



Auckland Regional
Transport Authority

MONTHLY BUSINESS REPORT

May 2008

CONTRIBUTION LIST

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

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SUMMARY

Patronage

- Total patronage for May is 2.9% higher than May 2007.
- Total patronage for the eleven months to May is 3.41% higher than last year.
- May month patronage is 0.9% higher for bus, 21.0% higher for rail and 2.7% lower for ferries.
- Year-to-date bus patronage is up 1.86%; rail patronage is up 17.5% and ferry patronage has increased by 0.17%.
- The patronage for the twelve months ended May was 54.7 million, the highest since 1989.
- The Northern Express patronage for May was 78% above May last year.
- Rapid Transit Network patronage year-to-date to May is 26.8% above last year.
- Growth on the New North Shore bus network for the eleven months is 4.5%.
- Rail patronage for the month of May was a new record of 684,000 journeys.

PT Services

- May rail service punctuality and reliability were both above April this year.
- A new Airport to Manukau bus service will commence on 15 June, additional services on the West Harbour ferry service are due to commence in June and a new Rakino Island service is planned to commence in July.
- All major elements of the Queen St upgrade, which impacted transport, are complete.

Rolling Stock

- Passenger Information Displays (PID's) have been ordered for all SA/SD and ADK trains to enable all trains to have internal and external PID's.
- SA Trainsets 15-17 – Trainset 15 will enter service on 9 July with 16 and 17 expected to be available for service in September.
- SA Trainsets 18-23 – the first five bogies have been delivered to Hillside.

Infrastructure

- Newmarket Station Redevelopment – ONTRACK have advised that the tender award date is likely to be late June.
- DART 8 double tracking and station platforms were commissioned in early June.
- Middlemore rail station upgrade is now due for completion in June.
- Ellerslie rail station upgrade has been delayed to July due to a change in ONTRACK requirements.
- The construction programme to enable the Helensville trial service to commence in July has commenced on all three station sites.
- Downtown Ferry Terminal – Construction of the pedestrian bridge to link Piers 1 and 2 and the canopy structure is underway.

Strategy and Planning

- ARTA has presented evidence to the Wynyard Quarter Plan change hearings.
- The final release of the 2008/09 Auckland Land Transport Programme is on schedule for 30 June 2008.

1 CORPORATE SERVICES

1.1. FINANCIAL REPORTS

Auckland Regional Transport Authority										
INCOME STATEMENT										
NZD '000 May-08	MONTH			YEAR TO DATE			FULL YEAR			
	Budget	Actual	Variance Fav/(Unfav)	Budget	Actual	Variance Fav/(Unfav)	Mar	Forecast	Budget	Variance Fav/(Unfav)
OPERATING REVENUE										
ARC Opex Grants	7,838	9,467	1,629	81,336	76,191	(5,145)	85,620		88,857	(3,237)
LTNZ Opex Grants	8,269	9,987	1,718	84,466	80,039	(4,427)	90,966		92,684	(1,718)
Other Grants and Subsidies	91	97	6	1,002	1,211	209	1,329		1,092	237
Rail Fare Revenue	1,491	1,872	381	14,484	15,288	804	16,386		16,000	386
Bus Fare Revenue	202	415	213	2,071	3,067	996	3,160		2,250	910
Ferry Wharf Revenue		251	251		1,420	1,420	1,446			1,446
Other Sundry Operating Income	50	8	(42)	256	117	(139)	113		297	(184)
Total Operating Revenue	17,941	22,097	4,156	183,615	177,333	(6,282)	199,020		201,180	(2,160)
OPERATING EXPENDITURE										
Human Resource	969	1,057	(88)	10,700	9,647	1,053	11,011		11,671	660
Prof Services - Project Delivery	663	568	95	6,631	5,132	1,499	5,898		7,295	1,397
Prof Services - Customer Services	623	671	(48)	7,421	7,521	(100)	8,995		8,519	(476)
Prof Services - Others	157	164	(7)	2,239	3,305	(1,066)	4,399		2,420	(1,979)
Support Services	200	185	15	2,200	2,030	170	2,214		2,400	186
Materials	31	1	30	334	147	187	214		417	203
Printing and Office	113	118	(5)	1,294	1,125	169	1,467		1,498	31
Communications	25	9	16	273	175	98	206		302	96
Information Systems	185	86	99	1,093	638	455	826		1,211	385
Bus Contract	9,454	9,346	108	92,078	87,412	4,666	96,236		99,408	3,172
Rail Contract	4,738	8,727	(3,989)	49,473	48,864	609	55,614		55,559	(55)
Ferry Contract	381	324	57	4,042	3,513	529	4,059		4,438	379
Staff Time Cost	(332)	(26)	(306)	(3,538)	(215)	(3,323)	(398)		909	1,307
Other Expenditure	269	456	(187)	3,034	2,380	654	3,691		2,880	(811)
Depreciation	904	918	(14)	9,583	9,697	(114)	10,648		10,557	(91)
Investigations Expenditure	343	92	251	5,000	3,776	1,224	4,413		5,329	916
Total Operating Expenditure	18,723	22,696	(3,973)	191,857	185,147	6,710	209,493		214,813	5,320
Net Operating Surplus/(Deficit)	(782)	(599)	183	(8,242)	(7,814)	428	(10,473)		(13,633)	3,160

Statement of Financial Position

As at 31 May 2008

	June 07 \$000s	ARTA			June 07 \$000s	ARTA			
		May-08 \$000s	Apr-08 \$000s	Movement \$000s		May-08 \$000s	Apr-08 \$000s	Movement \$000s	
Liabilities									
Current Liabilities									
Trade payables	4,401	7,349	5,091	2,258	Cash and cash equivalents	323	232	117	115
Employee benefit liabilities	621	864	752	112	Trade receivables	436	482	500	(18)
Income in advance	15	7,022	3,082	3,940	GST receivable/(payable)	439	(1,302)	(157)	(1,145)
Accrued expenditure	19,871	33,960	22,601	11,359	Accrued income	5,321	14,845	8,365	6,480
Transport grants payable	47,527	16,041	12,798	3,243	Prepayments	0	1,548	3,095	(1,547)
Total current liabilities	72,435	65,236	44,324	20,912	Related party receivables				
Non-current Liabilities					Operating account	21,504	39,027	24,913	14,114
Transport grants payable	7,700	14,194	18,092	(3,898)	Transport grants	47,527	16,041	12,798	3,243
Total non-current Liabilities	7,700	14,194	18,092	(3,898)	Total current assets	75,550	70,873	49,631	21,242
Total liabilities	80,135	79,430	62,416	17,014	Non-current assets				
Equity					Property, plant & equipment	85,340	121,363	110,624	10,739
Retained earnings	5,318	6,894	6,591	303	Related party receivables				
Transport ring fence reserve	83,137	120,106	109,340	10,766	Transport grants	7,700	14,194	18,092	(3,898)
Total equity	88,455	127,000	115,931	11,069	Total non-current assets	93,040	135,557	128,716	6,841
Total equity and liabilities	168,590	206,430	178,347	28,083	Total assets	168,590	206,430	178,347	28,083

