



Auckland Regional
Transport Authority

MONTHLY BUSINESS REPORT

February 2009

CONTRIBUTION LIST

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

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SUMMARY

Patronage

- Public transport patronage for the 8 months to February 2009 was 8.4% above last year.
- Patronage for the month of February was 5.3% higher for bus, 7.3% higher for rail and 1.0% lower for ferry.
- The Northern Express patronage for the month of February increased by 36% on last year. Several other bus routes that have had recent service reviews and improvements also experienced double digit patronage growth.
- Rail patronage for the month of February is more than double that of four years ago.

PT Services

- Rail service punctuality in February on all services was 86.6% compared to 87.5% in January and 81.9% in February last year.
- The expenditure for SuperGold card for the five months to February is \$3.3 million which is fully reimbursed by the NZ Transport Agency.
- School Travel Plan evaluations for the 2008 year indicate there were 5,010 fewer car trips to school each morning.
- A Workplace Travel Plan for the Highbrook industrial area was launched in February.

Rolling Stock

- SA trainsets 18–23 – the availability of bogie bearings continues to impact on the overall programme.
- The last two SX carriages to be refurbished are due to be completed in March.
- The ADL air conditioning upgrade was completed in February with all units performing to expectations.
- 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.
- The installation of PIDs on all trainsets has commenced.

Infrastructure

- Avondale Station – detail design is due to commence once the ONTRACK design review is completed.
- New Lynn Rail and Bus Interchange – the final detailed design is expected to be available for consideration by April 2009. An independent review of the cost apportionment between the stakeholders has begun.
- Rail Distributed Stabling – a concept design for the Tamaki site is complete and agreed while a detailed design RFT is being prepared to progress the Western line stabling site.
- Park Road Station - detail design is underway. Consultation on the station name continues.
- Onehunga Line Stations – detail design for Te Papapa and Mt Smart stations is underway.
- Kingsland Station – concept design on the pedestrian rail underpass is complete.
- Newmarket Station – construction is ahead of schedule.
- Real Time Signs – 99% of sites now installed. Only difficult sites where power or sign modifications are required are yet to be completed.

Strategy and Planning

- The draft Regional Public Transport Plan (RPTP) is expected to be available for full public consultation by May 2009.
- The draft 2009 / 13 Regional Land Transport Programme (RLTP) was issued for public consultation on 2 March with submissions closing on 10 April. The final RLTP will be released in July following consideration of submissions at hearings to be held in May.
- The draft 10 year Auckland Transport Plan (ATP) 2009 was issued for public consultation on 2 March.

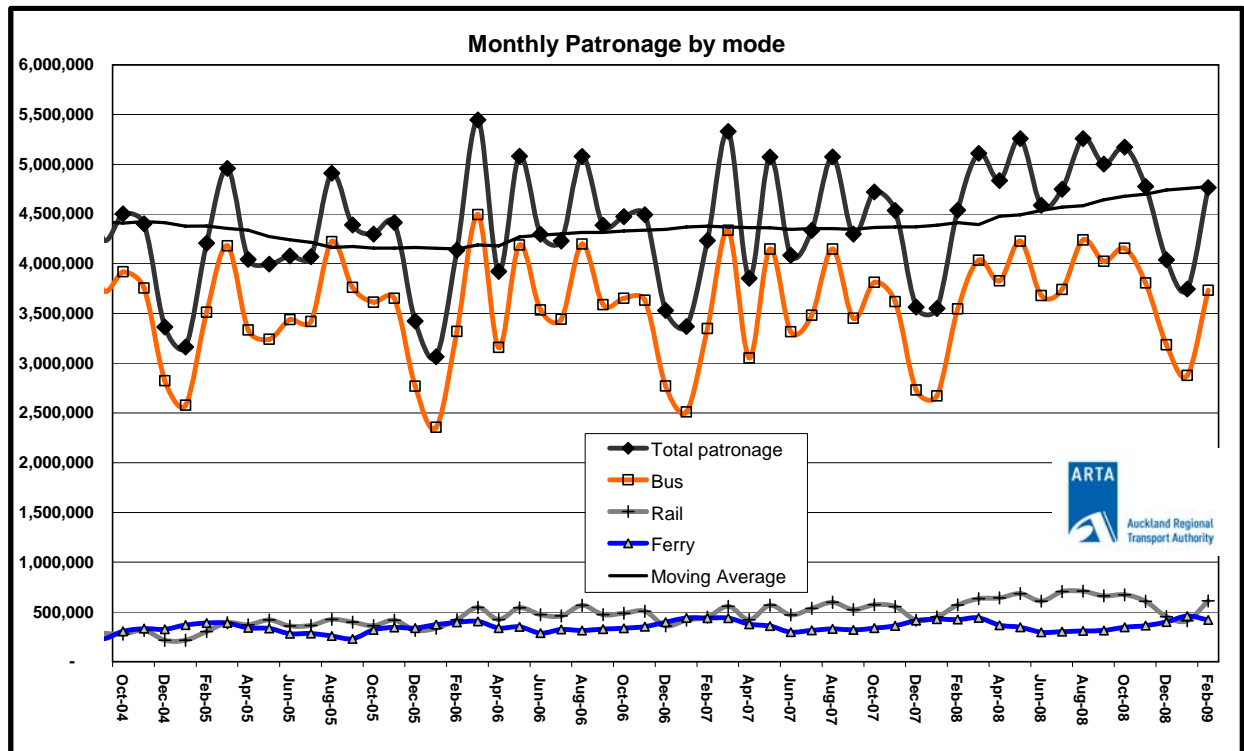
Marketing and Communications

- The first quarterly customer newsletter (MAXX News) was launched in February.
- MAXX Ambassadors supported the Highbrook Travel Plan launch.
- Posters were developed for a number of special bus and train services.

1 CUSTOMER SERVICES

1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail cumulative patronage for the eight months to February is 8.4% (2,891,798 boardings) higher than for the eight months to February 2008¹ at 37,510,530 total boardings. The patronage for the month of February is 4.9% (225,902 boardings) higher than February 2008 at 4,764,664 boardings.



The largest contributors to the February patronage growth (225,902 boardings) are:

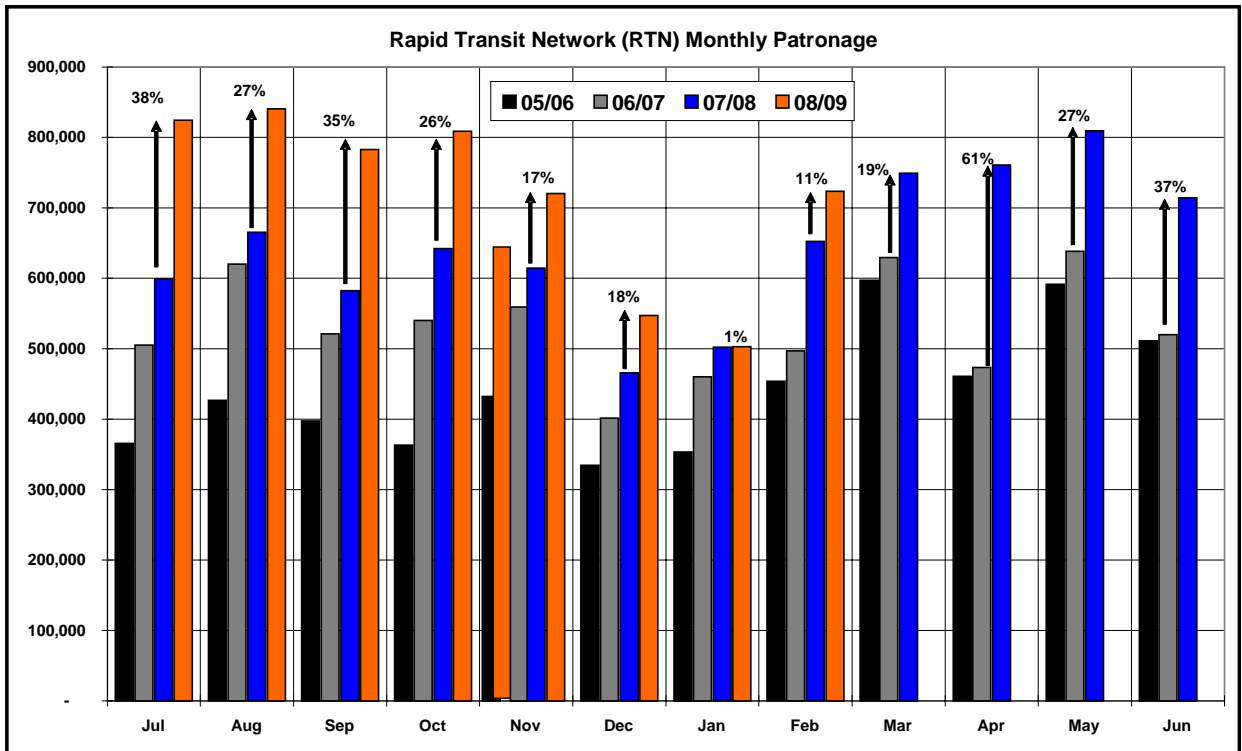
- Bus was up by 5.3%, (188,571 boardings) and included:
 - The Northern Express patronage was 36% (29,275 boardings) higher and Albany and Constellation stations feeder buses up 43% (9,298 boardings).
 - The contracted trips of Mt Eden Rd services had 25% growth.
 - Botany to CBD routes 680 and 681 corridor up 36%.

Twelve month rolling average at February 2009 is 57,302,469 passengers compared to February 2008 of 52,957,618, an 8% increase.

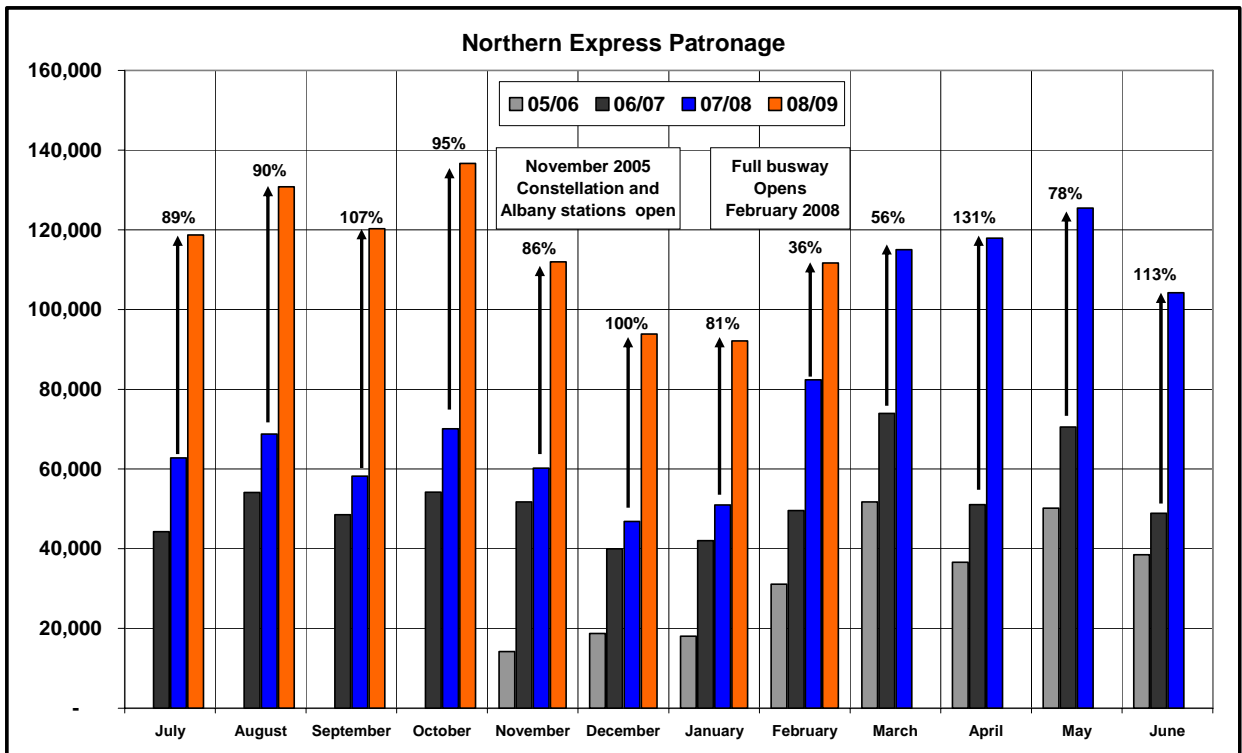
¹ At the time of compiling, patronage totals from two ferry operators were still outstanding. Their patronage has been estimated in line with previous months. Patronage share for these operators is less than 1% of the total network

Rapid Transit Network (Rail and Northern Express):

For the month of February 2009, the Rapid Transit Network (RTN) grew by 11% (71,076 boardings) compared to February 2008.

