



Auckland Regional  
Transport Authority

# MONTHLY BUSINESS REPORT

October 2008

## CONTRIBUTION LIST

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

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Project Delivery	Peter Spies
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## **SUMMARY**

### **Patronage**

- Public transport patronage for the 4 months to October 2008 was 9.2% above last year.
- Patronage for the month of October was 17.5% higher for bus, 9% higher for rail and 0.5% lower for ferry on October last year.
- The Northern Express patronage for the month of October increased by 95% on last year. Several other bus routes that have had recent service reviews and improvements also experienced double digit patronage growth.
- Super Gold Card passengers were 3.7% of the total passengers for the month of October.

### **PT Services**

- Rail service punctuality on all services was similar to the month of September at 87.1% of services despite several significant incidents during the month.
- A new timetable on the Southern and Eastern rail lines was introduced on 20 October following the increase in capacity with the introduction of 3 new trains.
- On 16 October Fullers gave 90 days notice of their intention to withdraw from the Bayswater and Half Moon Bay ferry services. An RFP has been issued to seek operators for these services from mid January 2009.
- Several service improvement initiatives have been introduced on the Northern Busway.

### **Rolling Stock**

- SA trainsets 15 – 17 are now all in service with SA trainset 17 entering service on 3 October. There are now 23 carriage bodies at Hillside, of which 15 are at various stages of the refurbishment process. The first 4 car set will be delivered for service in July 2009.
- The first two SX carriages have been refurbished and are expected to enter train service in November 2008.
- The ADL air conditioning upgrade is complete in 40 units, with the 3 remaining units to be completed by mid-November.

### **Infrastructure**

- Avondale Station - ONTRACK are planning the temporary station which, once available, will then enable the existing station to be demolished.
- New Lynn Rail and Bus Interchange – a detailed design is expected to be available for consideration by December.
- Rail Distributed Stabling – a concept design for the Tamaki site is complete while a cheaper alternative to the Ranui site is under investigation.
- Rail Station concept design is underway for the Park Road station while consultation on the Onehunga line station locations is underway.
- Ferry Terminal Upgrades:
  - Beach Haven – a design review has been completed and has identified significant issues with the ARTNL design proposal. Options for addressing these issues are being prepared for discussion with key stakeholders.
  - Birkenhead – a funding application for construction of the hydraulic ramp has been approved by NZTA and the current design is being reviewed against up to date operational requirements.
- Downtown Ferry Terminals Structural Renewals – Repair work commenced in May but progress is slower than planned due to the contractor identifying greater deterioration than anticipated, including the need to undertake remedial work on previous concrete repairs.
- Real Time Signs – The roll out of the signs continues across the region with the majority of sites now completed.

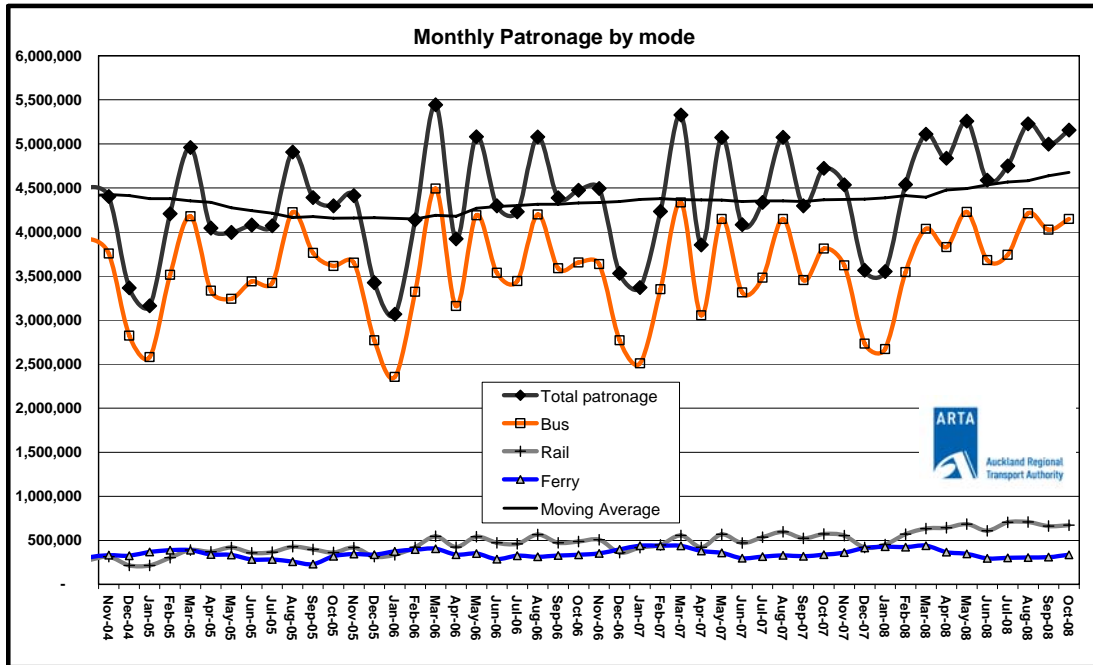
## **Strategy and Planning**

- A Draft Regional Public Transport Plan will be available for public consultation by early 2009.
- The development of the 2009/12 Auckland Regional Land Transport Programme is underway. This is a 3-year programme prepared under new provisions of the Land Transport Management Act, and new guidelines issued by the NZ Transport Agency.

# 1 CUSTOMER SERVICES

## 1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail cumulative patronage for the four months to October is 9.2% (1,701,899 boardings) higher than for the four months to October 2007<sup>1</sup>.



The largest contributors to the October patronage growth (433,552 boardings) are:

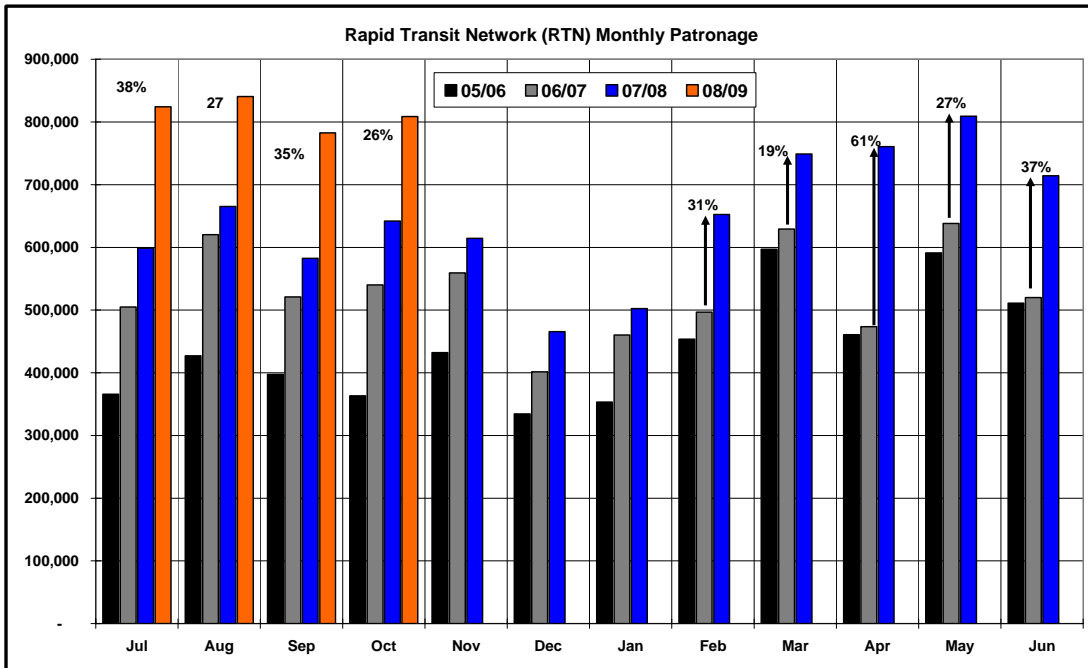
- Rail growth on the Western line in October was +23% (46,013 boardings) and the southern and eastern line was +15% (54,015 boardings). Total rail patronage was 100,027 higher at +17.5%.
- Bus service patronage grew by 9%, (335,948 boardings) and included:
  - The Northern Express patronage was 95% (66,588 boardings) higher, and Albany and Constellation stations feeder buses up 64% (12,890 boardings).
  - The contracted trips of the LINK service had +17% growth.
  - Botany to CBD routes 680 and 681 corridor had a 44% growth following recent improvements.

Cumulative patronage growth since January has been consistently over 6%. For the calendar year, patronage is 8% higher at 10 months than for 2007.

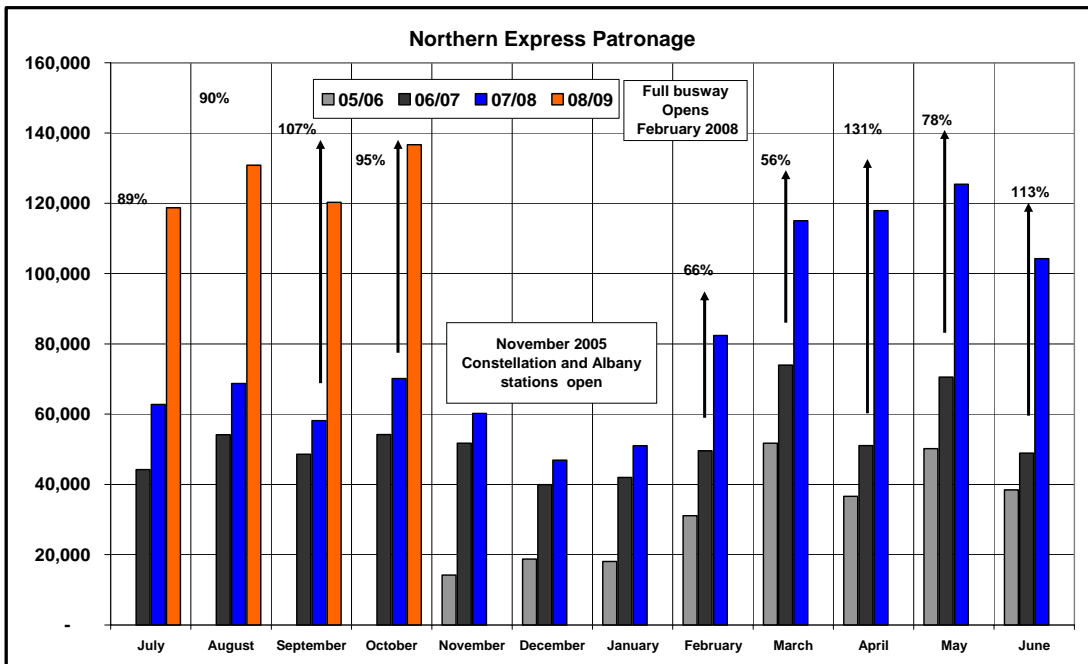
<sup>1</sup> At the time of compiling, patronage totals from three operators, one bus and two ferry were still outstanding. Their patronage has been estimated in line with previous months. Patronage share for these operators is less than 5% of the total network

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

For the month of October 2008, the Rapid Transit Network (RTN) grew by 26% (166,615 boardings) compared to October 2007.

