



Auckland Regional  
Transport Authority

# MONTHLY BUSINESS REPORT

July 2009

## CONTRIBUTION LIST

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

Business Unit	Name
Customer Services	Mark Lambert
Project Delivery	Allen Bufton
Strategy and Planning	Peter Clark
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Corporate Services	Stephen Smith

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## **SUMMARY**

### **Patronage**

- Total Public Transport patronage for the month of July 2009 was 5.5% above last year, an increase of 258,792 boardings.
- Bus patronage increased by 5.5%, rail by 2.6% and ferry by 11.8% for the month.
- The Northern Express patronage for the month of July increased by 12.9% on last year.

### **PT Services**

- Rail service punctuality in July improved across the network to 83.9% compared to 80.9% in June. Signalling, points and speed restrictions together with mechanical faults were the biggest impact on services.
- In July 98.2% of scheduled rail services reached their scheduled destination.
- Public consultation on proposed bus service changes in Waitakere and West Rodney will commence on 17 August.

### **Rolling Stock**

- SX carriage refurbishment is complete, providing improved ride quality and an extended service life to 2015.
- SA trainsets 18–23 – the delayed delivery of bogie bearings continues to impact on the overall programme.

### **Infrastructure**

- Newmarket Station – construction is on schedule to be complete by January 2010.
- Avondale Station – design is complete with submission for building consent planned for September.
- New Lynn Rail and Bus Interchange – preparation of agreements for a fair apportionment of the project costs is underway.
- Rail Distributed Stabling – ONTRACK have advised that the Tamaki site may no longer be available while detailed design procurement for the Western line stabling site is under review.
- Grafton Station - building consent approval for the station is expected in August.
- Onehunga Line Stations – rail station design for Te Papapa and Penrose Stations is complete with building consent now submitted. Onehunga Station detailed design is nearing completion.
- Kingsland Station – detailed design on the pedestrian rail underpass has commenced with construction planned to commence in December 2009.
- Real Time Signs – the original project scope is now completed, however, additional signs have either already been installed or are under consideration as a result of requests from both the public and Councils.

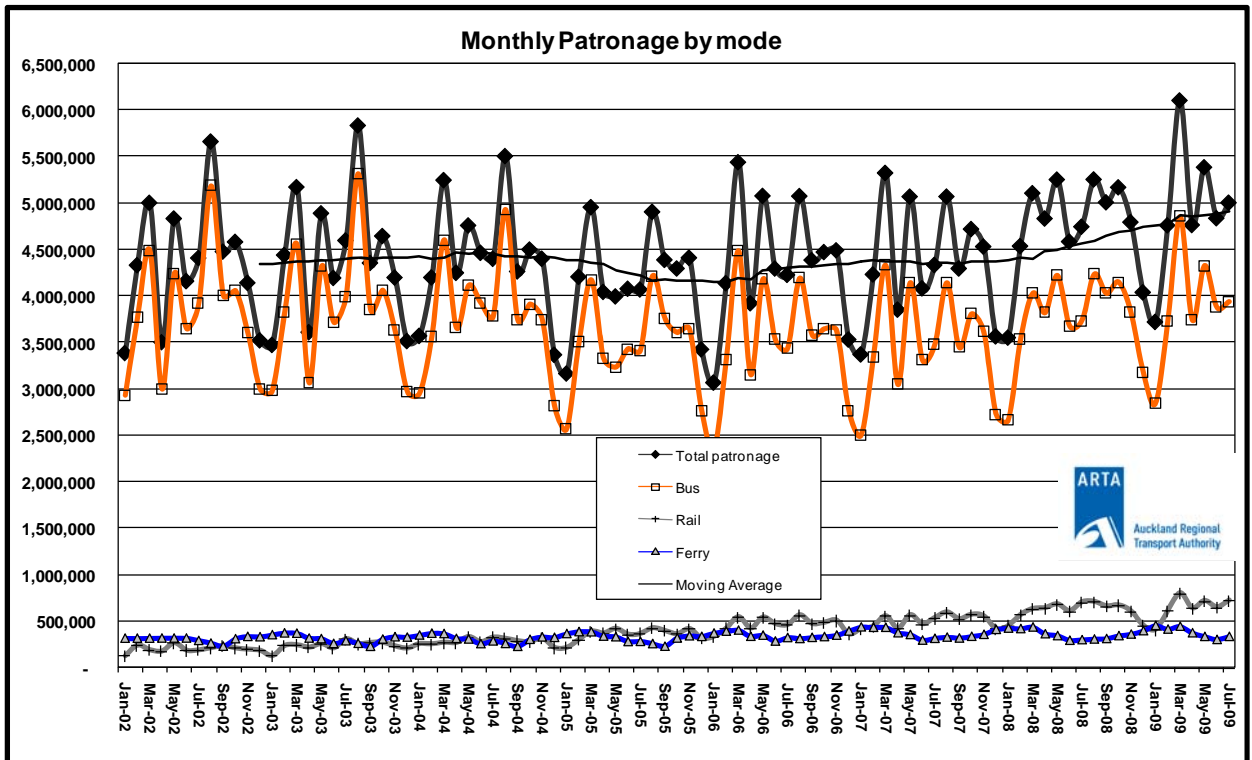
### **Strategy and Planning**

- The draft Regional Public Transport Programme (RPTP) is being finalised and will be released for public consultation before the end of the year.

# 1 CUSTOMER SERVICES

## 1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail patronage for the month of July is 5.5% higher (258,792 boardings) than July 2008 at 5,007,198 boardings<sup>1</sup>.



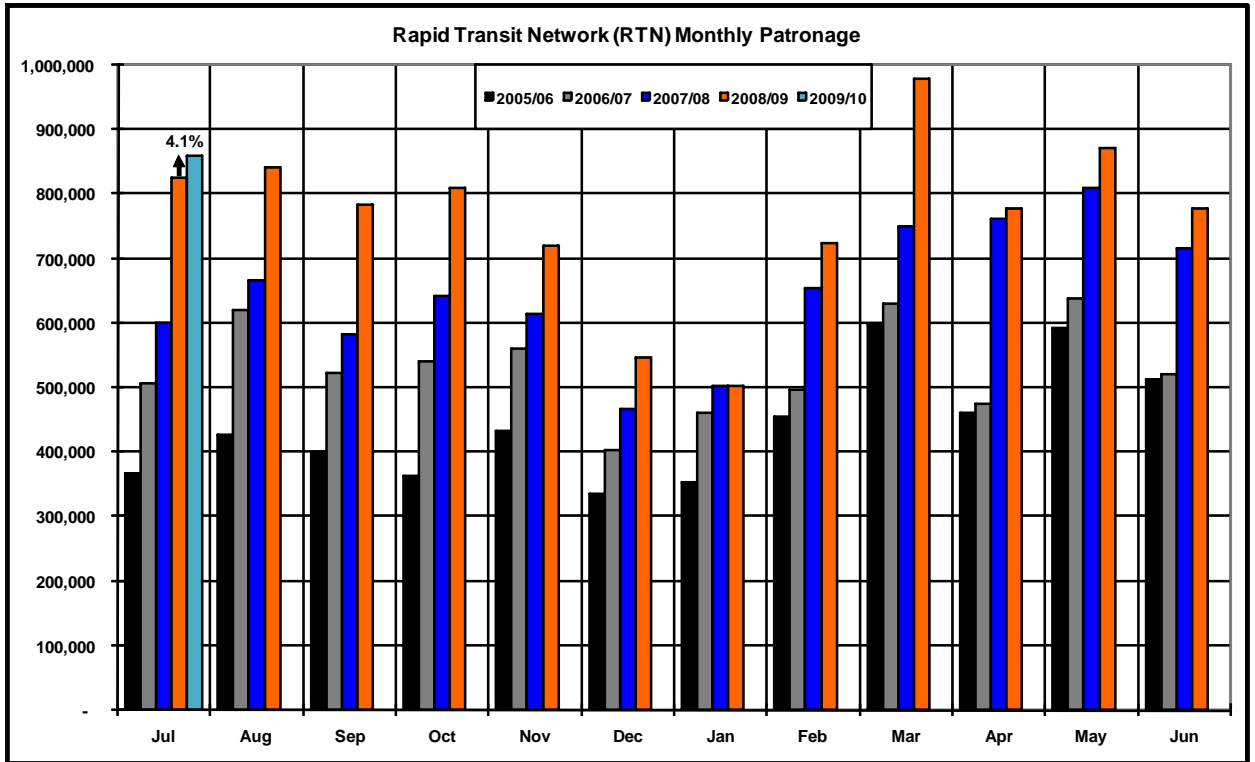
The largest contributors to the July patronage growth (253,252 boardings) were:

- Bus was up by 5.5% (204,412 boardings) and included:
  - The Northern Express patronage was 12.9% (15,321 boardings) higher and Albany and Constellation stations feeder buses up 26.9% (7,815 boardings).
  - Botany to CBD routes 680 and 681 corridor up 49.2%.

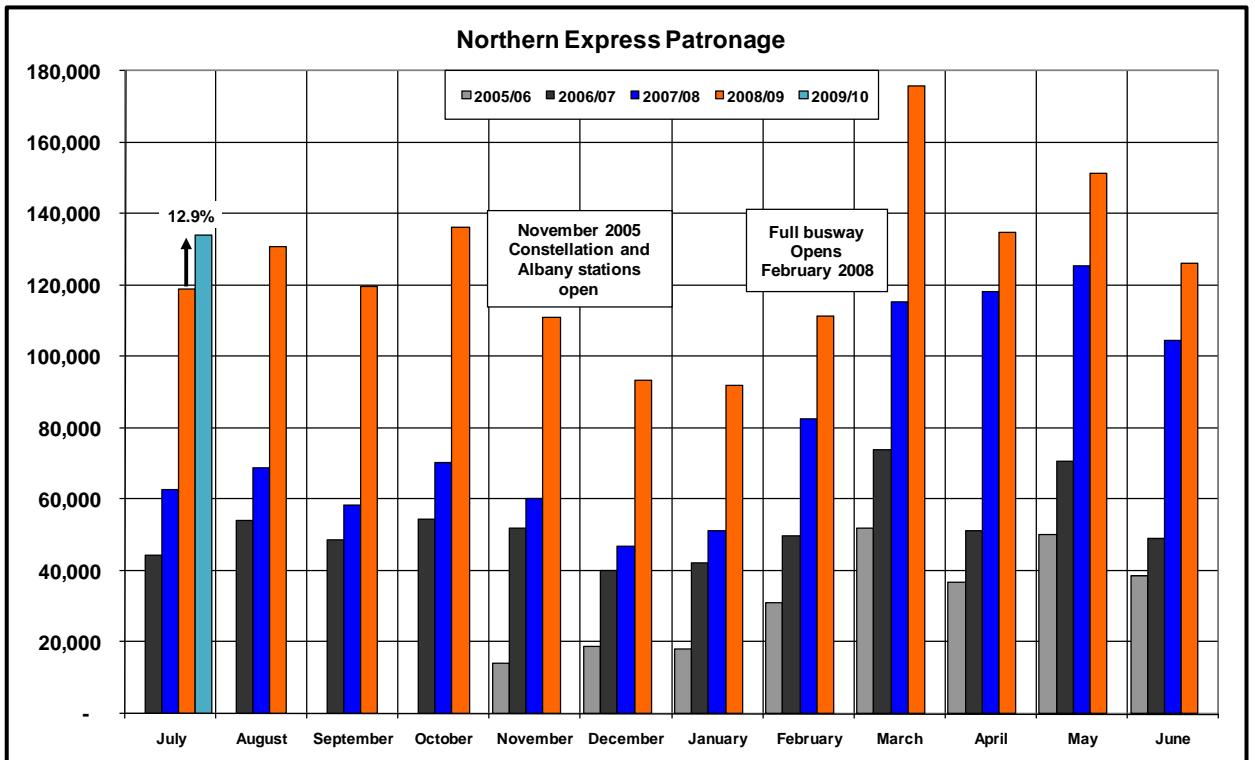
<sup>1</sup> At the time of compiling, patronage from one ferry operator was still outstanding. Their patronage has been estimated in line with previous months. Patronage share for this operator is less than 1% of the total network

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

The total RTN patronage for July is 4.1% (33,996 boardings) higher than July 2008.

