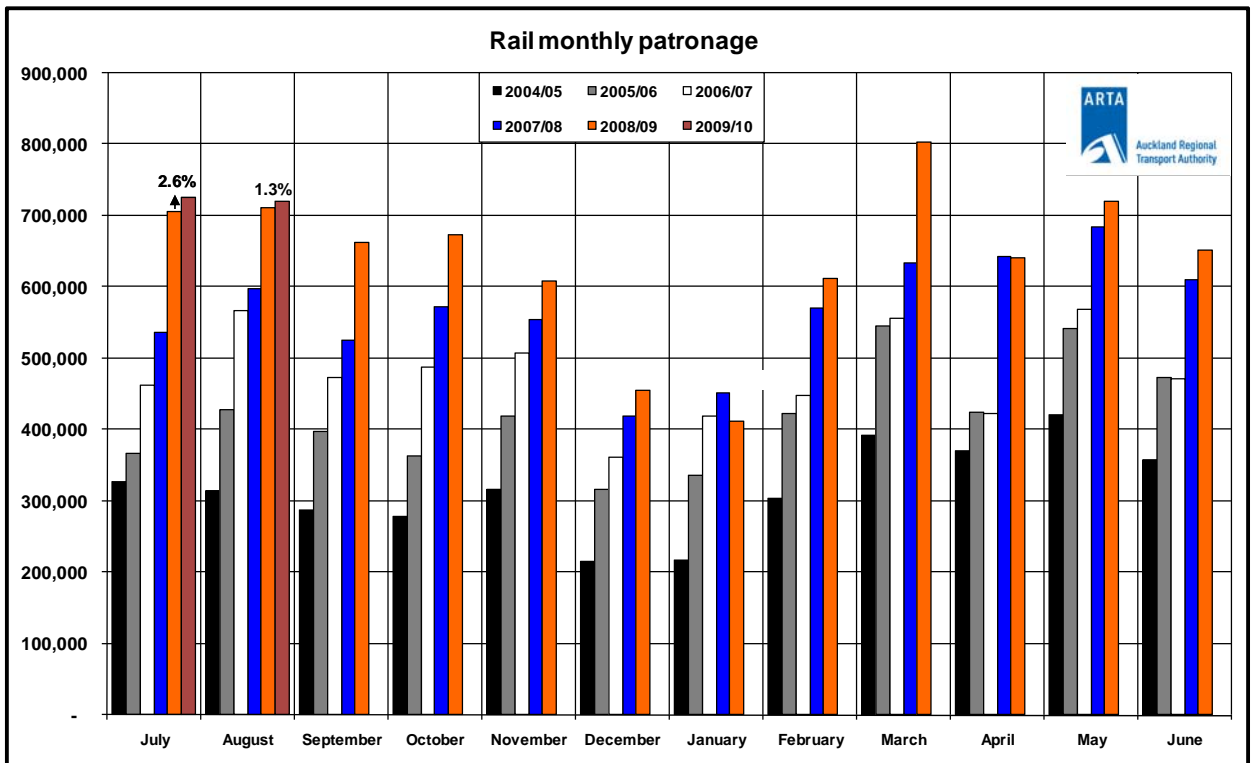
## Bus Patronage

Bus patronage is 2.3% (99,338 boardings) higher than last August. For the financial year to date (two months) bus patronage is 3.8% higher than the same two months in the previous financial year. There have been 46.9 million passengers recorded using bus services over the last 12 months, an increase of 7.6% on the same period last year.

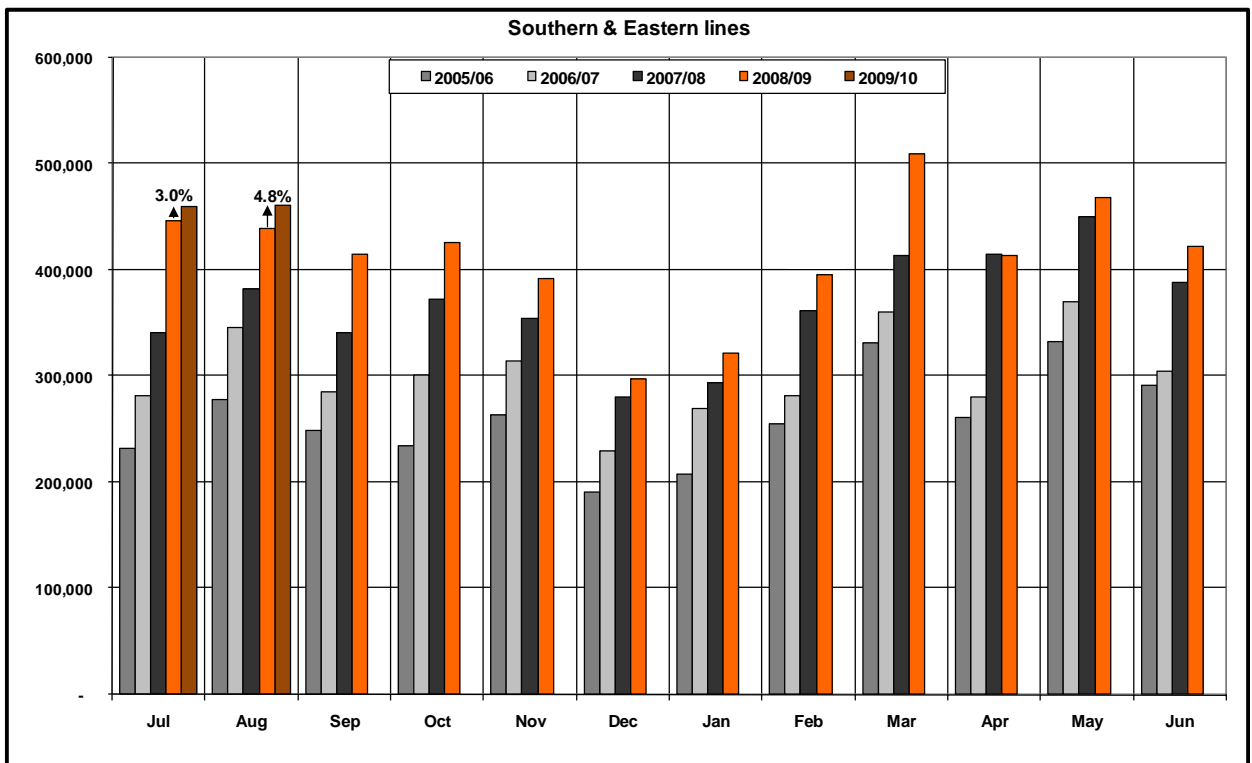


## Rail Patronage

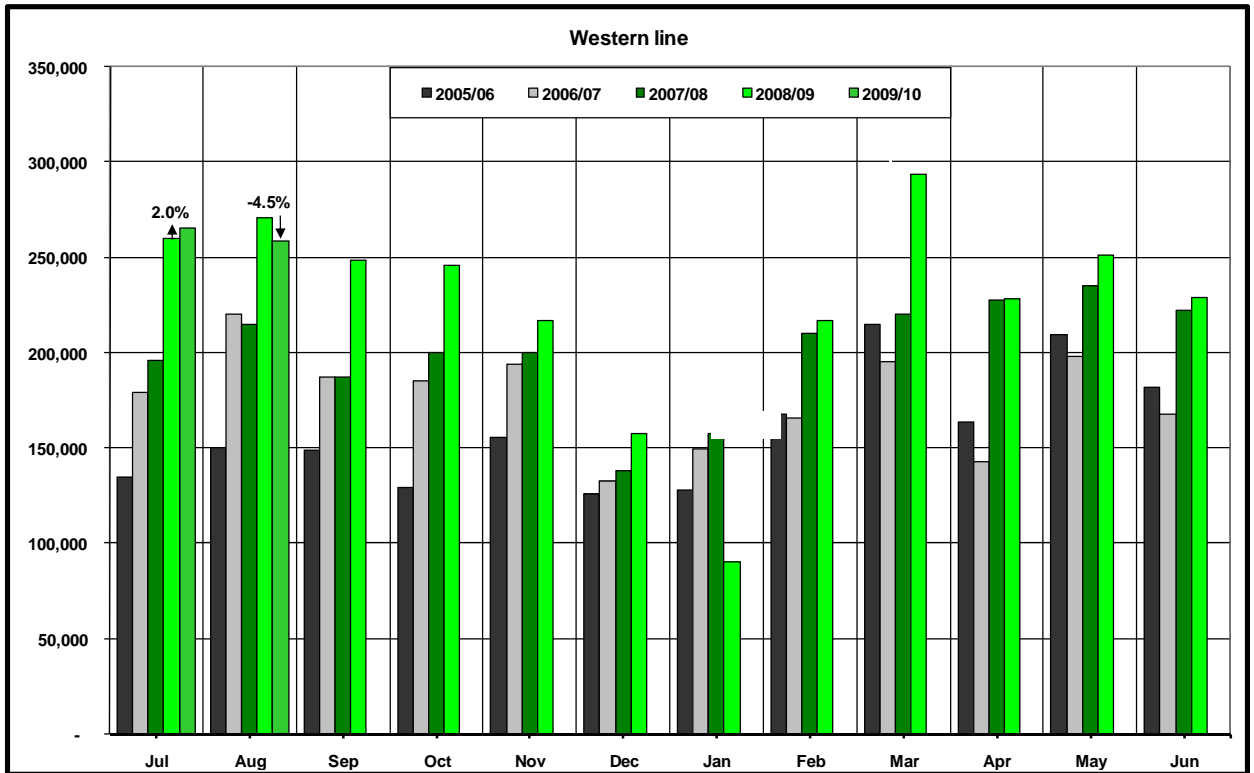
The number of passengers travelling by rail during August increased by 1.3% compared to the same month last year, with 719,000 journeys recorded in the month. For the year-to-date there have been 1.443 million passenger journeys made on rail, an increase of 1.95% compared to last year. The patronage for August last year included patrons travelling by train to and from the Bledisloe Cup test match at Eden Park, a game that was held in July this year. There were also weekend line blockages on the western and southern lines with consequential impacts on overall patronage. The poor punctuality and reliability performance due to numerous network faults (detailed below) also had an impact on the number of passengers choosing to travel by rail during the month.