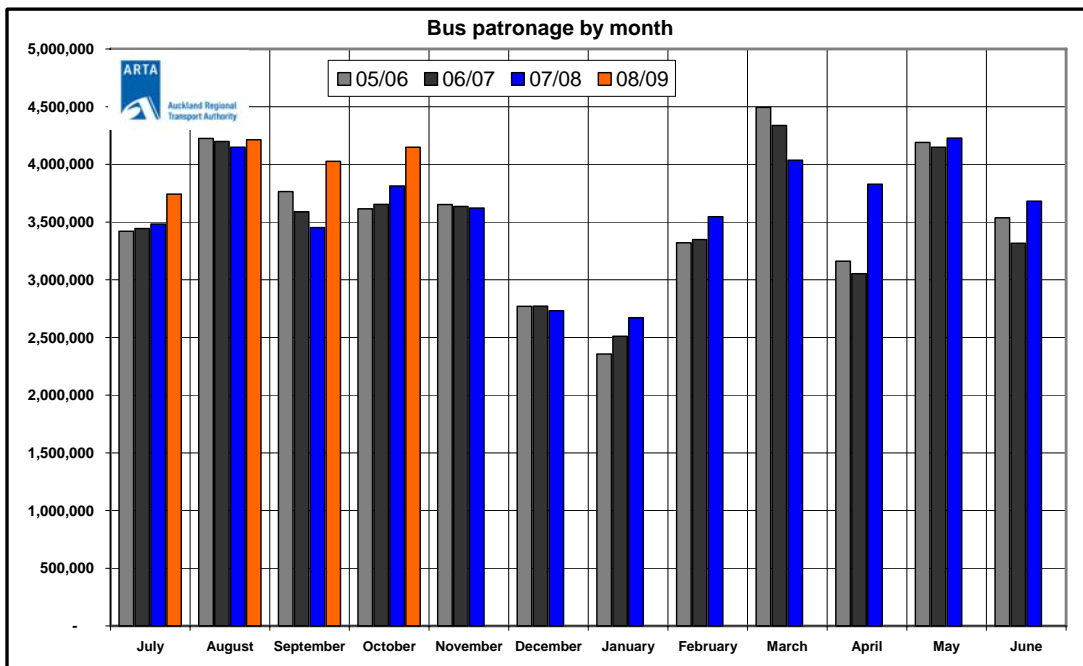


The Northern Express grew by 95% or 66,588 boardings compared to October 2007.



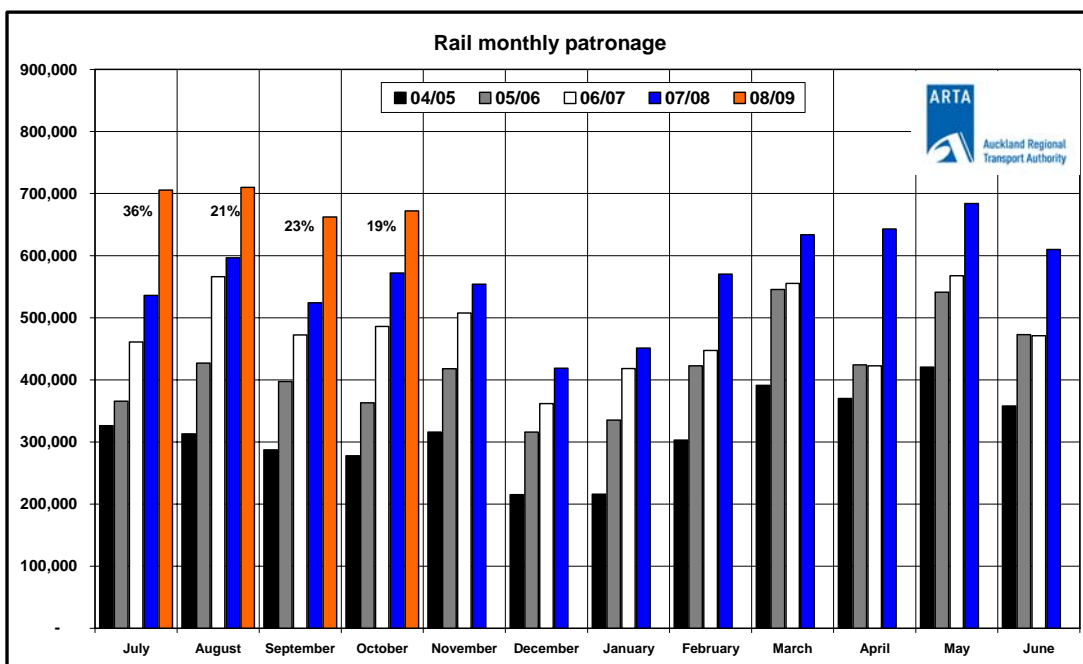
## Bus Patronage

Bus patronage is 9% (335,948 boardings) higher than last October and 8% higher for the 4 months this financial year to date.

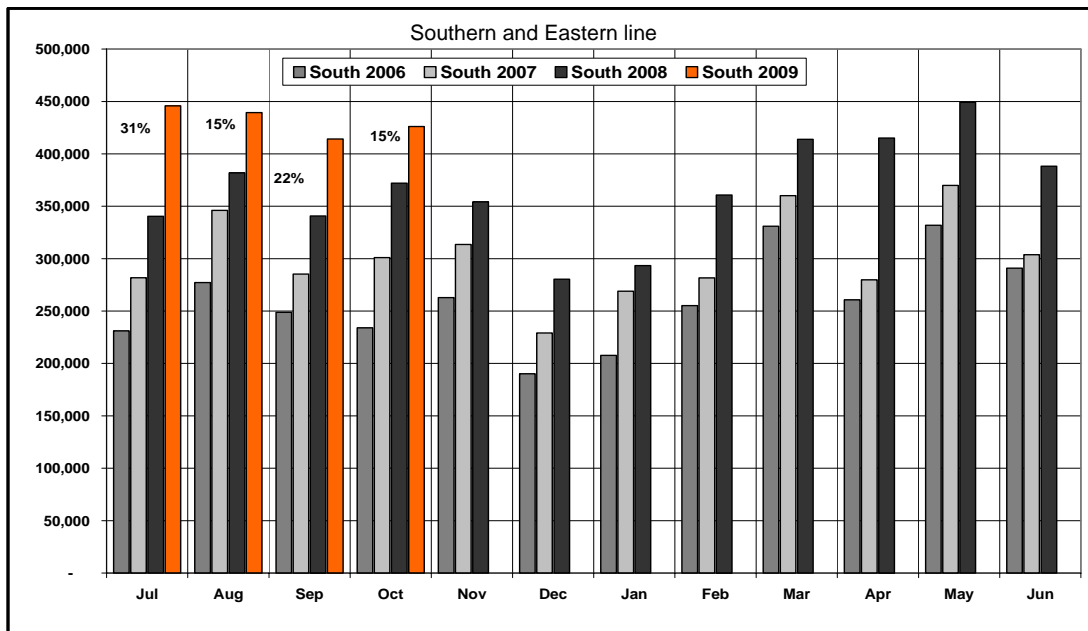


## Rail Patronage

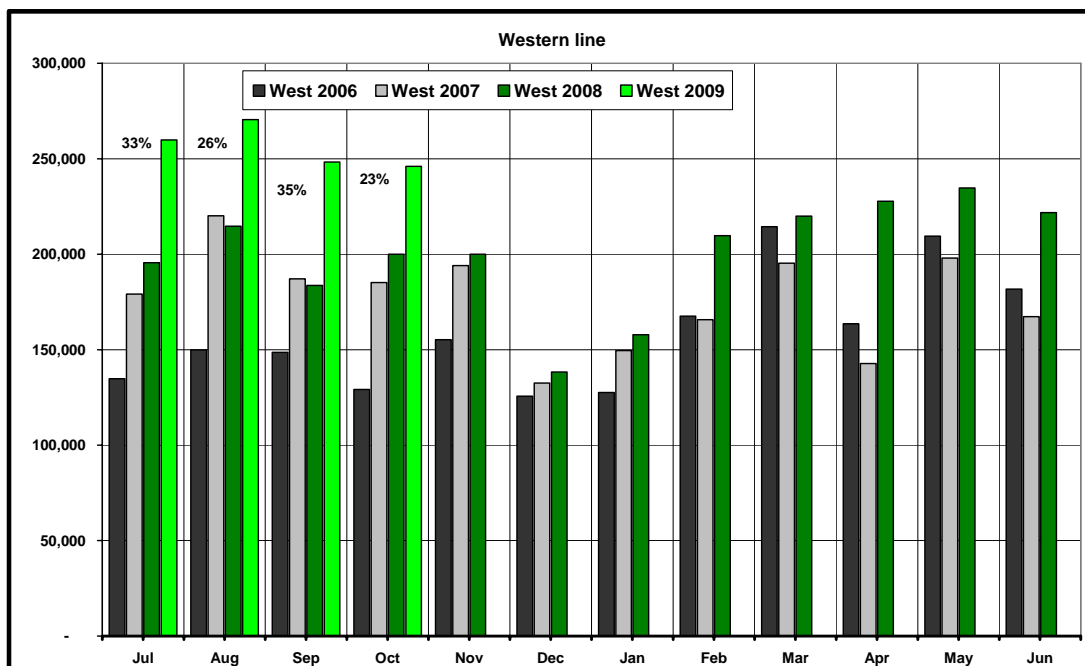
In the month of October there were 672,000 passenger journeys recorded on the region's rail system, a 17.5% increase on the same month last year. For the year to date there have been 2.75 million passenger journeys, compared to 2.23 million for the comparative period last year, an increase of 23.4%. The comparative growth is slightly lower than recent months which can, in part, be attributed to extensive track closures over Labour weekend (last year track closures were limited to Penrose to Newmarket) and fewer special event trains during the month. Additional trains provided for a single event, an Air NZ Cup match that had a low level of support, during the month. There were 25,000 passengers who presented SuperGold cards for travel (3.7% of the total) in October.



There were 426,000 passengers recorded using southern and eastern line services during the month which is 14.5% more than the same month last year. For the year to date there have been 1.725 million passenger journeys recorded on the southern and eastern lines, a 20.2% increase on the same period last year.



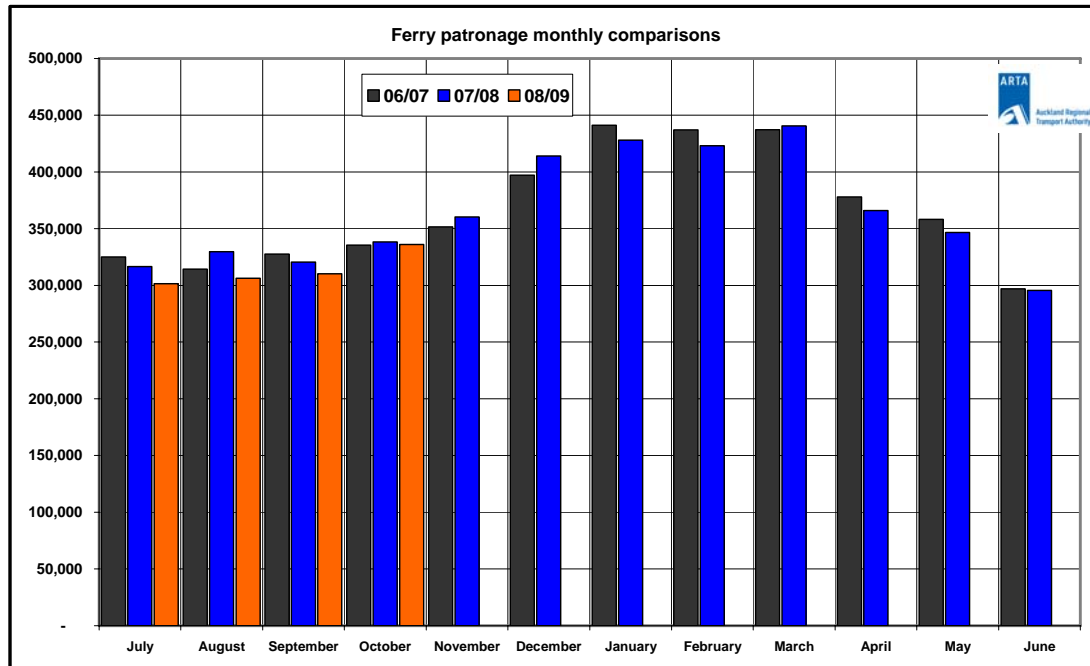
There were 246,000 passengers recorded using western line services during October, an increase of 23.1% on the same month last year. For the year to date there have been 1.025 million passenger journeys recorded on western line trains, an increase of 29.1% over the same period last year. The complete track closure of the western line during Labour weekend resulted in a reduction in the patronage recorded using weekend services for the month compared to the same month last year.