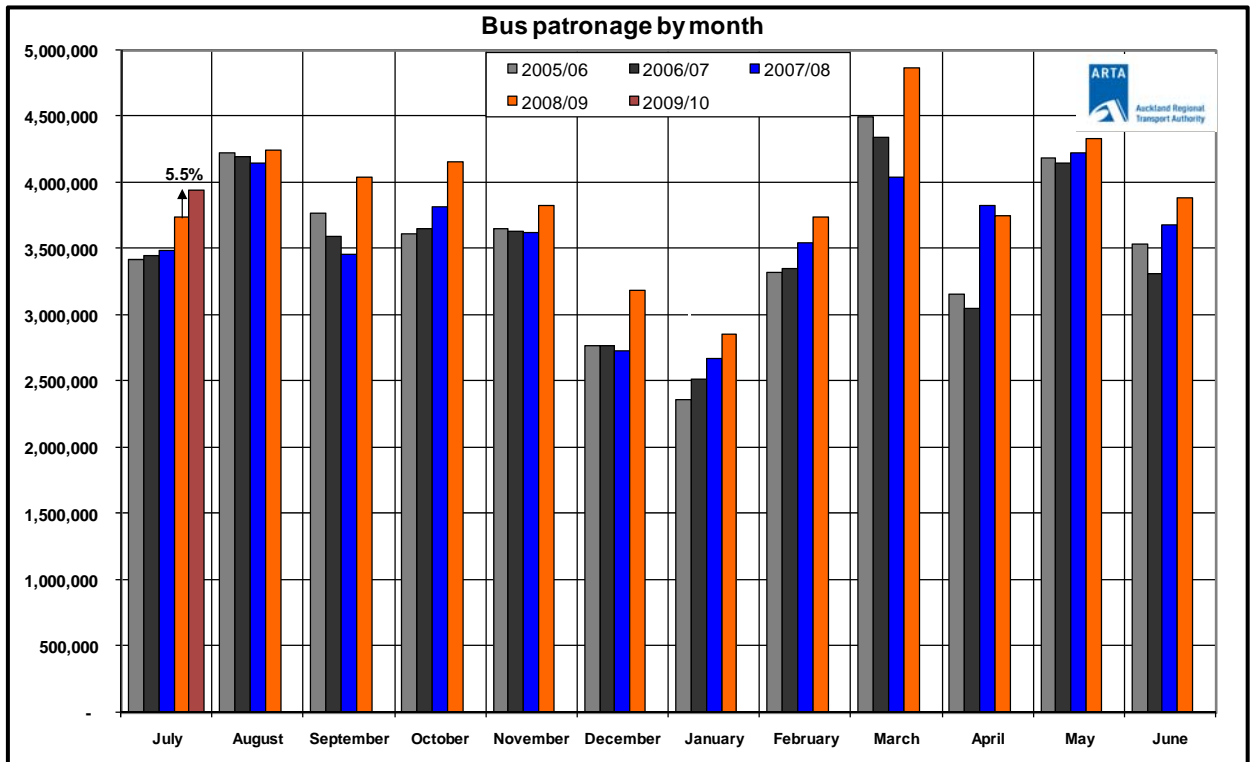


The Northern Express patronage grew by 12.9% or 15,321 boardings for July 2009 compared to July 2008. There have been over 1.5 million passengers recorded using the Northern Express over the last twelve months, an increase of 48.7% on the same period last year.



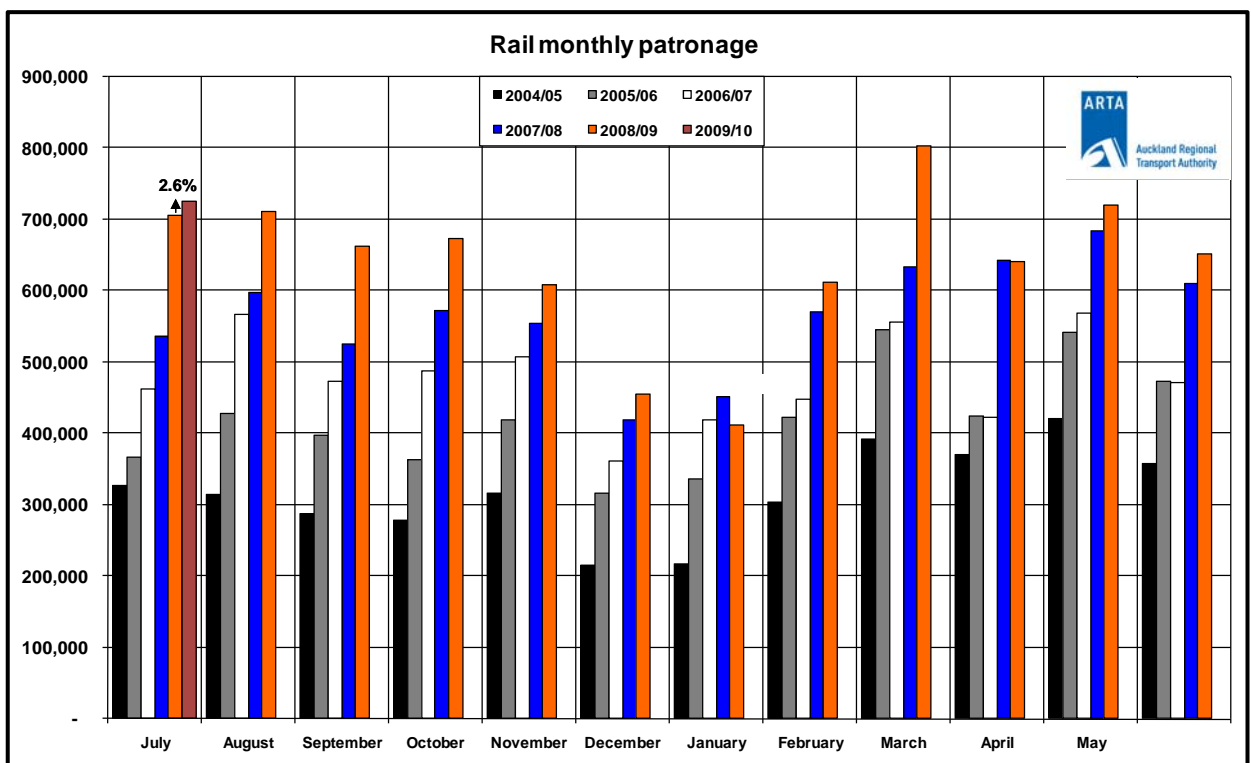
## Bus Patronage

Bus patronage is 5.5% (204,412 boardings) higher than last July. There have been 46.8 million passengers recorded using bus services over the last 12 months, an increase of 7.6% on the same period last year.