Statement of Cash Flows
For the Period Ended 31 May 2008

Full Year Ended 30 June 2007		Year to Date
<u>\$000</u>		<u>\$000</u>
	Cash flows from operating activities	
	Cash was provided from:	
60,699	ARC opex distributions	58,668
21,014	ARC capex distributions	46,365
21,523	ARC grant distributions	24,992
8,293	LTNZ capex grants	4,960
79,307	LTNZ opex grants	72,699
1,339	Other grants and subsidies	8,256
13,681	Rail fare revenue	15,080
2,229	Bus fare revenue	2,906
0	Ferry revenue	1,310
162	Other sundry operating income	117
208,248		235,353
	Cash was applied to:	
156,376	Payments to Suppliers	155,328
8,324	Payments to Employees	9,404
19,878	Payments to Grant recipients	24,992
184,578		189,724
23,670	Net Cash from Operating Activities	45,629
	Cash Flows from Investing Activities	
	Cash was provided from:	
0	Realisation of Other Investments	0
0	Proceeds from Sale of Fixed Assets	0
0		0
	Cash was applied to:	
0	Purchase and Development of Fixed Assets	0
23,493	Investments in Rolling Stock	45,720
0	Other Investments	0
23,493		45,720
(23,493)	Net Cash applied to Investing Activities	(45,720)
	Cash Flows from Financing Activities	
	Cash was provided from:	
0	Increase in loans	0
	Cash was applied to:	
0	Repayment of Loans	0
0	Net Cash from Financing Activities	0
177	Net (Decrease)/Increase in Cash & Investments Held	(91)
146	Cash & Investments Balances at Beginning of the Period	323
323	Cash & Investments Balances at the End of the Period	232
	Cash & Investments Balances Consist of:	
0	Bank Overdraft	0
323	Cash	232
0	Short Term Investments	0
323		232

1.2. STATEMENT OF FINANCIAL PERFORMANCE

OPERATING RESULTS - MONTH OF MAY 2008

The results for the May month and the year-to-date are reported against the ARTA budget as per the 2007/2008 funding agreement with the ARC (June 2007).

Revenue

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

ARC Opex Grants are \$1.6m more than budget and Land Transport NZ Opex Grants are \$1.7m more than budget due to more expenditure than budgeted.

Bus Fare Revenue is \$0.2m more than budget due to stronger than budgeted passenger demand for the month.

Rail Fare Revenue is \$0.4m more than budget due to the correction of an accrual of \$0.3m of income for April and stronger than budgeted passenger demand for the May month.

Expenditure

Major variances to budget are:

- a) Bus and ferry contract is \$0.2m less than budget due to miscellaneous small underspends across all sectors including special events and school services. Total mobility and concessionary fares are also underspent due to less demand than anticipated for the month. These underspends are partially offset by an increase in the demand for tertiary concession fares which have increased due to introduction of the 40% discounted fare.
- b) Rail contract \$3.9m more than budget due to a timing difference for the \$3.0m accrual made for the purchase of the spare parts for rolling stock (year to date rail contract is \$0.6m less than budget), a timing difference regarding driver training budgeted for June and performed in May and a spike in the price of fuel during May.
- c) Staff time cost is \$0.3m more than budget due to higher actual staff hours allocated to projects than budgeted.
- d) Other expenditure is \$0.2m more than budget due to expenditure on the ferry wharf operations (taken over from ARTNL) which were not budgeted for in the 07/08 year – but will be fully offset by revenue levied on ferry operators (see year to date ferry wharf revenue) and repairs and maintenance on the real time system equipment.
- e) Investigations expenditure is \$0.3m less than budget due to a phasing difference for investigation spend from the budget.

Net Operating Surplus/(Deficit)

Net Operating Deficit for the month is \$0.6m. This deficit arises mainly because depreciation is unfunded.

OPERATING RESULTS – YEAR-TO-DATE - PERIOD ENDED 31 MAY 2008

Revenue

ARC Opex Grants are \$5.1m and Land Transport NZ Opex Grants are \$4.4m less than budget due to less expenditure than planned.

Rail Fare Revenue is \$0.8m more than budget and Bus Fare Revenue is \$1.0m more than budget.

Ferry Wharf Revenue (\$1.4m year-to-date) was not provided for in the budget as at the time of setting the budget for 07/08 as very little was known about how much revenue would be generated by the ex ARTNL Harbour Berths operation. The revenue profile established this financial year will form the basis of budget assumptions for the 08/09 financial year. Total expenditure year to date on this operation is \$1.0m.

Expenditure

Major variances to budget are similar to the month of May:

- a) Human resource is \$1.0m less than budget due to lower than budgeted staff salaries during the first half of the financial year as a result of staff vacancies not filled.
- b) Professional services – Project Delivery - \$1.5m less than budget due to a delay in a number of projects.
- c) Professional services – Other - \$1.1m more than budget due to costs for the Waitemata Harbour crossing study not included in the original budget, but subsequently approved by both the ARC and LTNZ, professional fees spent in the ferry wharf operation area (see note under year to date revenue regarding this cost) and the timing of IT initiatives which have been budgeted to occur in June.
- d) Support services - \$0.2m less than budget due to a saving in the cost of the contact centre negotiated after the budget was set.
- e) Materials - \$0.2m less than budget due to less walking school bus grants being paid out than budgeted/
- f) Printing and office is \$0.2m less than budget due to less timetables, consultation documentation and marketing material required than budgeted.
- g) Information systems are \$0.5m less than budget due to significantly lower operating costs for the real time system than anticipated due to the delayed roll out.
- h) Bus and ferry contracts are \$5.1m less than budget due to less bus contract inflation and indexation, delay of one month expenditure on the Northern Busway (originally budgeted to begin in January), reprioritisation of service changes and some service rationalisation.
- i) Rail contract is \$0.6m less than budget due to residual savings on fuel earlier in the financial year.
- j) Other expenditure is \$0.6m less than budget due to related advertising, repairs and maintenance for wharves, budgeted as an ARTA cost but since the ARTNL transfer offset by revenue charged to ferry operators and small organisation wide savings on catering, subscriptions and membership.
- k) Investigations expenditure is \$1.2m less than budget due to timing differences between actual expenditure and the original budget, this would originally have been the subject of a carry forward to the ARC, however, due to recent budgetary constraints the amount carried forward will now be allocated across all areas of the business.

Net Operating Surplus/ (Deficit)

Net Operating Deficit for the year-to-date is \$7.8m. This deficit arises mainly because depreciation is unfunded.

STATEMENT OF FINANCIAL POSITION

The key features of the Statement of Financial Position as at 30 April 2008 are:

Current Liabilities

The total trade payables have increased by \$2.2m from April mainly due to the increased expenditure in the May period payable in June 2008.

Income in advance has increased by \$4.0m from April due to the claim from funders (in advance) for the first quarter 2008/2009 Veolia management invoice expected in June payable in early July.

Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – May 08	\$3,338,061	\$ 100,834	\$ 33,410
Accounts Payable – Apr 08	\$ 1,627,492	\$ 0	-\$1,483

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

Current Assets**Trade Receivables**

Detail	Current	30–60 Days	More than 60 days
Accounts Receivable–May 08	\$212,213	\$180,671	\$ 89,048
Accounts Receivable–Apr 08	\$339,316	\$ 23,684	\$ 84,463

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.

2 STRATEGY AND PLANNING

2.1. STRATEGIC TRANSPORT PLANNING

Wynyard Quarter Plan Change

The Wynyard Quarter Plan change hearings are currently underway. ARTA has presented evidence to the hearing commissioners that supports the plan change and notices of requirements that have been developed to provide for the redevelopment of the area. ARTA's evidence highlighted the importance of including reference to the Additional Waitemata Harbour Crossing and possible future rail station within Gaunt Street in the plan change documentation and that work to date provides confidence that the passenger transport services required to assist in achieving the 70/30 mode split, i.e. 70 percent of the total peak hour trips by passengers in private vehicles, passenger transport, walking or cycling and only 30 percent of the total peak hour trips on the road network made as a car driver will be able to be provided.