## Ferry Patronage

Ferry patronage for October is 0.5% lower (-1,327 boardings) than last October.



### Contracted Ferry route performance year to date is as below:

- Pine Harbour October 08 vs October 07 +41% growth
- West Harbour October 08 vs October 07 +37.7% growth
- Gulf Harbour October 08 vs October 07 -1.4% decline
- Half Moon Bay October 08 vs October 07 +14.9% growth
- Bayswater October 08 vs October 07 -2.2% decline
- Birkenhead October 08 vs October 07 -2.2% decline

## 1.2. PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY

### Rail Services

Despite some significant incidents during the month service punctuality (services operating on time or within five minutes) for all services was 87.1%, a similar result to September (87.2%). This compares to 83.9% for the same month last year. Once again performance on the western line exceeded that recorded on the southern and eastern lines, with 88.5% of services operating on-time or within five minutes. The southern and eastern lines showed a slight improvement on last month with 86.3% on time or within five minutes compared to 86.1%. This result reflects the lower number of speed restrictions affecting southern and eastern line services after ONTRACK completed works in late September and again over Labour weekend. However, the scaling up of major works in the Newmarket and New Lynn areas requiring track protection measures is starting to have an effect on western line punctuality.

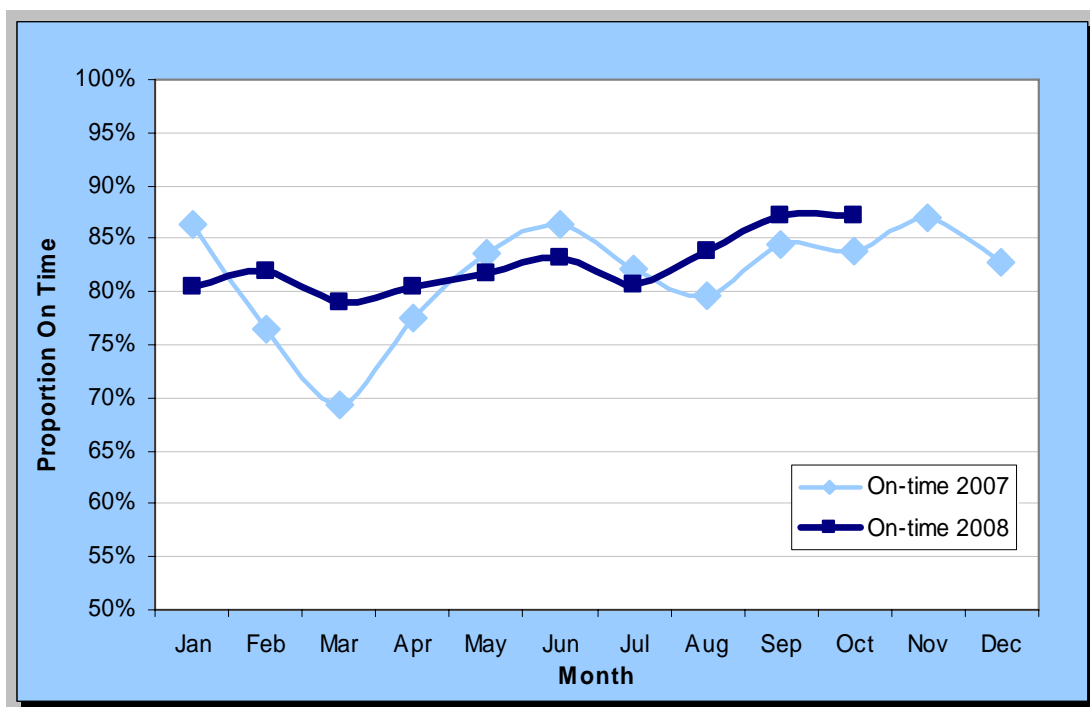
The following major incidents were recorded during the month:

- Signalling and points failures – On Friday night 3 October signals and communications were lost to the Wellington Train Control Centre affecting southern and western line services from Westfield to Waitakere. The fault was traced to a vandalism incident at Ngaruawahia which was not repaired until midday of 4 October. As a result services on the southern and western lines were cancelled from 10pm Friday evening to midday Saturday. Buses were provided. During the morning peak of 6 October a points failure at The Strand disrupted all train operations into and out of Britomart. The following morning a points failure within the

Britomart tunnel resulted in severe disruptions to morning peak services. Trains were cancelled at Panmure and Newmarket with buses arranged to complete the journey where possible and arrangements made for the acceptance of train tickets on some bus services between Newmarket and Britomart. A track fault disrupted services on the eastern line for part of the morning on 27 October (Labour Day). On 30 October a points failure at Otahuhu resulted in significant disruptions to morning peak services on the southern and eastern lines and the following evening a points failure at Westfield resulted in delays on the southern and eastern lines.

- Mechanical faults – Just prior to the evening peak on 10 October a train broke down just outside the Parnell tunnel. The position of the train effectively prevented trains movements on the southern and western line. Severe disruptions were encountered through the evening peak.
- Other – In the early hours of 30 October a deceased person was found lying beside the tracks at Ranui. Services were suspended through the area during the morning peak and operated between Henderson and Britomart only. The line was reopened just before 9am. The matter is subject to a Police investigation however it is believed that the person was struck by a freight train sometime during the night and before the commencement of passenger service operations.

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



NOTE: Scale changed from previous reports as service performance has stabilised.

The high number of major incidents that affected multiple services as detailed above resulted in the month recording one of the highest number of service cancellations (either full or partial) on record. In total 205 services were cancelled or did not reach their scheduled destination. Of these, 39 cancellations resulted from the Britomart points failure (7 October), 36 cancellations resulted from the mechanical fault (10 October) and 22 related to the incident on the morning of 30 October. For the month of October reliability was 96.8% compared to 97.3% last month and 97.3% for October last year. Without the three major events mentioned reliability would have been 98.3% during the month. Western line services were most affected by the major events and reliability was 95.1% while the southern and eastern line reliability was 97.8%.

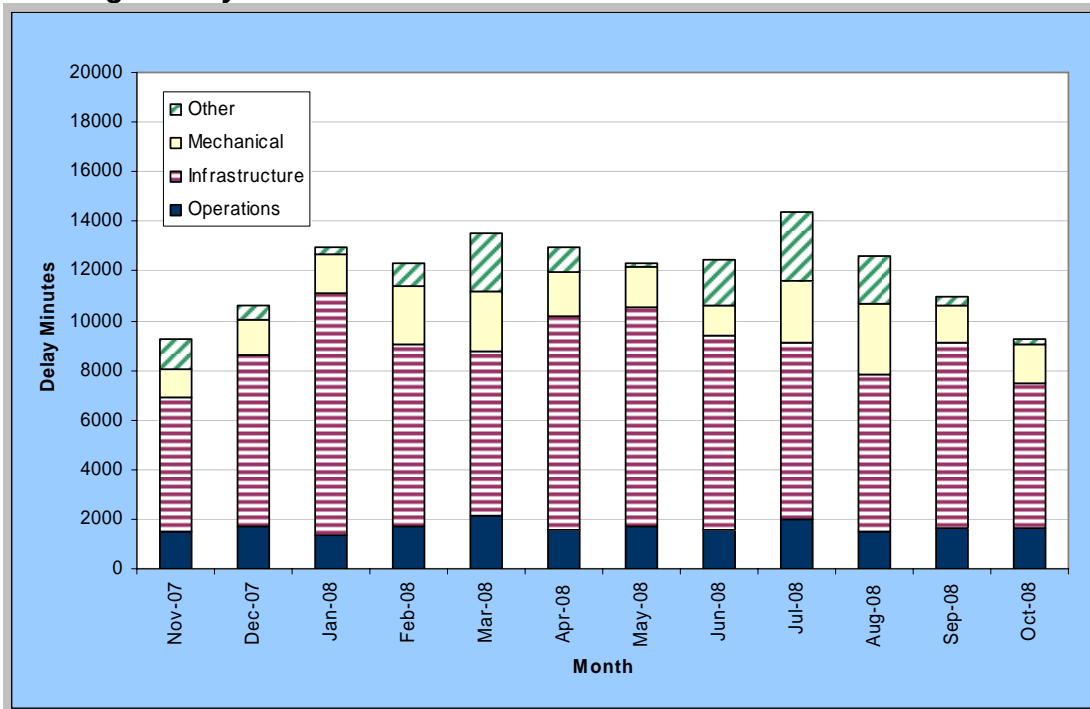
Bus replacements were in effect during the month as follows:

- Saturday 25 October to Monday 27 October (Labour weekend), buses replaced trains on the entire western line between Waitakere and Britomart and on the southern line from Otahuhu to Britomart (via Newmarket) to allow major works to progress at Newmarket and on New Lynn to Avondale track duplication;
- Weekday evenings from 20 October buses replaced trains west of Avondale in the evenings for New Lynn to Avondale track duplication and track lowering work. 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 month of October 2008 was another month in which the significant delays had a greater impact on service reliability (cancellations) than on punctuality, and are not fully reflected in the delay minute statistics which show an improvement to the lowest level since November 2007. During October 2008 there were 9,283 delay minutes recorded across the network, a reduction of 15.1% on the previous month. Once again delays caused by infrastructure faults made up the majority of total delay minutes (62.4%) but were 22% lower than September, with a reduction in both the number of delays caused by signal and points failures and in the level of speed restrictions. The mechanical performance of the train fleet remained at a similar level to previous months.

### **Passenger Delay Minutes – Last Twelve Months**



The following is a break-down of the various causal issues of the infrastructure-related delay minutes:

	<b>Delay Minutes</b>	<b>Proportion</b>
Network Control	276	4.7%
Signal/points failure	2,176	37.6%
Speed restrictions	1,911	33.0%
Track protection measures*	1,431	24.7%
<b>Total</b>	<b>5,794</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 October 2008, 99.65% of contracted service trips were operated (reliability measure).