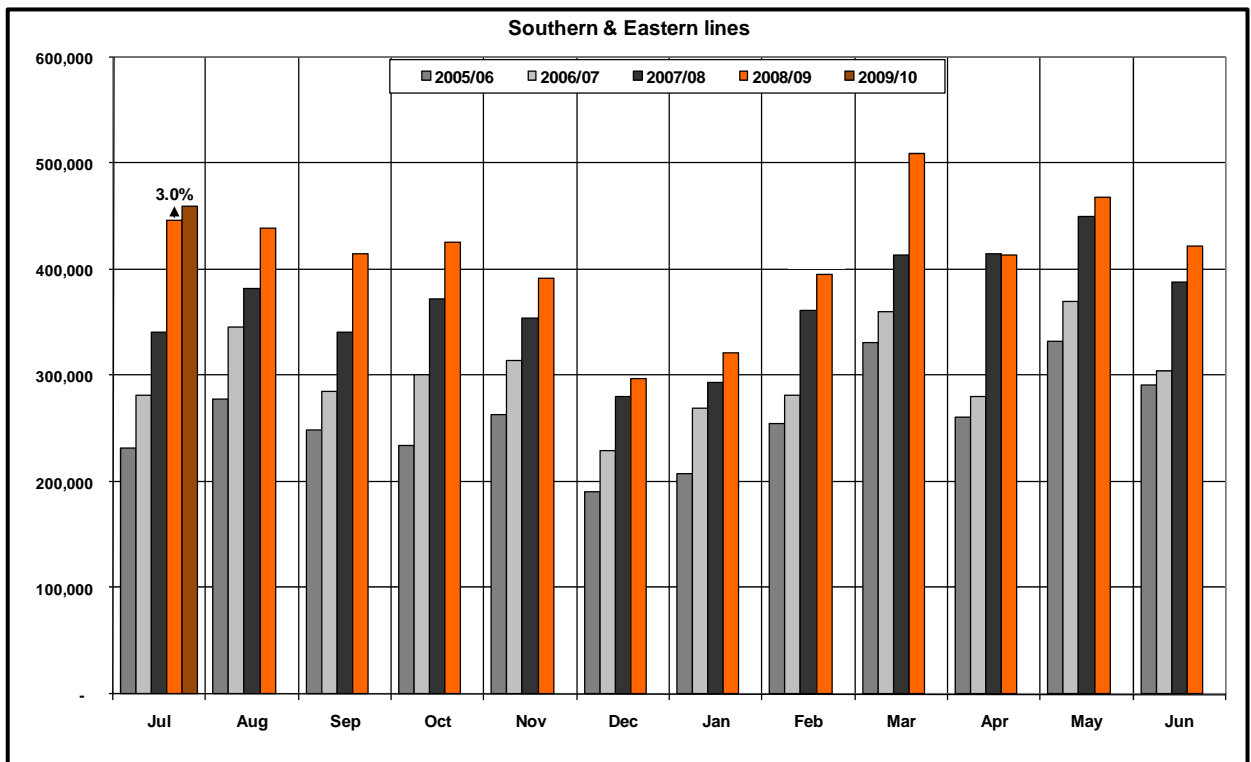


## Rail Patronage

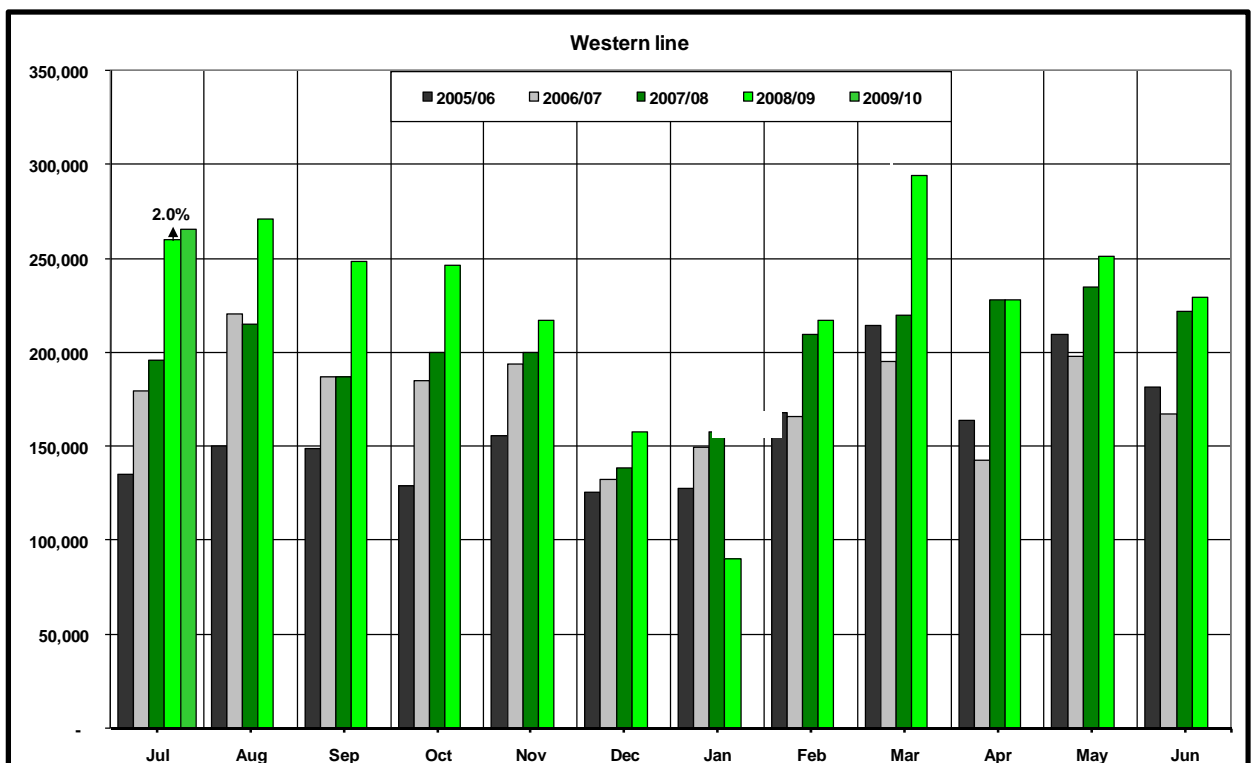
In the month of July there were 724,000 passenger journeys recorded on rail services, an increase of 2.65% on the same month last year. There have been 7.669 million passengers recorded using rail services over the last twelve months, an increase of 10.1% on the same period last year.



There were 459,000 passengers carried on the southern and eastern lines during July, an increase of 3.0% on the same month last year. For the last twelve months there have been 4.955 million passengers carried on the southern and eastern lines, an increase of 10.2% on the twelve month period to July 2008.

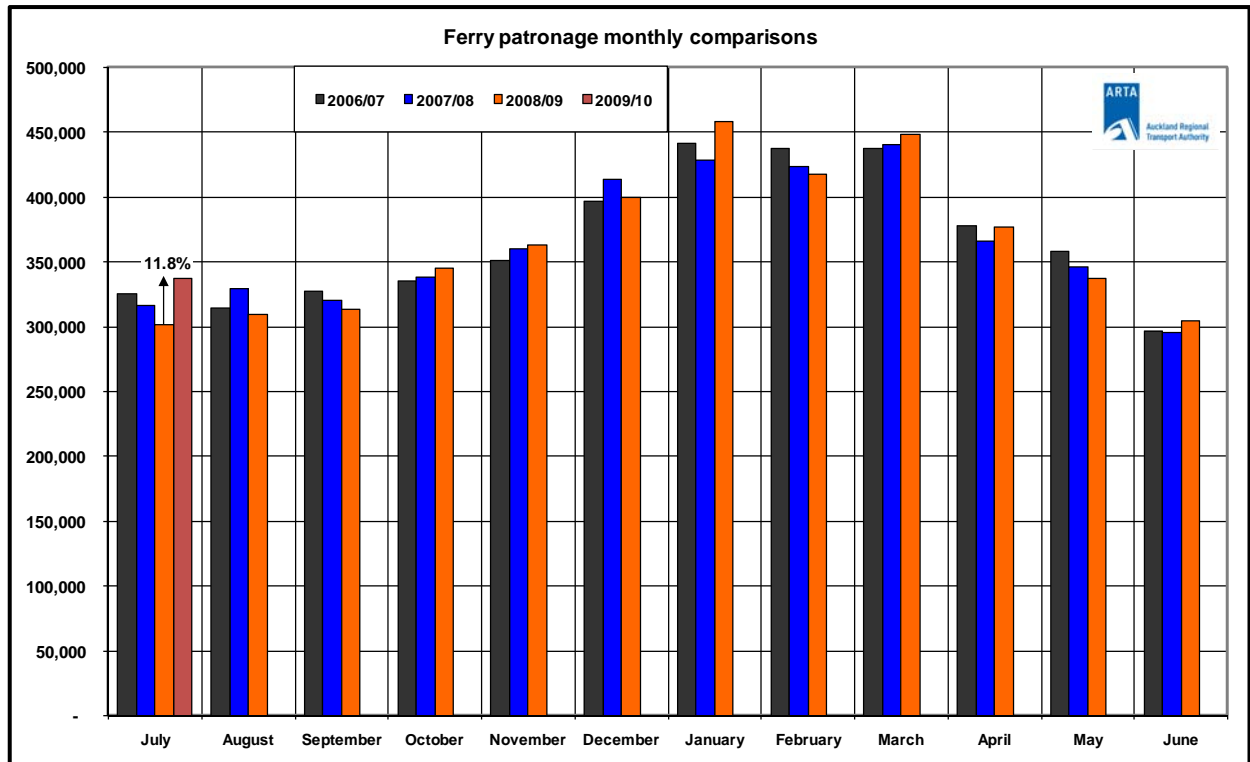


Patronage on western line services grew by a slightly lower proportion to the rest of the network, with 265,000 passengers carried during July, an increase of 2.04% compared to July last year. Over the last twelve months there have been 2.714 million passengers carried on western line services, an increase of 10.0% on the same period in 2008.



## Ferry Patronage

Ferry patronage for July is 11.8% higher (35,705 boardings) than last July.



## 1.2. PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY

### Rail Service

There was a general improvement on service performance during July compared to June, although incidents recorded at the beginning of the month, and speed restrictions following track renewals imposed towards the end of the month impacted on the overall monthly figures. In July, 83.9% of services that were not cancelled reached their destination within five minutes of their scheduled time compared to 80.9% in June and 81.2% in July last year. The western line recorded the best performance, with 89.0% of services operating on-time or within five minutes compared to 80.6% last month and 91.4% in July last year. The southern and eastern lines were most affected by the major events and speed restrictions (as detailed below) during the month. In July 81.3% of southern and eastern line services ran on-time or within five minutes compared to 81.0% in June and 76.3% in July last year.

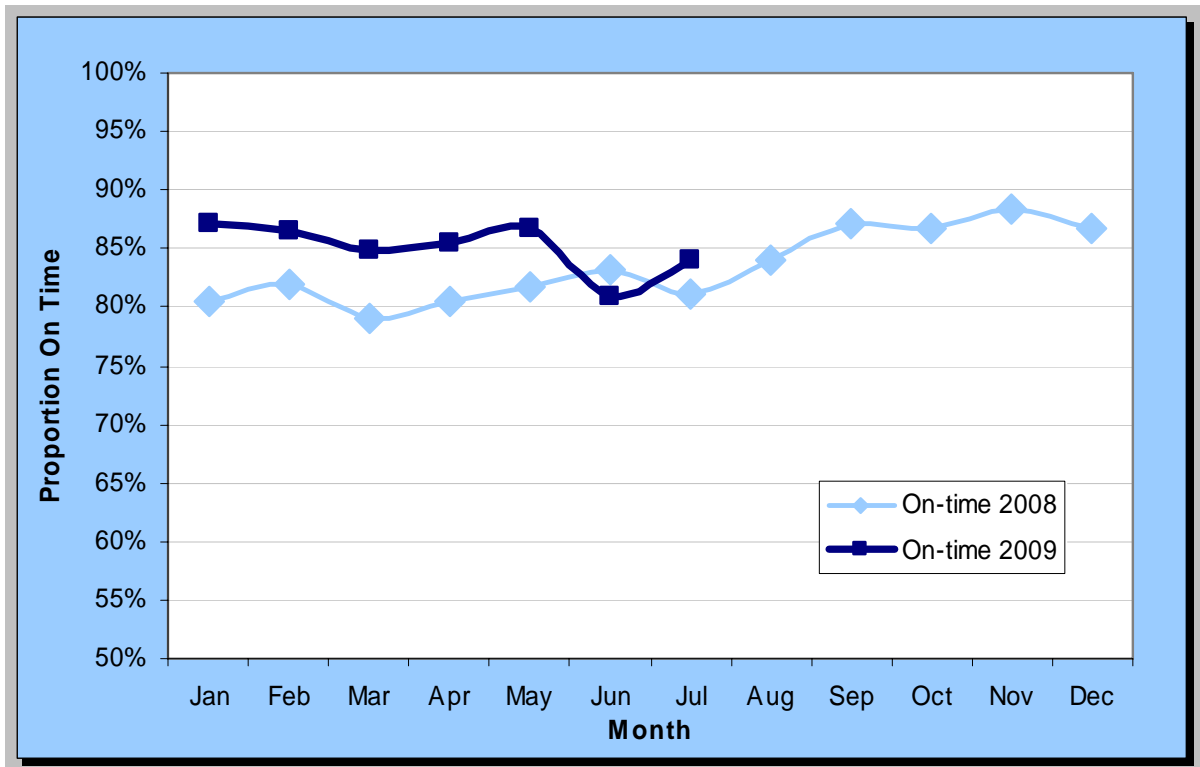
The following major incidents contributed to the level of delays recorded during the month:

- Signal, points and track failures – There were four major incidents that affected services during the month. Late in the morning of 1 July a points failure at Westfield led to major service disruptions on all lines, the effects of which continued through to the evening peak due to trains and crews not being correctly positioned to commence their scheduled runs. A points failure at Otahuhu on 4 July affected Saturday afternoon services operating on the southern and eastern lines. During the morning peak of 20 July, a signaller error at Britomart resulted in delays to services arriving and departing the station on all lines. During the evening peak on 30 July, a signal fault at Otahuhu led to delays on the southern and eastern lines. In addition, following track renewals between Papakura and Pukekohe during the weekend of 25/26 July, a speed restriction was imposed over the new track between 27 and 29 July that caused delays to southern and eastern line services.