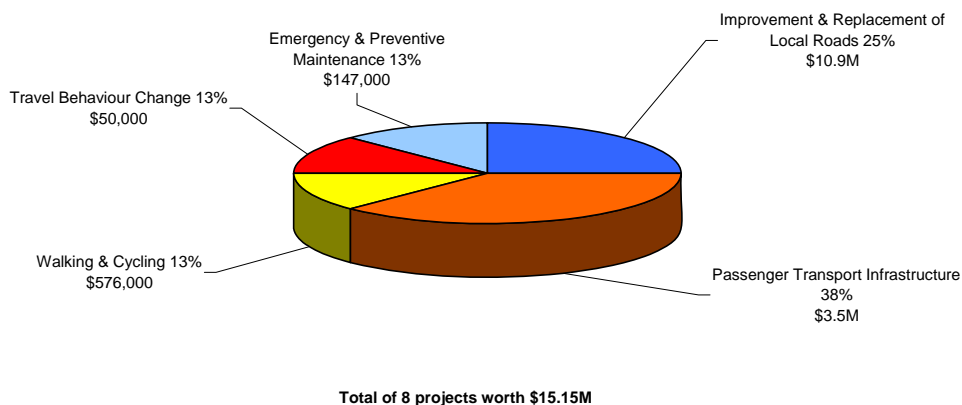
2.2. PLANNING AND PROGRAMMING

2007/2008 Auckland Land Transport Programme (LTP)

During the May monthly review, 8 funding applications totalling \$15,144,890 were submitted to ARTA for consideration.

Of the 8 submissions, 6 applications worth \$1,973,840 have been approved for funding while the remaining 2 projects worth \$13,171,050 are deferred pending Land Transport NZ approval. Figure 1 shows the breakdown of scheme type.

Figure 1: Total number of projects processed during monthly reviews of LTP
May 2008



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

Table 1 - May Recommended Schemes to Land Transport NZ

Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (Land Transport NZ National office)	
May 2008							
ACC	Bus Priority Implementation (2007/08) - Mt Eden ext	Passenger Transport Road Improvements	Construction	\$160,000	Recommended	Approved	
ARTA	Auckland Integrated Fares System	PT Infrastructure	Design	\$2,840,175	Recommended	Defer pending the CE receiving formal notification from ARTA that it agrees to undertake four things as set out in resolution Board paper 07/10/2074.	
MCC	Cycle Routes 2007/08 (Te Irirangi Drive)	System Use	Construction	\$576,000	Recommended	Approved	
NSCC	Takapuna Bus Station Redevelopment	Bus and Ferry Infrastructure	Construction	\$500,000	Recommended	Approved	
RDC	16-17 August 2007 Storm Damage - Emergency Works	Maintenance	Construction	\$147,840	Recommended	Approved	
RDC	Travel Plans- Community Coordination	System Use	Implementation	\$50,000	Recommended	Approved	
WCC	40km/h Variable Speed Zones for School Areas	Improvement & Replacement of Local Roads	Implementation	\$540,000	Recommended	Approved	
WCC	New Lynn ToD Project	Improvement & Replacement of Local Roads	Implementation	\$10,330,875	Deferred as it is the subject of Land Transport NZ August board paper.	Deferred as it is the subject of Land Transport NZ August board paper.	
Total New Schemes Approved for Funding				\$15,144,890			

2.3. 2008/09 AUCKLAND LAND TRANSPORT PROGRAMME

Changes to the Final version of the 2008/09 Auckland Land Transport Programme have been made and the published version will be available at the end of June as programmed.

Letters to all submitters on the Draft 2008/09 ALTP are being drafted to inform submitters of the changes to the LTP. It is expected these will be released after publication of the 2008/09 ALTP.

Engagement with Land Transport NZ/NZTA continues with respect to likely programming changes as we move to a 3-year RLTP.

2.4. REGIONAL ROAD SAFETY COORDINATION

The draft Regional Road Safety Plan has been prepared for consultation with key stakeholders in June 2008. The draft Road Safety Plan adds detail to the Auckland Regional Land Transport Strategy decision to direct additional funding to safety engineering solutions. These solutions include road design to lower speeds, more use of technology for enforcement and improved urban design to create a safe and welcoming environment for all road users. The priority for these measures is on arterial roads where the bulk of the region's road trauma occurs.

The regional 'Hey We're on the Same Road' campaign was formally evaluated and showed a positive response from both motorists and cyclists. Good support has been received for repeating the campaign in 2008/09 with some minor changes to some of the key messages to improve clarity.

The April edition of the Road Ahead Newsletter was distributed throughout the region with a key focus on the introduction of Red Light Cameras in the Auckland CBD and an overview of cycling activities in the region.

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

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
May08	4	4	3	4	9	0	2	26
May07	6	1	3	2	4	0	3	19

The regional road toll to May 08 has seven more deaths than over the same period in 2007.

2.5. REGIONAL ARTERIAL ROAD PLAN

The draft Regional Arterial Road Plan has been prepared for consultation in June. It will be available on ARTA's website, at local libraries, and copies will be mailed to key stakeholders.