Service punctuality for October 2008 was 99.69% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

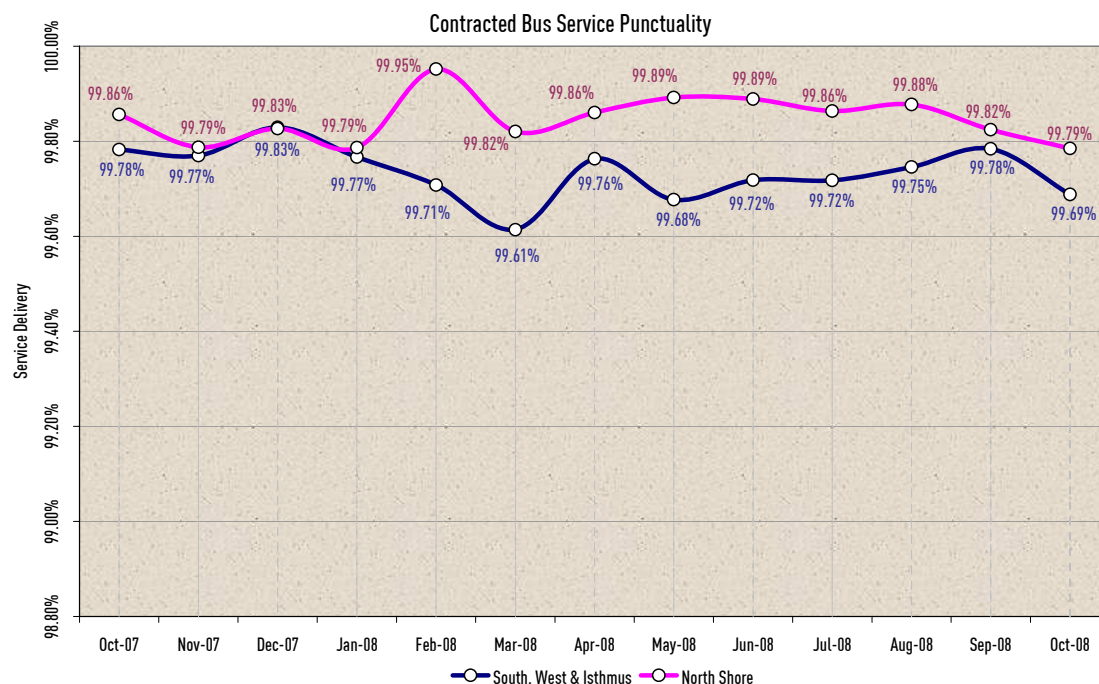
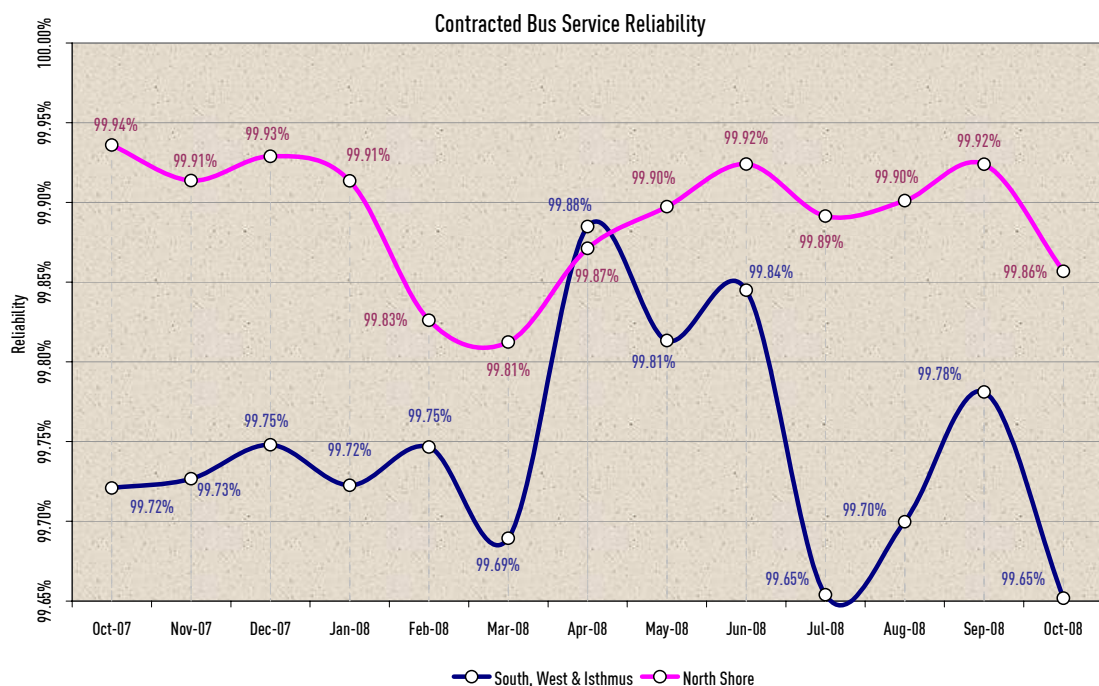
Service punctuality and reliability is self reported by the bus operators.

### North Shore Contracted Bus Services

For October 2008, 99.86% of contracted service trips were operated (reliability measure).

Service punctuality for October 2008 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 DEVELOPMENTS**

#### Refined Eastern and Southern Rail Timetable

A refined timetable was introduced on the Southern and Eastern rail lines on 20 October with the introduction of three new trains to provide additional services and capability.

#### Bayswater and Half Moon Bay Ferry Services

On 16 October Fullers gave ARTA 90 days notice of their intention to withdraw from providing the Bayswater and Half Moon Bay service. ARTA is in the process of seeking operators to provide the service from mid January 2009. A Request for Proposals (RFP) has been released.

#### 380 Airport – Manukau Bus Service

Four new buses began service on Friday 31 October. These are new super low floor, Euro 4 engined vehicles in a new and distinct livery for the '380 Manukau Airporter' service. Lettering is reflective so can be seen at night. This should assist in raising the profile of the service and generating further patronage growth.

#### Mt Eden Road bus frequency improvements

Improved Mt Eden Road bus service frequency were introduced on 12 October with 25,000 timetables were supplied to NZ Bus for a mail drop along the Mt Eden Rd corridor.

#### Commercial Registrations

Registrations received from NZ Bus for the North Shore have been declined by ARTA on the basis of abstraction of revenue from existing services and that these services were not in line with key requirements across the network to maximise resource utilisation. The proposal was for additional inter-peak trips on routes 881, 891 and 895 to start in January 2009.

#### Northern Express

Frequency was improved to four minutes between 7:10am and 7:50am (three trips) and in the afternoon 5:00pm and 5:45pm (two trips).

#### North Shore Express Services

Since North Shore Express services began stopping at all in-line Northern Busway stations, starting mid-September, a noticeable decrease in passenger wait times at Consellation and Sunnynock in particular has been experienced.

#### Busway

Northliner and Naked Bus inter-regional services commenced using busway from 1 October 2008, without any impact on urban scheduled services.

### **1.4. MAJOR INFRASTRUCTURE WORKS**

#### Queen Street Upgrade

All major elements of the Queen St upgrade (in stages 1, 2, 3 and 4 between Custom St and Karangahape Rd) construction works are complete. Defect work, undertaken in October 2008, included a weekend full closure of Queen St between Custom St and Wyndham St, required diversions for public transport.

#### Newmarket Streetscape Upgrade

Newmarket Streetscape work undertaken in October 2008 was in areas of minimal impact to public transport.

## Central Connector

The Central Connector Project commenced construction on 8 April 2008.

Construction is underway in Anzac Avenue; Park Rd between Grafton Bridge and Carlton Gore Rd and Symonds St by Waterloo Quadrant.

Grafton Bridge closed to general traffic on 25 October 2008 for strengthening work, but remains open to cyclists and pedestrians. Auckland City Council is closely monitoring the redistribution of general traffic as a result of this closure and amending traffic signal phase lengths to accommodate changes to traffic volumes.

## Vector Network Upgrade Project Stage 1

Vector is undertaking stage 1 of an electricity network upgrade in the CBD from late October 2008 to the 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.

ARTA is planning for bus stop relocations and bus route diversions to accommodate the works and mitigate anticipated congestion and delays which are expected to be significant. The works commence in Lower Albert St on 30 October 2008, Quay St (adjacent to the Ferry Building) and Britomart from mid-November until mid-December 2008, with Fanshawe St and the remainder of Quay St planned for early 2009.

Work commenced in Lower Albert St on Friday, 31 October 2008 along with the first public transport change required during the works. The impact to public transport is being closely monitored by both ARTA and bus operators.

Rollout of a two tiered plan to communicate disruptions to the general public and specific bus users has commenced with activity as follows:

- Over arching regular messages in NZ Herald regarding general disruptions and targeted suburban print media and radio to support each specific disruption as it takes place
- Signage in bus stops and messages on VPIDs
- Co-ordination and management of a team of MAXX Ambassadors handing out flyers and information at all affected stops and hot spots
- Posters on buses to communicate the general message
- Presence on MAXX and Vector websites with icon on homepage

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

### Eden Park: Air New Zealand Cup, Auckland vs Northland, Sunday 5 October

All games this Air New Zealand Cup season will allow patrons with match tickets to travel for 'free' on special event bus and train services to and from the park. Special bus services allow travel direct from Takapuna, North Shore Busway Stations and Midtown to Eden Park and return with a valid match ticket.

### Ambury Farm Day: Ambury Farm, Sunday 12 October

ARTA supplied a special event rail link bus from Otahuhu train station via Mangere Bridge township to allow patrons to travel to the event using public transport. 159 passengers used the service (an increase from 2007). The large majority of these passengers were care givers and small children.

### Vector Arena: Netball, Silver Ferns vs England, Monday 13 October

An additional train service per line (Western, Southern and Eastern) and a midnight ferry sailing to Devonport (Fullers Commercial) was run to cater for patrons returning home after this event.

Vector Arena: Rihanna and Chris Brown, Monday 27 October (Labour Day)

An additional midnight ferry sailing was provided (commercially) by Fullers for this event which carried 123 passengers.

Vector Arena: Rihanna and Chris Brown, Tuesday 28 October

An additional train per available line (Southern and Eastern) and a midnight ferry sailing to Devonport (Fullers Commercial) was run to cater for patrons returning home after this concert.

106 patrons were carried by train and 89 on the special event sailing to Devonport.

North Harbour Stadium: FIFA U-17's Women's World Cup Schools Day, Wednesday 29 October

Although no additional public transport was requested for this event, ARTA remained heavily involved in the schools day which involved the parking and organisation of over 80 coaches in Hooten's Car Park adjacent to North Harbour Stadium. 5,000 children were bused into the stadium for the game and parked in this area which was a specific testing requirement for RWC2011.

Vector Arena: Stevie Wonder, Thursday 30 October

An additional train per available line (Southern and Eastern) and a midnight ferry sailing to Devonport (Fullers Commercial) was run to cater for patrons returning home after this concert.

91 patrons were carried by train and 102 on the special event sailing to Devonport.

**1.6. REGISTERED SERVICE NOTIFICATIONS RECEIVED BY ARTA UNDER THE TRANSPORT SERVICES LICENSING ACT 1989 PART 2**

Under the Transport Services Licensing Act 1989, the following applications for registered services have been approved during October 2008.

- Island Shuttles: Notification to register a non-scheduled shuttle service for Waiheke Island. Approved 20-Oct-08.
- Howick & Eastern Buses Ltd.: Notification to vary Route 68 to change to Route 680 and vary the scheduled times of arrival to Britomart and to Botany. Approved 20-Oct-08.