- Mechanical faults – There were two major incidents involving train faults during July. The first occurred in the early afternoon of 3 July when a train was disabled on the single track section of the western line between New Lynn and Avondale and resulted in delays and service cancellation through to the early part of the evening peak. During the morning peak of 20 July a train was disabled at Sylvia Park that caused disruptions mainly affecting southern and eastern line services.
- In the early afternoon of 1 July there was a fatality after a passenger was struck by a train at Kingdon Street (Newmarket West). This incident resulted in major disruption to services on the western line.

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



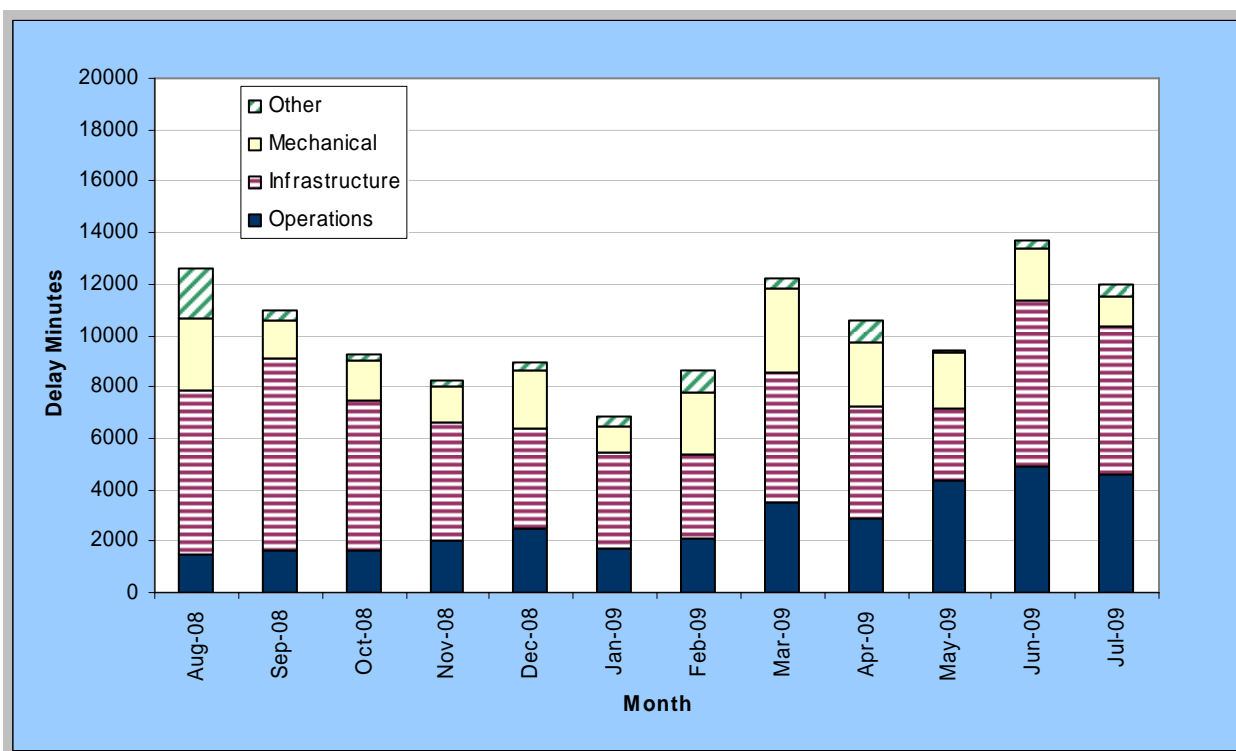
In July 98.2% of scheduled rail services reached their scheduled destination and were not cancelled, compared to 97.1% last month and 98.1% for July last year. Cancellations due to train faults again made up the majority (46%) of the service cancellations, while track and signal faults caused 23% of the total cancellations and operational incidents made up 11%. Reliability of western line services in July was 97.5% compared to 96.0% in June while 98.6% of southern and eastern line services reached their scheduled destination and were not cancelled compared to 97.8% last month.

There were no planned bus replacement arrangements for track maintenance during July.

### Passenger Delay Minutes

Passenger delay minutes fell by 12% compared to June. Although there was an improvement from last month, infrastructure faults (track and signals) made up nearly half of the total delay minutes (47.6%) while delay minutes caused by mechanical faults were at the lowest level since January.

## Passenger Delay Minutes – Last Twelve Months



The following is a break-down of the infrastructure-related delay minutes in July:

	Delay Minutes	Proportion
Network Control	543	9.5%
Signal/points failure	1,639	28.6%
Speed restrictions	1,286	22.5%
Track protection measures*	2,254	39.4%
<b>Total</b>	<b>6,478</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 July 2009, 99.74% of contracted service trips were operated (Reliability measure).

Service Punctuality for July 2009 was 99.27% 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.

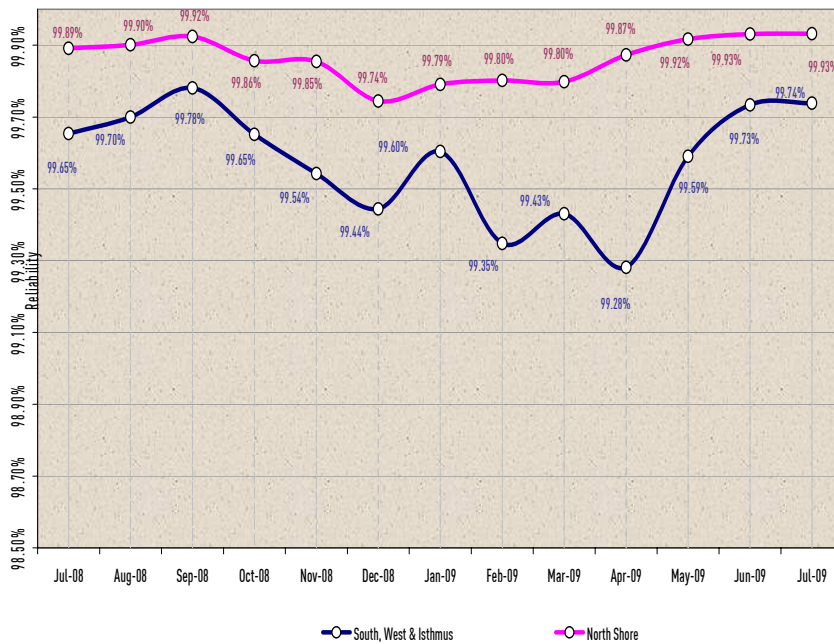
#### North Shore Contracted Bus Services

For July 2009, 99.93% of contracted service trips were operated (Reliability measure).

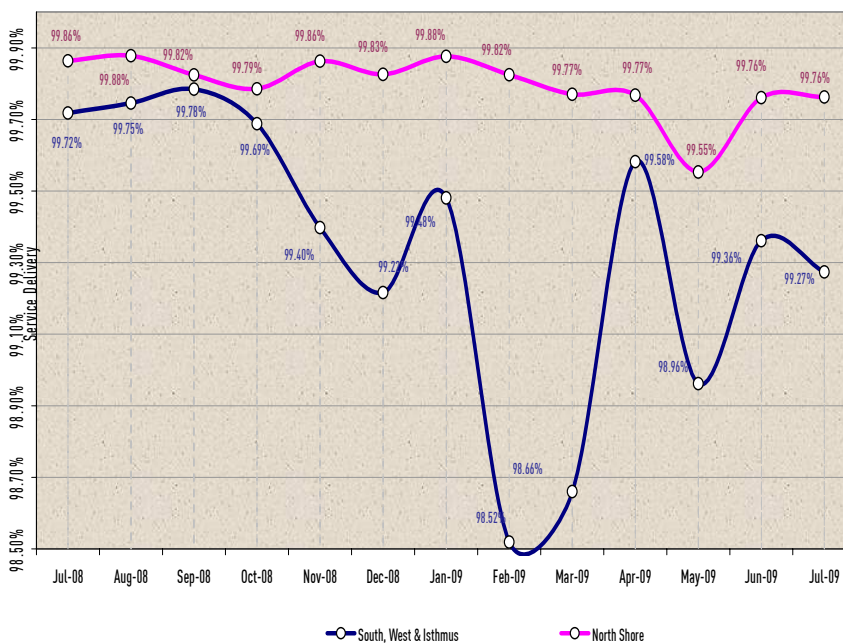
Service Punctuality for July 2009 was 99.76% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

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

Contracted Bus Service Reliability



Contracted Bus Service Punctuality



### 1.3. SERVICE DEVELOPMENT

A new rail timetable was implemented at the end of June 2009, which provided additional services and capacity on the Southern and Eastern Rail lines.

Final preparations were completed for a 17 August commencement of public consultation for bus service changes in Waitakere and West Rodney.

## **1.4. MAJOR INFRASTRUCTURE WORKS**

### Central Connector

The Central Connector Project commenced construction on 8 April 2008.

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

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

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

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

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

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

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

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

A successful passenger transport trial was undertaken at Eden Park in view of the planning for the Rugby World Cup in 2011. This was the third year of implementation for these services with some changes from the 2008 public transport services. The operation consisted of three major transport functions: Kingsland train station, the Midtown bus stop and North Shore bus stop (South Sandringham Road). ARTA liaised with NZ Police, Auckland City Council and Eden Park to implement further changes to support service preparations for RWC2011 including the following:

- Move of Midtown Bus Stop to New North Road (to provide more space for train queues)
- Closure of section of Sandringham Road from 5pm to provide foot traffic only through a section of Sandringham Road heavily used both pre and post game)
- To change entry points for North Shore buses due to closure above.

**Bus Services:** Services were provided by Howick and Eastern (Midtown Services) and Ritchies (North Shore Services). Bus numbers decreased from figures taken at the 2008 Bledisloe Cup. With a decrease in overall crowd size (from 44,000 to 32,000 and changeable weather on the night). ARTA maintained Midtown Bus Numbers of 30 buses used. North Shore bus numbers were also maintained with 30 buses used in this area also. A total of 60 buses in total were used. On the night approximately 3,443 trips were undertaken by bus.

Rail services were moderately patronised for the event, with 4,246 trips recorded pre-game and 4,614 afterwards (a total of 8,860 compared to 10,663 last year). In preparation for the RWC2011, various measures were trialled for the game. These included the collation of specific patronage counts at Newmarket, Boston Road and Mt Eden stations; improved crowd management over the footbridge at Kingsland Station; and corralling of the crowd on Sandringham Road.