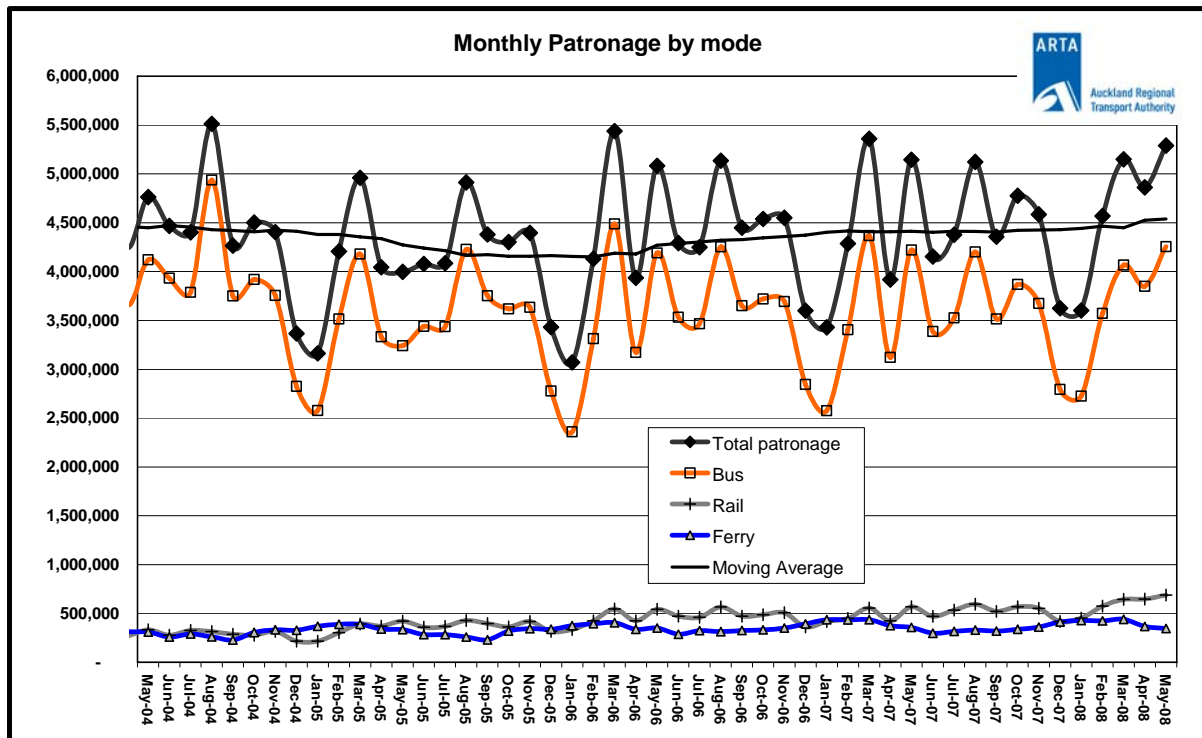
3 CUSTOMER SERVICES

3.1. PASSENGER TRANSPORT PATRONAGE - NETWORK WIDE

The total combined bus, ferry, and rail cumulative patronage for the eleven months to May is 50,317,359. Patronage year to date is 3.4% higher (1,659,191 boardings) than at the same time last year. The 12 month rolling average patronage is 54.7 million. The last time annual patronage was this high was in 1989. Total patronage for May is 2.9% higher than last May (149,369 boardings). A check was undertaken of one operators data which found not all data had been reported. An audit will be undertaken of each operator before we confirm the final end of year patronage.

The AIRBUS service has now been added to the MAXX journey planner and will from now on be reported in the patronage data. The baseline has been updated to include almost 2 years of historical patronage so that our percentage targets remain accurate.

There was a change in the school holidays with the second term starting on 5 May in 2008 compared to 23 April in 2007, resulting in 2 less school days (1 & 2 May) in the May 2008 patronage results. School bus patronage was therefore -13.5% lower (-40,520 boardings) than last May, also the rest of bus patronage is also lower as school children are a significant proportion of many bus services. (The July 2008 school holidays are also longer so the same effect will impact July patronage) The extra days will be made up in September and December 2008.



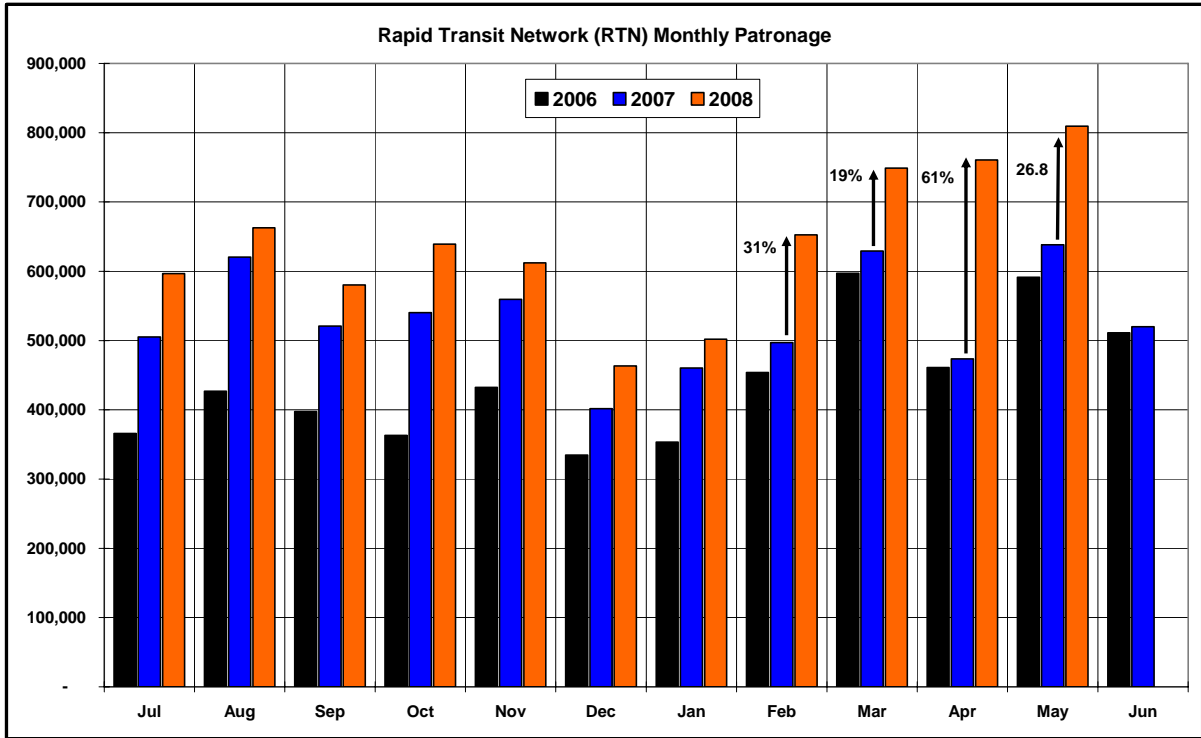
May patronage growth can be attributed to

- Rail double tracking on the Western line in early 2007 saw a patronage downturn. Rail growth on the Western line in May was 36,680 boardings higher and the southern line was 79,355 so in total Rail patronage was 116,036 higher.
- North Shore patronage for the eleven months YTD is up 4.5% (376,568 boardings)
- Tertiary ticket sales have increased by 64% (82,213 boardings) In May 2008 compared to May 2007 following the fare reduction in February.
- Completion of Queen St streetscape works has ended the negative impact on Queen St bus services. The City Circuit (+6% 7,010 boardings) and Western bays services (+5.4% 4,978 boardings) growth equated to 11,988 boardings.

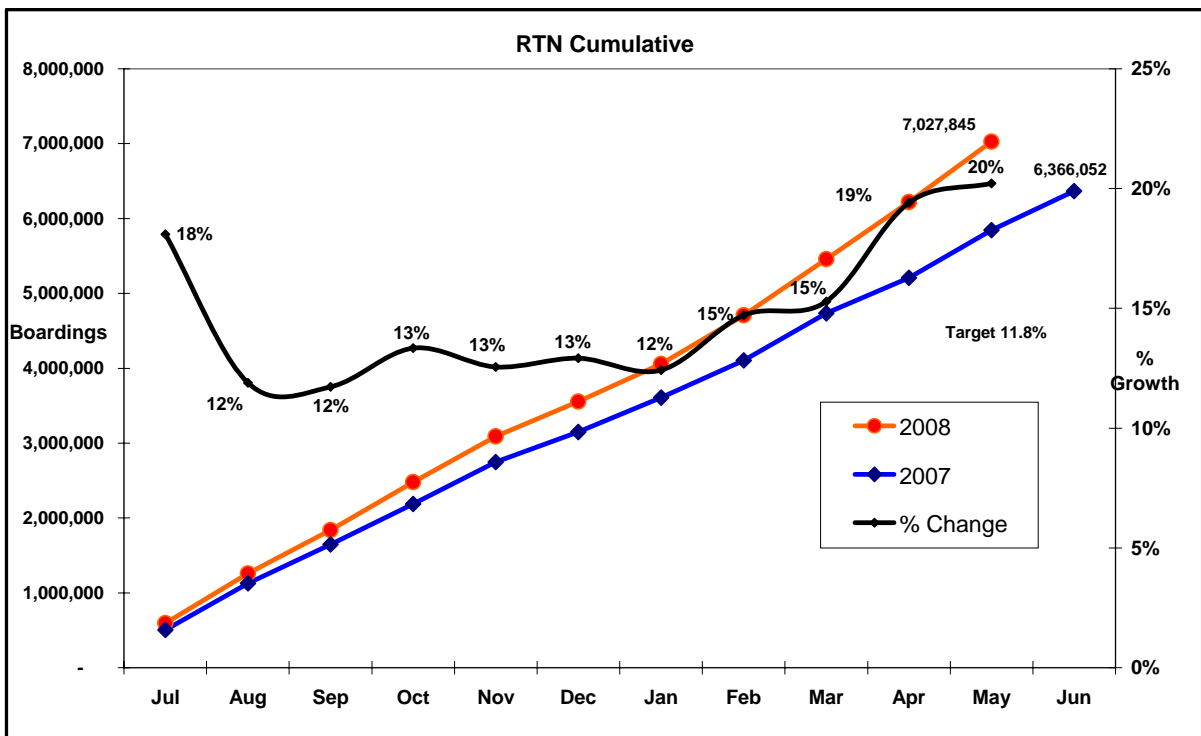
- The contracted trips on the LINK service have seen a 9.3% growth since its relaunch in September 2007.
- Patronage growth will also be due in part to rising fuel and living costs.
- Marketing campaigns were undertaken across services during school holidays to encourage use of passenger transport.