Southern and eastern line services carried 461,000 passengers during August, an increase of 4.83% on the same month last year. For the year-to-date 0.920 million passengers have travelled on southern and eastern line train which is 3.91% more than the same period last year

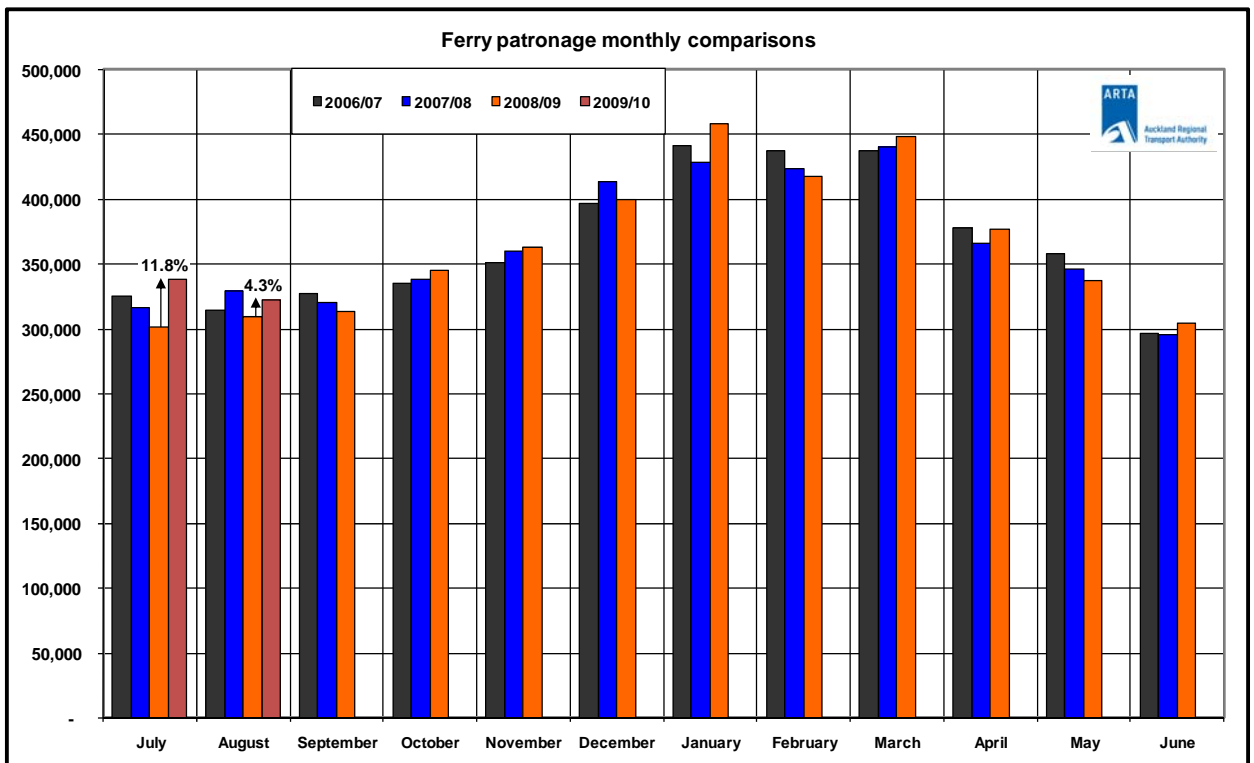


There was a decline in patronage recorded using western line trains during August compared to the same month last year. In part this can be attributed to the timing of the Bledisloe Cup match which boosted patronage in August last year. A line closure over the weekend of 1 and 2 August for construction work combined with the worst punctuality and reliability performance recorded for several months has impacted on passenger numbers on western line services. During August, 258,000 passengers travelled on western line services, 4.52% (12,000) fewer than the same month last year. For the year-to-date 0.523 million passengers have used western line services which is 1.31% less than the same period last year.



## Ferry Patronage

Ferry patronage for August is 4.3% higher (13,299 boardings) than last August





## 1.2. PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY

### Rail Service

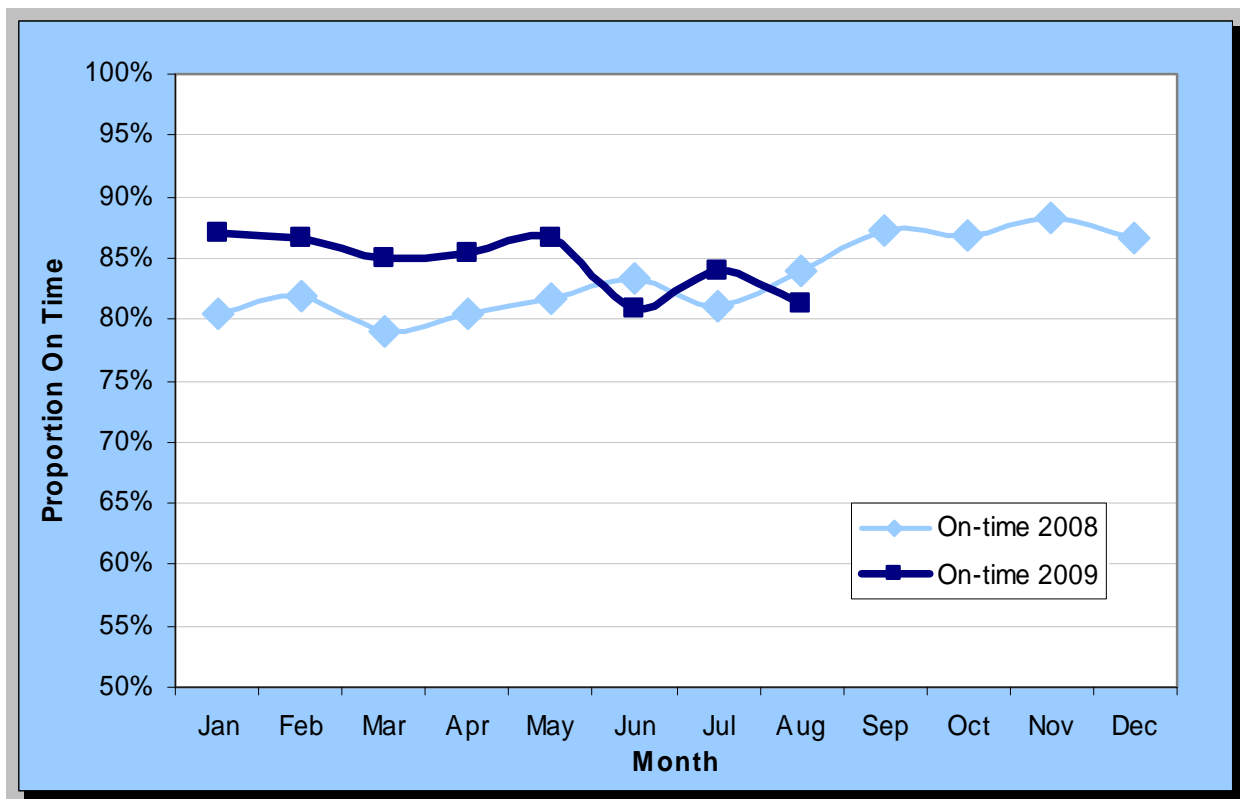
Performance during August was adversely affected by several major unrelated events, especially in the first week of the month. The performance was unable to recover from the impacts of these delays in the following weeks due to the impact on services that track protection measures, at western line work sites and at Wiri in association with track improvements for freight services, had on passenger services travelling through these sites. For the month, 81.2% of services operated on-time or within five minutes of their scheduled time, compared to 84.0% last month and 84.0% for August last year. The performance for the western line and the southern and eastern lines also recorded 81.2% punctuality during the month indicating that the contributing causes were equally spread across the network. If the first week of August is excluded, overall performance would have been 85.0%, similar to performance in July.

The following major incidents contributed to the level of delays recorded during August:

- Signal, points and track failures – In the early afternoon of 3 August, a telecommunications fault with network control in Wellington resulted in the signalling system from Waitakere to Westfield failing. At about the same time a power outage occurred at Westfield that affected the signalling through the Otahuhu area. Services on all lines were disrupted as a result of these faults from the early afternoon and the effects continued through to the evening peak due to crews and trains being out of position to commence their scheduled runs. On 5 August a broken rail was reported at Morningside in the early afternoon and western line services were suspended for a period of time. Buses replaced trains over the section while repairs were made. In the evening of the same day, a signal fault occurred in the Britomart tunnel which caused substantial disruptions to evening peak services on all lines. Late in the morning of 6 August a signal fault that occurred at Newmarket resulted in service disruptions, particularly on the southern and western lines, through to mid-afternoon. On 8 August a signal fault that occurred at New Lynn around midday caused delays to western line services for the remainder of the day. On the morning of 19 August non-peak services on all lines arriving and departing from Britomart were disrupted following a signalling error.
- Mechanical faults – There were three major train failures that impacted on the service performance during the month. On the morning of 3 August a train was disabled at Remuera which resulted in delays affecting mainly the southern line during the morning peak. Towards the end of the evening peak on 7 August, a train broke down in the Britomart tunnel that caused delays and cancellations to services on all lines. A fault that developed with a train in the early morning of 12 August resulted in delays to morning peak services on the southern and eastern lines.
- Other – A truck hit the Ellerslie overbridge in the early afternoon of 4 August resulting in a temporary suspension of services on the southern line while the bridge was checked for damage. Southern line trains were rerouted via the eastern line and alternative transport was arranged for the passengers directly affected.