In total, 20.5% of the crowd chose to come by Public Transport to the game with 32% of the crowd choosing to come by non private car (rail/bus/coach/taxi/walking).

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

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

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

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

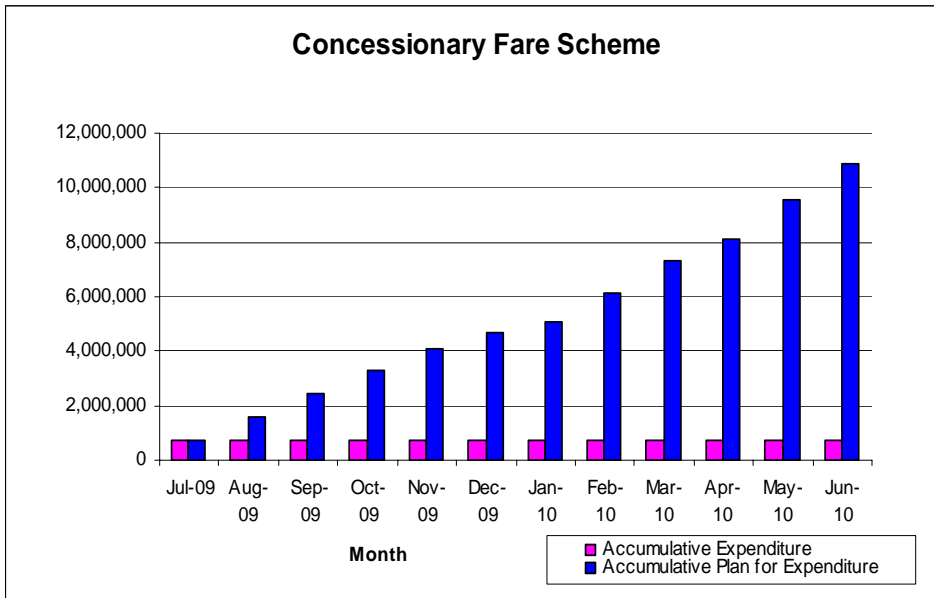
- Intercity Group (NZ) Ltd. t/a Newmans Coachlines: Notification to withdraw route NM7452 operating between Waitomo Caves to Auckland daily which is now combined together with route NM7450 on route GS7650. Approved 06-Jul-09.
- Intercity Group (NZ) Ltd. t/a Newmans Coachlines: Notification to withdraw route NM7450 operating between Rotorua to Waitomo daily which is now combined together with route NM7452 on route GS7650. Approved 06-Jul-09.
- Intercity Group (NZ) Ltd. t/a Newmans Coachlines: Notification to vary the existing commercial registration to withdraw route NM7451 which is now combined into route GS7651. Approved 06-Jul-09.
- Intercity Group (NZ) Ltd.: Notification to vary the existing commercial registration to vary route NM7225 to IC6229. Approved 06-Jul-09.
- Macarthur Buslines Ltd.: Notification to vary the existing service route, timetable advanced by 15 mins and 1 hour removed either side of Sat/Sun service and extension of service to 7 days a week. Approved 07-Jul-09.
- South Auckland Shuttle & Tour Ltd.: Notification to register a non-scheduled passenger transport shuttle & tour service within the Auckland region. Approved 09-Jul-09.
- Transportation Auckland Corporation Ltd.: Notification to register a scheduled passenger transport service Route 246 to operate between Victoria St East and Sandringham Rd. Approved 16-Jul-09.
- Birkenhead Transport Ltd.: Notification to add route 012 to the existing school bus commercial registration via Spinella drive to Glenfield Intermediate. Approved 21-Jul-09.
- Fullers Group Ltd.: Notification of change of operator from Kiwi Kat Limited to Fullers Group Limited and change of shareholder to Souter Holdings Fullers Limited for the route service Auckland - Gulf Harbour - Tiritiri Matangi. Approved 21-Jul-09.
- Intercity Group (NZ) Ltd. t/a Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6407 within the Auckland region to Palmerston North (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6412 within the Auckland region from Palmerston North (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Tranzit Group and Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6502 within the Auckland region from Wellington (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Tranzit Group and Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6503 within the Auckland region to Wellington (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Tranzit Group and Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6501 within the Auckland region to Wellington (Monday to Sunday). Approved 25-Jun-09.

- Intercity Group (NZ) Ltd. t/a Tranzit Group and Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6504 within the Auckland region from Wellington (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Tranzit Group and Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 7225 within the Auckland region to Rotorua (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Tranzit Group and Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 7226 within the Auckland region from Rotorua (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Great Sights, Auckland PTL: Notification to vary the existing approved commercial registration to operate route 7230 within the Auckland region from Rotorua (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Tranzit Group: Notification to vary the existing approved commercial registration to operate route 6210 within the Auckland region from Rotorua (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Tranzit Group: Notification to vary the existing approved commercial registration to operate route 6219 within the Auckland region to Rotorua (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6418 within the Auckland region from New Plymouth, Monday to Sunday service (except Fridays). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd.: Notification to vary the existing approved commercial registration to operate route 6404 within the Auckland region from New Plymouth (Monday to Saturday service). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Ritchies Holdings: Notification to vary the existing approved commercial registration to add route 6414 to operate within the Auckland region from New Plymouth (Sunday service only). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6416 to operate within the Auckland region from New Plymouth (Friday only service). Approved 25-Jun-09.
- Transportation Auckland Corporation Ltd.: Notification to vary the commercial registration on all services to remove the 20 trip Child Multi journey ticket, 3 Day Rover and introduce a 7 day all zone pass. Approved 26-Jun-09.
- Nakedbus.com t/a Shutltrans Ltd.: Notification to register a scheduled commercial passenger transport service to operate within the Auckland region outbound to New Plymouth and Palmerston North regions. Approved 29-Jun-09.

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

5 senior citizen applications were processed in July 2009 compared with 5 in April, 15 in May and 9 in June.

Expenditure for concessionary fare reimbursements is marginally over budget for the month ended July 2009. The expenditure is \$753,000 against a budget of \$743,000.

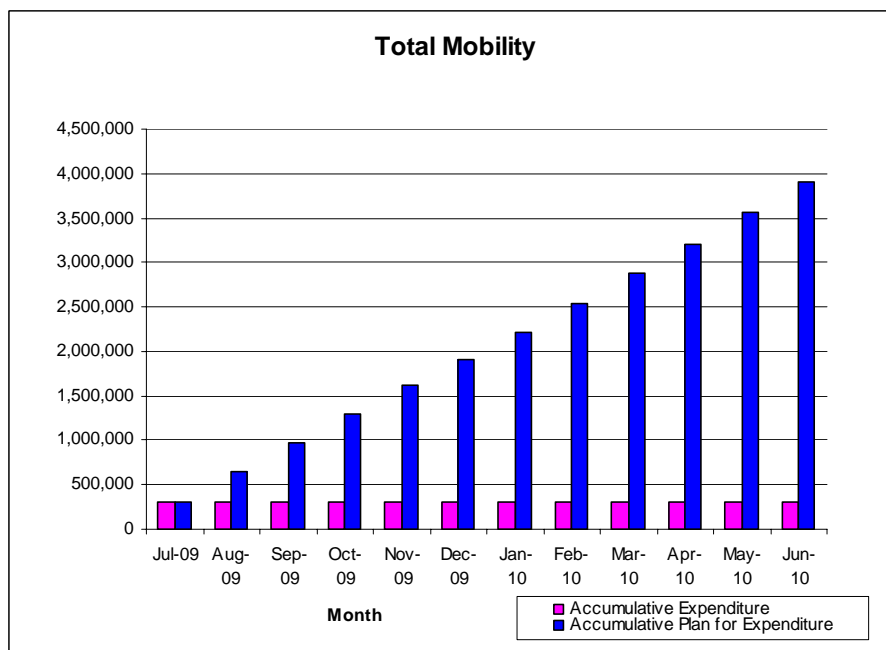


Expenditure for the SuperGold card is not included within this graph as it is funded 100% (for non-peak travel) by NZTA. The expenditure for SuperGold card for the month ended July 2009 is \$658,000.

### 1.8. AUCKLAND TOTAL MOBILITY SCHEME

126 new Total Mobility applications were processed in July 2009 compared with 127 in April, 149 in May and 184 in June

Expenditure for Total Mobility reimbursements is slightly under budget for the month ended July 2009. The expenditure is \$310,000 against a budget of \$312,000.



### 1.9. TRAVEL PLANNING

#### Walking School Buses (WSBs)

- With 282 WSB routes now operating or trialling, ARTA is fast approaching the milestone figure of 300 WSB routes within the Auckland Region, ensuring over 4,800 students walk to school with the support of over 2,000 volunteers.

- Events such as July's "Whanau Day" at Te Wananga o Aoteroa, Mangere, that over 500 students, school staff, parents and community members attended, ensure the message of safe and sustainable travel is being heard and adopted.

### **Workplaces**

To date approximately 3,000 free discovery passes have been distributed to TravelWise workplaces as part of free public transport use trials. Feedback indicated that the distribution of free PT passes acts as a very strong catalyst to encourage car drivers to trial PT as a means of getting to and from work.

- The following workplaces distributed 500 public transport discovery passes to potential PT users:
  - AUT City Campus
  - AUT Akoranga



## **2 PROJECT DELIVERY**

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

#### **Renewals Projects**

- **SX refurbishment**

Veolia continues to work with KiwiRail to resolve the issues with the SX Train doors. An update on the progress of these activities is expected by the end of August 2009.

- **Up-rating of X28020 Bogies**

Subsequent to changes to the operational codes, the operational crush loading of these carriages was authorised from 19 July 2009.

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

The delivery of the first twenty bogies has been further delayed by one week and will now arrive at the port in Dunedin during week 29 (10/08/09-16/08/09). This will still allow the delivery of TS 19 and the outstanding two SA cars for TS 18 in October 2009.

### **2.2. INFRASTRUCTURE DEVELOPMENT**

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

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

Roofing of the concourse is now complete and lift and escalator installation will commence in August. Stage 1 of Remuera Rd bridge renewal works are now complete and the new section is now in use for road traffic. There is good progress being made on construction of station entrance structure on Remuera Road.

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

Building Consent has now been submitted for the ARTA station construction works. Approval is expected by end August 2009. A draft funding agreement has been developed and it is anticipated that enabling works for the ARTA concourse will commence late August / early September 2009.

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

ARTA's station design is complete and currently under review. Building consent is to be submitted September 2009 and ONTRACK to commence construction of new platforms by the end of August 2009. Project completion with new platforms open planned for June 2010.

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

ARTA, ONTRACK and WCC are nearing completion of agreements on fair apportionment of costs, which will enable conclusion of funding agreements between parties. The overall project construction is progressing well. Project completion date will be late August / early September 2010.

#### **Morningside Station Upgrade**

Morningside station is now fully complete and in service. A formal opening of the station is planned for August 2009.