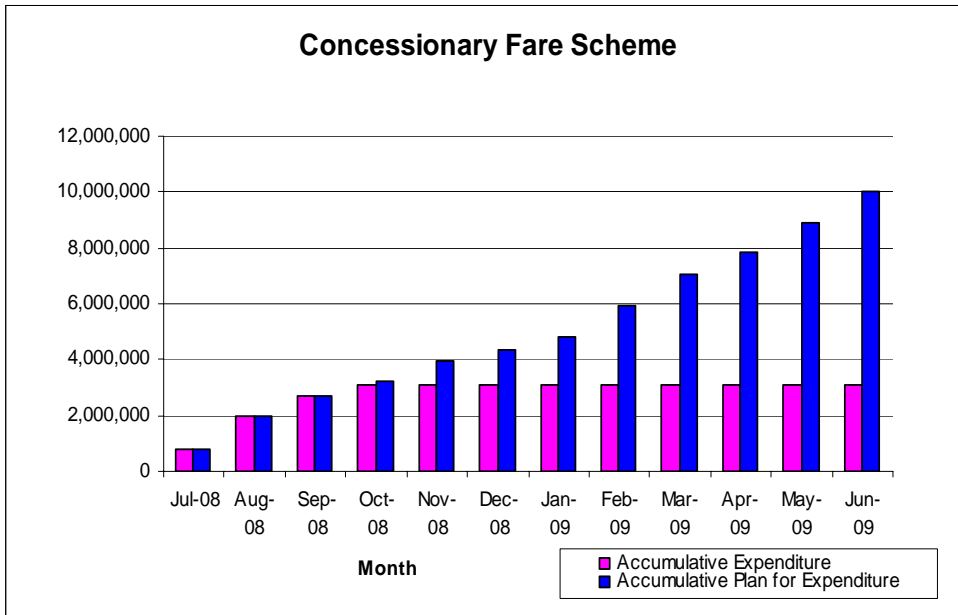
Under the Transport Services Licensing Act 1989, the following applications for registered services have been declined during October 2008.

- Waiheke Shipping Ltd.: Notification to register a fortnightly ferry service ex HMB at 0530hrs and ex Gt Barrier Island at 1300 hrs commencing Wednesday 19 November 2008. Declined 20-Oct-08.
- Transportation Auckland Corporation Ltd.: Notification to register a commercial service between Newmarket to Torbay. Declined 28-Oct-08.
- Transportation Auckland Corporation Ltd.: Notification to register a commercial service between Newmarket and Albany Village. Declined 28-Oct-08.
- Transportation Auckland Corporation Ltd.: Notification to register express commercial services between Auckland and Hibiscus Coast. Declined 28-Oct-08.

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

43 senior citizen applications were processed in October 2008 compared with 112 in July, 60 in August and 38 in September.

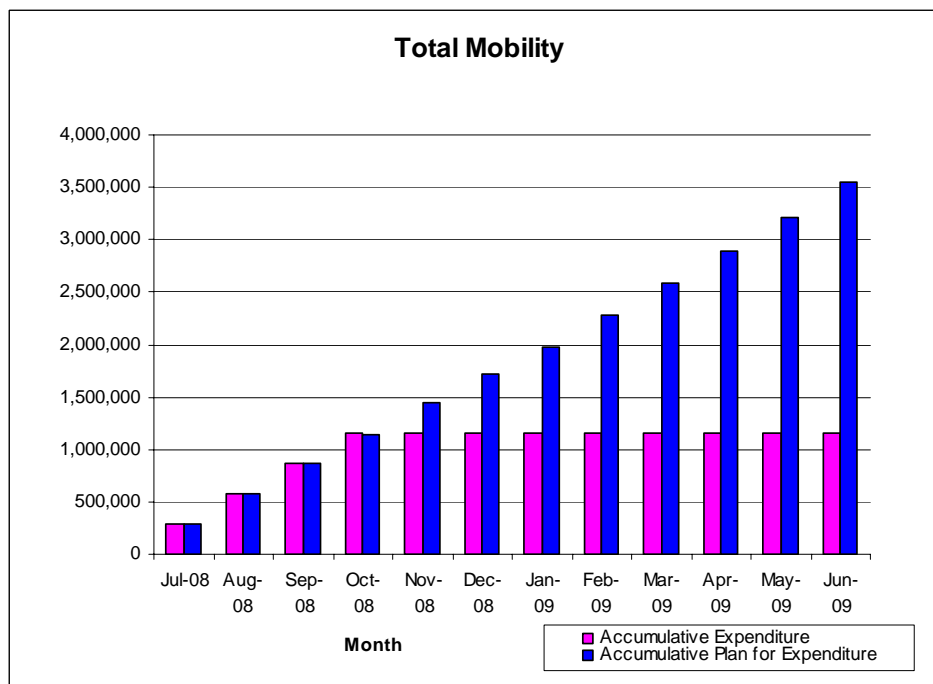
Expenditure for concessionary fare reimbursements is under budget for the four months ended October 2008. The expenditure is \$3,118,000 against a budget of \$3,220,000.



### 1.8. AUCKLAND TOTAL MOBILITY SCHEME

159 new Total Mobility applications were processed in October 2008 compared with 253 in July, 210 in August and 228 in September.

Expenditure for Total Mobility reimbursements is slightly over budget for the four months ended October 2008. The expenditure is \$1,156,000 against a budget of \$1,147,000.





## 1.9. TRAVEL PLANNING

### Schools

Only two schools launched their travel plans during October, the main reason for the low number is that term 3 finished at the end of September and term 4 started on the 13 October.

The schools that launched their travel plans were:

- Sunnynook Primary School
- Glenavon Primary School

Over the 2008 school year evaluation data has been collected from the majority of the 170 plus TravelWise schools. The data covers transport modes of approximately 100,000 children. All this data is now being analysed and compiled into an evaluation report that will be presented to ARTA and NZTA in March 2009.

During October the Men on the Move Walking School Bus (WSB) Challenge was completed. The competition was designed to get more fathers involved in volunteering on WSB routes around the region. In total 186 men took up the challenge to walk at least twice on their children's WSB routes over a one month period.

The initiative involved 44 WSB schools and the two prize winners were from Northcote Primary and Ellerslie Primary. Special school assemblies were held in their honour.

In response to the positive feedback about this years campaign AMI Insurance and ARTA will plan to repeat the challenge during the 3<sup>rd</sup> term next year.

### Workplaces

A key work place travel plan initiative has been free access to public transport passes to workplace staff. A trial initiative between ARTA and regional public transport operators has enabled one week's free travel on public transport to be offered to 500 car users per month. The initiative has been successful and will now be extended to the end of 2009.

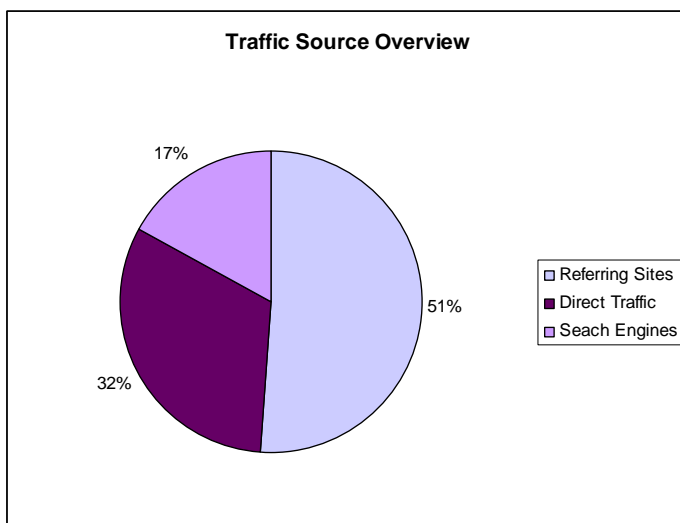
A cluster travel plan covering the Highbrook Business Park, which is New Zealand's largest Business Park, is now gaining momentum. A steering group of Highbrook workplaces which include OfficeMax and NZ Post are planning to launch the parks travel plan process early in 2009.

## 1.10. MARKETING AND CUSTOMER INFORMATION CHANNELS

<b>MAXX website – October 2008</b>	
Total visits	385,918
Unique visitors	214,368
Most popular pages	<ol style="list-style-type: none"><li>1. Journey planner – full enquiry</li><li>2. Journey planner – map</li><li>3. MAXX home page</li><li>4. Journey planner – route diagram</li><li>5. Journey planner - fare suggestion (“deals”)</li></ol>
Time on site	2 minutes 55 seconds
Average page views	3.55 pages

## Website Traffic Flow – October 2008

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



### MAXX SMS service - October 08

Total requests received	32,652
	11% increase on September 08
Individual users	4,724
	17% increase on September 08

### MAXX Contact Centre – October 2008

Call volumes to MAXX increased this month compared to October 2007. This was mainly due to the introduction of free travel for SuperGold card holders with 2,165 specific calls.

The Britomart kiosk had the busiest month ever since opening with 11,480 visits - a 32.33% increase on October 2007. SuperGold card and train timetable changes contributed to this growth.

STATISTIC	2008/2009	2007/2008	Change PY
CALLS OFFERED	62823	60692	3.51%
CALLS ANSWERED	61526	59404	3.57%
CALLS ABANDONED	1069	1044	2.39%
AVERAGE QUEUE LENGTH (secs)	9	9	0.00%
AVERAGE CALL LENGTH (secs)	126	120	5.00%
AVERAGE HANDLE TIME (secs)	135	126	7.14%
LONGEST QUEUE TIME (mm:ss)	20:16	5:21	278.82%

<b>STATISTIC</b>	<b>2008/2009</b>	<b>2007/2008</b>	<b>Change PY</b>
EMAILS OFFERED	816	267	205.62%
AVERAGE EMAIL WAIT (hh:mm)	08:46	09:20	-6.12%
BRITOMART VISITS	11480	8675	32.33%

### Key Performance Indicators

<b>KPI</b>	<b>2008/2009</b>	<b>2007/2008</b>	<b>Change</b>
GRADE OF SERVICE	85.51%	82.03%	4.24%
ABANDON RATE	1.68%	5.42%	-69.00%
EMAIL GRADE OF SERVICE	99.00%	NA	NA

- PY = Previous Year
- External quality score is a mystery shopper audit measured twice a year in April and September
- Email grade of service measures how many emails have been answered within two business days – this is a new measure and hence there is no statistic from the previous year for comparison

## **2 PROJECT DELIVERY**

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

#### **Renewals projects**

- **SX refurbishment**

Work is progressing to the programme. The first two carriages were delivered into Auckland on 28 October 2008. They are currently going through the commissioning process before release to service by mid-November 2008. The key benefits accrued through the current refurbishment are the improved ride quality and the extended carriage service life to 2015.

- **ADL Air-conditioning Upgrade**

The ADL Air Conditioning upgrade is nearing completion. Forty of the forty-three units have now been upgraded. The three units remaining will be completed by mid-November 2008 before summer.

- **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 two SX carriages is complete.

#### **SA Train set 15 – 17**

Train sets 15 -17 entered service on the following dates:-

- TS 15 - 13 August 2008
- TS 16 - 22 September 2008
- TS 17 - 3 October 2008

The four make-up carriages were commissioned on 24 October 2008 to enter service.

All locomotives have now been delivered to Auckland.

#### **SA Train sets 18 – 23**

Work is progressing on the remanufacturing activities of the SA/SD carriages. There are now twenty-three carriage bodies at Hillside. Fifteen carriages are at various stages of refurbishment and the other eight are yet to be admitted for works. KiwiRail has advised that the first 4 car set will now be delivered in July 2009. The key reason for the delay of 4 weeks is failure by their sub-contractor to deliver the new bogies due to non availability of metric bearings on the international market.

### **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)**

Construction continues with activities prioritised in order to achieve key track relocation works during the Christmas line shutdown. Concourse columns and link bridge piers are completed.

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

ONTRACK continue planning the temporary station to be located east of Blockhouse Bay Road which will enable the existing station to be demolished and track lowering works to proceed this summer.

Once ONTRACK confirm the rail alignment at the new side platforms and the platform set out details, Connell Wagner will be able to proceed with the design of ARTA's 'above track' station elements. A cost estimate is being prepared for the concept design of a station layout that includes a pedestrian link bridge across the tracks with two lifts for mobility impaired persons.

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

ONTRACK's confirmation of the apportionment of the total outturn cost (TOC) between ONTRACK, ARTA and Waitakere City Council is due to be provided this month. Following receipt of this information a detailed funding agreement can be prepared together with finalising the station design.