While the incidents detailed above can be linked to delays and service cancellations affecting services on single days, track protection measures put in place through the various work sites on the Auckland network impacted on the service delivery for most days, and the cumulative effect of these measures had a significant impact on the performance during the month. In particular, the protection measures in place for the track upgrades at Wiri associated with the KiwiRail Metroport project, track work between Papakura and Pukekohe and upgrade work on the western line resulted in delays to multiple services on several days.

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



In August 97.5% of scheduled rail services reached their scheduled destination and were not cancelled, compared to 98.2% in July and 98.1% for August last year. More than half the service cancellations arose from signalling and track faults and these had a slightly greater impact on western line services, of which 96.9% reached their scheduled destination and were not cancelled (98.7% on July) compared to 97.9% of southern and eastern line services (98.6% in July).

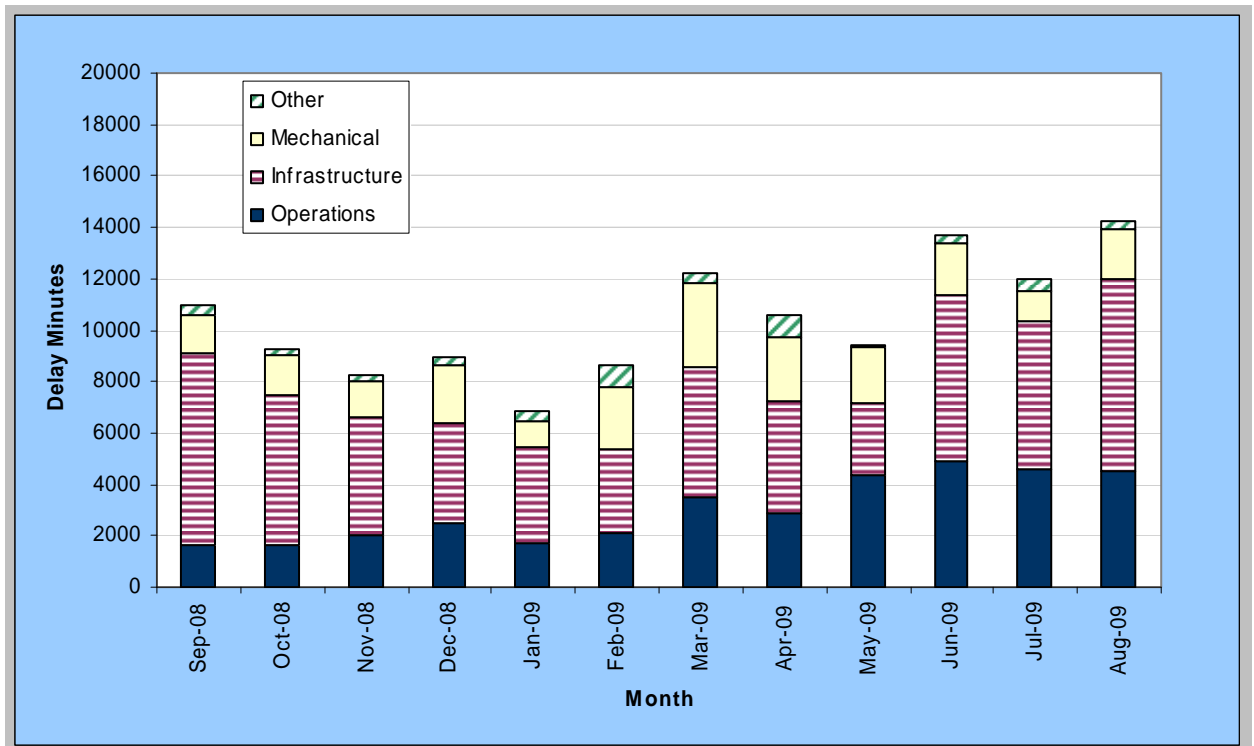
Bus replacements were in effect during the month as follows:

- The weekend of 1 and 2 August buses replaced trains on the entire western line and between Otahuhu and Britomart on the southern line to allow progress on various work sites on the western line including the shifting of the Clark/Rankin roundabout at New Lynn and on the Newmarket station upgrade;
- On the weekend of 8 and 9 August buses replaced trains on the southern line between Otahuhu and Britomart to continue the Newmarket upgrade including the demolition of part of the Remuera Road overbridge.

### Passenger Delay Minutes

Passenger delay minutes increased by 19% compared to July to 14,280 which is the highest level since July 2008. Delays due to infrastructure issues increased by 31% from July and made up 52.4% of the total delay minutes. The delay minutes due to operational incidents were at a similar level to July and can partially be attributed to the level of network failures causing higher than normal loadings when peak trains are cancelled and the passengers waiting for the cancelled train are required to ride on a following train that may already be full. Delays due to mechanical faults in August were higher than July, but at a similar level to previous months.

## Passenger Delay Minutes – Last Twelve Months



The following is a break-down of the infrastructure-related delay minutes for the month:

	Delay Minutes	Proportion
Network Control	482	6.4%
Signal/points failure	3,249	43.4%
Speed restrictions	1,510	20.2%
Track protection measures*	2,239	29.9%
<b>Total</b>	<b>7,480</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 August 2009, 99.65% of contracted service trips were operated (Reliability measure).

Service Punctuality for August 2009 was 99.13% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

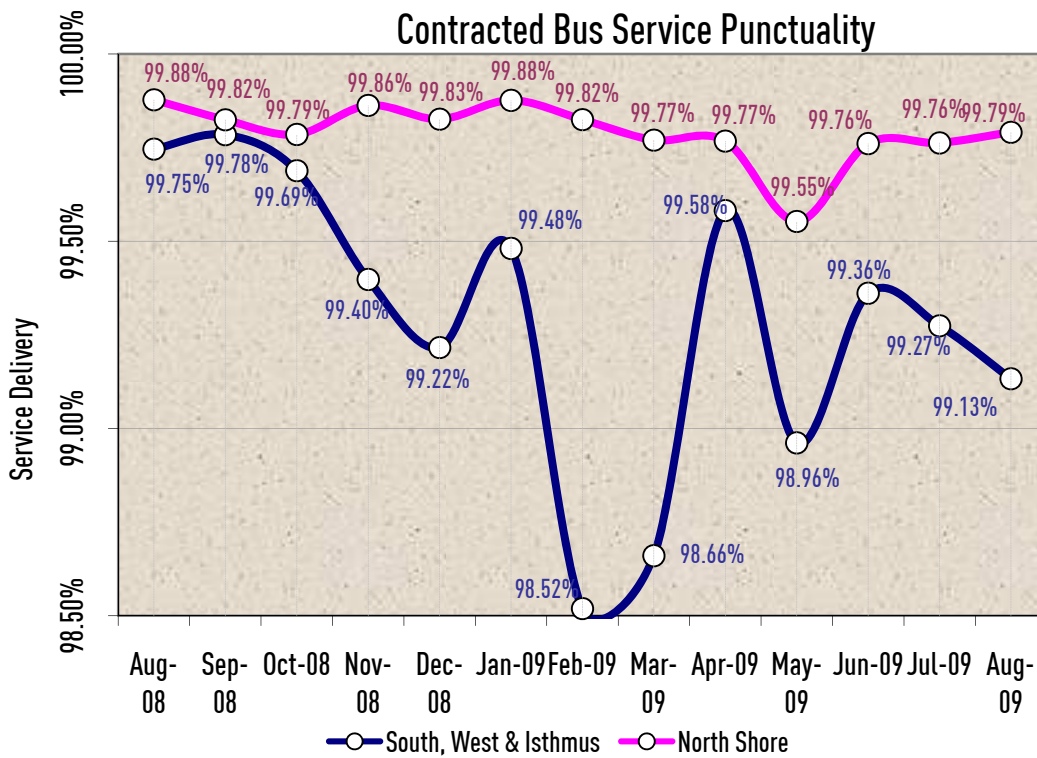
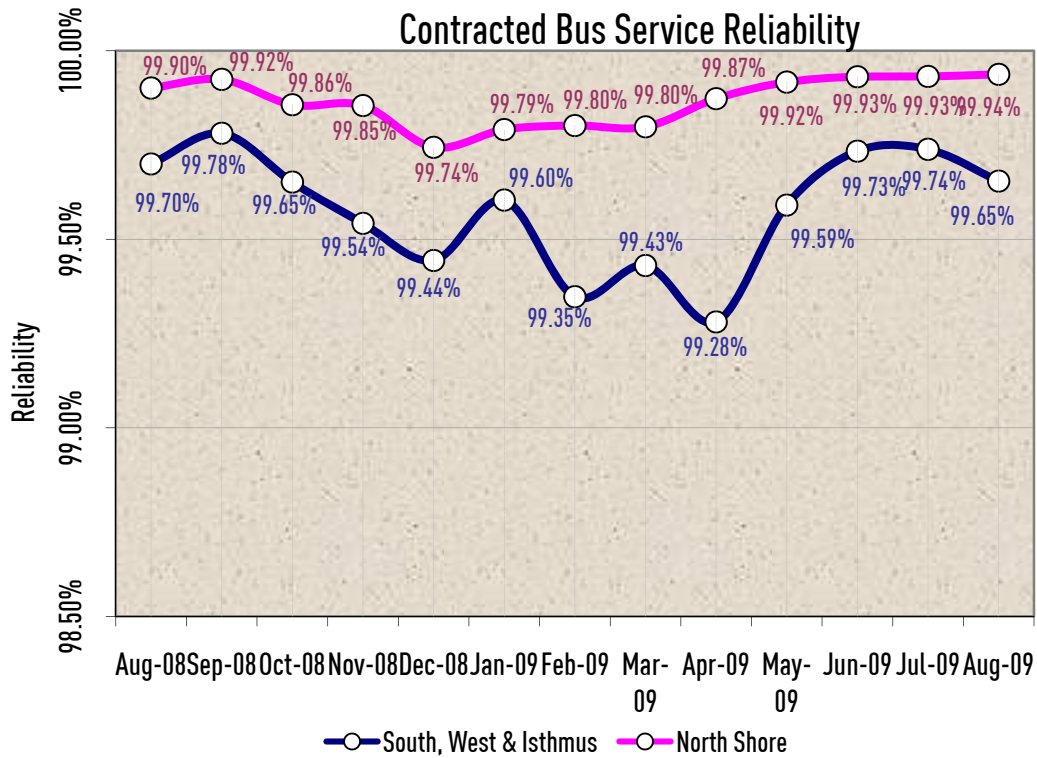
Service Punctuality and Reliability are self reported by the bus operators.