Network Patronage Analysis:

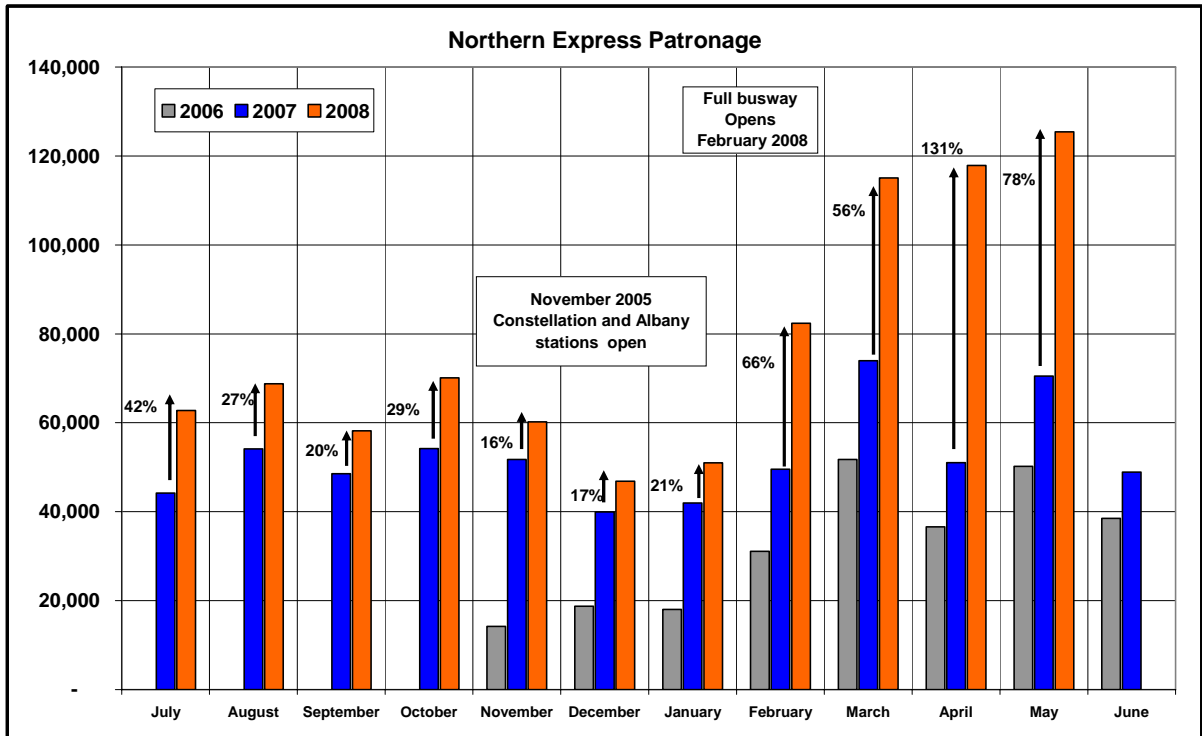
For the month of May 2008 the Rapid Transit Network (RTN) grew by 26.8% (170,965 boardings) compared to May 2007.



For the eleven months to May 2008, the RTN patronage grew by 20%.

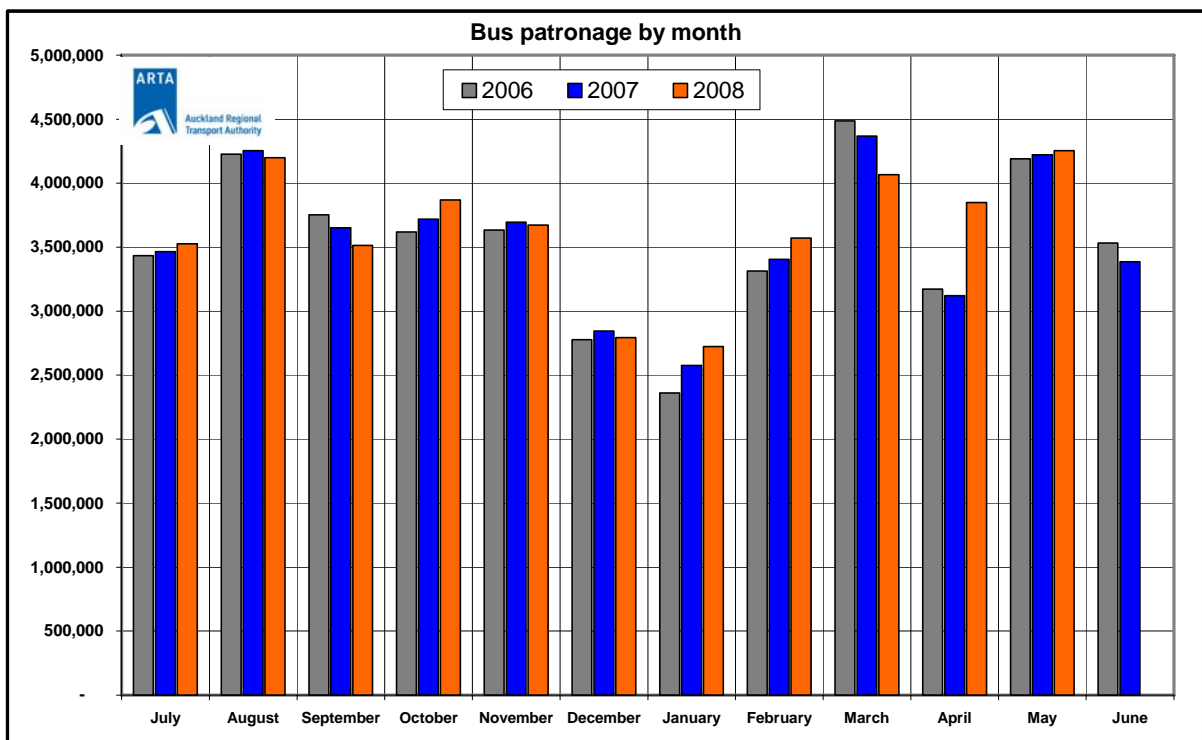


The Northern Express grew by 78% or 54,929 boardings compared to May 2007.



Bus Patronage

Bus patronage is 1.86% (729,507 boardings) higher than at the same point last year. May patronage is 0.9% (38,519 boardings) higher than last May.