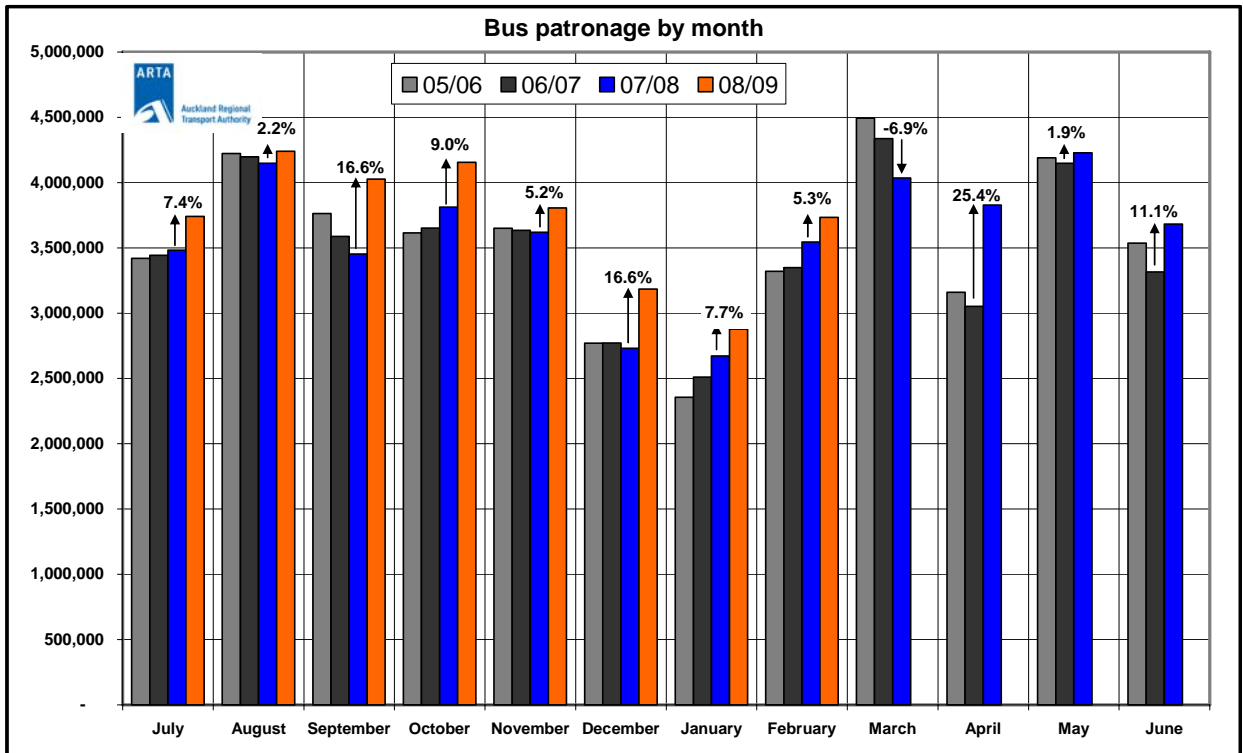


The Northern Express grew by 36% or 29,275 boardings compared to February 2008.



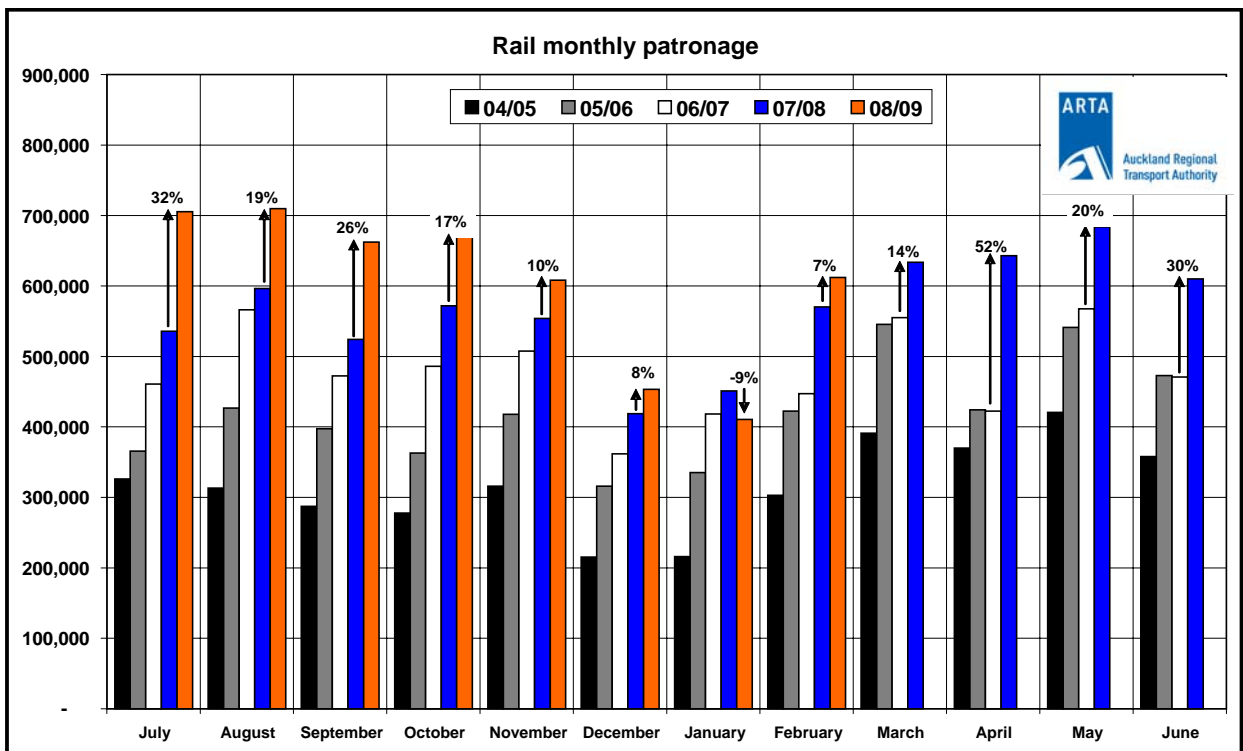
Bus Patronage

Bus patronage is 5.3%, (188,571 boardings) higher than last February, and 8.4% higher for the eight months this financial year to date.

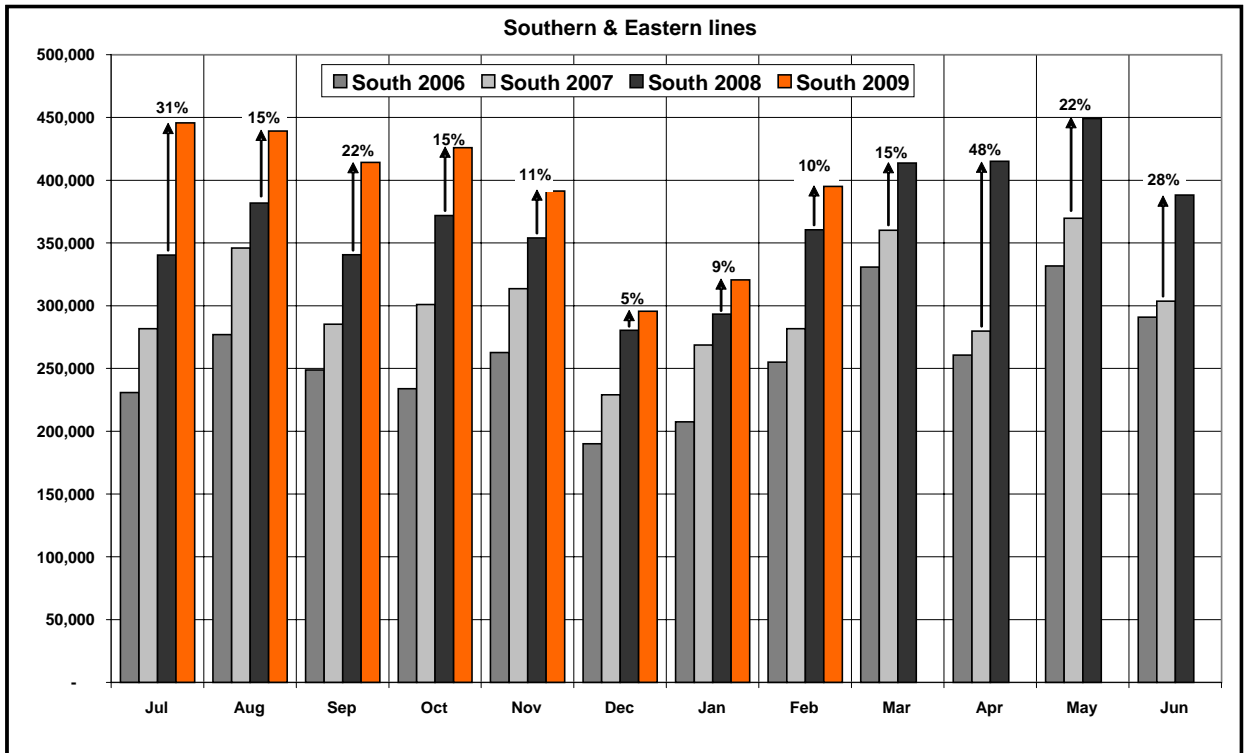


Rail Patronage

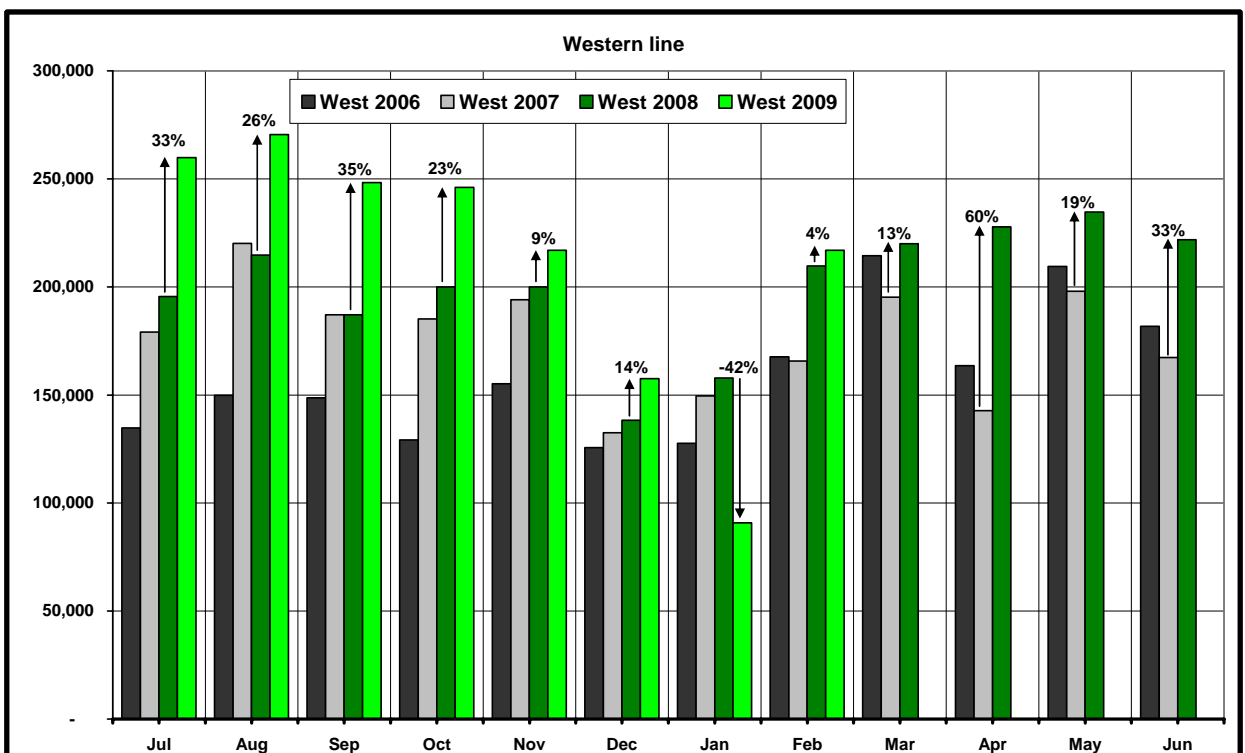
In February there were 612,000 passenger journeys made on rail, which is a 7.3% increase on the same month last year. There was one less day in the month this year (last year was a leap year) and no major special events with the Super 14 home games commencing later this year. Infrastructure upgrade works also saw bus replacements on the western line over the three day Waitangi Day weekend period which impacted on the patronage numbers. For the year-to-date there have been 4.836 million passenger journeys, an increase of 14.5% over the same period last year.