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

**Tamaki Drive** - Recent discussions with ONTRACK have identified that the Tamaki site may no longer be available for passenger use due to changing freight demands. The importance for both freight and passenger operations to co-exist in this area is recognised and ARTA is proposing to re-activate discussions with KiwiRail to understand what changes may have occurred. ONTRACK have advised that the initial contact should be through senior management.

**Western Line Site Railside Avenue** - A revised approach is being considered using the existing Framework Contracts for procurement of detail design to speed-up delivery of this stabling site and enable delivery by 5 May 2010.

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

#### **Bayswater**

The completed investigations report, covering bus stop and car park arrangements at the terminal is under review.

#### **Birkenhead**

Advanced concrete repair works are in progress and scheduled for completion by early October 2009.

The main construction works are scheduled to commence on 26 October 2009 with estimated project completion late March 2010.

### **2.4. NETWORK DEVELOPMENT**

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

Detailed design for Te Papapa and Penrose stations are complete and building consent has been submitted. Onehunga Station detailed design is nearing completion and continues to progress well. A draft consenting strategy has been compiled and issued for review for works on the ITM site. The anticipated project completion date is February 2010.

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

ONTRACK have completed preparatory earthworks and plan to complete piling works over the remaining 2009 winter period.

#### **Ferry Terminal Developments**

- **Half Moon Bay**

In light of the numerous recent events surrounding Half Moon Bay, including limited development funding and current access negotiations, the design brief for the detailed design of option 2B has not been issued.

- **Hobsonville**

ARTA and Hobsonville Land Company staff continue to liaise with regard to overall development and future ownership and maintenance of the wharf facility.

The ARTA Base Case has been completed for the ferry terminal, with estimates nearing completion. These will be circulated to Hobsonville Land Company before the end of August 2009.

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

This is a two stage programme.

Stage one is for a platform to platform pedestrian underpass. The concept for the pedestrian rail underpass between platforms is now complete. The stage two station upgrade works include Eden Park side platform widening. This stage of the project is progressing well in conjunction with ONTRACK and ACC.

Construction of stage one is still on forecast to commence during December 2009 block of line.

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

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

Due to the success of the RTPIS regional expansion program of on-street infrastructure (mains powered LED signs), which was completed during April 2009, ARTA has received numerous requests from Local Councils and the other stakeholders to install additional real time passenger information signs (VPIDs) at passenger service interchanges and bus stops. Of the 23 additional VPIDs requests received, to date 6 are installed and site works are presently in progress at 4 other sites with completion due by 31/08/2009. A further 5 sites are approved with site works due to commence during August and the remaining 7 sites are presently being evaluated and the associated site works scoped and costed.

The rollout of the RTPIS regional expansion program has to date provided real time passenger information at 155 additional bus stops located throughout the Region:

- (a) Initial RTPIS regional expansion program – 146 sites
- (b) Additional site completed – 5 sites:
  - o Highbrook Interchange, East Tamaki (2)
  - o Middlemore Hospital (1)
  - o Fanshawe Street (1 opposite the Air NZ Building)
  - o AUT Akoranga Campus (1)
  - o Akoranga Drive (1)
- (c) Type-2 Metro-I VPID installed as proof of concept – 3 sites:
  - o 203 Forrest Hill Road
  - o Birkenhead Shops, 64 Mokoia Road
  - o Rangitoto College, opposite 459 East Coast Road
- (d) Additional sites under construction – 4 sites:
  - o North Shore Hospital (2), programmed for completion 31 August 2008
  - o Papakura Interchange (2), waiting PDC to provide power supplies, completion due by 31 August 2009
- (e) Interchanges and bus stops under construction by local Councils – 2 sites:
  - o Albany Plaza, Civic Drive (2 plus provision for 2 additional to allow for future needs), NSCC site works delayed, completion by 30 September 2009
- (f) Approved new locations for Type-1 VPIDs- 5 sites:
  - o Albert Street (4 sites)
  - o Lower Albert Street (1 site)
- (g) Requested locations for Type-1 VPIDs that are presently being evaluated and the associated site works scoped and costed - 10 sites:
  - o Glenfield Shopping Centre (2)
  - o Highbury Shopping Centre (2)
  - o Devonport Wharf (1)

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

On completion of the successful trial of concept of Type-2 solar powered VPIDs, the Request for Tender (RFT) documents have been prepared for release once the multi-modal passenger information system (MMPIS) is selected. The scope of the RFT includes:

- manufacture and supply of up to 220 solar powered real time passenger information displays with audio announcement systems
- installation at selected bus stops throughout the Auckland Region
- the associated lifecycle maintenance for a period of five years

It is planned to commence installation rollout of solar powered Type-2 VPIDs toward the end of 2009 in North Shore City and Rodney District and in early 2010 for Waitakere and Manukau Cities.

## **2.6. ASSET MANAGEMENT**

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

Good progress is being made on the renewal works. Noise and traffic disruption issues are being managed well with stakeholders.

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

The procurement process for construction of the additional layover berths is planned to commence immediately after resource consent approval is received from the ARC.

### 3 STRATEGY AND PLANNING

#### 3.1. STRATEGIC TRANSPORT PLANNING

The draft Regional Public Transport Plan is being completed. This includes targeted stakeholder consultation as required by the Public Transport Management Act. The draft Plan will be fully publicly consulted on before being finalised. Public consultation will occur before the end of the year.

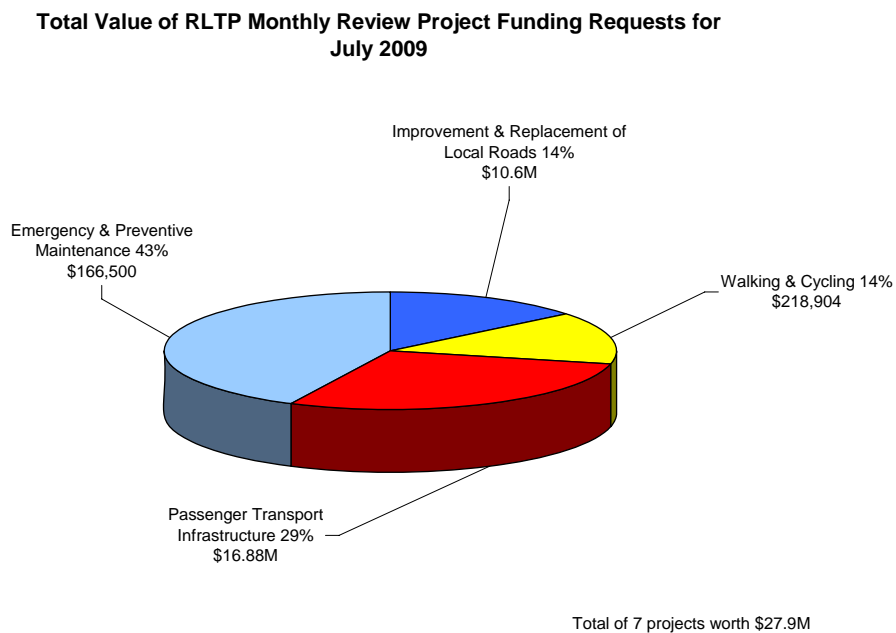
#### 3.2. PLANNING AND PROGRAMMING

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

During the July monthly review, 7 funding applications totalling \$27,865,404 were submitted to ARTA for consideration.

ARTA recommended all of the applications for approval to NZTA. All of the recommended applications were subsequently approved for funding.

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. July LTP Review, ARTA processed.**

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

Regional Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
July 2009							
ACC	2009-12 Waikaraka Cycleway and Onehunga Cycling Improvements	Additional allocation of money to complete the construction of the volcanic cone section of the Waikaraka Cycleway .	Walking and Cycling	Investigation	\$218,904	Recommended	Approved
ARTA	CBD Rail Tunnel	Route investigation for the CBD tunnel to the extent that at the conclusion of the process a Notice of Requirement (NOR) could be issued and the route could be designated.	PT Infrastructure	Investigation	\$3,000,000	Recommended	Approved
ARTA	AMETI - Package One – Endorsement and Design Funding	Approval in principle of Package 1. Detail approval of the investigation and design of the following key projects: (a) Panmure phase 1-3, (b) Sylvia Park bus lanes, (c) Pakuranga interchange, (d) Gossamer, (e), Pakuranga bus lanes, (f) Ti Rakau bus lanes, (g) Panmure bridge.	Improvement & Replacement of Local Roads	Package	\$10,600,000	Recommended	Approved
WCC	New Lynn TOD Passenger Transport Interchange	The construction of a fully integrated rail/bus interchange incorporating transfer facilities with associated cycleways and footpaths designed to encourage travellers to use public transport.	PT Infrastructure	Construction	\$13,880,000	Recommended	Approved
WCC	Opanuku Rd Preventive Maintenance Slip Repairs	Construction of new timber retaining wall.	Maintenance	Construction	\$60,500	Recommended	Approved
WCC	Piha Rd Preventive Maintenance Slip Repairs - RP 7737	Construction of new Timber Pole Retaining Wall .	Maintenance	Construction	\$56,000	Recommended	Approved
WCC	South Titirangi Rd Preventive Maintenance Slip Repairs	Construction of New Timber Pole retaining wall.	Maintenance	Construction	\$50,000	Recommended	Approved.
	Total New Schemes Approved for Funding				\$27,865,404		

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

During July the Auckland Regional Land Transport Programme (RLTP) was distributed to stakeholders. The Programming team began the management of the new 3-year funding programme without the assistance of New Zealand Transport Agency’s LTP Online system as the National Land Transport Programme (NLTP) has not yet been created and is due to be released at the end of August.

Funding approval for the schemes mentioned above is subject to these activities being included and programmed in the NLTP.

### 3.4. WALKING AND CYCLING COORDINATION

An evaluation report on the Regional Cycle Maps project was completed in July. This report will be used to inform the process of updating the maps and the future roll out of the cycle maps in other areas of the Auckland region not presently covered.

The number of cycle maps distributed to date is given below:

Central	10,325
East	7,350
North	9,075
South	7,675
West	6,375
<b>Total</b>	<b>40,800</b>

In the recent Living Streets Aotearoa 'Golden Foot' Awards held in Wellington, the Twin Streams Project in Waitakere City gained the top award in the 'NZ Best Practice Walking Facility' category. This project was part funded by an Infrastructure Auckland grant overseen by ARTA.

The annual report for the ARTA Walking and Cycling programme for 2008/9 was prepared for the ARC Regional Transport Committee.

The Regional Cycle Network map is being reviewed and updated. The integrity of the original network will be maintained as the map is used for prioritising funding for the construction of cycling infrastructure through the Regional Land Transport Programme.

ARTA has met with local council officers and NZTA to develop a programme to install continuous cycle counting equipment in the region. Continuous cycle counts will contribute to a database of cycling trends over time and be used to validate the annual manual cycle counting programme as detailed in the Regional Cycle Monitoring Plan.

### 3.5. REGIONAL ROAD SAFETY COORDINATION

The July edition of the Road Ahead Newsletter was published and distributed.