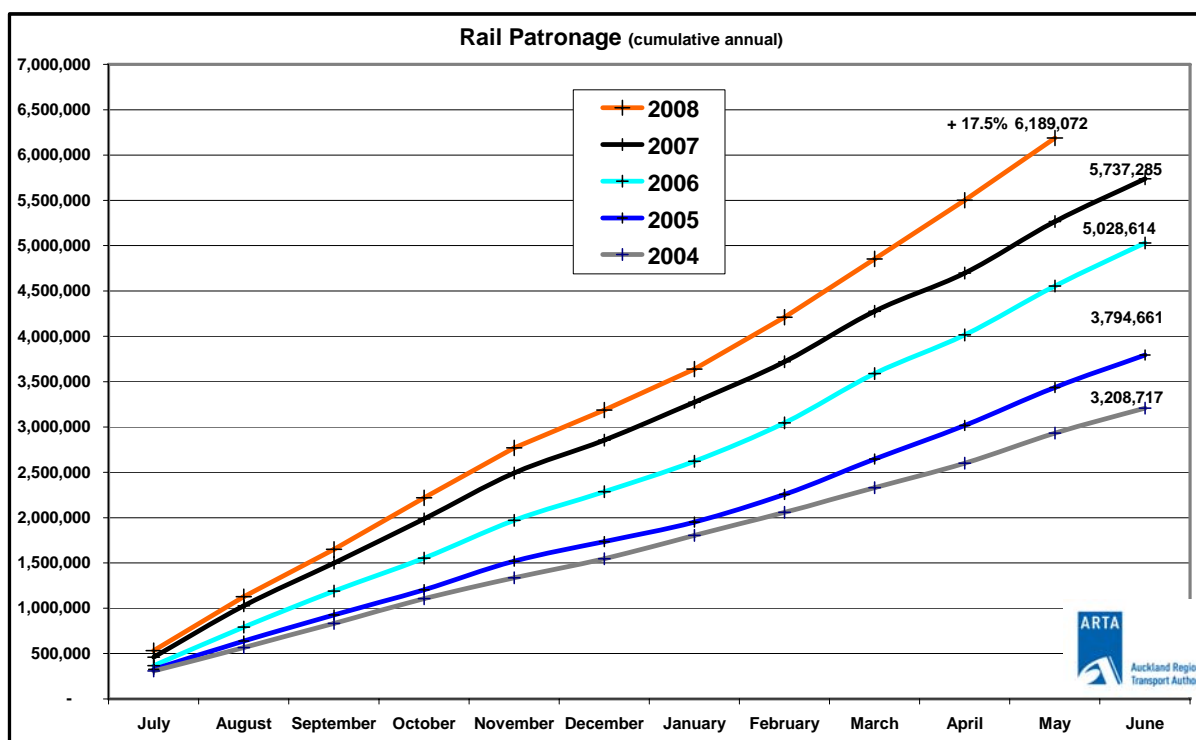


Bus patronage growth in May has primarily occurred on the following routes/corridors:

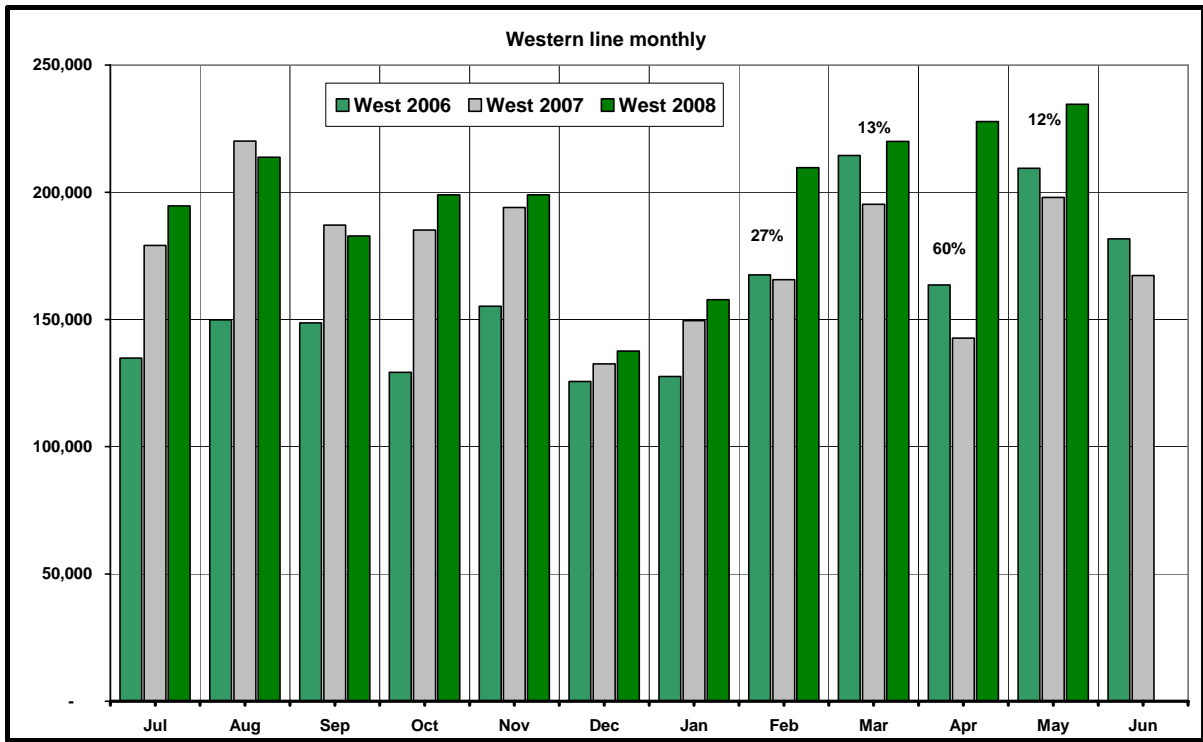
- Northern Express
- Busway feeder services + 34%
- Hibiscus coast express buses via busway +10.3%
- City Circuit +6%
- Western bays services +5.4%
- The LINK contracted trips + 11.4%
- Richmond park cross town Route 66 +24%
- Orakei to Sylvia Park routes 715, 717 +9.3%
- Botany to CBD Route 68 +4.2%