#### North Shore Contracted Bus Services

For August 2009, 99.94% of contracted service trips were operated (Reliability measure).

Service Punctuality for August 2009 was 99.79% 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. SERVICE DEVELOPMENT

#### 007 Service Changes

007 service changes were successfully implemented on 30 August. These included removing the service from Moa Road and Meola Road at Point Chevalier and removing the service from the Greenlane Clinical Centre at times when the service wasn't required there. These changes are designed to improve the reliability and punctuality of the service.

#### 1.4. MAJOR INFRASTRUCTURE WORKS

##### Central Connector

The Central Connector Project commenced construction on 8 April 2008.

Construction is underway in Park Rd between Grafton Bridge and Khyber Pass Rd, and Symonds St between Karangahape Rd and Waterloo Quadrant.

In July 2009 temporary bus stops were in use for three of the five outbound and two of the inbound bus stops on Symonds St and both of the stops in Park Rd near Auckland Hospital.

Work in Symonds St is currently focused on the western side of Symonds St between Karangahape Rd and Wellesley St overbridge and on the eastern side completing the Hub Canopy bus shelters for the bus stops S3, S4 and S5. Work in Park Rd continues between Grafton Bridge and Khyber Pass focused on both kerbing and completion of the Hub Canopy shelters.

The work and traffic management in Symonds St and Park Rd has been designed to minimise impact to public transport and traffic flows with larger lane reductions undertaken during the interpeak on weekdays or in the weekends.

Phase 1 of the Central Connector is due to open in October with the first bus services using the route and Grafton Bridge. Following completion of other infrastructure works along the route, further services will be added.

#### 1.5. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

##### Mt Smart Stadium: NRL Game, Warriors vs. Bulldogs, Sunday, 12 July 2009

Additional rail services were provided before and after this game on the southern line.

##### Eden Park: Bledisloe Cup All Blacks vs. Australia, Saturday, 18 July 2009

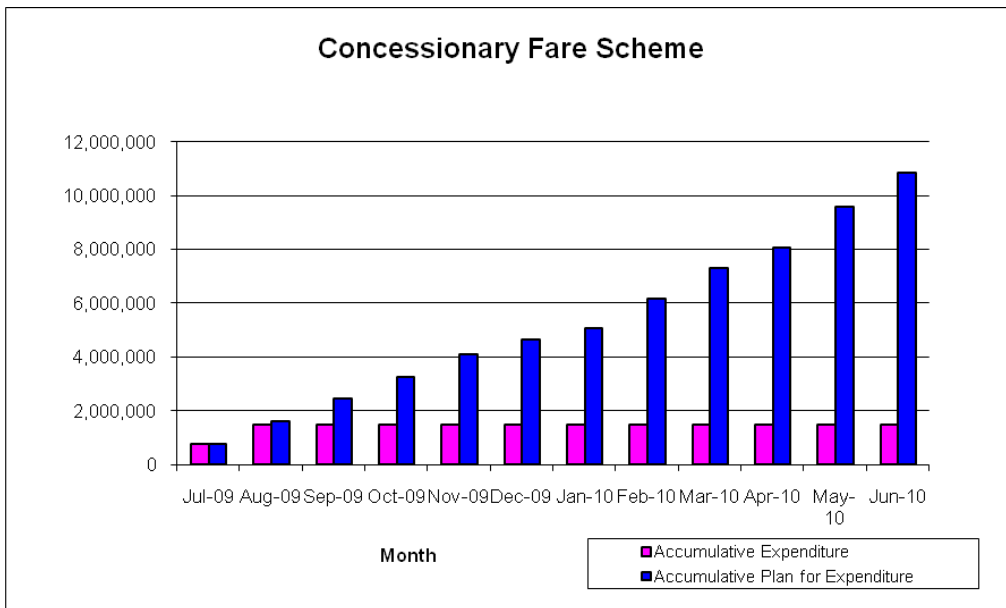
A passenger transport trial was undertaken at Eden Park in view of the planning for the Rugby World Cup in 2011. This was the third year of implementation for these services with some changes from the 2008 public transport services. The operation consisted of three major transport functions: Kingsland train station, the Midtown bus stop and North Shore bus stop (South Sandringham Road).

##### Mt Smart Stadium: NRL Game, Warriors vs. Dragons, Sunday, 26 July 2009

Additional rail services were provided before and after this game on the southern line. A total of 438 passenger trips were reported for the game.

#### 1.6. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

Expenditure for concessionary fare reimbursements is under budget for the two months ended August 2009. The expenditure is \$1,474,000 against a budget of \$1,589,000.

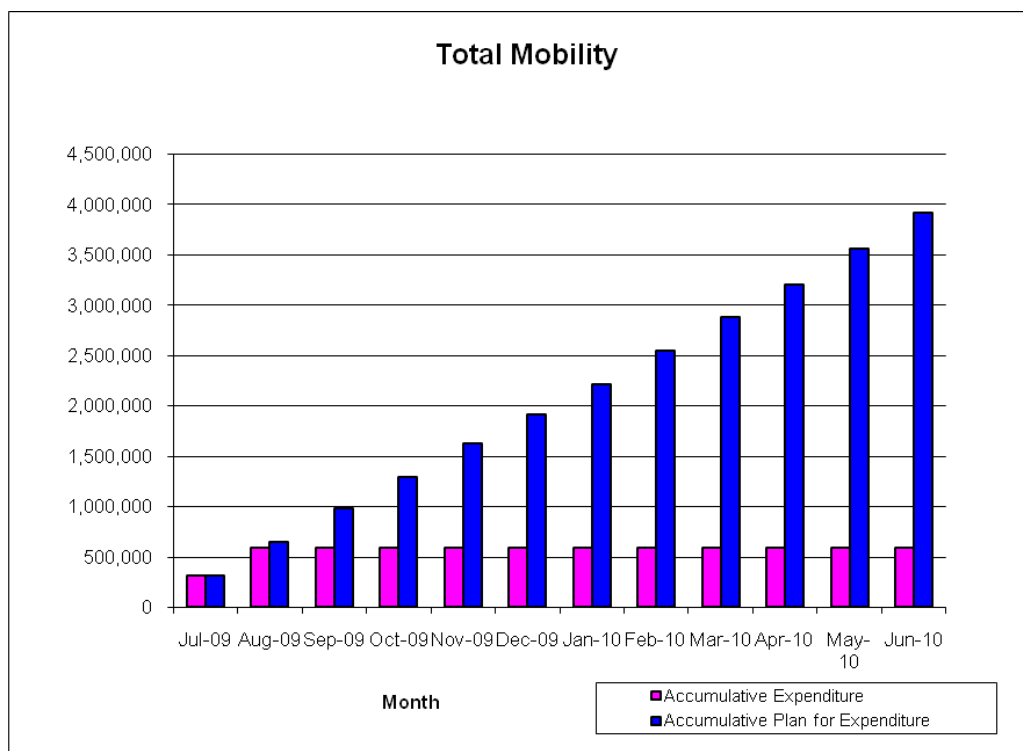


Expenditure for the SuperGold card is not included within this graph as it is funded 100% (for non-peak travel) by NZTA. The expenditure for SuperGold for the two months ended August 2009 is \$1,359,000.

#### 1.7. AUCKLAND TOTAL MOBILITY SCHEME

196 new Total Mobility applications were processed in August 2009 compared with 149 in May, 184 in June and 126 in July.

Expenditure for Total Mobility reimbursements is under budget for the two months ended August 2009. The expenditure is \$590,000 against a budget of \$645,000.



## 1.8. TRAVEL PLANNING

### **School Travel Planning**

The following schools launched their travel plans during August:

- Newton Central School
- Lynfield College
- Royal Oak Primary School

### **Walking School Buses (WSBs)**

Currently there are 285 WSB routes operating in the Auckland Region.

The “Men on the Move” campaign was launched. This campaign aims to increase the number of male WSB volunteers. The WSB featured on “The Politically Incorrect Parenting Show” (TV1), one of our sponsors AMI described it as one of the most positive pieces they had seen. WSB also featured on TV 1 News on Sunday, 9 August.

## **2 PROJECT DELIVERY**

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

#### **Renewals Projects**

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

The first twenty bogies were delivered into Dunedin on the 13 August 2009. This will allow the delivery of trainset 19 and the outstanding two SA cars for Trainset 18 by the end of September 2009. Trainset 20 is anticipated to be delivered in November 2009.

### **2.2. INFRASTRUCTURE DEVELOPMENT**

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

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

Ceilings are now complete on the Link Bridge and western platform canopy. All steelwork is now in place for the Remuera Rd station entry and all 4 escalators are in place between the concourse and platforms.

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

A price has been obtained from ONTRACK for its construction contractor to undertake the ARTA component of the physical works and it is intended that ARTA will engage ONTRACK to undertake the ARTA physical works on its behalf once the funding agreement is finalised in late September.

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

ONTRACK have begun construction of the new platform work with completion targeted in December 2009. Project completion, with new platforms open, is planned for June 2010.

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

ARTA will enter into agreements with ONTRACK and WCC for the enhanced TOC2 rail and bus interchange in mid-September and construction works will commence immediately following this. Overall project construction is ahead of schedule. Project completion date is anticipated for late August early September 2010.