There were 395,000 passengers carried on southern and eastern line services, an increase of 9.4% on the same month last year. For the year-to-date there have been 3.129 million passenger journeys on southern and eastern line services or 14.9% more than the same period last year.

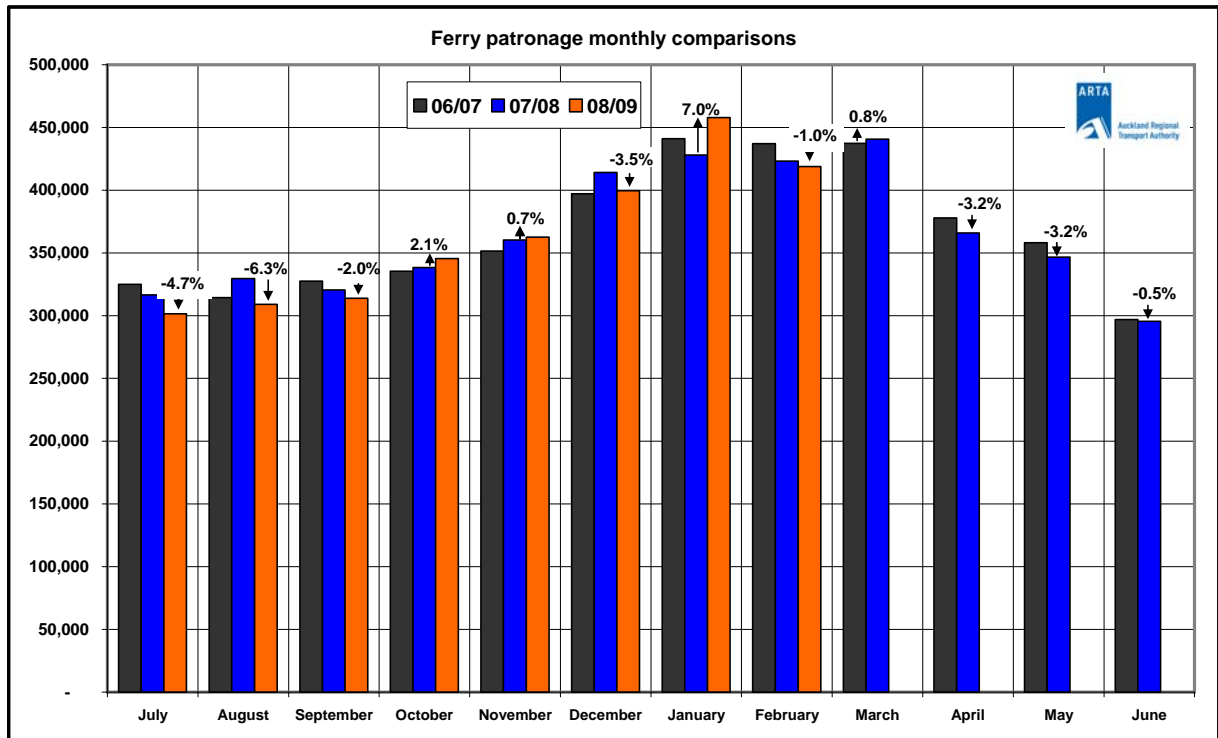


While patronage was higher than the same month last year, the number of passengers carried on the western line did not increase at the same rate as recorded on the southern and eastern lines reflecting the impacts of ongoing line closures for infrastructure upgrades. In February there were 217,000 passenger journeys carried on western line services, an increase of 3.6% on the same month last year. For the year-to-date there have been 1.707 million passenger journeys on the western line, an increase of 13.8% over the same period last year.



Ferry Patronage

Ferry patronage for February is 1% lower (4,306 boardings) than last February.



1.2. PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY

Rail Services

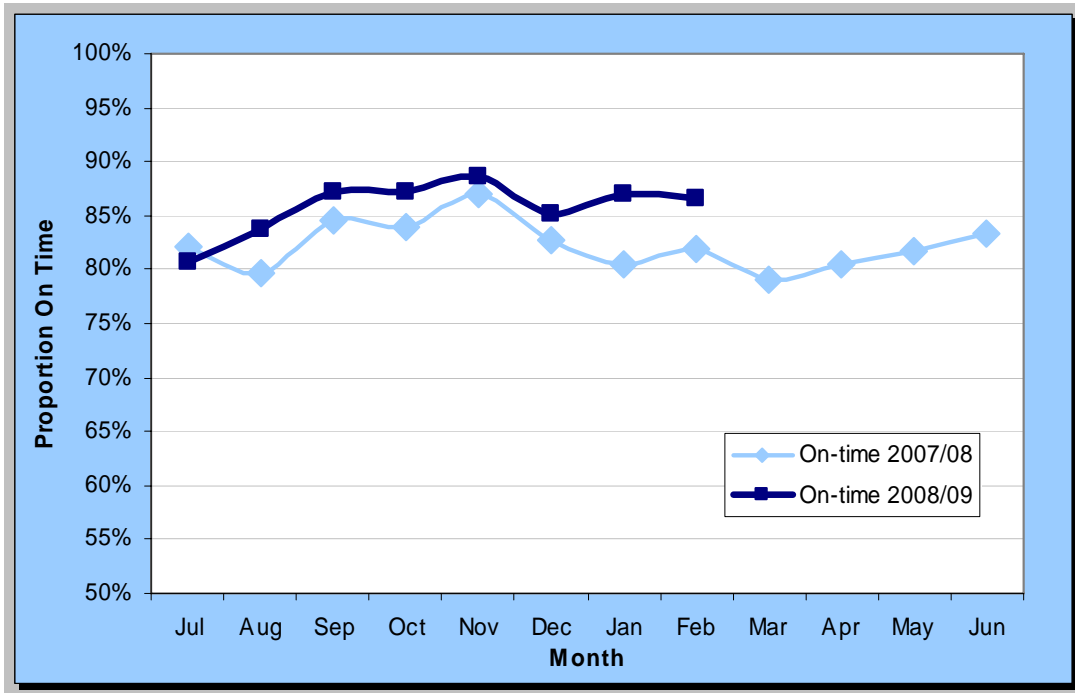
In February 86.6% of all services operated on time or within five minutes of their scheduled time, compared to 87.5% in January and 81.9% for February last year. On the southern and eastern lines, 84.2% of services operated on time or within five minutes, compared to 88.0% last month and 81.6% for the same month last year. On the western line, 91.2% of services operated on time or within five minutes, compared to 85.3% last month and 82.5% in February last year.

The following major incidents were recorded during the month:

- Signalling and points failures – There were recurrent points failures at Newmarket and Otahuhu during the month that impacted on the delivery of rail services. Points failures that disrupted multiple services on the southern and western lines occurred at Newmarket on two occasions – during the mid-morning of 10 February and during the evening peak of 20 February. A signal failure at Newmarket also disrupted afternoon services on the southern and western lines on 21 February. Points failures at Otahuhu resulted in extensive delays to evening peak services on the southern and eastern lines on 16 February, and again during the morning peak of 21 February.
- Mechanical faults – Two major failures that disabled trains impacted on service delivery during the month. During the evening peak of 11 February, a train was disabled at Westfield junction and was unable to be moved for some time. This caused significant delays to southern and eastern line services. During the morning peak on 24 February a train was disabled in the Britomart tunnel and caused delays to arrivals and departures on all lines. The following morning a train broke down at Manurewa that caused delays to southern and eastern line services during the morning peak.
- Other – A power failure at a sub-station in Penrose disabled the signalling system for a period of time on the afternoon of 3 February causing delays to services on all lines. In the early morning of 5 February an empty train was derailed in the Westfield yard, blocking other trains from moving from the yard to commence service operations. As a result severe service disruptions were encountered on all lines. On 16 February services were suspended during the middle of the day after a Police incident that resulted in a line closure between

Britomart and Orakei. Trains were rerouted via Newmarket for several hours and buses replaced trains to stations on the eastern line. On the morning of 21 February, a freight train incident at Wiri caused a temporary line blockage impacting on southern and eastern line services.

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



For the month of February, 98.4% of scheduled rail services reached their scheduled destination and were not cancelled, compared to 97.6% last month and 97.9% for the same month last year. Reliability of western line services (98.7% for February) was slightly better than that of southern and eastern line services (98.3%).

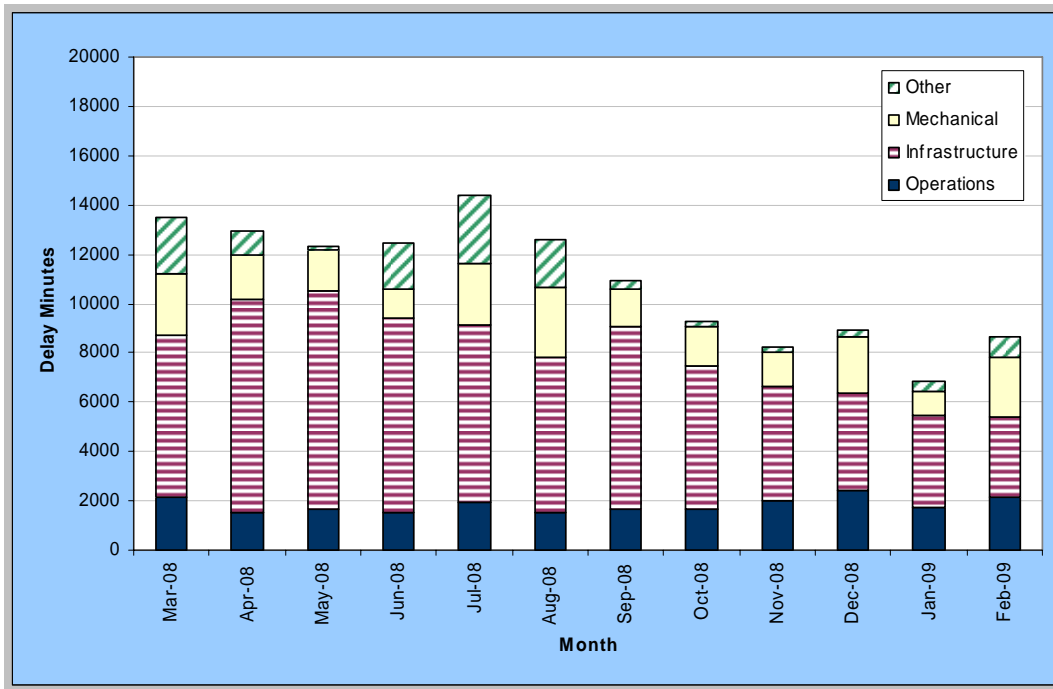
Bus replacements were in effect during the month as follows:

- On Waitangi weekend 6 February to 8 February buses replaced trains on the western line for a continuation of work at New Lynn and other work sites on the line;
- Weekday evening buses replaced trains west of Avondale in the evenings to provide an opportunity for New Lynn to Avondale track duplication and track lowering work to without the need for track closures at other times. The last service to operate unaffected was the 7.03pm departure from Britomart. These arrangements will be in place for several months, depending on the construction programme requirements.

Passenger Delay Minutes

The overall passenger delay minutes recorded in February increased by 26.6% compared to last month which is in line with the comparative increase in scheduled services (scheduled services in January were lower due to extensive track closures). The most significant change was in the delay minutes attributed to mechanical faults compared to January. Despite the number of points and signal failures outlined above, the overall delay minutes attributable to infrastructure faults continued to decline to the lowest level since July 2006. Faulty heat sensors that had caused blanket speed restrictions during January were repaired by the start of the month which had a positive impact on the minutes recorded against this category.