Rail Patronage

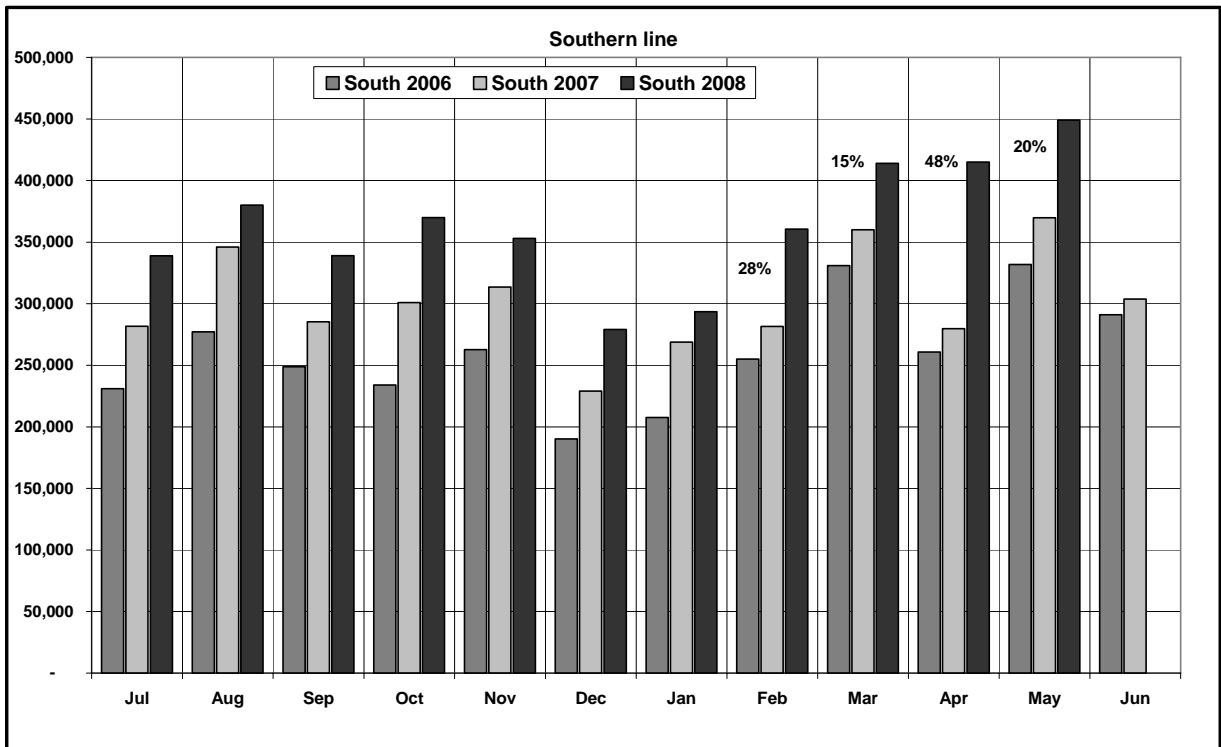
In May there were 688,300 passengers recorded using trains which is 21% more than last year. For the year to date there have been 6.189 million passenger journeys recorded on rail which is 17.5% more than the corresponding period last year.



The western line grew by 12% compared to May 2007, which is a recovery from the decline associated with double track construction works in May 2007. This is 11.6% growth for the year to date.

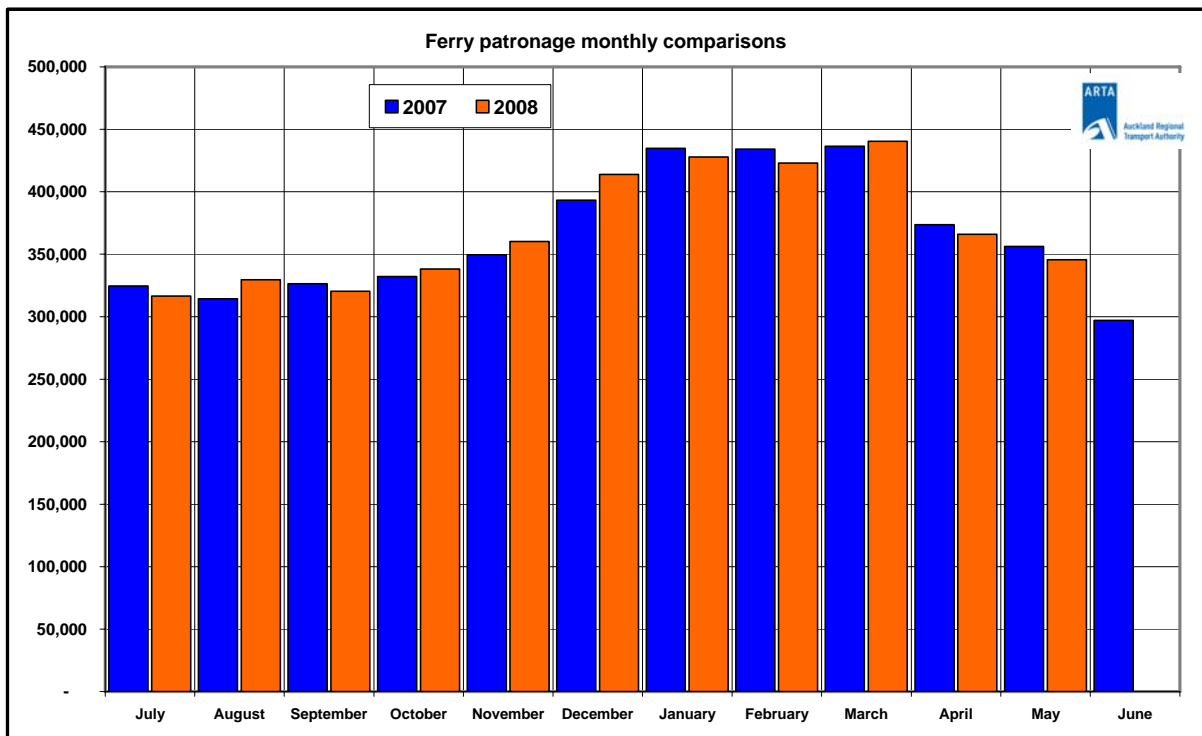
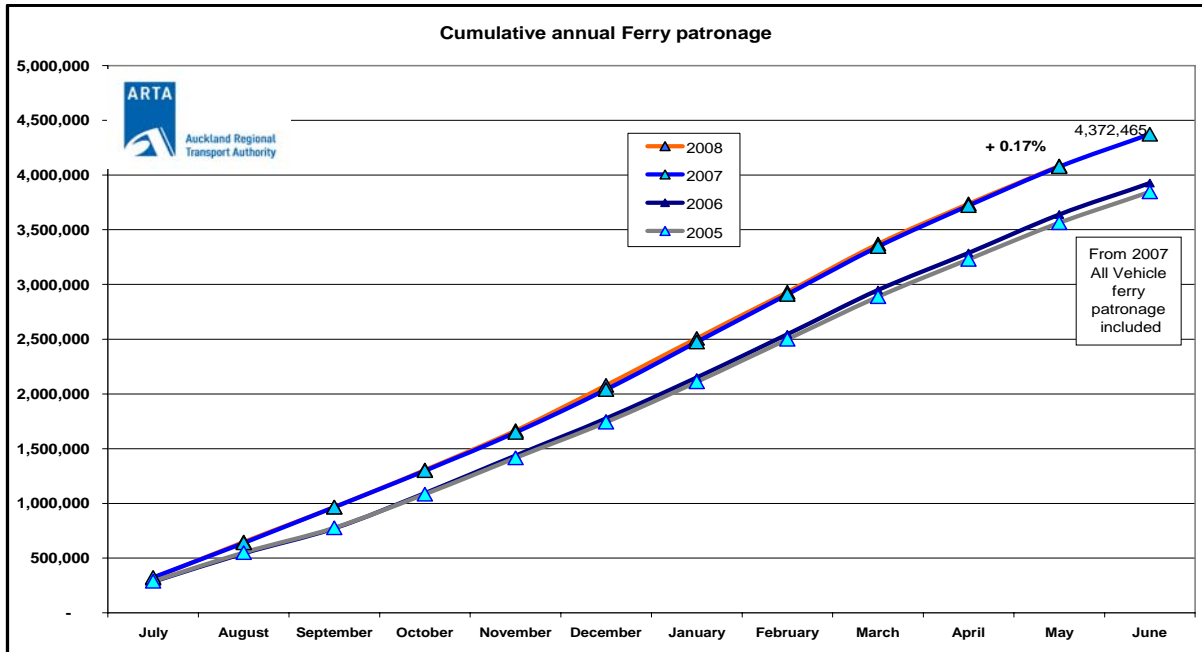


The southern and eastern lines recorded a 20% growth compared to May 2007 and are 20.4% higher than at the same point after eleven months last year.