RoadSafe Auckland met and agreed an application for the small project fund: \$2,300.00 to Buckland School Road Safety Project in Pukekohe for the development of road safety promotions to parents and the surrounding community.

Three submissions were made to Auckland City from ARTA on road safety recommendations concerning: Lowering the speed limit to 40km/h on Ponsonby Road, Shared space improvements on Elliott and Darby Streets in the CBD, and exclusive use of Grafton Bridge as a PT/cycling corridor during the working week between 7am and 7pm.

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

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
<b>July 09</b>	9	5	14	8	10	1	8	55
<b>July 08</b>	5	4	3	5	13	0	6	36

The annual regional road toll to July 2009 was 55, nineteen more deaths than at the same time in 2008.

The increase in fatalities this year has been partly attributable to a large increase in Waitakere City, who have had a particularly bad run of fatal crashes, these include five fatalities in April. Not all information is available to determine the key contributing factors for the Waitakere fatal crashes, but it appears that they are a combination of poor road surfaces, adverse weather conditions, high speeds and driver inattention.

Waitemata Road Police and Waitakere City Council staff have carried out independent reports of the increase in fatalities and identified a number of roads that need improvements which include: improved skid resistance, roadside hazard removal, lighting, advisory speed limit signs, reflective raised profile markers, and increased road policing enforcement. These are currently being implemented along with 'intersection' and 'driving to the conditions' education campaigns.

## 4 MARKETING AND COMMUNICATIONS

### 4.1. MARKETING AND CUSTOMER INFORMATION CHANNELS

#### New Developments – July 2009

##### Service Performance Reviews and Consultations

Following customer consultation it was confirmed that four services would be withdrawn from the Western Bays area. However, based on feedback a new school bus service from Herne Bay – Newmarket to service the former 012 route will be added. Flyers to advise impacted customers will be distributed on bus from mid-August.

Only 1 response was received from the 007 Pt Chevalier route change consultation. This response was in favour of the change which is being implemented along with other minor timetable changes at the end of August.

Customer consultation has commenced for Central Connector services, which proposes rerouting a number of bus services via Grafton Bridge when it reopens in October. Customer feedback closes mid August.

##### Special Event Transport Promotions

#### Bledisloe Cup – Saturday 18 July

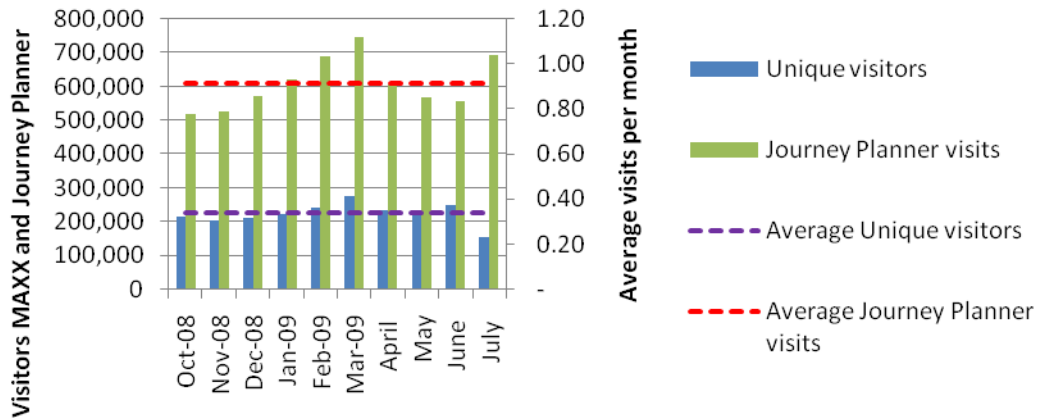
Poster, radio, newspaper and e-ticket advertising promoted travel by bus and train to the game at Eden Park. A total of 3,443 people travelled on special buses and 8,860 on trains. This represented approximately 20.5% of the crowd (compared to 25% previous year).

### CUSTOMER INFORMATION CHANNELS

<b>MAXX website statistics – July 2009</b>	
Journey Planner Visits	<b>694,046</b> Previous month: 556,144 (+25%) Average since Oct 2008: 610,000 (+14%)
Unique visitors	<b>154,355</b> Previous month: 250,473 (-38%) Average since Oct 2008: 224,523 (-31%)
Visitors	<b>310,625</b> Previous month 422,313 (-26%) Average since Oct 2008: 415,558 (-25%)

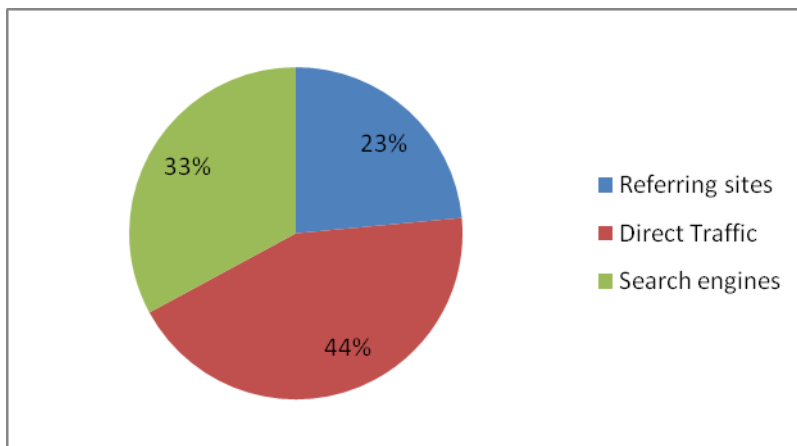


## www.maxx.co.nz monthly performance



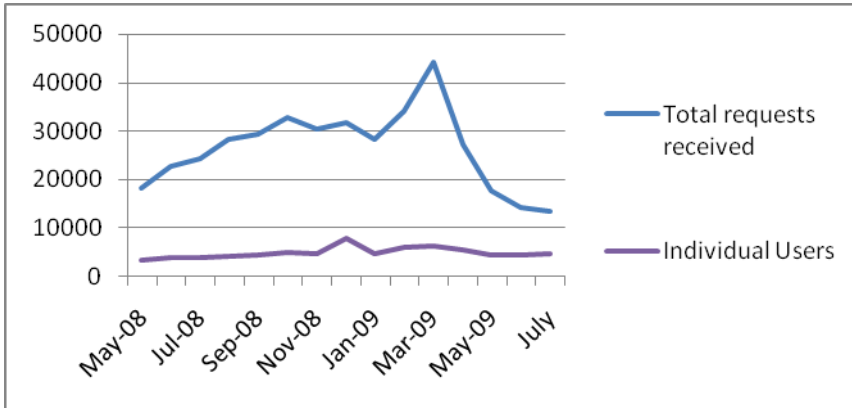
Most active hour of the day	4.00pm
Most active day of the week	Wednesday
Most popular pages	<ol style="list-style-type: none"> <li>1.Plan a journey</li> <li>2.Journey Map</li> <li>3.Home Page</li> <li>4.Journey Planner- route diagram</li> </ol>
Most downloaded PDF files	<ol style="list-style-type: none"> <li>1.<a href="#">Western Line train timetable</a></li> <li>2.<a href="#">Southern Line train timetable</a></li> <li>3.<a href="#">Beach Rd / East Coast Bays bus timetable</a></li> <li>4.<a href="#">Eastern Line train timetable</a></li> <li>5.<a href="#">North/Hibiscus Coast bus timetable</a></li> </ol>
Average Time on site	8 minutes 31 seconds (3 minutes 31)
Average page views	5.32 pages (3.24 pages)

## Website Traffic Flow – July 2009



## MAXX SMS service – July 2009

Total requests received	13,342 5.9% decrease on May 09 (14,184)
Individual users	4,541 5.4% increase on May 09 (4,307)



## MAXX Contact Centre - July 2009

	2009/2010	2008/2009	Change PY
CALLS OFFERED	49867	62922	-20.75%
CALLS ANSWERED	48736	61681	-20.99%
CALLS ABANDONED	1120	1029	8.84%
AVERAGE QUEUE LENGTH (secs)	9	10	-10.00%
AVERAGE CALL LENGTH (secs)	121	121	0.00%
AVERAGE HANDLE TIME (secs)	129	129	0.00%
LONGEST QUEUE TIME (mm:ss)	6:46	7:07	-4.92%
EMAILS OFFERED	8365	499	1576.35%
AVERAGE EMAIL WAIT (hh:mm)	17:09	10:03	70.65%
BRITOMART VISITS	10862	10707	1.45%

	2009/2010	2008/2009	Change
GRADE OF SERVICE	84.22%	83.36%	1.03%
ABANDON RATE	2.24%	1.64%	36.59%
EMAIL GRADE OF SERVICE	100%	99.80%	0.20%

## 4.2. MEDIA AND COMMUNICATIONS

### Media Releases

#### JULY

**7 Jul Don't fret over parking – MAXX to the warriors at Mt Smart**

On Sunday 12 July, Warriors fans can avoid the cost and hassle of parking, and travel with MAXX to see the team take on the Bulldogs at Mt Smart Stadium.

**22 Jul Preferred tenderer selected for Auckland's integrated ticketing system**

The Auckland Regional Transport Authority (ARTA), in conjunction with the New Zealand Transport Agency (NZTA), today announced the next step in the delivery of an integrated ticketing system for Auckland's train, bus and ferry users with the selection of a preferred tender.

**27 Jul Buses take over this weekend on the Western and Southern line as Auckland's rail upgrade continues**

As works continue on the upgrade of Auckland's rail network, buses will replace trains this weekend on the Western line and a section of the Southern line.