Passenger Delay Minutes – Last Twelve Months



The following is a break-down of the various causal issues of the largest category contributing to delay minutes, the infrastructure-related delay minutes:

	Delay Minutes	Proportion
Network Control	622	19.1%
Signal/points failure	1,683	51.6%
Speed restrictions	523	16.0%
Track protection measures*	432	13.3%
Total	3,260	

*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 February 2009, 99.35% of contracted service trips were operated (reliability measure).

Service punctuality for February 2009 was 98.52% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

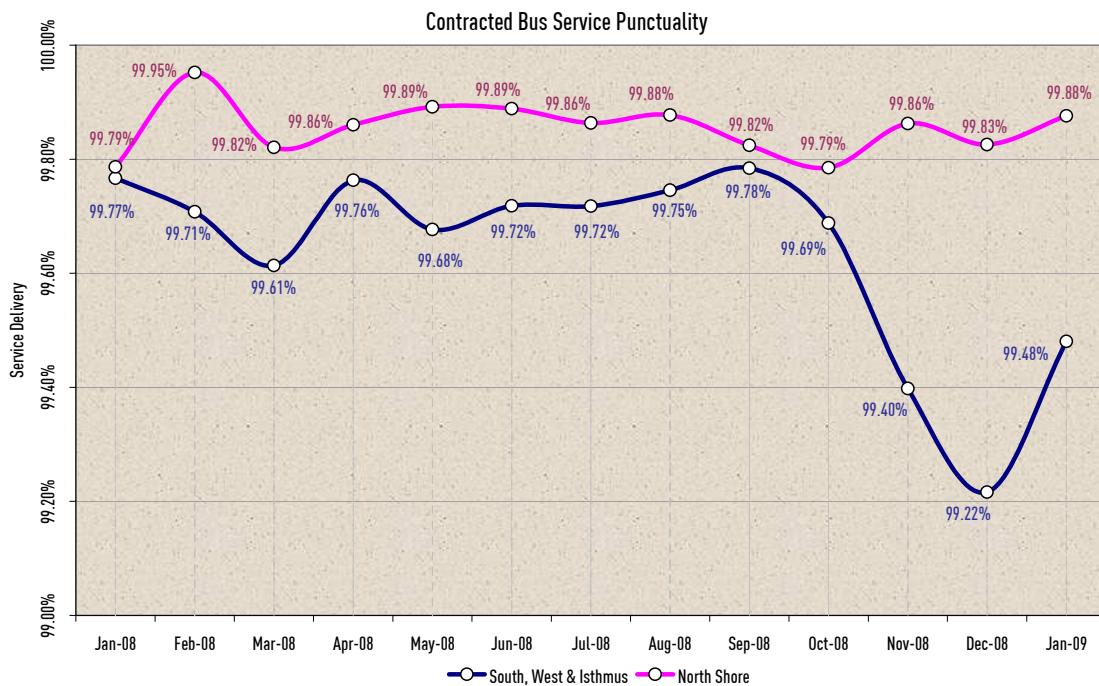
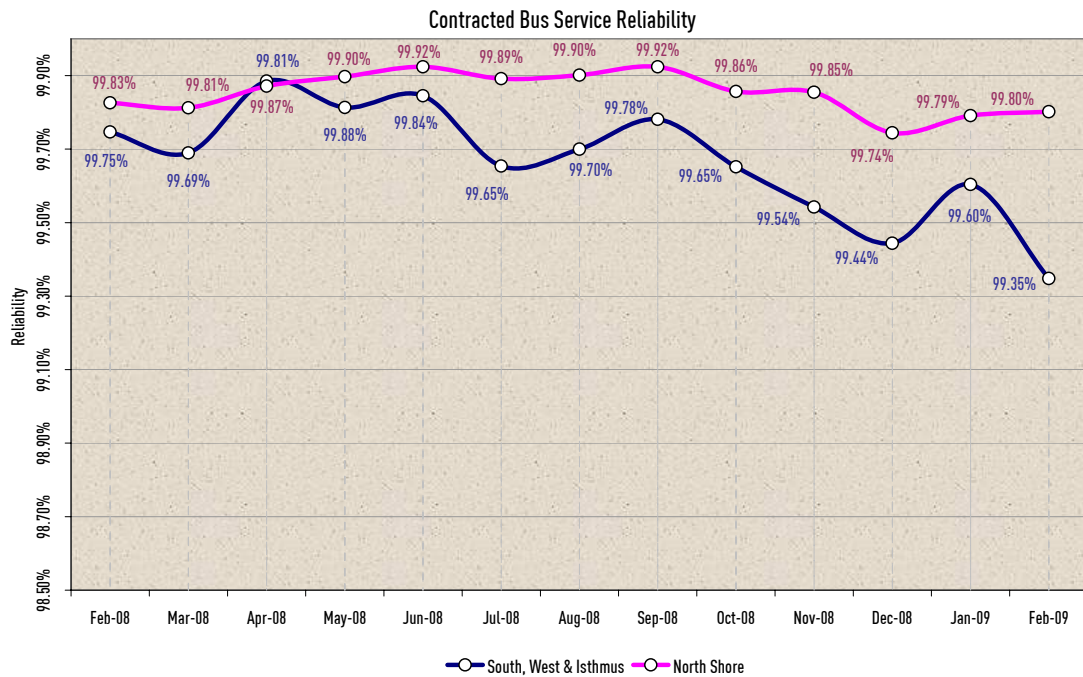
Service punctuality and reliability are self reported by the bus operators.

North Shore Contracted Bus Services

For February 2009, 99.80% of contracted service trips were operated (reliability measure).

Service punctuality for February 2009 was 99.82% 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 DEVELOPMENTS

Busway Capacity

Observations indicate that some peak time capacity on the Northern Express is becoming fully utilised. Additional services are running as required in the AM peak driven by demand.

Communication to passengers of other service options to the Northern Express on the Busway has been made, particularly as March/April time are some of the busiest months.

Ambassadors are scheduled for week commencing 2 March at each station (excluding Akoranga) handing out details of other services in flyer format.

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 Carlton Gore Rd, and Symonds St between Wakefield St and Waterloo Quadrant.

Temporary bus stops are currently in use for four of the five outbound bus stops and one of three inbound bus stops on Symonds St.

The closure of Symonds St between Grafton Rd and Wellesley St East by the University, required to enable resurfacing work, was scheduled for February 2009 but due to weather disruptions has been postponed until March 2009. Until the work is complete lane reductions remain in place adjacent to the university between Waterloo Quadrant and Wellesley St East.

Bus operators and ARTA are monitoring impact to travel times.

Vector Network Upgrade Project Stage 1

Vector is undertaking stage 1 of an electricity network upgrade in the CBD from late October 2008 to end of February 2009. The Vector works entail installation of ducts and cables between the Quay St and Hobson St sub stations. The works require open trenching in the road carriageway in Lower Albert St, Quay St and Fanshawe St with significant lane reductions to accommodate the area of work.

In February 2009, work was undertaken in Fanshawe St, Lower Albert St and Quay St. All major service works were completed at the end of February 2009 with final road surface reinstatement work planned for March 2009.

Bus stop relocations and route diversions to accommodate the works and mitigate anticipated congestion and delays are being actively managed and monitored by both ARTA and bus operators.

1.5. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

Mt Smart: Iron Maiden, Friday 20 February 2009

This was the second event at Mt Smart Stadium where integrated ticketing was trialled and the first for a major outdoor music concert. Patrons could board selected services with their game ticket both to and from the event. Train services were included 3 hours pre and post event (2,634 passenger journeys in total, of which 2,108 were using the integrated ticketing arrangements). Additional train services were also put on to alleviate any overcrowding issues. Special event bus services were operated from Midtown, Manukau City Centre, Henderson and the North Shore. 1,754 passenger journeys were taken on special services to/from the event. The total percentage of the crowd moved by Special Events public transport services was 15%. This is a positive growth pattern for Mt Smart Stadium compared to previous events.

Auckland Domain: Starlight Symphony, Saturday 21 February 2009

Commercial Registrations by bus were run to 14 regional areas (an increase of 1) across Auckland. An estimated 4,500 passenger journeys were undertaken by bus to/from the event. The biggest increase recorded from 2008 figures were on passenger numbers from the North Shore. Additional train services were also provided from Waitakere, Papakura and Britomart, which carried 1,763 passenger journeys.

2009 Super 14

Planning has been completed for provision of a network of special event services and integrated ticketing for all Super 14 games in 2009 at Eden Park and North Harbour Stadium.

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

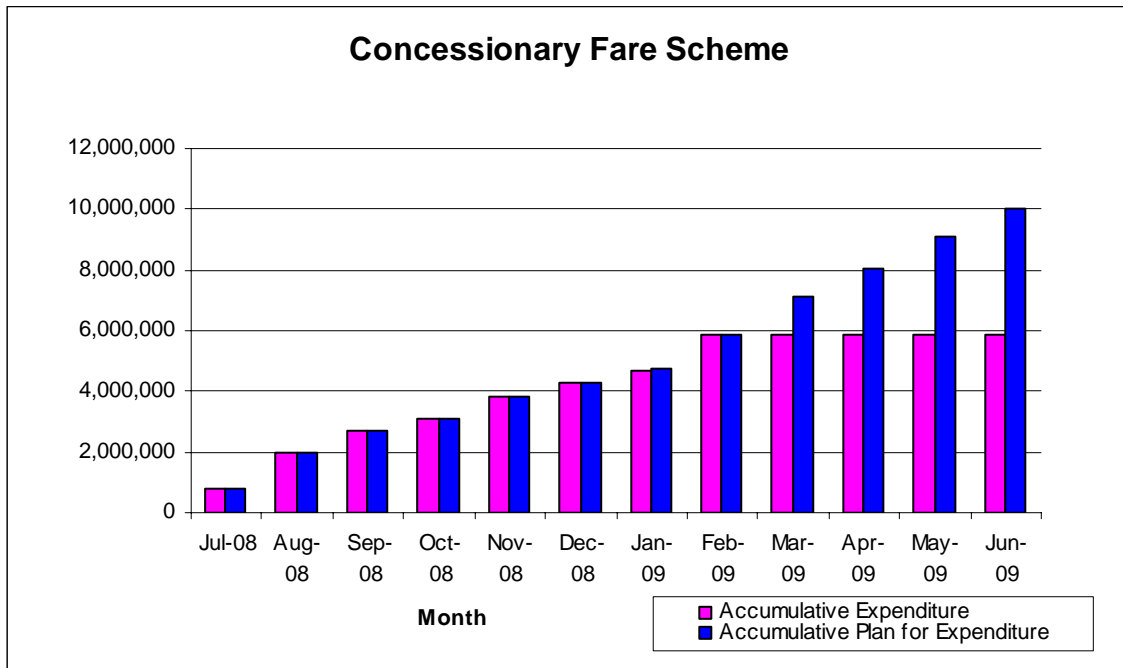
Under the Public Transport Management Act 2008, the following applications for registered services have been approved during February 2009:

- Supercare New Zealand Limited t/a Supercare4u.com: Notification to register a non-scheduled passenger transport door to door service for the aged, infirm and transport disabled travellers in vehicles that carry wheelchair hoists. Approved 02-Feb-09.
- Howick & Eastern Buses Ltd.: Notification to vary the times on six trips on Route 60 and to change the Route name to 660. Approved 02-Feb-09.
- Fullers Group Ltd.: Notification to decrease fares to Waiheke, Devonport and Stanley Bay. Approved 09-Feb-09.
- Ritchies Transport Ltd.: Notification to operate special event services for the Mercury Energy Starlight Symphony 2009 event on 21 February 2009. Approved 09-Feb-09.
- Macarthur Buslines Ltd.: Notification to vary the commencement date for existing approved services to commence 03 May 2009. Approved 09-Feb-09.
- Howick & Eastern Buses Ltd.: Notification to operate special event services for the Mercury Energy Starlight Symphony 2009 event on 21 February 2009. Approved 09-Feb-09.
- Transportation Auckland Corporation Ltd.: Notification to register special event services for Round the Bays Event on 15 March 2009. Approved 09-Feb-09.
- Transportation Auckland Corporation Ltd.: Notification to register special event services for the Pasifika event on 14 March 2009. Approved 09-Feb-09.
- Waiheke Shipping Ltd.: Notification to vary the existing approved standard all year round timetable to continue to operate reduced services until the Spirit of Waiheke Vessel is returned to service. Approved 13-Feb-09.
- Waiheke Shipping Ltd.: Notification to add a trip to the reduced service timetable from HMB at 0500 hrs arriving 0610 hrs KP, and ex KP at 0630hrs arriving HMB at 0740hrs (Monday to Friday only). Approved 13-Feb-09.
- Kiwi Kat Ltd.: Notification to register a commercial weekend service between Gulf Harbour and Waiheke Island. Approved 16-Feb-09.