ARTA's architectural consultant, Architectus, is progressing the detailed design of the rail station / bus interchange with a submission expected in early December for ARTA review and from which an updated cost estimate will be prepared. Detailed design is expected to be completed by April 2009.

A risk adjusted cost estimate was prepared for further covering of the trench known as Option 2 for consideration by others for funding.

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

Landscaping works continue to progress and are expected to be completed in November.

### **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. Responsibility for funding the below track elements needs to be discussed and agreed with ONTRACK.

**Western Line Site** – an alternative site at Bruce McLaren Road is being investigated, which should have fewer environmental impacts on surrounding property and at lower capital cost than the Ranui site, due to less earthworks being required.

### **Rail Station Upgrades (Non-DART)**

<b>Station</b>	<b>Status</b>	<b>Comments</b>
<b>Baldwin Ave</b>	Yet to commence.	Station upgrade works are intended to be undertaken during the 2008/2009 financial year.
<b>Morningside</b>	Existing design is being reviewed to ensure that future 8-car trains can be accommodated.	Station upgrade works are shown to be undertaken during the 2008/2009 financial year.
<b>Papakura</b>	Work on the second lift has been suspended pending Papakura District Council completing acquisition of the necessary land.	Funded under rail station safety measures budget.

## **2.3. FERRY TERMINAL UPGRADES**

### **Beach Haven**

A design review report has been completed that identifies that the currently designed ferry terminal (undertaken by ARTNL), which features a floating pontoon, is unlikely to be adequate to service the larger ferries anticipated in the ferry operations strategy for the inner Waitemata harbour. This would provide an integrated service between the CBD, Birkenhead, Beach Haven and Hobsonville. A hydraulically operated platform may be required and significant alterations to the existing heritage wharf structure may also be necessary. The consenting implications of this change are being investigated for discussion with North Shore City, the ARC and NZ Historic Places Trust.

### **Half Moon Bay (IA Grant)**

Works complete and facility being utilised by ferry passengers.

## **Bayswater**

Contract for detailed design awarded to Beca and start-up meeting held. Beca are arranging for marine geotechnical investigation and condition survey of existing wharf to proceed shortly.

## **Birkenhead**

Funding application approved by NZTA. Current design being reviewed against up to date operational requirements. Structural repairs to the existing wharf will proceed in November.

## **Hobsonville**

ARTA representatives have attended meetings and a workshop with Hobsonville Land Company to discuss requirements for the proposed new ferry terminal and bus interchange.

## **2.4. NETWORK DEVELOPMENT**

### **Rail Station Upgrades Concept Designs**

A concept design for the new station between Park Road and Khyber Pass Road has been developed and the project is moving forward into detailed design. Final access arrangements are yet to be agreed between ARTA and ONTRACK as we are awaiting a response to a letter suggesting ONTRACK base case modifications.

Preferred station locations for Penrose, Mt Smart, Te Papapa and Onehunga on the Onehunga Branch Line were approved in October and preparation for consultation with ONTRACK, ARC, ACC and the relevant community board is in progress.

### **Ferry Terminal Developments**

Planning in association with MCC for public consultation meetings on the Half Moon Bay Ferry Terminal upgrade options has been delayed pending outcomes of negotiation with vehicular ferry operators which are currently underway. Consultation is expected to commence early in 2009.

### **Rugby World Cup 2011**

Consultants are working to validate the scope, costs and programme for the planned infrastructure enhancements needed at Kingsland Station for the 2011 Rugby World Cup. The southern platform access sizing and intrusion into the road reserve still needs to be negotiated with Auckland City Council.

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

ARTA is working with MCC and ONTRACK to define a scope of work for the Manukau Interchange Concept Design. Consultants are being briefed and work is underway to confirm scope, costs and programme for completion of both interchange concept design and early rail station concept delivery to support ONTRACK's plans to fast track Stage 2 enabling works; namely consenting and earth works encompassing the Option 2 station box. Lodgement of consent applications for Stage 2 Enabling Works by ONTRACK are imminent and plans are for station box earthworks to commence this coming summer earthworks season.

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

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

The rollout by HTS Group Ltd of 151 Type 1 variable passenger information displays (VPID) commenced in July 2008. Due to continuous bad weather conditions during July only two sites were completed. To bring the work back to schedule the contractor agreed to work on up to ten sites in parallel with priority given to those sites that the Territorial Authorities have supplied the relevant consents and road opening notices (RON).

**Progress to 31 October 2008 - 65%:**

**Rodney District (9 sites)** - all of the approved sites were completed by 1 September 2008.

**Waitakere City (47 sites)** - 46 sites completed.

The site located at 4121 Great North Rd has been removed from the project schedule at the request of WCC.

**North Shore City (43 sites)** - 19 sites completed.

The main cause of the delay in starting work in this area has been due to the large number of site changes requested by NSCC (17), with Takapuna Travel Centre being recently included and subsequent delays in supplying RONS. One of the Takapuna sites has since been removed from the schedule at NSCC request due to issues with trees and associated costs.

**Manukau City (48 sites)** - 21 sites completed.

Vector Energy subcontractors Northpower have insufficient resources to provide power supplies to the planned VPID installation schedule. This has the potential to cause significant delay to the completion of the project. Vector Energy has been advised of the issue and our concerns that 19 sites have VPIS installed and are awaiting power supplies.

At the request of AIAL, 3 sites located at Auckland Airport have been removed from the schedule because suitable power supplies are not available. It is proposed to install Type 2 solar powered VPIDs when available.

**Papakura District (2 sites)** - work on these sites that are located at the rail station has been postponed pending redevelopment of the walkway by PDC.

**Franklin District (1 site)** - Pukekohe travel Centre is the only site approved for Franklin District and was completed on 31 October 2008.

**Commissioning:**

All completed sites have been handed over to the Customer Service team for commissioning and connecting to the RAPID system. To provide maximum benefit to our customers, sites are handed over for commissioning when power is connected to the VPID and on average become fully operational displaying real time information within 8 days of handover.

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

A contract has been awarded to Cash Handling Systems Ltd for the supply and installation of 2 prototype Metro-i solar powered VPIDs. It is proposed to install these at sites in North Shore City and if the trial is successful to tender, procure and install up to 200 units at medium priority bus stops throughout the Auckland Region.

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

**Discovery phase of functional and technical requirements:**

This has been completed by Fujitsu NZ Ltd, their findings and recommendations were presented to all relevant parties including ONTRACK, Veolia, and ARTNL/Britomart.

**Request for Information (RFI):**

The RFI was advertised during October, it closed on 15 October 2008 and 15 responses were received.

**Request for Proposal (RFP):**

The 15 responses are presently being evaluated and a short list prepared. Formal proposals will be requested from all short listed suppliers for the design and supply of an appropriate real time passenger information system for rail services, and/or associated equipment and services. This will permit separate evaluation of proposals for operating system & software, associated hardware and provision of the necessary maintenance services. It is planned to issue the RFP to selected suppliers by late November (two weeks ahead of schedule).

## **2.6. ASSET MANAGEMENT**

### **Downtown Ferry Terminals Structural renewals**

Repair work which commenced in May is progressing slowly due to the contractor identifying the deterioration is much greater than originally anticipated. The re work is due in large part to the need to undertake remedial works on all concrete repairs which have been carried out over the past 20 years.

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

ARTA has received tender documentation detailing the renewal works required to reinstate the mooring facilities to an acceptable condition. Discussions with the operators has recommended that the major works should be carried out after the busy summer season, to minimise disruption to services. Minor remedial works and procurement of materials will commence shortly.



### 3 STRATEGY AND PLANNING

#### 3.1. STRATEGIC TRANSPORT PLANNING

##### Regional Public Transport Plan

A Consultation Discussion Document on the Regional Public Transport Plan has been circulated to local authorities, public transport operators and others as the first step in the development of the new Regional Public Transport Plan. It is proposed that the draft Regional Public Transport Plan will be available for full public consultation early in 2009.

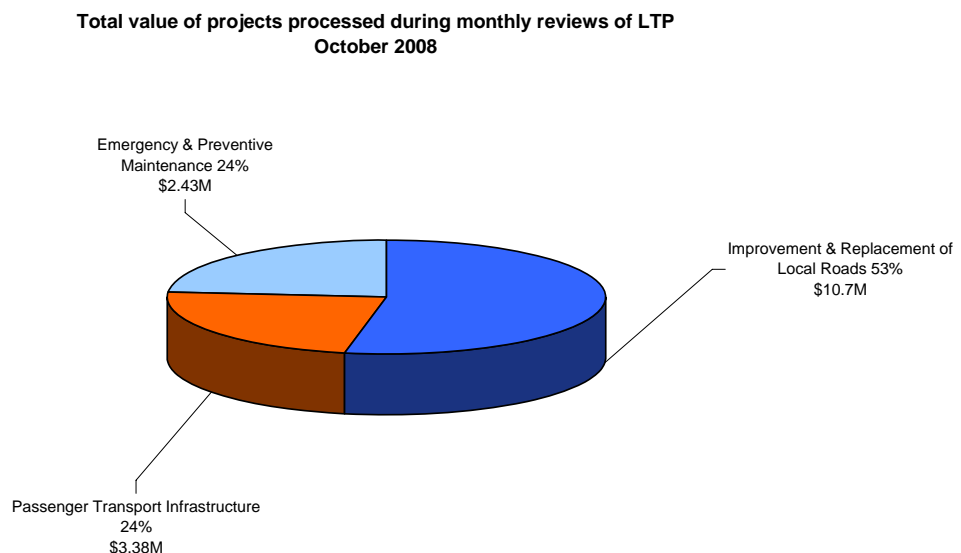
#### 3.2. PLANNING AND PROGRAMMING

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

During the October monthly review, 17 funding applications totalling \$16,494,346 were submitted to ARTA for consideration.

ARTA recommended all for approval to NZTA. Of which 13 applications worth \$13,348,373 have been approved for funding while the remaining 4 projects worth \$3,145,973 are deferred pending further investigation from NZTA.

Figure 1 shows the breakdown of scheme type.