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

- **Tamaki Drive**

Discussions between ARTA and KiwiRail continue with a view to identify the optimum use of the site for both passenger and freight train demands.

- **Western Line Site Railside Avenue**

A professional services contract for the detail design and construction management of the Railside Avenue site to stable trains has been let. The target completion date for stage one is early March 2010.

### **2.3. FERRY TERMINAL UPGRADES**

#### **Bayswater**

ARTA will be reviewing PT and ferry operations at the marina to assess and review options.



## **Birkenhead**

The building consent approval for the project is expected by the end of October 2009.

Concrete repair works for the Birkenhead wharf are on target for completion late September 2009. The final inspection is scheduled for the last week of September 2009

Main Construction works have been advertised for tender and work is scheduled to commence in the first week of November 2009 with estimated project completion late March 2010.

## **2.4. NETWORK DEVELOPMENT**

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

Detailed design for Onehunga station platform is complete. Design of access to platforms is progressing in conjunction with Auckland Regional Council (ARC). Consenting is progressing well with good engagement with the consenting agencies. The Consent submission application to Auckland City Council (ACC) is anticipated to be lodged at the end of September. Further design work for the Park and Ride and bus interchange facilities at Onehunga Station is progressing.

ONTRACK have commenced construction work on Penrose and Te Papapa stations.

An Onehunga Branch Line reopening public information evening was held in August. A presentation was made to the ARC Transport Committee in late August and presentations to the ACC Transport Committee and Community Board are scheduled for early October.

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

ONTRACK expect to have contractors on site during September preparing to make a start of piling the rail station walls between Davies Avenue and Lambie Drive.

A joint consenting strategy is being developed by ARTA, Manukau City Council and ONTRACK and all parties are progressing the detailed design and consenting phases of the rail and bus interchange in conjunction with the Manukau Institute of Technology.

### **Ferry Terminal Developments**

- **Half Moon Bay**

Recent developments between the Bucklands Beach Yacht Club (BBYC), Fullers and ARTA have indicated that alternative options for development of the ferry terminal may be possible.

Mooring Piles – Works are progressing well towards completing additional mooring piles by late October / early November 2009.

- **Hobsonville**

The ARTA base case design and estimate for the Ferry Terminal were issued to Hobsonville Land Company in late August 2009. Discussion will take place over the coming weeks with regard to operation and maintenance of the proposed new facility.

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

Detailed design for the pedestrian rail underpass between platforms has now commenced. The station upgrade works, which also include Eden Park side platform widening, will be commissioned during September.

Joint design meetings are now being held with ARTA, ACC, ONTRACK and utility providers to align programmes to minimise disturbance

Construction of the underpass will be commencing during the Christmas line closure with commencement of platform construction in early 2010.

## 2.5. REAL TIME PASSENGER INFORMATION SYSTEMS (RTPIS)

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

The rollout of the RTPIS regional expansion program has to date provided real time passenger information at 159 additional bus stops located throughout the region

A total of 23 additional requests have been approved and to date 10 are installed, site works are progressing at 7 sites and another 5 sites are being evaluated and the associated site works scoped and costed.

Double sided VPIDs have been requested by NSCC for the Takapuna Transport Centre and Browns Bay shopping centre bus stops, these have been ordered from Sigtec Pty Ltd and are due to arrive by 30 October 2009.

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

The procurement of Type-2 solar powered signs for installation at selected bus stops throughout the region has been deferred until the completion of the multi-modal passenger information system (MMPIS) selected process. The RFP for the MMPIS closes on 21 September 2009 with system and supplier selection due to be completed by mid October.

## 2.6. ASSET MANAGEMENT

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

Good progress is continuing to be made on the renewal works. Noise and traffic disruption issues are being managed well with stakeholders. This has resulted in hydro-demolition works having to be stopped during low tides that coincide with the 12 – 2pm lunchtime period, as restaurants in the near vicinity have reported complaints from customers. ARTA is working with the contractor on methodologies that mitigate the impact on the contract programme.

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

Resource consent approval was obtained during August. As a result the procurement process for construction of the additional layover berths has commenced and construction is planned to commence during September.

### **Half Moon Bay Vehicular Terminal Access Arrangements**

ARTA has been successful in executing new access arrangements with Ryan Shipping Ltd. This agreement, together with the installation of new layover mooring berths, will help facilitate much improved operations at the facility.

### 3 STRATEGY AND PLANNING

#### 3.1. STRATEGIC TRANSPORT PLANNING

The CBD Rail Loop project led by ARTA and KiwiRail to identify and protect the alignment of the proposed rail tunnel and stations from Britomart to the Western Line began. Stakeholder workshops will be held in early September. This phase of the project will be concluded in December 2010 with the preparation of Notice of Requirement documentation.

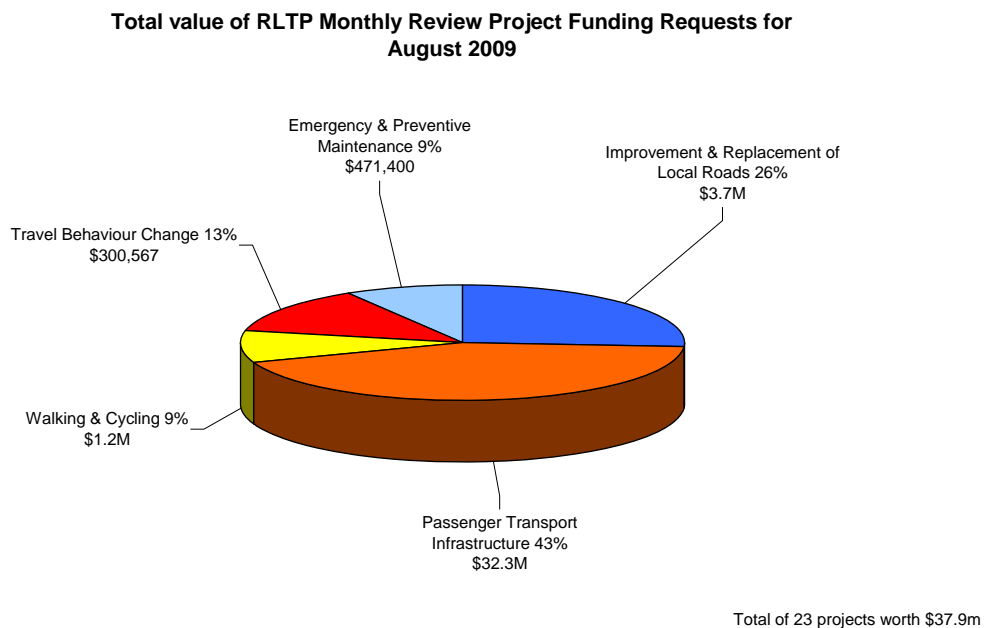
#### 3.2. PLANNING AND PROGRAMMING

##### 2009/2012 Auckland Regional Land Transport Programme (RLTP)

During the August monthly review, 23 funding applications totalling \$37,931,290 were submitted to ARTA for consideration.

ARTA recommended all but one of the applications for approval to NZTA. Of these, 13 applications worth \$34,209,040 were approved for funding and the remaining 10 projects worth \$3,722,250 have been deferred by NZTA for further information.

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. August LTP Review, ARTA processed.**