1.7. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

31 senior citizen applications were processed in February 2009 compared with 28 in November, 18 in December and 29 in January.

Expenditure for concessionary fare reimbursements is slightly over budget for the eight months ended February 2009. The expenditure is \$5,873,000 against a reforecast budget of \$5,844,000.



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 five months ended February 2009 is \$3,323,000.

1.8. AUCKLAND TOTAL MOBILITY SCHEME

156 new Total Mobility applications were processed in February 2009 compared with 215 in November, 192 in December and 115 in January.

Expenditure for Total Mobility reimbursements is slightly under budget for the eight months ended February 2009. The expenditure is \$2,263,000 against a budget of \$2,277,000.

1.9. TRAVEL PLANNING

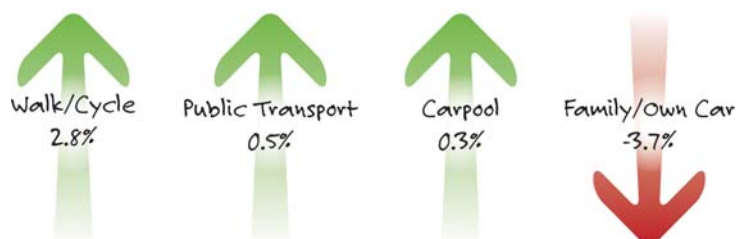
Schools

The 2009 school year started early February and during that month the following schools launched their travel plans:

- o Willow Park School
- o Victoria Avenue School

The annual evaluation of travel patterns at TravelWise schools is complete for the 2008 calendar year. Each morning there were 5,010 fewer car trips to school as a result of the programme.

This result is mainly due to the ongoing increase in walking and walking school bus at TravelWise primary schools. There has also been an increase in walking, public transport use and carpooling in secondary schools. Results across TravelWise Schools are:



Source: TravelWise surveys of 37,000 students at 77 schools before and after Travel Plan implementation

To complement the National Feet First Campaign, ARTA and the regional councils have developed an Auckland Feet First Campaign. This campaign will encourage school children to walk to school in increased numbers during the first week in March.

Workplaces

The Highbrook Travel Plan was launched during February with employees from all key workplaces attending, including NZ Post, OfficeMax and Fisher and Paykel.

The launch linked with the start of new bus services that link Highbrook with Botany Town Centre, Otara/MIT, Manukau city centre, Panmure and Manurewa. To encourage staff to use these new services existing car users were offered personalised journey planning advice.

The travel plan is being developed with Highbrook employers to encourage use of more sustainable travel. The initial focus is on public transport; however other planned initiatives that are being considered are area car pooling and improved cycle and walking links from surrounding areas to the business park.

A website that helps small/medium sized enterprises develop their own workplace travel plans was launched. The website is being trialled by sixteen companies over a three month period to test the concept of a self managed approach to workplace travel planning within this sector of workplaces.

2 PROJECT DELIVERY

2.1. ROLLING STOCK PROCUREMENT

Renewals projects

- **SX refurbishment**

Work is progressing to the programme. The second two carriages were delivered into Auckland on 19 December 2008 (SXV1697) and 17 January 2009 (SXC1742). The two carriages will enter service on 9 February 2009 after the hotel generator overhaul and acceptance process. The last two carriages (SXV1746 & SXC1745) were dispatched to Hutt workshop on 15 December 2008. SXV 1746's structural refurbishment was completed in February 2009. The carriage was moved from Woburn Workshops in Wellington to Auckland on 20 February 2009. SXC 1745 is expected to be completed and dispatched from Wellington around mid-March 2009. Both carriages are expected to enter service on 30 March 2009. The key benefits accrued through the current refurbishment are the improved ride quality and extension of the carriage service life to 2015.

- **ADL Air-conditioning Upgrade**

The ADL Air Conditioning upgrade was completed on 23 February 2009 with all units performing as expected.

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 and Outward facing PIDs on SA/SD trainsets 1-14 has just begun.

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. The last train for the upgrade program will be delivered in May 2009. 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.

SA Train sets 18 – 23

Two cars of TS 18 (SD18&SA52) were ready in Auckland for commissioning by Christmas 2008 - approximately 6 months ahead of schedule. The other two cars (SA 53 & SA54) for this trainset, together with two cars of TS 19 (SD19& SA55) are now also ready ahead of schedule but awaiting the supply of metric bearings for their S-Ride bogies.

Re-manufacturing work is progressing on the remaining eighteen carriage bodies at Hillside. Sixteen carriages are at various stages of refurbishment and the other two are yet to be admitted for works. KiwiRail has advised that availability and delivery times 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)

Concrete piling works on the eastern boundary of the station have been completed and construction of the eastern wall will follow. Further piling associated with the Remuera Road entrance structure will commence in March. The first of the station steel work has been erected. ONTRACK closed Remuera Road bridge for approximately 30 hours due to concerns regarding its structural integrity, this has since been addressed through temporary supports to the bridge structure.

Park Road (DART 2)

ARTA's design consultant has commenced the detailed design of the station and consultation has been ongoing for the naming of the new station. ONTRACK are progressing piling and other civil works on site.

Western Line Duplication Stage 3 – Avondale (DART 4)

ONTRACK's 'below track' design is under review. Once this has been confirmed the ARTA detailed design will proceed.

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

ONTRACK have provided their proposed apportionment of the total outturn cost (TOC) between ONTRACK, ARTA and Waitakere City Council. ARTA and WCC have engaged an independent cost consultant to review this and agree fair apportionments between the stakeholders, and then to reconcile the ONTRACK estimate with a previous independent estimate. A detailed funding agreement will be prepared following reconciliation of costs.

ARTA's architectural consultant, Architectus, completed the developed design phase of the rail station / bus interchange in early December, from which an updated cost estimate was prepared. Value management of the design to further reconcile the cost estimate to budget has been completed, and recommendations accepted which provide cost reductions while maintaining the high standard of amenity required. The final, detailed design is due to be completed in April 2009.

Mock-ups of the pre-cast light-weight concrete art panels proposed for the trench walls along the platform have been prepared and reviewed by the stakeholders, with positive feedback.

The construction methodology and sequencing is being developed with the design and construction teams.

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

All physical works now complete. Handover documentation to be finalized with formal handover taking place in mid April 09.

Distributed Stabling (DART 17)

Tamaki Drive – a concept design for stabling at this site that will also accommodate the freight operator's requirements has been developed and agreed at technical level with key stakeholders. The Partnering Protocol has established the respective ARTA / ONTRACK funding responsibilities however discussions are ongoing to identify construction phasing and execution.

Western Line Site – ARTA and ONTRACK have jointly developed a layout for a Western Line stabling site located adjacent to Railside Avenue. A detailed design RFT is being prepared to progress this project.

Onehunga Branch Line Rehabilitation (DART 19)

ONTRACK are progressing detailed design of the 'below track' works. The rail station upgrades to accompany these improvements is discussed under Network Development.

2.3. FERRY TERMINAL UPGRADES

Beach Haven

Following an independent review of the currently designed ferry terminal (undertaken by ARTNL) and its suitability with planned ferry services it was determined that a hydraulically operated platform will be required and alterations to the existing heritage wharf structure will also be necessary to meet safety requirements.

Bayswater

The scope of delivery for the land side and ocean side works is being reviewed following a value engineering review.

Birkenhead

The detailed design phase has been completed to accommodate larger ferries and the project is scheduled for tender by April 2009.

Downtown Ferry Terminal Upgrades (IA Grant)

The pedestrian bridge linking Piers 1 and 2 is complete and opened to the public.

Half Moon Bay (IA Grant)

Works complete.

2.4. NETWORK DEVELOPMENT

Onehunga Branch Line (DART 19)

Preferred station locations for Penrose, Mt Smart, Te Papapa and Onehunga were approved in October. Detailed Design is progressing for the Te Papapa and Mt Smart stations and preliminary concept design is progressing for Penrose and Onehunga stations. ARTA and OnTrack are working together on developing an implementation programme for completion by late 2009 early 2010.

Manukau Rail Link (DART 9)

ARTA, working with MCC and ONTRACK are progressing a concept design for the Manukau Rail Station. Agreement has been reached on a side platform configuration together with platform dimensions. Consent applications for Stage 2 Enabling Works were lodged in November 2008 by ONTRACK. Clarification of resources consent matters has delayed plans for ONTRACK to commission station box earthworks.

Ferry Terminal Developments

▪ Half Moon Bay

Planning in association with MCC for public consultation meetings on the Half Moon Bay Ferry Terminal upgrade options had been delayed pending outcomes of negotiation with vehicular ferry operators. Re-engagement with key stakeholders has now commenced.

▪ Hobsonville

The Hobsonville Land Company (HLC) is progressing a major land development which will include the provision of a ferry wharf and bus interchange. ARTA is working with HLC to determine infrastructure, service and cost apportionment requirements. HLC has developed early concept sketches for consideration.

Rugby World Cup 2011

Consultants working to validate the scope, costs and programme for the planned infrastructure enhancements at Kingsland Station for the 2011 Rugby World Cup have completed concept design on the pedestrian rail underpass. Detailed design will commence on the underpass while southern platform access sizing and intrusion into the road reserve is negotiated with Auckland City Council.

2.5. REAL TIME PASSENGER INFORMATION SYSTEMS

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

The regional expansion of street infrastructure for real time passenger information at bus stops is progressing well, with 99% of the planned mains powers signs installed and operational at priority bus stops. The project is running to schedule, and during February work was completed on 5 of the most difficult sites (Manukau City Centre {3}, Middlemore Station and Taharoto Rd. NSC). To minimise disruption to businesses and inconvenience to the public all work on their sites was carried out outside business hours.

Progress to 28 February 2009:

- Rodney District (9 sites) all completed
- Waitakere City (47 sites) all completed
- North Shore City (42 sites), all completed.
- Manukau City (47 sites), 45 completed. The remaining 2 sites at Otara interchange will be completed during March.
- Papakura District (2 sites) postponed pending redevelopment of walkway.
- Franklin District (1 site), completed.

Additional Sites and Modification:

NSCC have requested that the single sided signs in Takapuna Travel Centre are upgraded to double sided. Quotations are presently being requested for the supply of signs and associated site work.

Fanshawe Street (opposite the Air NZ Building), the feasibility of installing signs at these bus stops is being investigated. There is no suitable power supply in the location of the bus stops, alternative power supplies are being investigated

Middlemore Hospital - due to access to a suitable power supply not being available, a battery powered sign is being investigated for installation on the CMHD property.

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 Cash Handling Systems Ltd. at the following North Shore City bus stops is progressing satisfactorily:

- 64 Mokoia Road
- 203 Forrest Hill Road

All feedback received so far has been extremely positive and an onsite customer survey is programmed for mid March. On completion of the trial, if it is concluded that it was successful, it is proposed to advertise a tender for the supply and installation of up to 200 similar solar powered units at medium priority bus stops throughout the Auckland Region.

Regional Multi-Modal Passenger Information System Project (MMPIS):

This project includes the management system and associated infrastructure for passenger information needed for ferry, bus and rail services together with modal interchange requirements.

A request for proposals (RFP) is presently being prepared; it is proposed to issue this to selected suppliers of suitable multi-modal integrated systems and associated equipment.

2.6. ASSET MANAGEMENT

Downtown Ferry Terminals Structural renewals (Piers 1 & 2)

Progress is continuing well this month .We are currently in the process of varying the additional scope of works into the existing contracts and the indicative completion date is 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 component. An award for the design phase can now be progressed.

Half Moon Bay Vehicular Terminal renewals

The structural repair works required as a result of the two incidents previously reported commenced during the last week of February and is expected to be completed by mid March.

The remaining renewal works are being planned to be carried out after the busy summer season, subject to funding approval.