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

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

**Table 1 - October Recommended Schemes to NZ Transport Agency**

Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
October 2008							
ACC	CBD PT Integration	A key objective of the study is to minimise the negative impact of buses in the urban environment and create a positive presence to reinforce the importance of the passenger transport system.	PT Improvements	Study	\$485,000	Recommended	Deferred pending supporting memo to the review group from NZTA regional office.
ACC	Bus Priority Investigations (2008/09) - Advanced fees	This application proposes to investigate bus priority measures at the following locations: CBD to Airport, Newmarket and Mt Eden village.	PT Improvements	Investigation	\$160,000	Recommended	Approved
ACC	Sandringham Rd Corridor project	Designing a southbound bus lane on Sandringham Road from Kowhai Intermediate school to Burnley Tce, realignment of the Walters Rd/Sandringham Rd intersection, the construction of the Link, a low speed local street, pedestrian and cycle link from Walters Rd to Sandringham Rd.	PT Improvements	Design	\$592,800	Recommended	Deferred pending NZTA board approval.
ACC	Cliff Rd St Heliers Pallisade Wall Protection Works Stage 2	This activity is to provide ground stabilisation and slope protection, thus preserving the carriageway on Cliff Road, St Heliers.	Maintenance	Construction	\$1,900,000	Recommended	Deferred pending NZTA board approval.
ARTA	Ferry Terminal Upgrades - Birkenhead New Outer Berth	This activity involves the installation of a new ferry boarding facility on the seaward side of the existing Birkenhead wharf.	PT Improvements	Construction	\$2,140,000	Recommended	Approved
FDC	Road Reconstruction 2008/09	This funding request is only for the replacement of failed existing road pavement sections with their associated drainage improvements.	Improvement & Replacement of Local Roads	Construction	\$520,000	Recommended	Approved
MCC	Road Reconstruction 2008/09	This funding request is for the reconstruction of 11 sites in Manukau City. These sites are experiencing pavement failures in the form of rutting and cracking.	Improvement & Replacement of Local Roads	Construction	\$6,300,000	Recommended	Approved
NSCC	Road Reconstruction 2008/09	This funding request is only for the replacement of failed existing road pavement sections with their associated drainage improvements.	Improvement & Replacement of Local Roads	Construction	\$783,500	Recommended	Approved
PDC	Road Reconstruction 2008/09	Work is required to smooth pavements that currently have a high roughness to capture user benefits.	Improvement & Replacement of Local Roads	Construction	\$945,000	Recommended	Approved
RDC	Road Reconstruction 2008/09	Heavy rains and gale force winds during the last week of July 2008 in the Rodney region caused under slips at Ahuroa Road, Burney Road, Kaipara Hill and Matakana Valley Road.	Improvement & Replacement of Local Roads	Construction	\$375,000	Recommended	Approved
RDC	Bridge Replacement - Dyers	This review seeks financial assistance to upgrade the existing bridge to a single lane full HN-HO 72 standard, in accordance with the TNZ Bridge Manual-Second edition.	Improvement & Replacement of Local Roads	Construction	\$210,000	Recommended	Approved
RDC	Bridge Replacement - Pearmans	This submission is seeks financial assistance to demolish and remove an existing single lane bridge and replace it with a new reinforced concrete bridge	Improvement & Replacement of Local Roads	Construction	\$385,000	Recommended	Approved
RDC	Bridge Replacement - Anderson No 2	This submission is seeks financial assistance to demolish and remove an existing single lane bridge and replace it with a new reinforced concrete bridge	Improvement & Replacement of Local Roads	Construction	\$250,000	Recommended	Approved
RDC	P/M 29 June 2008 : Puhoi & Wayby	Slips occurred during the 29 June storm at Puhoi Road RP300 and Wayby Station Road RP 5600 in the Rodney District	Maintenance	Construction	\$195,000	Recommended	Approved
WCC	227 Forest Hill Road Slip Repair (Emergency Works)	Heavy rains and gale force winds between 26 July and 3 August 2008 in the Auckland Region caused extensive damage to the roading network in Waitakere.	Maintenance	Construction	\$168,588	Recommended	Approved
WCC	Great North Rd Pavment Reconstru- Section 2 (RP 3299 -3640)	This funding request is only for the replacement of failed existing road pavement sections with their associated drainage improvements.	Improvement & Replacement of Local Roads	Construction	\$916,285	Recommended	Approved
WCC	Tanekaha Road Slip Repair	Timber pole retaining wall construction at #3 and #53 Tanekaha Road to ensure long term stabilisation.	Maintenance	Construction	\$168,173	Recommended	Deferred pending further investigation by NZTA.
<b>Total New Schemes Approved for Funding</b>					<b>\$16,494,346</b>		

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

Planning continues for the development of the 3-year programme, the 2009/12 Auckland Regional Land Transport Programme:

- A one day training workshop was organised by NZTA for all Approved Organisations in the region. This was to provide a hands on environment, developing new activities and editing existing ones using the newly developed LTP online templates.
- An outline framework for the RLTP document has been developed based on NZTA guidelines for statutory requirements. This is being further refined including the amalgamation of work from previous LTP's.
- Some development issues remain with LTP Online (NZTA responsibility) prior to full RLTP functionality. The Agency is aware of these and working to the 14 November deadline to have all modules and functionality complete.

### **3.4. WALKING AND CYCLING STRATEGY DEVELOPMENT**

The new Walking and Cycling Coordinator has been meeting ARTA's stakeholders to establish close working relationships. He is currently reviewing the processes and procedures needed to effectively deliver the Region's walking and cycling initiatives. Final checking of the five urban cycle maps by ARTA and stakeholders has been completed and the maps are presently being printed with distribution planned for late November. A programme for a region wide launch is currently being developed by ARTA to coincide with the distribution of the maps.

A review of secure bicycle parking at public transport stations throughout the Auckland Region is being undertaken and is due to be completed by the end of the year. ARTA continues to add its expertise into the revision of the RLTS, which will include new policies and targets on walking and cycling. Meetings to coordinate the regional cycle monitoring (in March) and "BikeWise" month (in February) have been organised for November.

### **3.5. REGIONAL ARTERIAL ROAD PLAN**

Amendments and alterations to the draft Regional Arterial Road plan have continued. It is expected that the final document will be published in December.

### **3.6. REGIONAL ROAD SAFETY COORDINATION**

Analysis has continued on the submissions for the Draft Regional Road Safety Plan.

The 2008/09 Regional Advertising 'Share the Road' Campaign targeting cyclists and motorists was successfully launched on 13 October. Motorway billboards and bus-backs provided a strong message profile around the region and resources were distributed to schools, cycle-shops and workplaces.

The October edition of the Road Ahead was printed and distributed and a RoadSafe Auckland submission was made to NZTA on the proposed Land Transport Rule Amendments including support for the ban on hand-held mobile phones while driving.

Three Small Project Fund applications were approved by RoadSafe Auckland including: \$2,000 for the West Harbour School SH16 Pedestrian Safety Project; \$2,340 for the Pukekohe East School students to develop their own road safety pamphlets for distribution to their community; and \$5,000 for crash survivor Tamati Paul to develop a portable display to accompany his popular 'Shattered Dreams' drink/drive presentation at secondary schools and community groups.

A draft proposal has been sent to NZTA for a national Induction Programme for Travel Planners and Road Safety Coordinators on behalf of SASTA (Safe and Sustainable Transport Association of NZ).

Regional Road Deaths at 31 October 2008 compared with 31 October 2007.

	<b>RDC</b>	<b>NSCC</b>	<b>WCC</b>	<b>ACC</b>	<b>MCC</b>	<b>PDC</b>	<b>FDC</b>	<b>Region</b>
<b>Oct08</b>	5	4	3	6	18	1	7	44
<b>Oct07</b>	12	3	4	3	12	2	10	46

The regional road toll to October 2008 has two less deaths than at the same time in 2007.

## 4 CORPORATE SERVICES

### 4.1. FINANCIAL REPORTS

<b>Auckland Regional Transport Authority</b>									
<b>INCOME STATEMENT</b>									
NZD '000 <b>October-08</b>	MONTH			YEAR TO DATE			FULL YEAR		
	Budget	Actual	Variance Fav/(Unfav)	Budget	Actual	Variance Fav/(Unfav)	Budget	Reforecast Sept 08	Variance Fav/(Unfav)
<b>OPERATING REVENUE</b>									
ARC Opex Grants	7,993	7,409	(584)	31,361	30,905	(456)	95,916	97,452	1,536
NZTA Opex Grants	8,508	7,673	(835)	33,315	32,421	(894)	100,967	100,469	(498)
Other Grants and Subsidies	109	94	(15)	435	437	2	1,305	1,325	20
Rail Fare Revenue	1,594	1,634	40	6,220	6,579	359	19,000	19,724	724
Bus Fare Revenue	339	454	115	1,257	1,525	268	3,962	4,096	134
Ferry Wharf Revenue	161	123	(38)	642	578	(64)	1,928	1,832	(96)
Other Sundry Operating Income	1	35	34	3	86	83	12	62	50
<b>Total Operating Revenue</b>	<b>18,705</b>	<b>17,422</b>	<b>(1,283)</b>	<b>73,233</b>	<b>72,531</b>	<b>(702)</b>	<b>223,090</b>	<b>224,960</b>	<b>1,870</b>
<b>OPERATING EXPENDITURE</b>									
Human Resource	1,131	1,065	66	4,408	4,298	110	11,992	13,773	(1,781)
Prof Services - Project Delivery	604	466	138	2,119	1,881	238	7,005	6,727	278
Prof Services - Customer Services	789	831	(42)	2,831	2,868	(37)	8,120	9,086	(966)
Prof Services - Others	307	198	109	1,313	719	594	3,394	3,524	(130)
Support Services	225	225	0	900	908	(8)	2,700	2,729	(29)
Materials	40	10	30	156	32	124	500	327	173
Printing and Office	180	51	129	541	298	243	1,703	1,464	239
Communications	36	14	22	128	68	60	367	261	106
Information Systems	39	41	(2)	209	159	50	915	697	218
Bus Contract	9,260	9,176	84	36,854	37,128	(274)	111,332	113,829	(2,497)
Rail Contract	5,001	4,865	136	19,862	20,237	(375)	60,525	62,656	(2,131)
Ferry Contract	517	331	186	1,975	1,656	319	6,113	6,005	108
T A Level Crossing							2,800	2,800	0
Staff Time Cost	(198)	(163)	(35)	(752)	(668)	(84)	(2,790)	(3,379)	589
Other Expenditure	478	429	49	1,602	1,286	316	4,492	3,634	858
Depreciation	1,162	1,289	(127)	4,648	5,003	(355)	13,944	13,944	0
Investigations Expenditure	244	494	(250)	929	1,215	(286)	1,029	1,892	(863)
<b>Total Operating Expenditure</b>	<b>19,815</b>	<b>19,322</b>	<b>493</b>	<b>77,723</b>	<b>77,088</b>	<b>635</b>	<b>234,141</b>	<b>239,969</b>	<b>(5,828)</b>
<b>Net Operating Surplus/(Deficit)</b>	<b>(1,110)</b>	<b>(1,900)</b>	<b>(790)</b>	<b>(4,490)</b>	<b>(4,557)</b>	<b>(67)</b>	<b>(11,051)</b>	<b>(15,009)</b>	<b>(3,958)</b>

## Statement of Financial Position

As at 31 October 2008

	June 08 \$000s	ARTA			June 08 \$000s	ARTA			
		Oct-08 \$000s	Sep-08 \$000s	Movement \$000s		Oct-08 \$000s	Sep-08 \$000s	Movement \$000s	
<b>Liabilities</b>									
<b>Current Liabilities</b>									
Trade payables	8,087	4,340	15,047	(10,707)	148	137	114	23	
GST payable	184	0	0	0	467	423	4,449	(4,026)	
Employee benefit liabilities	855	908	793	115	0	497	920	(423)	
Income in advance	3,076	4,324	6,096	(1,772)	11,498	9,107	9,386	(279)	
Accrued expenditure	34,740	27,743	25,884	1,859	14	4,085	5,875	(1,790)	
Transport grants payable	18,802	17,983	18,111	(128)	3,096	2,890	3,096	(206)	
<b>Total current liabilities</b>	<b>65,744</b>	<b>55,298</b>	<b>65,931</b>	<b>(10,633)</b>					
<b>Non-current Liabilities</b>									
Transport grants payable	9,880	9,880	9,880	0					
Deferred tax	4,935	4,935	4,935	0					
<b>Total non-current Liabilities</b>	<b>14,815</b>	<b>14,815</b>	<b>14,815</b>	<b>0</b>					
<b>Total liabilities</b>	<b>80,559</b>	<b>70,113</b>	<b>80,746</b>	<b>(10,633)</b>					
<b>Equity</b>									
Accumulated funds	5,164	5,531	6,087	(556)					
Capital grants reserve	205,088	225,039	219,193	5,846					
<b>Total equity</b>	<b>210,252</b>	<b>230,570</b>	<b>225,280</b>	<b>5,290</b>					
<b>Total equity and liabilities</b>	<b>290,811</b>	<b>300,683</b>	<b>306,026</b>	<b>(5,343)</b>					
					<b>Assets</b>				
					<b>Current assets</b>				
					Cash and cash equivalents	148	137	114	23
					Trade receivables	467	423	4,449	(4,026)
					GST receivable	0	497	920	(423)
					Accrued income	11,498	9,107	9,386	(279)
					Prepayments	14	4,085	5,875	(1,790)
					Inventories	3,096	2,890	3,096	(206)
					<b>Related party receivables</b>				
					Operating account	38,562	27,220	31,844	(4,624)
					Transport grants	18,802	17,983	18,111	(128)
					<b>Total current assets</b>	<b>72,587</b>	<b>62,342</b>	<b>73,795</b>	<b>(11,453)</b>
					<b>Non-current assets</b>				
					Property, plant & equipment	186,090	206,327	200,187	6,140
					Intangible assets	22,254	22,134	22,164	(30)
					<b>Related party receivables</b>				
					Transport grants	9,880	9,880	9,880	0
					<b>Total non-current assets</b>	<b>218,224</b>	<b>238,341</b>	<b>232,231</b>	<b>6,110</b>
					<b>Total assets</b>	<b>290,811</b>	<b>300,683</b>	<b>306,026</b>	<b>(5,343)</b>