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

Regional Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
August 2009							
ACC	2009/10 Shared Streets Feasibility Study	Application seeks funding approval for a study that will confirm the suitability of identified streets for shared spaces.	Travel Behaviour Change	Study	\$95,000	Deferred by ARTA until a variation to the 2009/12 RL TP has been considered.	Deferred by NZTA until a variation to the 2009/12 RL TP has been progressed.
ARTA	ARTA Activity Management Plan	Covers funding for ARTA's preparation of an activity management plan.	PT Infrastructure	Study	\$152,250	Recommended	Pending decision by the General Manager Regional Planning and Programming.
ARTA	Avondale Rail Station	Construction of the upgrade at the Avondale Rail Station.	PT Infrastructure	Construction	\$1,520,000	Recommended	Approved.
ARTA	Corridor and Sector Studies	Major studies which recommend mode, route and timing for key links in the future regional transport network.	PT Infrastructure	Study	\$562,963	Recommended	Deferred by NZTA for further information on the terms of reference.
ARTA	Grafton Rail Station	Funding approval for Grafton Rail Station which will be ready for construction in late 2009.	PT Infrastructure	Construction	\$4,621,000	Recommended	Approved.
ARTA	Kingsland Station Enhancements for RWC	Design and construction of Kingsland station enhancements for the Rugby World Cup 2011.	PT Infrastructure	Construction	\$6,018,000	Recommended	Approved.
ARTA	Manukau City Rail Link - ARTA	Detailed design and consents for Manukau Rail Station.	PT Infrastructure	Design	\$1,400,000	Recommended	Approved.
ARTA	New Lynn Rail Station	Construction of the New Lynn rail station.	PT Infrastructure	Construction	\$13,858,000	Recommended	Approved.
ARTA	Transport Social Inequalities Research.	Study to contribute to developing the Road Safety Technical Paper for the revised Regional Land Transport Strategy.	Travel Behaviour Change	Study	\$94,797	Recommended	Declined as it has not been funded in the National Land Transport Programmes.
ARTA	Ferry Investigations 2009/10	Application will scope, cost and evaluate planned improvements for Downtown, Half Moon Bay, and Hobsonville Wharf.	PT Infrastructure	Investigation	\$325,000	Recommended	Approved.
ARTA	Onehunga Branch stations (DART 19)	Construction of Onehunga station.	PT Infrastructure	Construction	\$3,690,000	Recommended	Approved.
ARTA	Rail Investigation 2009/10	Funding requested to carry out operational modelling of the proposed regional rail development plan.	PT Infrastructure	Investigation	\$150,000	Recommended	Approved.
ARTA	Regional Traffic Signal Optimisation Study	Study is part of a series of studies recommended by the Regional Arterial Road Plan (RARP).	Travel Behaviour Change	Study	\$110,770	Recommended	Pending decision by the General Manager Regional Planning and Programming.
MCC	Cycle Routes 2008/09 (Chapel Road: Aspiring to Ormiston)	Aims to increase the proportion and safety of cycling trips on Chapel Rd in Flat Bush which forms part of the regional cycle network in Manukau City.	Walking and Cycling	Construction	\$432,335	Recommended	Approved
MCC	Cycle Routes 2008/09 (GSR: Manukau Super Clinic - Hill Rd)	Proposes on road cycle lanes along both sides of Great South Road between Manukau Super Clinic and Hill Road.	Walking and Cycling	Construction	\$743,305	Recommended	Approved
NSCC	2009/10 Long Bay - Network Improvement Study	Feasibility report covering the local road network surrounding the Long Bay development.	Improvement & Replacement of Local Roads	Study	\$415,000	Recommended	Deferred by NZTA until a variation to the 2009/12 RL TP has been considered.
NSCC	Pavement Reconstruction Don McKinnon Drive	Reconstruction of the Don McKinnon Dr/Mercari Way roundabout as the bearing capacity of the existing granular pavement appears insufficient.	Improvement & Replacement of Local Roads	Construction	\$980,000	Recommended	Approved
RDC	E/W- 26 June to 12 July 2009 Storm Damage.	Emergency response and permanent reinstatement of the pavement structure.	Maintenance	Construction	\$413,400	Recommended	Approved.
RDC	09 Waitakere No 4 bridge	The bridge was assessed as structurally inadequate, and requires replacement with immediate effect.	Improvement & Replacement of Local Roads	Construction	\$880,000	Recommended	Pending decision by Regional Director
WCC	E/W July - Tram Valley Road Flooding.	Funding covers the cost of Initial response after flooding.	Maintenance	Construction	\$58,000	Recommended	Approved.
WCC	Advance Direction Signs - Physical Works	Project involves the roll out of a multi-year programme of advanced direction signs on major arterial routes.	Improvement & Replacement of Local Roads	Construction	\$448,170	Recommended	Deferred by NZTA until WCC have confirmed the reassessment and reprioritisation of its activities within the group list.
WCC	Candia Road CRS Project	The project involves implementation of safety improvement works identified from the crash reduction study along Candia Road.	Improvement & Replacement of Local Roads	Construction	\$762,300	Recommended	Pending decision by Regional Director
WCC	Piha Road CRS Project	The project involves implementation of safety improvement works identified from the crash reduction study along Piha Road.	Improvement & Replacement of Local Roads	Construction	\$201,000	Recommended	Deferred pending further information from WCC on the project.
	<b>Total New Schemes Approved for Funding</b>				<b>\$37,931,290</b>		

### 3.3. 2009/2012 REGIONAL LAND TRANSPORT PROGRAMME

The focus during August was to maintain a smooth approval process in light of proposed major changes to the evaluation of the future programme. These changes will become clearer once NZTA release the amended Planning, Programming and Funding Manual (PPFM) later in September.

All local authorities were advised to maintain their budgets within the 2008/09 spend limit advised by NZTA for maintenance, renewals and community programmes. Other improvement activities would be able to be put forward for review and gain approval but they continue to be subject to being included in the future NLTP. The national launch of the NLTP was 27 August. Considerable analysis of the NLTP allocations against the bids for funding in the RLTP has taken place.

### 3.4. WALKING AND CYCLING COORDINATION

A second meeting with local council and NZTA officers was held in August to progress the review of the Regional Cycle Network. The extent of the additions and the deletions planned by these organisations are minor and will not impact on the integrity of the original network. An indicative time band, in line with the 3 year National Land Transport Programme, has been established. ARTA is preparing a new regional cycle network map.

Negotiations continue with local councils and NZTA on the installation of continuous cycle counting equipment in the region. Potential site locations have been explored and identified.

ARTA has been considering the impact of the National Land Transport Programme 2009 – 2012 on walking and cycling in the region. The amount allocated to the region was substantially less than the \$59.9m requested hence many of the projects submitted to the RLTP are unlikely to be funded.

### 3.5. REGIONAL ROAD SAFETY COORDINATION

The final draft of the Regional Road Safety Plan 2009-12 was completed and printed. The launch was at the end of August.

The RoadSafe Auckland website was revised and brought up to date with the new Regional Road Safety Plan priorities 2009-12.

Regional Road Deaths at 31 August 2009 compared with 31 August 2008.

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
<b>Aug 09</b>	10	5	14	9	9	1	11	59
<b>Aug 08</b>	5	4	3	5	16	1	6	40

The annual regional road toll to August 2009 was 59, nineteen more deaths than at the same time in 2008. The number of fatalities for the month of August 2009 (4) was one more than that for August 2008 (3).

## 4 MARKETING AND COMMUNICATIONS

### 4.1. MARKETING AND CUSTOMER INFORMATION CHANNELS

#### New Developments – August 2009

##### Service Performance Reviews and Consultations

A total of 270 responses were received regarding the proposal to change the bus service network in Henderson, Lincoln Road, Massey, Westgate, Hobsonville, Helensville and surrounding areas. Additional information is being collected from the Herald Island and Whenuapai communities about proposed bus service withdrawals in the area.

Consultation regarding services to use the Central Connector has now closed. 60 responses were received and feedback is currently being assessed. At this stage the LINK is the only service which will reroute via Grafton Bridge from 5 October. The service changes took effect on 30 August.

##### 007 Service Changes Implementation

The 007 service alterations were communicated to customers via posters on buses and service updates on the MAXX website. Consultation was undertaken with Auckland District Health Board (ADHB) at Greenlane in early August. Following the consultation, customised hospital information was delivered to ADHB.

##### Special Event Transport Promotions

Travel to Eden Park by train for Air New Zealand Cup matches in August was promoted by posters, websites and e-tickets. Patronage results for these games were:

8 August vs Canterbury: 1,868 additional train journeys (14.8% of crowd)

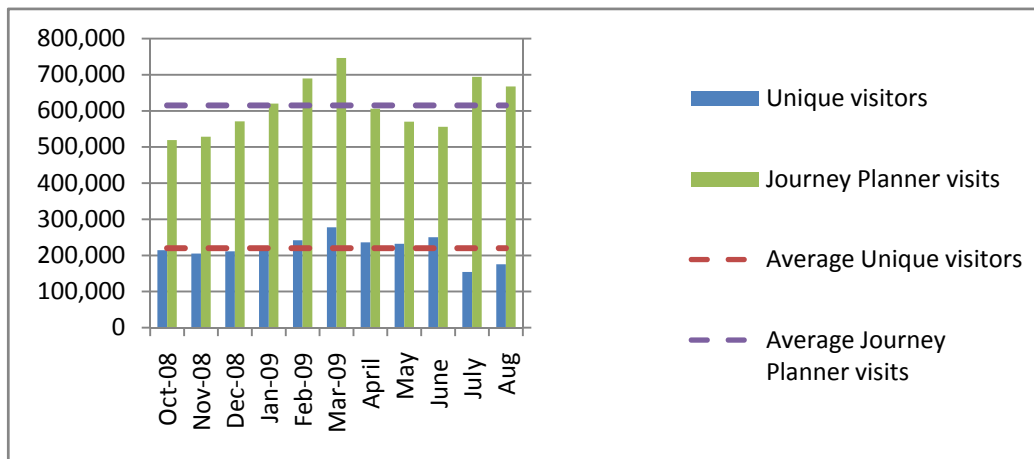
30 August vs Bay of Plenty: 1,114 additional train journeys (10.2% of crowd)

### CUSTOMER INFORMATION CHANNELS

#### MAXX website statistics – August 2009

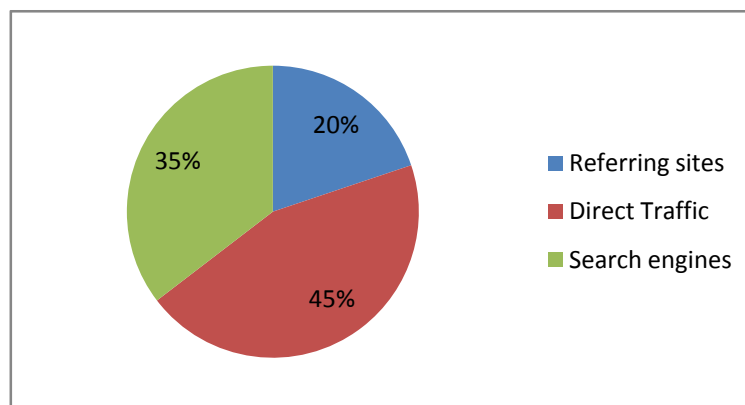
Journey planner visits	667,443 Previous month: <b>694,046</b> (-3.8%) Average since Oct 2008: 676,818 (-1.3%)
Unique visitors	175,200 Previous month: <b>154,355</b> (+14%) Average since Oct 2008: 224,523 (-21%)
Visitors	310,421 Previous month <b>310,625</b> (-0.06%) Average since Oct 2008: 415,558 (-25%)