Half Moon Bay Vehicular Terminal Layover Berths

ARTA's application for resource consents to create an additional layover berth to the west of the existing ramps is being processed by ARC. ARC has indicated that they will provide ARTA with a decision by mid-April, installation will immediately follow consent approval.

3 STRATEGY AND PLANNING

3.1. STRATEGIC TRANSPORT PLANNING

Regional Public Transport Plan

ARTA has been receiving submissions on the Regional Public Transport Plan Discussion Document, with submissions closing on 13 March. Following consideration of all the submissions received the draft Regional Public Transport Plan will be released for full public consultation at the beginning of May 2008.

Auckland Transport Plan

The Auckland Transport Plan was issued for public consultation on 2 March 2008, with submissions closing on 10 April. Following consideration of all the submissions received and the public hearings to be held in May, the final Auckland Transport Plan will be released in July.

3.2. PLANNING AND PROGRAMMING

2008/2009 Auckland Land Transport Programme (LTP)

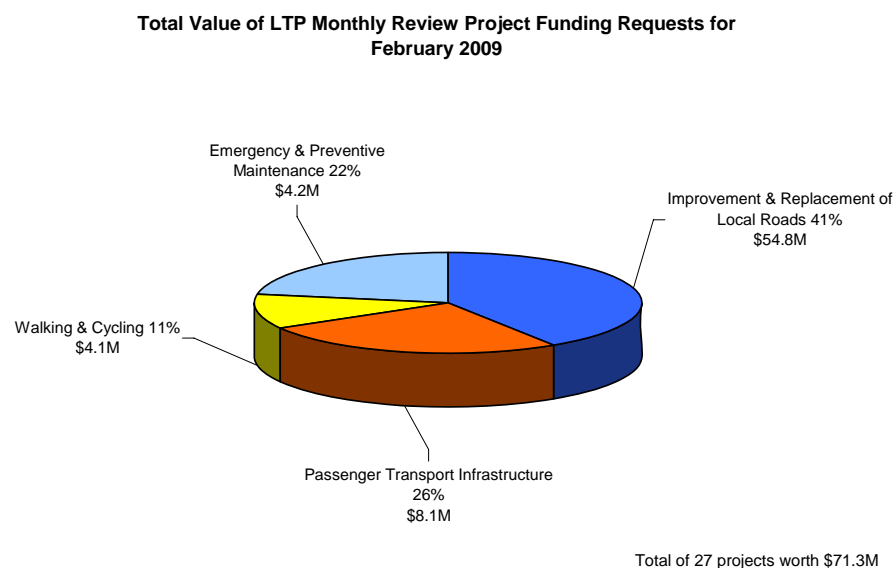
During the February monthly review, 27 funding applications totalling \$71,323,475 were submitted to ARTA for consideration.

ARTA recommended all of the applications for approval to NZTA. Of these, 23 applications worth \$64,873,475 were approved for funding, 3 projects worth \$5,650,000 were deferred pending further investigation from NZTA and the remaining 1 application worth \$800,000 was declined.

In addition to the activities recommended for funding, the February review is traditionally used to re-evaluate the current years' programming and declare to NZTA any surplus funding or activities that are unlikely to come forward for consideration in subsequent reviews.

Table 1 shows the 18 applications worth \$7.9M declared as surplus.

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. February LTP Review, ARTA processed.

Table 1 – February Recommended Schemes to NZ Transport Agency

Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Surplus	Comments (ARTA)	Outcome (NZ Transport Agency)
February 2009							
ACC	Aotea Seal Extension	Design & construction of 2500m seal extension length of Great Barrier Island main north - south arterial route	Improvement & Replacement of Local Roads	Construction	\$3,518,000	Recommended	Approved
ACC	Central Transit Corridor (Construction)	To seek funding approval for an additional allocation of \$1,139,500 to cover the widening of Park Road Bridge	Improvement & Replacement of Local Roads	Construction	\$1,139,500	Recommended	Approved subject to procurement of the additional work, is as per an approved procedure and project timings remaining the same.
ACC	Church St / Captain Springs Rd Improvements	Surplus declared, project has been deferred out of the 10 year LTCCP.	Improvement & Replacement of Local Roads	Investigation		-\$250,000	Recommended Approved.
ACC	Community Programme (2007/08)	Programme review of a list of projects that provide for preparation of travel plans, neighbourhood accessibility plans within the community.	System Use	Implementation		-\$363,164	Recommended Approved
ACC	Community Programme (2008/09)	Programme review of a list of projects that provide for preparation of travel plans, neighbourhood accessibility plans within the community.	System Use	Implementation		-\$248,750	Recommended Approved
ACC	Designations Plan	This study is to review Auckland City Council's 170 network wide transport designations	Improvement & Replacement of Local Roads	Study	\$800,000		Recommended subject to receiving further advice from NZTA. Declined. NZTA believe that this activity relates to the local plan and is not within their remit to fund.
ACC	Dominion Road Deviation - Feasibility Study	This funding request is for the study of Mid-block Improvements, which will allow prioritisation of the various mid-block bus bays.	Improvement & Replacement of Local Roads	Study	\$95,500		Recommended Approved
ACC	Frank Grey Place / Princes St Intersection Improvements	Construction of signalised intersection & pedestrian and cycling facilities. .	Improvement & Replacement of Local Roads	Construction	\$600,000		Recommended Approved
ACC	Leighton St Retaining Wall	Primary aim is to construct a cantilevered reinforced concrete retaining wall to support the pavement structure	Preventive Maintenance	Construction	\$575,000		Recommended Approved
ACC	Maintenance Programme 2008/09	Cost Scope adjustment to the initial allocation of Local Roads Maintenance renewals.	Maintenance	Construction	\$839,475		Recommended Approved in part, as the requested escalation increase of 5.48% has been reduced to 1.88% because 3.60% had already been allowed for in the current programme.
ACC	Maintenance Programme 2008/09	Cost Scope adjustment to the initial allocation of Local Roads Maintenance and operations.	Maintenance	Construction	\$2,419,058		Recommended Approved in part, as the requested escalation increase of 5.48% has been reduced to 1.88% because 3.60% had already been allowed for in the current programme.
ACC	Workplace Travel Plan CFA 2008/09 - Auckland City	Review of coordination costs of Auckland City workplace travel plan implementation programme.	System Use	Implementation		-\$182,500	Recommended Approved
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 pending clarification of eligibility of the vehicular ferry component of Half Moon Bay Wharf.
ARTA	Ferry Terminal Upgrades - Other Remedial Works	Design and contract documentation at Downtown Ferry Terminals Piers 3 & 4, Birkenhead Wharf, Northcote Wharf and Half Moon Bay vehicular wharf.	PT Infrastructure	Design	\$100,000		Recommended Approved.
ARTA	Passenger Transport Programme 2008/09	Bus inflation has driven this request for additional funding.	PT Services	Construction	\$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	Construction	\$3,000,000		Recommended Deferred pending evaluation by NZTA staff.
ARTA	Route Scheduling Upgrade Project	Funding request to upgrade current route scheduling software and hardware to support the rollout of the integrated ticketing system.	PT Infrastructure	Design	\$1,990,000		Recommended Approved
MCC	Beachlands / Whitford - Maraetai Intersection Improvements	Project completed under budget, MCC therefore declares surplus.	Improvement & Replacement of Local Roads	Construction		-\$376,000	Recommended Approved
MCC	Beachlands / Whitford - Maraetai Intersection Improvements	Project completed under budget, MCC therefore declares surplus.	Improvement & Replacement of Local Roads	Design		-\$70,000	Recommended Approved
MCC	Cycle Routes 2008/09 (Smales Road)	Project completed under budget, MCC therefore declares surplus.	Walking and Cycling	Construction		-\$19,080	Recommended Approved
MCC	Fiat Bush - Ormiston Murphys Int. and Ormiston East Bridge	Project completed under budget, MCC therefore declares surplus.	Improvement & Replacement of Local Roads	Construction		-\$2,331,146	Recommended Approved
MCC	Manukau Interchange	Development of the new Manukau Transport Interchange, a multi modal passenger transport connection between the new rail link and station, a new bus depot and the Manukau Town Centre.	PT Infrastructure	Investigation	\$350,000		Recommended Approved

Table 1 Continuation – February Recommended Schemes to NZ Transport Agency

Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Surplus	Comments (ARTA)	Outcome (NZ Transport Agency)
February 2009							
MCC	Waiouru Peninsula to SH1 (MPP)	Project completed under budget, MCC therefore declares surplus.	Improvement & Replacement of Local Roads	Construction		-\$1,400,000	Recommended Approved
NSSC	Bus Priority Measures	NSSC declares surplus as work will no longer proceed.	Improvement & Replacement of Local Roads	Investigation		-\$366,950	Recommended Approved
NSSC	Constellation Drive Transit and Cycle Lanes	Project completed under budget, NSSC therefore declares surplus.	Improvement & Replacement of Local Roads	Construction		-\$10,723	Recommended Approved
NSSC	Esmonde Rd Widening 2004/05	NSSC declares surplus as a result of revised work programmes.	Improvement & Replacement of Local Roads	Construction		-\$166,757	Recommended Approved
NSSC	Esmonde Rd Widening 2004/05	NSSC declares surplus as no further work is required.	Improvement & Replacement of Local Roads	Property purchase		-\$1,223,390	Recommended Approved
NSSC	Forrest Hill Transit and Cycle Lanes 06/07	NSSC declares surplus as a result of revised work programmes.	Improvement & Replacement of Local Roads	Construction		-\$105,341	Recommended Approved
NSSC	Glendhu Rd Upgrading & Link 06/07	NSSC declares surplus as a result of revised work programmes.	Improvement & Replacement of Local Roads	Construction		-\$198,064	Recommended Approved
NSSC	Lake Road Widening 06/07	Cost reduction of \$20,400 as a result of revised cost for laying blue stone kerbs.	Improvement & Replacement of Local Roads	Construction		-\$20,400	Recommended Approved
NSSC	Travelwise to School Programme	NSSC declares surplus as a result of revised work programmes.	Walking and Cycling	Construction		-\$526,110	Recommended Approved
NSSC	Waitemata Harbour Crossing	Project completed under budget, NSSC therefore declares surplus.	Improvement & Replacement of Local Roads	Study		-\$30,529	Recommended Approved
PDC	Hingaia Rd Hinau Rd to Pararekau Rd improvements	Widening Hingaia road including cycleways and median from intersection with Hinau road to Pararekau road	Improvement & Replacement of Local Roads	Construction	\$2,375,054		Recommended Approved
PDC	Takanini Grade separation	Grade separating the rail-road level crossing at Manuroa Rd to enhance safety.	Improvement & Replacement of Local Roads	Investigation	\$150,000		Recommended Approved
RDC	Orewa West Walkway/Cycleway	Create a walking & cycleway ring route around the Orewa estuary	Walking and Cycling	Construction	\$3,847,000		Recommended Approved
RDC	PT Infrastructure Upgrade- Opposite Silverdale Rugby Club	Total project includes construction of bus bay & shelter including drainage improvement and construction of footpath linking the bus stop to the nearby retail centre.	PT Infrastructure	Construction	\$46,700		Recommended Approved
RDC	PT Infrastructure Upgrade- Opposite Silverdale Rugby Club	Total project includes construction of bus bay & shelter including drainage improvement and construction of footpath linking the bus stop to the nearby retail centre.	Walking and Cycling	Construction	\$53,400		Recommended Approved
RDC	Slip Repair, Wainui Road RP 1208	Repair of the collapsed road shoulder and part of the carriageway by rebuilding the supporting bank and subsoil drainage.	Maintenance	Construction	\$80,000		Recommended Approved
RDC	Slip Repair, Whangaparaoa Road, Hobbs Bay	Repair of slip by construction of a new retaining wall at front of an existing wall that is tilting.	Maintenance	Construction	\$175,000		Recommended Approved
RDC	Stock Effluent Disposal Station - Wellsford	Construction of the stock effluent treatment and disposal facility	Improvement & Replacement of Local Roads	Construction	\$226,000		Recommended Approved
RDC	Walkway/Cycleway-Shelly Beach Road	Construction of concrete walkway/cycleway with kerb and channel to separate pedestrians/motorised traffic.	Walking and Cycling	Construction	\$221,000		Recommended Approved
WCC	EW July & Aug 2008 : Various sites	Immediate response and permanent response required to set up appropriate measures, at various sites across the City.	Maintenance	Construction	\$152,044		Recommended Approved
WCC	New Lynn TOD	Stage 1 Road Reconstruction component (excludes new bridge structures)	Improvement & Replacement of Local Roads	Construction	\$32,752,844		Recommended Approved
WCC	New Lynn TOD	Stage 1 component of the Land purchase application.	Improvement & Replacement of Local Roads	Property purchase	\$3,333,000		Recommended Approved
WCC	New Lynn TOD	Stage 1 Works, New bridges at Veronica, Hetana, Memorial and Clark/Rankin, plus cantilever over the trench to support footpath and cycleway between Hetana and Memorial.	Improvement & Replacement of Local Roads	Construction	\$9,834,900		Recommended Approved
Total New Schemes Approved for Funding					\$71,323,475	-\$7,879,204	

3.3. 2009/2013 REGIONAL LAND TRANSPORT PROGRAMME

The draft RLTP was issued for public consultation on 2 March with submissions closing 10 April. Following consideration of all submissions received and the public hearings to be held in May, the final RLTP will be released in July.