## 5 CORPORATE SERVICES

### 5.1. FINANCIAL REPORTS

<b>Auckland Regional Transport Authority</b>							
<b>INCOME STATEMENT</b>							
NZD '000	MONTH			YEAR END			FULL YEAR
	Budget	Actual	Variance Fav/(Unfav)	Budget	Actual	Variance Fav/(Unfav)	Budget
July-09							
<b>OPERATING REVENUE</b>							
ARC Opex Grants	7,992	7,458	(534)	7,992	7,458	(534)	102,393
NZTA Opex Grants	10,094	9,085	(1,009)	10,094	9,085	(1,009)	132,757
Other Grants and Subsidies	155	110	(45)	155	110	(45)	1,842
Rail Fare Revenue	1,816	1,724	(92)	1,816	1,724	(92)	19,957
Bus Fare Revenue	424	484	60	424	484	60	5,004
Ferry Wharf Revenue	163	206	43	163	206	43	2,054
Other Sundry Operating Income	9	24	15	9	24	15	12
<b>Total Operating Revenue</b>	<b>20,653</b>	<b>19,091</b>	<b>(1,562)</b>	<b>20,653</b>	<b>19,091</b>	<b>(1,562)</b>	<b>264,019</b>
<b>OPERATING EXPENDITURE</b>							
Human Resource	1,206	1,074	132	1,206	1,074	132	14,654
Prof Services - Project Delivery	136	21	115	136	21	115	2,147
Prof Services - Customer Services	739	258	481	739	258	481	10,393
Prof Services - Others	237	206	31	237	206	31	3,413
Support Services	230	229	1	230	229	1	2,766
Materials	9	14	(5)	9	14	(5)	345
Printing and Office Supplies	158	65	93	158	65	93	1,757
Repairs and Maintenance	81	75	6	81	75	6	961
Communications	24	14	10	24	14	10	386
Information Systems	104	23	81	104	23	81	1,378
Bus Contract	10,850	10,380	470	10,850	10,380	470	133,365
Rail Contract	6,146	5,921	225	6,146	5,921	225	81,935
Ferry Contract	498	488	10	498	488	10	6,020
Security	27	28	(1)	27	28	(1)	325
Advertising and Promotion	111	59	52	111	59	52	1,360
Other Expenditure	(287)	(52)	(235)	(287)	(52)	(235)	(79)
Depreciation	1,822	1,850	(28)	1,822	1,850	(28)	19,932
Investigations Expenditure	82	37	45	82	37	45	2,809
<b>Total Operating Expenditure</b>	<b>22,173</b>	<b>20,690</b>	<b>1,483</b>	<b>22,173</b>	<b>20,690</b>	<b>1,483</b>	<b>283,867</b>
<b>Net Operating Surplus/(Deficit)</b>	<b>(1,520)</b>	<b>(1,599)</b>	<b>(79)</b>	<b>(1,520)</b>	<b>(1,599)</b>	<b>(79)</b>	<b>(19,848)</b>

## Statement of Financial Position

As at 31 July 2009

	ARTA					ARTA			
	Jun-09 \$000s	Jul-09 \$000s	Jun-09 \$000s	Movement \$000s		Jun-09 \$000s	Jul-09 \$000s	Jun-09 \$000s	Movement \$000s
<b>Liabilities</b>					<b>Assets</b>				
<b>Current Liabilities</b>					<b>Current assets</b>				
Trade payables	7,036	9,136	7,036	2,100	Cash and cash equivalents	105	101	105	(4)
GST payable	0	0	0	0	Trade receivables	554	208	554	(346)
Employee benefit liabilities	1,025	770	1,025	(255)	GST receivable	494	1,400	494	907
Income in advance	59	4,134	59	4,075	Accrued income	13,335	14,934	13,335	1,599
Accrued expenditure	31,421	23,094	31,421	(8,327)	Prepayments	0	4,979	0	4,979
Transport grants payable	19,819	19,224	19,819	(595)	Inventories	5,126	4,998	5,126	(128)
<b>Total current liabilities</b>	<b>59,360</b>	<b>56,358</b>	<b>59,360</b>	<b>(3,002)</b>	<b>Related party receivables</b>				
<b>Non-current Liabilities</b>					Operating account	28,975	19,786	28,975	(9,189)
Transport grants payable	1,152	1,152	1,152	0	Transport grants	19,819	19,224	19,819	(595)
Deferred tax	5,375	5,375	5,375	(0)	<b>Total current assets</b>	<b>68,408</b>	<b>65,630</b>	<b>68,408</b>	<b>(2,778)</b>
<b>Total non-current Liabilities</b>	<b>6,527</b>	<b>6,527</b>	<b>6,527</b>	<b>(0)</b>	<b>Non-current assets</b>				
<b>Total liabilities</b>	<b>65,886</b>	<b>62,885</b>	<b>65,886</b>	<b>(3,002)</b>	Property, plant & equipment	240,381	244,496	240,381	4,115
<b>Equity</b>					Intangible assets	21,896	21,866	21,896	(30)
Accumulated funds	4,265	4,614	4,265	349	<b>Related party receivables</b>				
Capital grants reserve	261,685	265,645	261,685	3,960	Transport grants	1,152	1,152	1,152	0
<b>Total equity</b>	<b>265,950</b>	<b>270,259</b>	<b>265,950</b>	<b>4,309</b>	<b>Total non-current assets</b>	<b>263,429</b>	<b>267,514</b>	<b>263,429</b>	<b>4,085</b>
<b>Total equity and liabilities</b>	<b>331,836</b>	<b>333,143</b>	<b>331,836</b>	<b>1,307</b>	<b>Total assets</b>	<b>331,836</b>	<b>333,143</b>	<b>331,836</b>	<b>1,307</b>

<b>Statement of Cash Flows</b> <b>For the Period Ended 31 July 2009</b>		
Full Year Ended 30 June 2009		As at 31 July 2009
<b>\$000</b>	<b>Cash flows from operating activities</b>	<b>\$000</b>
	Cash was provided from:	
101,532	ARC Opex grants	18,298
70,771	ARC Capex grants	3,510
7,711	ARC funding for IA grants vested in ARTA	595
4,457	LTNZ Capex grants	157
104,750	LTNZ Opex grants (excl. GST)	12,967
1,350	Other Grants and Subsidies	130
18,625	Rail Fare revenue	1,426
4,436	Bus Fare revenue	321
1,998	Ferry Wharf revenue	190
-	GST	-
252	Other Sundry Operating income	10
315,881		37,605
	Cash was applied to:	
222,913	Payments to Suppliers (excl. GST)	29,749
12,724	Payments to Employees	1,329
7,711	Payments to recipients of IA grants vested in ARTA	595
184	GST	-
243,532		31,673
<b>72,349</b>	<b>Net Cash from Operating Activities</b>	<b>5,932</b>
	<b>Cash Flows from Investing Activities</b>	
	Cash was provided from:	
0	Realisation of Other Investments	-
0	Proceeds from Sale of Intangible Assets	-
0		-
	Cash was applied to:	
72,392	Purchase and Development of Fixed Assets	5,935
0	Purchase and Development of Intangible Assets	-
0	Other Investments	-
72,392		5,935
<b>(72,392)</b>	<b>Net Cash applied to Investing Activities</b>	<b>- 5,935</b>
	<b>Cash Flows from Financing Activities</b>	
	Cash was provided from:	
0	Increase in loans	-
	Cash was applied to:	
0	Repayment of Loans	-
<b>0</b>	<b>Net Cash from Financing Activities</b>	<b>-</b>
<b>(43)</b>	<b>Net (Decrease)/Increase in Cash &amp; Investments Held</b>	<b>- 3</b>
148	Cash & Investments Balances at Beginning of the Period	105
<b>105</b>	<b>Cash &amp; Investments Balances at the End of the Period</b>	<b>101</b>
	<b>Cash &amp; Investments Balances Consist of:</b>	
0	Bank Overdraft	-
105	Cash	101
0	Short Term Investments	-
<b>105</b>		<b>101</b>

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

	Ju1 09 \$000
Cash was provided from:	
Net Surplus	4,309
Adjustment for items not involving cash:	
Depreciation and amortisation	1,850
Donated asset	-
Deferred tax	-
Movements in working capital:	
(Increase) in receivables from ARC	9,189
(Increase) in trade and other receivables	-
Decrease/(Increase) in Inventory	128
Increase in GST	-
Decrease/(Increase) in grants receivable from ARC	595
(Decrease)/Increase in trade and other payables	-
(Decrease)/Increase in grants payable	-
Net Cash from Operating Activities	5,931

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

### **OPERATING RESULTS - MONTH AND YEAR ENDED 31 JULY 2009**

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

#### **Revenue**

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

ARC Opex Grants are \$0.5m less than budget and NZTA Opex Grants are \$1.0m less than budget due to less expenditure than budgeted.

Rail Fare Revenue is \$0.1m less than budget due to lower patronage growth than budgeted (4% actual growth vs. 7% budgeted growth).

Bus Fare Revenue is \$0.1m more than budget. Previously this revenue category only held the Albany and Spine revenue but due to a request from Audit New Zealand all revenue received from bus operators has been coded to this revenue code (budgeted in the 'Other Grants and Subsidies' category).

#### **Expenditure**

Major variances to budget are:

- a) Human Resource is \$0.1m less than budget for July due to the original budget including staff vacancies that will now no longer be recruited.
- b) Professional Services – Project Delivery is \$0.1m less than budget due to timing delays associated with uncertainty about NZTA funding of many projects in this area leading to delays in appointing external professional services until the funding is secure.
- c) Professional Services – Customer Services is \$0.5m less than budget due to a credit of \$0.1m for the contact centre relating to the 08/09 financial year that was processed in early 2009, uncertainty over NZTA funding approval for the professional services budget projects (in sustainable transport and travel wise marketing) leading to a slow start to projects for the financial year and some contractors budgeted here becoming fixed term employees and the costs associated with these staff being recorded against the human resources budget line.
- d) Printing and Office Supplies is \$0.1m less than budget due to lower than budgeted costs associated with the Western Sector review consultation and lower than budgeted costs for ARTA's annual plan to date.
- e) Information Systems is \$0.1m less than budget due to a timing delay relating to IT and real time licence charges.
- f) Bus Contract is \$0.5m less than budget mainly due to negative indexation for the quarterly adjusted contracts effective from 1 July 2009, planned changes to the City Circuit that have not been implemented and savings in the special events budget due to a higher level of revenue recovery from The New Zealand Rugby Union for the Bledisloe Cup.
- g) Rail Contract is \$0.2m less than budget mainly due to less reactive maintenance on rolling stock partially offset by higher than budgeted leave liability charge in the Veolia contract.
- h) Other expenditure is \$0.2m more than budget due a combination of price, volume and mixed variances, which arise when staff costs and overhead are coded back to the projects.

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

Net Operating Deficit for the month is \$1.6m. This deficit arises mainly because depreciation is unfunded.

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

As July is the first month of the 2009/2010 financial year the year to date result is the same as the month to date result.

### 5.3. STATEMENT OF FINANCIAL POSITION

The key features of the Statement of Financial Position as at 31 July 2009 are:

#### Current Liabilities

The total trade payables have increased by \$2.1m between June and July mainly due to a timing difference in processing two large invoices in the Accounts Payable system – these goods/services were receipted in the project accounting system in July in order to record them in the correct financial period but the invoices were not processed into the accounts payable ledger until early August.

Income in advance has increased by \$4.1m from the month of June mainly due to the new Veolia quarterly invoice and the annual insurance premium both of which are received by ARTA and claimed from NZTA during July but which relate to income to be reported in August 2009 – June 2010.

Accrued expenditure has decreased \$8.3m from June primarily due to the traditional slow start to the financial year as a result of NZTA funding uncertainty. This uncertainty is particularly noticeable this year due to the delay in publishing the National Land Transport Programme until the end of August 2009.

#### Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – July 09	\$544,136	(\$310)	(\$1,486)
Accounts Payable – June 09	\$2,476,800	\$4,500	\$11,000

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

#### Current Assets

The increase in prepayments \$5.0m is also due to the quarterly Veolia and annual insurance invoices.

#### Debtors (included in Trade Receivables)

Detail	Current	30–60 Days	More than 60 days
Accounts Receivable– July 09	\$152,000	\$38,200	\$16,500
Accounts Receivable– June 09	\$418,800	\$16,800	\$21,200

#### 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.