\*A website outage on Saturday 29 August impacted the monthly statistics



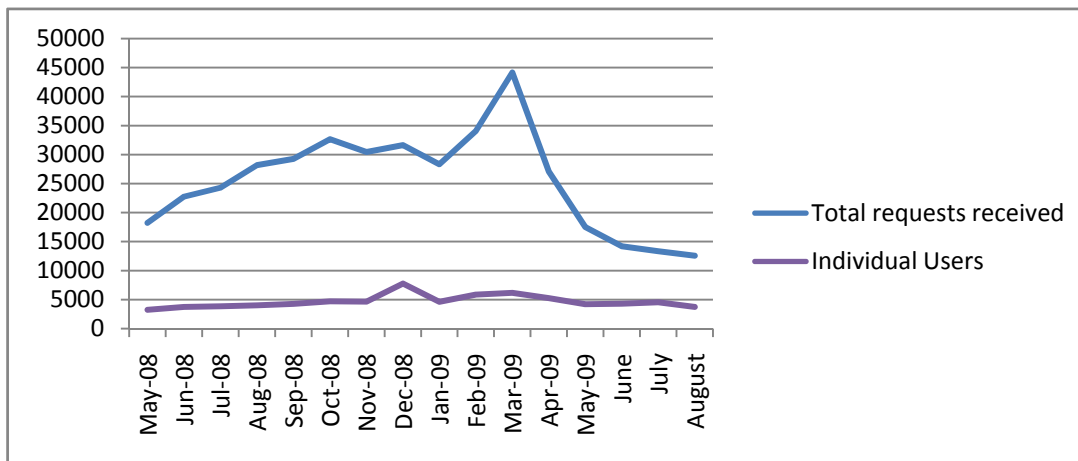
Most active hour of the day	4.00pm
Most active day of the week	Monday
Most popular pages	1.Plan a journey 2.Journey Map 3.Home Page 4.Journey Planner- route diagram
Average Time on site	7 minutes 14 seconds
Average page views	5.07 pages

### Website Traffic Flow – August 2009



### MAXX SMS service – August 2009

Total requests received	12,565 - 5.8% on July 09 (13,342)
Individual users	3,761 - 17.1% decrease on July 09 (4,541)



### MAXX Contact Centre - August 2009

	2009/2010	2008/2009	Change PY
CALLS OFFERED	48775	54773	-10.95%
CALLS ANSWERED	46920	53333	-12.02%
CALLS ABANDONED	1595	1192	33.81%
AVERAGE QUEUE LENGTH (secs)	12	11	9.09%
AVERAGE CALL LENGTH (secs)	118	126	-6.35%
AVERAGE HANDLE TIME (secs)	127	135	-5.93%
LONGEST QUEUE TIME (mm:ss)	6:28	8:21	-22.55%
EMAILS OFFERED	441	413	6.78%
AVERAGE EMAIL WAIT (hh:mm)	5:22	12:01	-55.37%
BRITOMART VISITS	10631	9289	14.45%

- PY = Previous Year
- The longest queue time occurred on 31 August between 16:00 and 16:15 due to having 16 calls in the queue and 6 staff rostered with 2 on breaks
- On Saturday, 1 August, the ARC Contact Centre's phone system went down at 9:50 and was brought back online at 16:10. This resulted in 700 less calls (-50%) being handled than expected
- On Saturday, 29 August, the MAXX website was unavailable and this is estimated to have added over 600 calls to the call volume on that day

### Key Performance Indicators

	2009/2010	2008/2009	Change
GRADE OF SERVICE	80.01%	82.97%	-3.57%
ABANDON RATE	3.27%	2.18%	50.00%
EMAIL GRADE OF SERVICE	100%	98.55%	1.47%



## 4.2. MEDIA AND COMMUNICATIONS

### Media Releases – August 2009

#### **Auckland's rail upgrade continues**

Bus replacements will be in place on the Southern line, between Otahuhu and Britomart (via Newmarket South and Ellerslie) on Saturday, 8 and Sunday, 9 August.

#### **Ride the train to Air New Zealand Cup games for free**

Rugby fans supporting Auckland in their quest to win one of the most fiercely contested domestic titles, the Air New Zealand Cup, when it flies into action this Saturday, 8 August, can get a free train ride to home games with MAXX.

#### **Aucklanders say more public transport please**

Annual public transport figures for the 2008/09 year, released today by the Auckland Regional Transport Authority (ARTA) show Aucklanders are continuing to take to public transport. The figures were released at the same time that a survey on customer satisfaction was completed for ARTA by research company, Gravitas. The survey compared levels of satisfaction between October 2007/May 2008 and October 2008/May 2009.

#### **Community input sought on proposed bus routes for Massey, Hobsonville and Helensville**

The Auckland Regional Transport Authority (ARTA) is seeking community input on a proposed new simplified network of bus services for the Massey, Hobsonville and Helensville area.

#### **Catch the train to Eden Park for free**

Air New Zealand Cup action continues this weekend, as Auckland take on the Bay of Plenty at Eden Park. The match kicks-off on Sunday, 30 August at 2.35pm, and fans that are going to the game can catch the train there and back for free, simply by showing their pre-purchased game ticket or Eden Park membership card.

#### **TravelWise Schools in Auckland celebrate sustainable transport initiatives**

The Auckland Regional Transport Authority (ARTA) has invited schools from around the region to gather together to celebrate and share sustainable transport initiatives implemented as part of their school TravelWise Travel Plans at the annual TravelWise seminar in Auckland tomorrow.

#### **Regional Road Safety Plan adopts a 'Vision Zero' approach for Aucklanders**

One person is killed every five days on roads in the Auckland region, with a further eight people seriously injured. The Auckland Regional Transport Authority (ARTA) and RoadSafe Auckland have today launched the Regional Road Safety Plan 2009-2012 making a number of recommendations for creating a safer transport system with a long-term vision to reduce the number of fatal or serious road crashes to zero.

## 5 CORPORATE SERVICES

### 5.1. FINANCIAL REPORTS

<b>Auckland Regional Transport Authority</b>							
<b>INCOME STATEMENT</b>							
NZD '000	MONTH			YEAR END			FULL YEAR
	Budget	Actual	Variance Fav/(Unfav)	Budget	Actual	Variance Fav/(Unfav)	Budget
<b>August-09</b>							
<b>OPERATING REVENUE</b>							
ARC Opex Grants	8,251	7,464	(787)	16,243	14,922	(1,321)	102,393
NZTA Opex Grants	10,492	9,102	(1,390)	20,586	18,187	(2,399)	132,757
Other Grants and Subsidies	155	111	(44)	310	221	(89)	1,842
Rail Fare Revenue	1,827	1,675	(152)	3,643	3,399	(244)	19,957
Bus Fare Revenue	423	643	220	847	1,127	280	5,004
Ferry Wharf Revenue	163	217	54	326	423	97	2,054
Other Sundry Operating Income	8	5	(3)	17	29	12	12
<b>Total Operating Revenue</b>	<b>21,319</b>	<b>19,217</b>	<b>(2,102)</b>	<b>41,972</b>	<b>38,308</b>	<b>(3,664)</b>	<b>264,019</b>
<b>OPERATING EXPENDITURE</b>							
Human Resource	1,222	983	239	2,428	2,057	371	14,654
Prof Services - Project Delivery	186	96	90	321	123	198	2,147
Prof Services - Customer Services	791	672	119	1,530	1,088	442	10,393
Prof Services - Others	254	93	161	491	141	350	3,413
Support Services	230	229	1	460	458	2	2,766
Materials	14	11	3	23	25	(2)	345
Printing and Office Supplies	166	92	74	324	157	167	1,757
Repairs and Maintenance	81	114	(33)	162	188	(26)	961
Communications	32	16	16	56	30	26	386
Information Systems	105	70	35	209	93	116	1,378
Bus Contract	11,319	10,373	946	22,168	20,753	1,415	133,365
Rail Contract	6,196	5,581	615	12,343	11,496	847	81,935
Ferry Contract	498	488	10	996	976	20	6,020
Security	27	48	(21)	54	76	(22)	325
Advertising and Promotion	78	44	34	189	103	86	1,360
Other Expenditure	(3)	(69)	66	(289)	(118)	(171)	(79)
Depreciation	1,642	1,449	193	3,464	3,299	165	19,932
Investigations Expenditure	136	4	132	218	41	177	2,809
<b>Total Operating Expenditure</b>	<b>22,974</b>	<b>20,294</b>	<b>2,680</b>	<b>45,147</b>	<b>40,986</b>	<b>4,161</b>	<b>283,867</b>
<b>Net Operating Surplus/(Deficit)</b>	<b>(1,655)</b>	<b>(1,077)</b>	<b>578</b>	<b>(3,175)</b>	<b>(2,678)</b>	<b>497</b>	<b>(19,848)</b>

## Statement of Financial Position

As at 31 August 2009

	ARTA					ARTA			
	Jun-09 \$000s	Aug-09 \$000s	Jul-09 \$000s	Movement \$000s		Jun-09 \$000s	Aug-09 \$000s	Jul-09 \$000s	Movement \$000s
<b>Liabilities</b>					<b>Assets</b>				
<b>Current Liabilities</b>					<b>Current assets</b>				
Trade payables	7,036	4,276	9,136	(4,860)	Cash and cash equivalents	105	171	101	70
GST payable	0	96	0	96	Trade receivables	554	173	208	(35)
Employee benefit liabilities	1,025	808	770	38	GST receivable	494	0	1,400	(1,400)
Income in advance	59	9,683	4,134	5,549	Accrued income	13,335	17,193	14,934	2,259
Accrued expenditure	31,421	34,302	23,094	11,208	Prepayments	0	2,838	4,979	(2,141)
Transport grants payable	19,819	18,145	19,224	(1,079)	Inventories	5,126	5,132	4,998	134
<b>Total current liabilities</b>	<b>59,360</b>	<b>67,310</b>	<b>56,358</b>	<b>10,952</b>	<b>Related party receivables</b>				
<b>Non-current Liabilities</b>					Operating account	28,975	33,152	19,786	13,367
Transport grants payable	1,152	1,152	1,152	(0)	Transport grants	19,819	18,145	19,224	(1,079)
Deferred tax	5,375	5,375	5,375	(0)	<b>Total current assets</b>	<b>68,408</b>	<b>76,804</b>	<b>65,630</b>	<b>11,174</b>
<b>Total non-current Liabilities</b>	<b>6,527</b>	<b>6,527</b>	<b>6,527</b>	<b>(0)</b>	<b>Non-current assets</b>				
<b>Total liabilities</b>	<b>65,886</b>	<b>73,836</b>	<b>62,885</b>	<b>10,952</b>	Property, plant & equipment	240,381	252,114	244,496	7,618
<b>Equity</b>					Intangible assets	21,896	21,836	21,866	(30)
Accumulated funds	4,265	4,819	4,614	206	<b>Related party receivables</b>				
Capital grants reserve	261,685	273,250	265,645	7,605	Transport grants	1,152	1,152	1,152	(0)
<b>Total equity</b>	<b>265,950</b>	<b>278,070</b>	<b>270,259</b>	<b>7,811</b>	<b>Total non-current assets</b>	<b>263,429</b>	<b>275,102</b>	<b>267,514</b>	<b>7,589</b>
<b>Total equity and liabilities</b>	<b>331,836</b>	<b>351,906</b>	<b>333,143</b>	<b>18,762</b>	<b>Total assets</b>	<b>331,836</b>	<b>351,906</b>	<b>333,143</b>	<b>18,763</b>