3.4. WALKING AND CYCLING COORDINATION

Bike Wise Month during February proved to be very successful with many of the events throughout the region reporting increased numbers. ARTA had a coordination role between the TAs and with providing regional messages through frequent media releases.

Contracts have been completed for the region wide manual cycle monitoring to be conducted in the second week of March.

The cycle maps launched in December have continued to be very popular. More than 10 000 copies of each of the maps have been issued and are now into their second print.

ARTA has been following closely the successful trial in Christchurch of fitting racks to buses to carry bikes. Work is being progressed within ARTA to investigate the feasibility of buses on certain routes in Auckland carrying bikes. We expect legislation amending the Passenger Service vehicle Rule will need to be passed before an Auckland trial can begin.

ARTA has collected data from the TLAs and NZTA to assess the progress towards the RLTS target of completing 50% of the Regional Cycle Network by 2016. The proposed Regional Cycle Network is 938km long. If the cycling projects in the 2009 to 2012 RLTP are completed, 306.2km (32.6%) of the RCN will have been constructed.

3.5. REGIONAL ROAD SAFETY COORDINATION

The Regional Road Safety Plan is being finalised and will be available in April.

The regional Share the Road cycle safety campaign was extended on the motorway networks for one further month at no cost. This helped to reinforce a cycle safety message during the national BikeWise month activities that took place across the region.

Regional Road Deaths at 28 February 2009 compared with 29 February 2008.

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
Feb 09	2	1	1	6	3	0	3	16
Feb 08	3	0	1	4	3	0	1	12

The regional road toll for February 2009 was 16, four more deaths than at the same time in 2008.

4 MARKETING AND COMMUNICATIONS

4.1. MARKETING AND CUSTOMER INFORMATION CHANNELS

New Developments – February 09

MAXX News

The Auckland Regional Transport Authority's first quarterly customer newsletter was launched in February. MAXX News is available through information stands and kiosks, ticket agents, as well as being available for download from the MAXX website.

Tertiary Campaign

The 2009 Tertiary Promotion launched in February encouraging Students to take public transport via advertising in student magazines and online.

Highbrook Travel Plan

The Highbrook Travel Plan was launched to employees in the area on 17 February.

The day was a great success attracting hundreds of employees, who gained information from MAXX Ambassadors about the travel plan.

Special Event Transport Promotions – February 09

Super 14

Information posters were developed for trains and buses detailing all Super 14 games in 2009 at both Eden Park and North Harbour stadium. Flyers were distributed to Ticketmaster, Eden Park, MAXX contact centre, Vector Arena box office and various ticket agents throughout the city. The MAXX website and contact centre were updated.

The marketing message was to promote integrated ticketing and to alert customers to services for the games. Integrated ticketing is valid for all the Super 14 home games in 2009. This allows people with pre-purchased tickets to ride the bus and train for free to the game.

Other Events

Posters were developed for on trains and buses to give information about services for the below events. Details were placed on the MAXX website and the MAXX contact centre was also briefed.

- Starlight Symphony 21 Feb
- Mission Bay Jazz and Blues Festival 28 Feb
- Iron Maiden 20 Feb (integrated ticketing applied for this event)

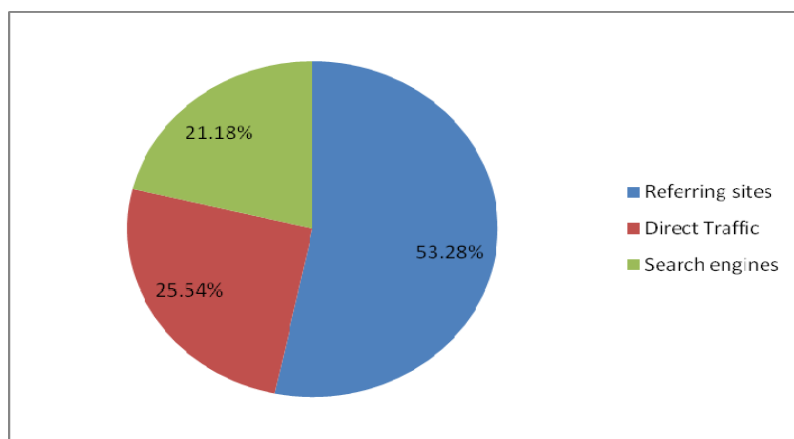
CUSTOMER INFORMATION CHANNELS

MAXX Website Statistics – February 2009

Total visits	448,002 Previous month: 406,624 (+10.18.%)
Unique visitors	241,776 Previous month 211,854 (+8.98%)
Most active hour of the day	4pm – 5pm
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
Most downloaded PDF files	1.Western Line train timetable 2.Southern Line train timetable 3.Beach Rd / East Coast Bays bus timetable 4.Eastern Line train timetable 5.North/Hibiscus Coast bus timetable
Average Time on site	3 minutes 27 seconds
Average page views	3.90 pages

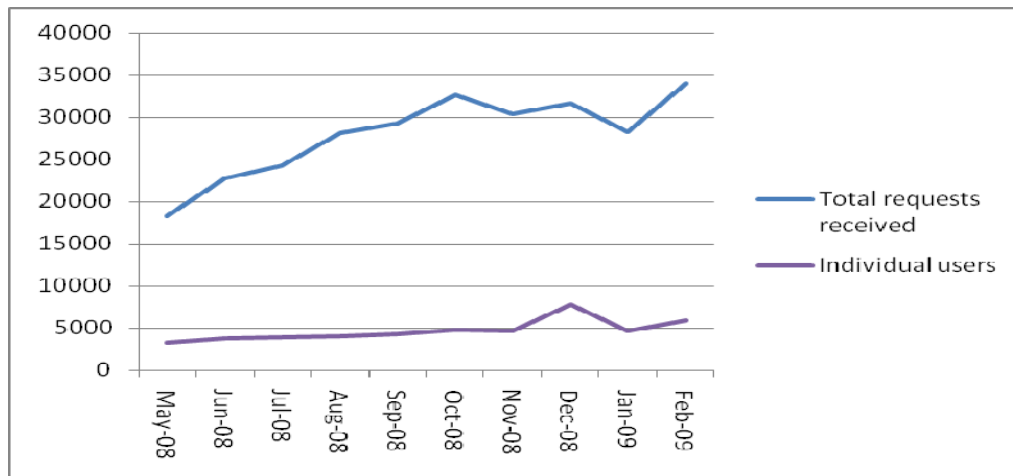
Website Traffic Flow – February 2009

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



MAXX SMS Service - February 09

Total requests received	34,061 17% increase on January 09
Individual users	5,876 21% increase on January 09



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

MAXX Contact Centre - February 09

	2008/2009	2007/2008	Change PY
CALLS OFFERED	61207	72878	-16.01%
CALLS ANSWERED	59829	69876	-14.38%
CALLS ABANDONED	1090	3002	-63.69%
AVERAGE QUEUE LENGTH (secs)	9	16	-43.75%
AVERAGE CALL LENGTH (secs)	136	142	-4.23%
AVERAGE HANDLE TIME (secs)	146	151	-3.31%
LONGEST QUEUE TIME (mm:ss)	13:33	20:13	-32.98%
EMAILS OFFERED	441	468	-5.77%
AVERAGE EMAIL WAIT (hh:mm)	08:46	17:42	-78.98%
BRITOMART VISITS	12842	10010	28.29%

- PY = Previous Year

Key Performance Indicators

	2008/2009	2007/2008	Change
GRADE OF SERVICE	85.98%	89.31%	-3.73%
ABANDON RATE	1.78%	1.90%	-6.32%
EMAIL GRADE OF SERVICE	93.20%	NA	NA

4.2. MEDIA AND COMMUNICATIONS

Media Releases

3 Feb Link and City Circuit diverted for Auckland Lantern Festival

The Auckland Regional Transport Authority (ARTA) advises passengers that due to the closure of Princes Street during the course of the Auckland Lantern Festival, some bus stops will be temporarily closed and the Link and City Circuit services will be subject to a minor diversion from 8pm Thursday 5 February until 7am Monday 9 February.

3 Feb Rail network development continues on the Western Line this Waitangi weekend

The Auckland Regional Transport Authority (ARTA) advises that a revised timetable will be operating between Britomart and Waitakere on the Western Line from 6 – 8 February to allow for the completion of ongoing work to improve the rail network.

5 Feb Joint Media Release: ARC, ARH and ARTA - Electric trains and integrated ticketing safe

The Auckland Regional Council, Auckland Regional Holdings, and Auckland Regional Transport Authority met today to review options in light of the current economic climate.

16 Feb Travel with MAXX to enjoy good food, fine wines and music in Devonport this weekend

On Saturday 21 and Sunday 22 February, Aucklanders indulging themselves in the delights on show at the Devonport Food, Wine and Music Festival can travel the easy way with MAXX.

16 Feb Let MAXX take you to a magical evening of music at the SKYCITY Starlight Symphony

Aucklanders heading to the Domain to enjoy a captivating evening of open-air music at the SKYCITY Starlight Symphony on Saturday 21 February can travel the easy way and hop aboard public transport to take them to and from the event.

17 Feb Iron Maiden fans travel to 'Somewhere Back in Time' for free

On Friday 20 February, Iron Maiden fans that have pre-purchased tickets to see the 'Somewhere Back in Time' concert at Mt Smart stadium can travel for free aboard public transport services to and from the event.

20 Feb Auckland's rail electrification right on track

International rail rolling stock manufacturers and suppliers from across the world have responded strongly to a call for Expressions of Interest in response to the release of the Auckland Regional Transport Authority's Electric Multiple Unit (EMU) Expression of Interest (EOI) document which was advertised on 23 December 2008 and closed on 12 February this year, ARTA's Chief Executive, Fergus Gammie said today.

26 Feb MAXX to the Mission Bay Jazz and Blues Streetfest

The streets of Mission Bay will be filled with the sound of Jazz and Blues from 6pm this Saturday evening, as the annual Mission Bay Jazz and Blues Streetfest takes place.

Aucklanders heading to the event can avoid parking hassles and travel the easy way by taking public transport to and from the event.

26 Feb Lads and lassies travel with MAXX to Billy Connolly at Vector Arena

Aucklanders going to see Scottish funny man Billy Connolly perform at Vector Arena in one of three live shows on Saturday 28 February, Sunday 1 and Monday 2 March, can leave their cars at home as public transport will have them arriving close to the door.

27 Feb A new generation learns to walk to school

School children around Auckland will be pulling their socks up and putting their feet first with the encouragement of their parents, teachers and caregivers next week, as the Auckland Regional Transport Authority (ARTA), together with Auckland's 7 Territorial Local Authorities, launches Travel Wise Walk to School Week.