<b>Statement of Cash Flows</b>		
<b>For the Period Ended 31 October 2008</b>		
Full Year Ended 30 June 2008		Year to Date
<b>\$000</b>	<b>Cash flows from operating activities</b>	<b>\$000</b>
	Cash was provided from:	
66,416	ARC Opex grants	42,247
57,448	ARC Capex grants	23,174
26,545	ARC funding for IA grants vested in ARTA	819
5,028	LTNZ Capex grants	1,597
85,987	LTNZ Opex grants	34,538
4,394	Other Grants and Subsidies	1,635
16,586	Rail Fare revenue	6,700
3,322	Bus Fare revenue	1,439
1,471	Ferry Wharf revenue	573
153	Other Sundry Operating income	29
267,350		112,751
	Cash was applied to:	
167,809	Payments to Suppliers	82,396
10,521	Payments to Employees	4,245
26,545	Payments to recipients of IA grants vested in ARTA	819
0	GST	184
204,875		87,644
<b>62,475</b>	<b>Net Cash from Operating Activities</b>	<b>25,107</b>
	<b>Cash Flows from Investing Activities</b>	
	Cash was provided from:	
0	Realisation of Other Investments	0
0	Proceeds from Sale of Intangible Assets	30
0		30
	Cash was applied to:	
40,129	Purchase and Development of Fixed Assets	25,148
22,521	Purchase and Development of Intangible Assets	0
0	Other Investments	0
62,650		25,148
<b>(62,650)</b>	<b>Net Cash applied to Investing Activities</b>	<b>(25,118)</b>
	<b>Cash Flows from Financing Activities</b>	
	Cash was provided from:	
0	Increase in loans	0
	Cash was applied to:	
0	Repayment of Loans	0
<b>0</b>	<b>Net Cash from Financing Activities</b>	<b>0</b>
<b>(175)</b>	<b>Net (Decrease)/Increase in Cash &amp; Investments Held</b>	<b>(11)</b>
323	Cash & Investments Balances at Beginning of the Period	148
<b>148</b>	<b>Cash &amp; Investments Balances at the End of the Period</b>	<b>137</b>
	<b>Cash &amp; Investments Balances Consist of:</b>	
0	Bank Overdraft	0
148	Cash	137
0	Short Term Investments	0
<b>148</b>		<b>137</b>

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

October 2008  
\$000

Cash was provided from:

Net Surplus	20,318
Adjustment for items not involving cash:	
Depreciation and amortisation	5,001
Donated asset	0
Deferred tax	0
Movements in working capital:	
(Increase) in receivables from ARC	11,342
(Increase) in trade and other receivables	-1,927
Increase in GST	-184
Decrease/(Increase) in grants receivable from ARC	819
(Decrease)/Increase in trade and other payables	-9,443
(Decrease)/Increase in grants payable	-819
<b>Net Cash from Operating Activities</b>	<b>25,107</b>

## **4.2. STATEMENT OF FINANCIAL PERFORMANCE**

### **OPERATING RESULTS - MONTH OF OCTOBER 2008**

The results for the October month and the year to date as at 31 October 2008 are reported against the ARTA budget as per the 2008/2009 funding agreement with the ARC (June 2008).

#### **Revenue**

Operating Revenue on the lines ARC Opex Grants and New Zealand Transport Agency Opex Grants is claimed from funders in proportion to expenditure.

ARC Opex Grants are \$0.6m less than budget and New Zealand Transport Agency Opex Grants are \$0.8m less than budget due to less expenditure than budgeted (see below for expenditure variance analysis).

Bus Fare Revenue is \$0.1m more than budget due to higher than anticipated patronage.

#### **Expenditure**

Major variances to budget are:

- a) Human Resource is \$0.1m less than budget due to the recruitment freeze for the first quarter.
- b) Professional services – Project Delivery is \$0.1m less than budget due to a temporary difference in the timing of the use of consultants in the rolling stock, asset management and rail development areas.
- c) Professional services – Others is \$0.1m less than budget mainly due to temporary timing differences in the billing of IT services recharged to ARTA by the ARC in addition to the agreed shared services amounts and delays associated with the preparation of the Regional Public Transport Plan and CBD Tunnel investigations.
- d) Printing and office is \$0.1m less than budget mainly due to fewer marketing timetables and a timing difference with the cost of printing of the annual report.
- e) Bus Contract is \$0.1m less than budget due to fewer child and secondary school concessions and total mobility reimbursements.
- f) Rail contract is \$0.1m less than budget due to less reactive maintenance at train stations offsetting the greater fuel costs.
- g) Ferry contract is \$0.2m less than budget mainly due to a release of an amount provided to cover negotiations with operators that have now been concluded.
- h) Depreciation is \$0.1m more than budget due to the capitalising of assets not matching the projected completion of these projects in the budget.
- i) Investigations expenditure is \$0.3m more than budget due mainly to more professional services for electrification investigations than anticipated.

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

Net Operating Deficit for the month is \$1.9m. This deficit arises mainly because depreciation is unfunded.

### **OPERATING RESULTS – YEAR TO DATE - PERIOD ENDED 31 OCTOBER 2008**

#### **Revenue**

ARC Opex Grants are \$0.5m less than budget and New Zealand Transport Agency Opex Grants \$0.9m less than budget year to date due to less expenditure than budgeted (see below for expenditure variance analysis).

Rail Fare Revenue is \$0.4m more than budget due to greater patronage than anticipated.

Bus Fare Revenue is \$0.3m more than budget due to patronage growth being greater than the budgeted level.



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 \$0.1m less than budget.
- b) Professional Services – Project Delivery is \$0.2m less than budget.
- c) Professional Services – Other is \$0.6m less than budget.
- d) Materials – \$0.1m less than budget due to less marketing timetable replacements and walking school bus incentive material required so far this year than was planned.
- e) Printing and Office is \$0.2m less than budget.
- f) Bus and Ferry Contracts are \$0.2m more than budget due to higher than budgeted inflation for the North and West/West Isthmus sectors and higher demand for tertiary student concession fares.
- g) Rail Contract - \$0.4m more than budget due to higher fuel prices and leave liability than budgeted slightly offset by less casualty maintenance than anticipated.
- h) Other Expenditure is \$0.9m less than budget due mainly to advertising promotions for marketing being delayed and small timing differences over many miscellaneous budget categories.
- i) Depreciation is \$0.4m more than budget due to the timing of completing and capitalising property plant and equipment differing from the budgeted timelines to complete capital projects.
- j) Investigations expenditure is \$0.3m more than budget year to date.

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

Net Operating Deficit for the year is \$4.6m. This deficit arises mainly because depreciation is unfunded.

## **4.3. STATEMENT OF FINANCIAL POSITION**

The key features of the Statement of Financial Position as at 31 October 2008 are:

### **Current Liabilities**

The total trade payables have decreased by \$10.7m from September mainly to the payment of the Veolia quarterly invoice and the Manukau City Council roading claim for NZTA entered in September paid in October.

Income in advance has decreased \$1.8m from the month of September due to the regular monthly reduction of the Veolia quarterly invoice and prepaid insurance.

Total trade receivables has decreased \$4.0m due to payment of the NZTA claim for the Manukau City roading invoice and prepayments has decreased \$1.8m from September due to the expensing of the October portion of insurance and the Veolia quarterly invoice.

### **Creditors (included in Trade Payables)**

<b>Detail</b>	<b>Current</b>	<b>30-60 Days</b>	<b>More than 60 Days</b>
Accounts Payable – October 08	\$502,089	\$47,425	-\$1,681
Accounts Payable – September 08	\$11,727,270	\$31,785	\$306,395

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**

<b>Detail</b>	<b>Current</b>	<b>30–60 Days</b>	<b>More than 60 days</b>
Accounts Receivable– October 08	\$175,300	\$62,200	\$195,300
Accounts Receivable– September 08	\$155,800	\$12,900	\$251,900

**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.

## 5 CE UNIT

### 5.1. MEDIA AND COMMUNICATIONS

#### Media Releases

#### **09 Oct MAXX out on Silverferns netball**

On Monday 13 October, Aucklanders planning to watch the Silver Ferns take on England in the 2008 New World International Netball Series can catch a MAXX bus, train or ferry to Vector Arena, which is approximately 10 minutes' walk from the Britomart Transport Centre and the Downtown Ferry Terminal.

#### **09 Oct For a fun day on the farm ride MAXX to Ambury Farm Day**

On Sunday 12 October, Aucklanders heading to Ambury Regional Park for a day of family fun and entertainment can catch a MAXX bus or train to Ambury Farm Day, which is held between 10am and 4pm.

#### **13 Oct Improve cycle safety for summer**

RoadSafe Auckland and the Auckland Regional Transport Authority (ARTA) are re-launching their successful campaign to highlight the importance of sharing the road as more people choose to cycle during the summer months.

#### **15 Oct ARTA adds additional train carriages and services to manage continued increase in rail patronage**

In response to increases in rail patronage and to further improve rail services, the Auckland Regional Transport Authority (ARTA) has now scheduled additional train services and increased the capacity of others with additional train carriages.

#### **16 Oct ARTA reassures customers of commitment to provide ongoing ferry services to Half Moon Bay and Bayswater**

Following Fullers' decision to discontinue ferry services to Half Moon Bay and Bayswater, the Auckland Regional Transport Authority (ARTA) has moved to reassure ferry commuters that ARTA is committed to provide ongoing ferry services to both areas.

#### **23 Oct Ride MAXX to get down to Rihanna and Chris Brown at Vector Arena**

Aucklanders heading to Vector Arena for one of the Rihanna and Chris Brown concerts on Monday 27 and Tuesday 28 October can leave the car at home, as public transport services by the Auckland Regional Transport Authority will have them arriving near the door.

#### **23 Oct Bus replacements to allow for developments on the rail network during the coming weekends**

The Auckland Regional Transport Authority (ARTA) advises that rail bus replacements will be operating between Britomart and Waitakere on the Western Line, and between Britomart and Otahuhu on the Southern Line during the weekends of 25-27 October (Labour weekend), 8/9 November, and 15/16 November.

#### **28 Oct Signed, Sealed and Delivered with MAXX**

On Thursday 30 October, Aucklanders heading to Vector Arena to hear music maestro Stevie Wonder can leave the car at home.