**Statement of Cash Flows**  
**For the Period Ended 31 August 2009**

Full Year Ended 30 June 2009		As at 31 Aug 2009
<b>\$000</b>	<b>Cash flows from operating activities</b>	<b>\$000</b>
	Cash was provided from:	
101,532	ARC Opex grants	10,745
70,771	ARC Capex grants	10,231
7,711	ARC funding for IA grants vested in ARTA	1,675
4,457	LTNZ Capex grants	2,378
104,750	LTNZ Opex grants (excl. GST)	17,573
1,350	Other Grants and Subsidies	9,851
18,625	Rail Fare revenue	3,000
4,436	Bus Fare revenue	891
1,998	Ferry Wharf revenue	409
-	GST	-
252	Other Sundry Operating income	3
315,881		56,749
	Cash was applied to:	
222,913	Payments to Suppliers (excl. GST)	37,858
12,724	Payments to Employees	2,274
7,711	Payments to recipients of IA grants vested in ARTA	1,675
184	GST	96
243,532		41,710
<b>72,349</b>	<b>Net Cash from Operating Activities</b>	<b>15,038</b>
	<b>Cash Flows from Investing Activities</b>	
	Cash was provided from:	
0	Realisation of Other Investments	-
0	Proceeds from Sale of Intangible Assets	-
0		-
	Cash was applied to:	
72,392	Purchase and Development of Fixed Assets	14,972
0	Purchase and Development of Intangible Assets	-
0	Other Investments	-
72,392		14,972
<b>(72,392)</b>	<b>Net Cash applied to Investing Activities</b>	<b>- 14,972</b>
	<b>Cash Flows from Financing Activities</b>	
	Cash was provided from:	
0	Increase in loans	-
	Cash was applied to:	
0	Repayment of Loans	-
<b>0</b>	<b>Net Cash from Financing Activities</b>	<b>-</b>
<b>(43)</b>	<b>Net (Decrease)/Increase in Cash &amp; Investments Held</b>	<b>67</b>
148	Cash & Investments Balances at Beginning of the Period	105
<b>105</b>	<b>Cash &amp; Investments Balances at the End of the Period</b>	<b>171</b>
	<b>Cash &amp; Investments Balances Consist of:</b>	
0	Bank Overdraft	-
105	Cash	171
0	Short Term Investments	-
<b>105</b>		<b>171</b>

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

	Aug 09 \$000
Cash was provided from:	
Net Surplus	12,120
Adjustment for items not involving cash:	
Depreciation and amortisation	3,298
Donated asset	-
Deferred tax	0
Movements in working capital:	
(Increase) in receivables from ARC	4,177
(Increase) in trade and other receivables	5,822
Decrease/(Increase) in Inventory	5
Increase in GST	96
Decrease/(Increase) in grants receivable from ARC	1,675
(Decrease)/Increase in trade and other payables	9,528
(Decrease)/Increase in grants payable	1,675
<b>Net Cash from Operating Activities</b>	<b>15,038</b>

## 5.2. STATEMENT OF FINANCIAL PERFORMANCE

### OPERATING RESULTS – MONTH OF AUGUST 2009

The results for the August month are reported against the ARTA budget as per the 2009/2010 funding agreement with the ARC (approved July 2009).

#### Revenue

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

ARC Opex Grants are \$0.8m less than budget and NZTA Opex Grants are \$1.4m less than budget due to less expenditure than budgeted.

Rail Fare Revenue is \$0.2m less than budget due to lower patronage growth than budgeted due to poor service performance.

Bus Fare Revenue is \$0.2m more than budget. Previously this revenue category only held the Albany and Spine revenue but due to a request from Audit New Zealand all revenue received from bus operators has been coded to this revenue code (budgeted in the 'Other Grants and Subsidies' category). In real terms there is a slight increase in revenue due to higher than budgeted patronage increase and SuperGold reimbursement.

#### Expenditure

Major variances to budget are:

- a) Human Resource is \$0.2m less than budget for August due to the original budget including staff vacancies that will now no longer be recruited or for which recruitment has been delayed.
- b) Professional Services – Project Delivery is \$0.1m less than budget due to timing delays associated with uncertainty about NZTA funding of many projects in this area leading to delays in appointing external professional services until the funding is secure.
- c) Professional Services – Customer Services is \$0.1m less than budget due to uncertainty over NZTA funding approval for the professional services budget projects (in sustainable transport and travel wise marketing) leading to a slow start to projects for the financial year and a timing difference relating to the commencement of projects in the Market Research area.
- d) Professional Services – Others is \$0.2m less than budget due to NZTA funding uncertainty for Strategy and Planning projects. ARTA has engaged with NZTA about the specific requirements to progress the funding applications related to this area of the organisation and several options are currently being discussed and worked through. Also there is a timing delay in the capital IT work budgeted to be done by the ARC for ARTA.
- e) Printing and Office Supplies is \$0.1m less than budget due to lower than budgeted costs for timetable and on-road information material and delays associated with ARTA's Annual Report production.
- f) Bus Contract is \$1.0m less than budget mainly due to negative indexation for the quarterly adjusted contracts effective from 1 July 2009, planned changes to the City Circuit that have not been implemented and savings in the special events budget due to lower than planned concession fares for SuperGold and tertiary fares.
- g) Rail Contract is \$0.6m less than budget mainly due to lower than planned fuel costs (\$0.82/litre actual vs. \$1.05/litre budget), less reactive maintenance at railway stations and less reactive maintenance for rolling stock. The lower than budget expenditure has been partially offset by higher than budgeted leave liability charge in the Veolia contract.

- h) Other expenditure is \$0.1m less than budget due a combination of price, volume and mixed variances, which arise when staff costs and overhead are coded back to the projects.
- i) Depreciation is \$0.2m less than budget due to timing differences in capitalisation of some of the fixed assets during the financial year.
- j) Investigations Expenditure is \$0.1m less than budget due to delays in securing NZTA funding for this area of the organisation.

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

Net Operating Deficit for the month is \$1.1m. This deficit arises mainly because depreciation is unfunded.

#### **OPERATING RESULTS – YEAR TO DATE - PERIOD ENDED 31 AUGUST 2009**

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:

##### **Revenue**

ARC Opex Grants are \$1.3m less than budget and NZTA Opex Grants are \$2.4m less than budget due to less expenditure than budgeted.

Other Grants and Subsidies are \$0.1 below budget due to the re-categorisation of some bus and ferry miscellaneous income – now reported under bus fare revenue.

Rail Fare Revenue is \$0.2m less than budget year to date.

Bus Fare Revenue is \$0.3m more than budget.

##### **Expenditure**

Major variances to budget are:

- a) Human Resource is \$0.4m less than budget year to date.
- b) Professional Services – Project Delivery is \$0.2m less than budget year to date.
- c) Professional Services – Customer Services is \$0.4m less than budget year to date with the slow start associated with funding uncertainty and lower than budgeted use of external contractors for the Work Travel Programme.
- d) Professional Services – Others is \$0.4m less than budget year to date.
- e) Printing and Office Supplies is \$0.2m less than budget due to lower than budgeted costs associated with the Western Sector review consultation, timetable and on-road information material and timing differences associated with the Annual Report.
- f) Information Systems is \$0.1m less than budget due to a timing delay relating to IT and real time licence charges.
- g) Bus Contract is \$1.4m less than budget year to date.
- h) Rail Contract is \$0.8m less than budget year to date.
- i) Advertising and Promotion is \$0.1m less than budget due to fewer advertising campaigns undertaken by the marketing team.
- j) Other expenditure is \$0.1m less than budget year to date.

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

Net Operating Deficit for the year is \$2.7m. 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 31 August 2009 are:

#### Current Liabilities

The total trade payables have decreased by \$4.9m between July and August mainly due to a timing difference in processing two large invoices in the Accounts Payable system – these goods/services were receipted in the project accounting system in July in order to record them in the correct financial period but the invoices were not processed into the accounts payable ledger until early August.

Income in advance has increased by \$5.5 from the month of July mainly due to the new Veolia quarterly invoice which relates to income to be reported in September – December 2009.

Accrued expenditure has increased \$11.2m from July primarily due to higher spend on the capital programme during August and the gradual increase in activity as funding approvals begin to come in after the slow start to the financial year as a result of the delay in publishing the National Land Transport Programme until the end of August 2009.

#### Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – August 09	\$1,254,185	\$30,305	\$637
Accounts Payable – July 09	\$544,136	(\$310)	(\$1,486)

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 \$2.8m is due to the August portion of the quarterly Veolia and annual insurance invoices.

#### Debtors (included in Trade Receivables)

Detail	Current	30-60 Days	More than 60 days
Accounts Receivable– August 09	\$143,340	\$8,538	\$14,329
Accounts Receivable– July 09	\$152,000	\$38,200	\$16,500

#### 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.