5 CORPORATE SERVICES

5.1. FINANCIAL REPORTS

Auckland Regional Transport Authority										
INCOME STATEMENT										
NZD '000	MONTH			YEAR TO DATE			FULL YEAR			
	February-09	Budget	Actual	Variance Fav/(Unfav)	Budget	Actual	Variance Fav/(Unfav)	Budget	Reforecast Dec 08	Variance Fav/(Unfav)
OPERATING REVENUE										
ARC Opex Grants	7,407	8,006	599	60,980	62,976	1,996	95,916	99,847	3,931	
NZTA Opex Grants	8,204	9,975	1,771	66,184	69,911	3,727	100,967	102,894	1,927	
Other Grants and Subsidies	109	109	0	870	884	14	1,305	1,306	1	
Rail Fare Revenue	1,544	1,450	(94)	11,717	11,586	(131)	19,000	18,741	(259)	
Bus Fare Revenue	349	383	34	2,370	2,695	325	3,962	3,987	25	
Ferry Wharf Revenue	160	262	102	1,285	1,318	33	1,928	1,873	(55)	
Other Sundry Operating Income	1	6	5	8	115	107	12	164	152	
Total Operating Revenue	17,774	20,191	2,417	143,414	149,485	6,071	223,090	228,812	5,722	
OPERATING EXPENDITURE										
Human Resource	1,142	989	153	8,915	8,250	665	11,992	13,377	(1,385)	
Prof Services - Project Delivery	625	524	101	4,492	3,935	557	7,005	6,579	426	
Prof Services - Customer Services	720	518	202	5,336	5,447	(111)	8,120	8,384	(264)	
Prof Services - Others	253	372	(119)	2,290	6,124	(3,834)	3,394	3,865	(471)	
Support Services	225	225	0	1,800	1,803	(3)	2,700	2,716	(16)	
Materials	35	7	28	300	61	239	500	206	294	
Printing and Office	175	107	68	1,145	799	346	1,703	1,322	381	
Communications	31	10	21	248	132	116	367	206	161	
Information Systems	34	183	(149)	416	473	(57)	915	813	102	
Bus Contract	8,961	9,987	(1,026)	71,874	75,722	(3,848)	111,332	116,053	(4,721)	
Rail Contract	4,827	5,399	(572)	39,718	39,083	635	60,525	61,863	(1,338)	
Ferry Contract	517	458	59	4,044	3,089	955	6,113	5,155	958	
T A Level Crossing							2,800	2,800	0	
Other Expenditure	130	202	(72)	1,420	1,479	(59)	1,702	1,546	156	
Depreciation	1,366	1,715	(349)	10,434	11,143	(709)	13,944	16,451	(2,507)	
Investigations Expenditure	-	8	(8)	1,029	3,837	(2,808)	1,029	4,047	(3,018)	
Total Operating Expenditure	19,041	20,704	(1,663)	153,461	161,377	(7,916)	234,141	245,383	(11,242)	
Net Operating Surplus/(Deficit)	(1,267)	(513)	754	(10,047)	(11,892)	(1,845)	(11,051)	(16,571)	(5,520)	

Statement of Financial Position

As at 28 February 2009

	June 08 \$000s	ARTA				June 08 \$000s	ARTA		
		Feb-09 \$000s	Jan-09 \$000s	Movement \$000s			Feb-09 \$000s	Jan-09 \$000s	Movement \$000s
Liabilities					Assets				
Current Liabilities					Current assets				
Trade payables	8,087	5,600	5,993	(393)	Cash and cash equivalents	148	116	118	(2)
GST payable	184	257	0	257	Trade receivables	467	277	211	66
Employee benefit liabilities	855	659	637	22	GST receivable	0	0	35	(35)
Income in advance	3,076	7,030	3,463	3,567	Accrued income	11,498	13,404	8,321	5,083
Accrued expenditure	34,740	30,232	26,508	3,724	Prepayments	14	1,871	3,502	(1,631)
Transport grants payable	18,802	18,169	16,686	1,483	Inventories	3,096	3,817	2,691	1,126
Total current liabilities	65,744	61,947	53,287	8,660	Related party receivables				
Non-current Liabilities					Operating account	38,562	30,182	29,053	1,129
Transport grants payable	9,880	5,701	9,880	(4,179)	Transport grants	18,802	20,865	16,686	4,179
Deferred tax	4,935	4,935	4,935	0	Total current assets	72,587	70,532	60,617	9,915
Total non-current Liabilities	14,815	10,636	14,815	(4,179)	Non-current assets				
Total liabilities	80,559	72,583	68,102	4,481	Property, plant & equipment	186,090	221,011	216,453	4,558
Equity					Intangible assets	22,254	22,015	22,044	(29)
Accumulated funds	5,164	5,678	5,886	(208)	Related party receivables				
Capital grants reserve	205,088	240,998	235,006	5,992	Transport grants	9,880	5,701	9,880	(4,179)
Total equity	210,252	246,676	240,892	5,784	Total non-current assets	218,224	248,727	248,377	350
Total equity and liabilities	290,811	319,259	308,994	10,265	Total assets	290,811	319,259	308,994	10,265

Statement of Cash Flows For the Period Ended 28 February 2008		
Full Year Ended 30 June 2008		Year to Date
\$000	Cash flows from operating activities	\$000
	Cash was provided from:	
66,415	ARC Opex grants	71,356
57,533	ARC Capex grants	46,170
26,545	ARC funding for IA grants vested in ARTA	2,116
5,028	LTNZ Capex grants	2,966
84,963	LTNZ Opex grants (excl. GST)	67,329
1,333	Other Grants and Subsidies	4,822
16,573	Rail Fare revenue	11,621
3,322	Bus Fare revenue	2,668
1,471	Ferry Wharf revenue	1,313
623	GST	73
150	Other Sundry Operating income	168
263,956		210,602
	Cash was applied to:	
169,822	Payments to Suppliers (excl. GST)	151,549
10,521	Payments to Employees	8,446
26,251	Payments to recipients of IA grants vested in ARTA	4,812
0	GST	0
206,594		164,807
57,362	Net Cash from Operating Activities	45,795
	Cash Flows from Investing Activities	
	Cash was provided from:	
0	Realisation of Other Investments	0
0	Proceeds from Sale of Intangible Assets	0
0		0
	Cash was applied to:	
57,537	Purchase and Development of Fixed Assets	45,827
0	Purchase and Development of Intangible Assets	0
0	Other Investments	0
57,537		45,827
(57,537)	Net Cash applied to Investing Activities	(45,827)
	Cash Flows from Financing Activities	
	Cash was provided from:	
0	Increase in loans	0
	Cash was applied to:	
0	Repayment of Loans	0
0	Net Cash from Financing Activities	0
(175)	Net (Decrease)/Increase in Cash & Investments Held	(32)
323	Cash & Investments Balances at Beginning of the Period	148
148	Cash & Investments Balances at the End of the Period	116
	Cash & Investments Balances Consist of:	
0	Bank Overdraft	0
148	Cash	116
0	Short Term Investments	0
148		116

Reconciliation of Net Surplus with Net Cash Flows from Operating Activities

	39,845
	\$000
Cash was provided from:	
Net Surplus	36,424
Adjustment for items not involving cash:	
Depreciation and amortisation	11,143
Donated asset	0
Deferred tax	0
Movements in working capital:	
(Increase) in receivables from ARC	8,380
(Increase) in trade and other receivables	-4,292
Increase in GST	73
Decrease/(Increase) in grants receivable from ARC	2,116
(Decrease)/Increase in trade and other payables	-3,237
(Decrease)/Increase in grants payable	-4,812
Net Cash from Operating Activities	45,795

5.2. STATEMENT OF FINANCIAL PERFORMANCE

OPERATING RESULTS - MONTH OF FEBRUARY 2009

The results for the February month and the year to date as at 28 February 2009 are reported against the ARTA budget as per the 2008/2009 funding agreement with the ARC (approved December 08).

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 \$0.6m more than budget and NZTA Opex Grants are \$1.8m more than budget largely due to the 100% reimbursement for the Super Gold card reimbursement to operators not budgeted for.

Rail Fare Revenue is \$0.1m less than budget due to a lower than budget patronage and a lower than average fare caused by higher than anticipated use of tertiary discount travel.

Ferry Wharf Revenue is \$0.1m more than budget due to a multi-period adjustment to recognise the NZTA contribution for Super Gold card ferry users no longer recovered from the operator, now reimbursed via the monthly NZTA claim.

Expenditure

Major variances to budget are:

- a) Human Resource is \$0.2m less than budget due to vacancies unfilled as at the end of February – several of these positions have been filled in early March.
- b) Professional Services – Project Delivery – is \$0.1m less than budget due to projects running behind schedule associated with low staff numbers and the delay in negotiation of rail network access charges.
- c) Professional Services – Customer Services is \$0.2m less than budget due to savings in the TDM marketing area, the timing of the Rugby World Cup study, use of an in house temp graphic designer rather than outsourcing this work, less support required for the real time system and no expenditure on special events travel planning due to no NZTA funding for this project. This favourable variance is partially offset by higher than budgeted costs for school travel planning contractors and New Integrated Fares & Ticketing Implementation (NIFTI) modelling costs.
- d) Professional Services – Other is \$0.1m more than budget due to the timing of some IT capital costs transferred to ARTA by the ARC.
- e) Information Systems is \$0.1m more than budget due to timing of the licence fees for the real time system.
- f) 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 there is a corresponding increase in NZTA Opex grants).
- g) Rail Contract is \$0.6m more than budget due to increased costs for Veolia leave liability, higher than budget major periodic maintenance for rolling stock and timing differences associated with the purchase of rolling stock spare parts partially offset by savings in routine maintenance at rail stations.
- h) Depreciation is \$0.3m more than budget due to the timing of completing and capitalising property plant and equipment differing from the budgeted timelines to complete capital projects.

Net Operating Surplus / (Deficit)

Net Operating Deficit for the month is \$0.5m. This deficit arises mainly because depreciation is unfunded.

OPERATING RESULTS – YEAR TO DATE - PERIOD ENDED 28 FEBRUARY 2009

Revenue

ARC Opex Grants are \$2.0m more than budget and NZTA Opex Grants \$3.7m more than budget year to date due to less expenditure than budgeted (see below for expenditure variance analysis).

Rail Fare Revenue is \$0.1m less than budget.

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

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 \$0.7m less than budget.
- b) Professional Services – Project Delivery is \$0.6m less than budget. Due to staff turnover and lack of resources in the first half of the financial year some planned project development, rail performance modelling activities and contract management initiatives have been deferred. Rail network access agreement negotiations have been delayed. It is expected that the modelling and access agreement negotiations will now not proceed this financial year and the funds relating to these activities have been declared surplus.
- c) Professional Services – Customer Services is \$0.1m more than budget due to unplanned costs of administering the Super Gold free travel system, Half Moon Bay and Bayswater unplanned tender costs and the unbudgeted NIFTI modelling costs.
- d) Professional Services – Other is \$3.8m more than budget due mainly to the write back of capital work in progress for integrated ticketing procurement.
- e) Materials – \$0.2m less than budget due to less marketing timetable replacements and walking school bus incentive material required so far this year than was planned.
- f) Printing and Office is \$0.3m less than budget mainly due to fewer marketing timetables.
- g) Bus and Ferry Contracts are \$2.9m more than budget, this being higher than budgeted inflation payments partially offset by savings in the ferry contract due to early conclusion of operator negotiations and fewer tertiary concessions as the operators reach the calendar year cap.
- h) Rail Contract - \$0.6m less than budget due to reduced cost of driver hire over the December/January period and the lower than budgeted maintenance at stations.
- i) Depreciation is \$0.7m more than budget year to date.
- j) Investigations Expenditure is \$2.8m more than budget year to date due to uncertainty of costs for electrification design when the budget was originally set.

Net Operating Surplus/ (Deficit)

Net operating deficit for the year is \$11.9m. This deficit arises mainly because depreciation is unfunded and because to the write off of Integrated Ticketing work in progress.

5.3. STATEMENT OF FINANCIAL POSITION

The key features of the Statement of Financial Position as at 28 February 2009 are:

Current Liabilities

The total trade payables have decreased by \$0.4m from January due to some Kiwi Rail charges for January received in February and a grant to Waitakere City Council in February with no similar amount in January.

Income in advance has increased \$3.6m from the month of January mainly due to the new quarter of the prepaid Veolia quarterly invoice.

Accrued expenditure has increased \$3.7m and accrued income is higher by \$5.1m than January as February has higher expenditure/activity than the January holiday period.

Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – February 09	\$1,534,600	\$10,300	\$10,900
Accounts Payable – January 09	\$735,200	\$7,800	\$120

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

Trade Receivables

Detail	Current	30-60 Days	More than 60 days
Accounts Receivable– February 09	\$218,000	\$27,300	\$31,400
Accounts Receivable– January 09	\$204,900	\$16,400	\$41,500

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.