Ferry Patronage

Ferry patronage for May is -2.7% (-9,668 boardings) lower than last May. Cumulative ferry patronage for the eleven months July 2008 to May 2008 is 0.17% higher than at the same time last year (6,819 boardings).



The contracted routes performance year to date is as below:

- Pine Harbour July -May 08 vs. July -May 07 **19% growth**
- West Harbour July -May 08 vs. July -May 07 **9.5% growth**
- Half Moon bay July -May 08 vs. July -May 07 **-1.8% decline**
- Bayswater July -May 08 vs. July -May 07 **-13.7% decline**
- Birkenhead July -May 08 vs. July -May 07 **+8.2% growth**
- Gulf Harbour July -May 08 vs. July -May 07 **-3.6 % decline**

3.2. PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY

Rail Services

The performance of the southern and eastern lines improved during May after track works in late April resulted in a reduction in speed restrictions. The western line continued to be affected by construction activities as the major works between Swanson and Henderson (DART 8) approached the operational commissioning date of Queens Birthday weekend.

Overall 81.8% of services operated during May ran on-time or within five minutes of schedule compared to 80.5% in April and 83.7% in May last year.

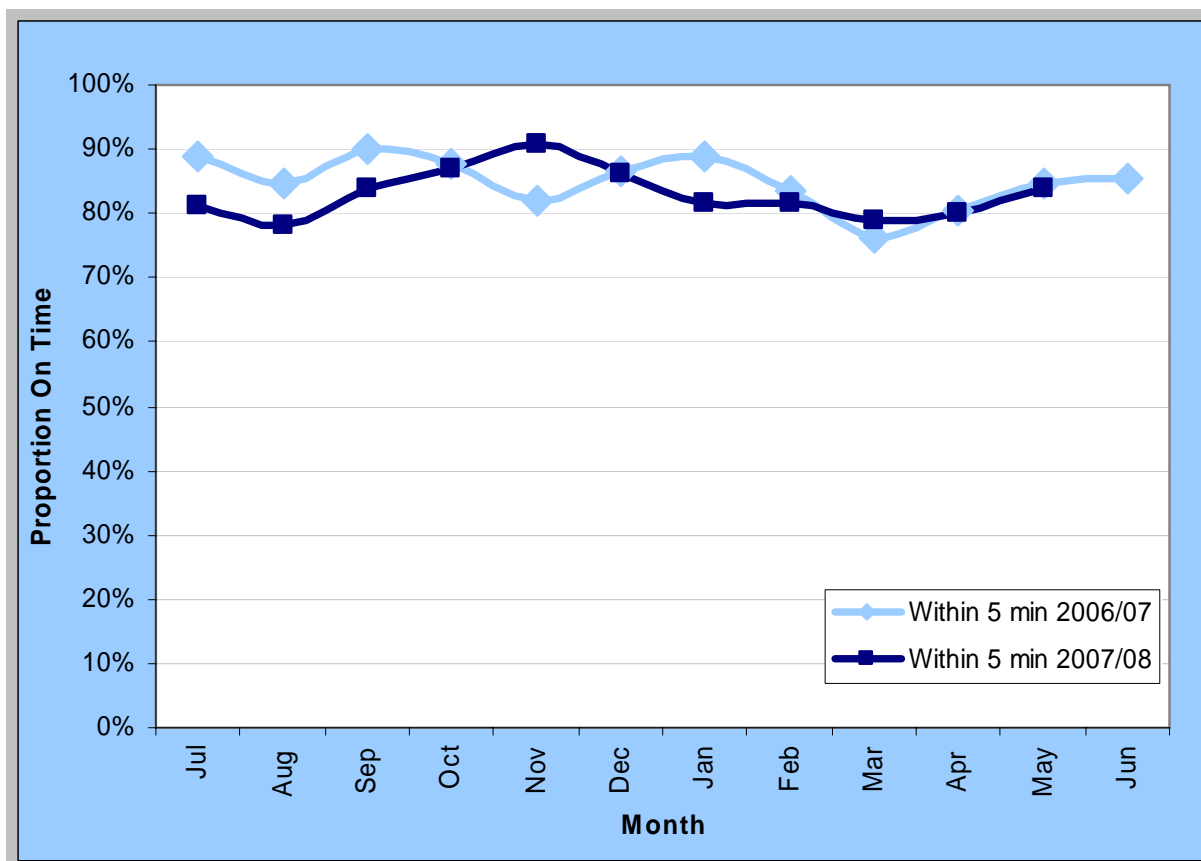
With the DART 8 project commissioning date nearing, several major incidents were recorded that were directly linked to construction activities. The impacts were principally experienced on the western line which recorded a slight performance decline to 76.5% punctuality during May compared to 81.0% in April and 81.4% for May last year. The southern and eastern line performance recorded an improvement compared to recent months, operating at 84.0% on-time during May compared to 80.2% last month and slightly worse than the 84.8% last year. The improvement on the southern and eastern line follows track work conducted over Anzac weekend that focussed on removing some speed restrictions that had been impacting on performance.

Eight major incidents that resulted in significant delays and service cancellations were recorded during May:

- Signalling and points failures – signal faults through the DART 8 worksite between Swanson and Henderson disrupted services on two days. The first occurred on the morning of 5 May for much of the day. Buses and taxis were arranged between Waitakere and Henderson for affected passengers where possible; however, recovery operations were hampered by a mechanical fault. A signal cable was cut by contractors on 13 May and disrupted services between Waitakere and Henderson during the afternoon and through to the evening peak.
- Three other incidents involving points and signal failures were recorded during the month. The first was on 5 May when a points failure at Otahuhu resulted in delays and service cancellations on the southern and eastern lines during the afternoon. On 7 May a signal failure at Takanini resulted in delays to multiple morning peak services on the southern line, also affecting eastern line services. During the morning peak of 23 May a signal failure at Papakura caused delays to southern and eastern line services.
- Mechanical faults – during the morning peak of 28 May western line services were disrupted after the brakes on a train locked-up and the train was removed from service.
- Other – a car that was stopped across the level crossing at Metcalf Road caused disruptions to morning peak services on the western line on 16 May. In the early afternoon of 21 May, contractors working on the track duplication project cut through a gas main. Services were suspended beyond Henderson for the remainder of the day while repairs were made. Buses and taxis were arranged for affected passengers where possible.

An incident that gained media attention occurred on the afternoon of 29 May. A train that was running late following an earlier mechanical fault was given instructions to run non-stop between Homai and Papakura in an effort to recover the timetabled service. The Train Manager used the intercom to request passengers travelling to Manurewa, Te Mahia and Takanini to alight and board a service that was following two minutes later. Unfortunately the Train Manager was not aware that the message had not been relayed to the rear two cars of the train and passengers on board these carriages became alarmed when the train did not stop at the next three stations. An analysis of the data recorder from the vehicle shows that the train was operating normally at all times within the allowable speed limit. The faulty communication system on the train has now been repaired and the train staff involved have been counselled with respect to the manner in which they responded to the passengers.

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



As a result of the significant disruptions particularly on the western line listed above, the number of scheduled trips that completed their trip to the planned destination in May was 97.7% compared to 98.5% last month and 99.1% in May last year. Nearly 60% of the cancellations were attributed to infrastructure issues, mainly signal/points failures and the incident on 21 May when a contractor cut through a gas main.

Bus replacements were in effect on weekends and public holidays during the month as follows:

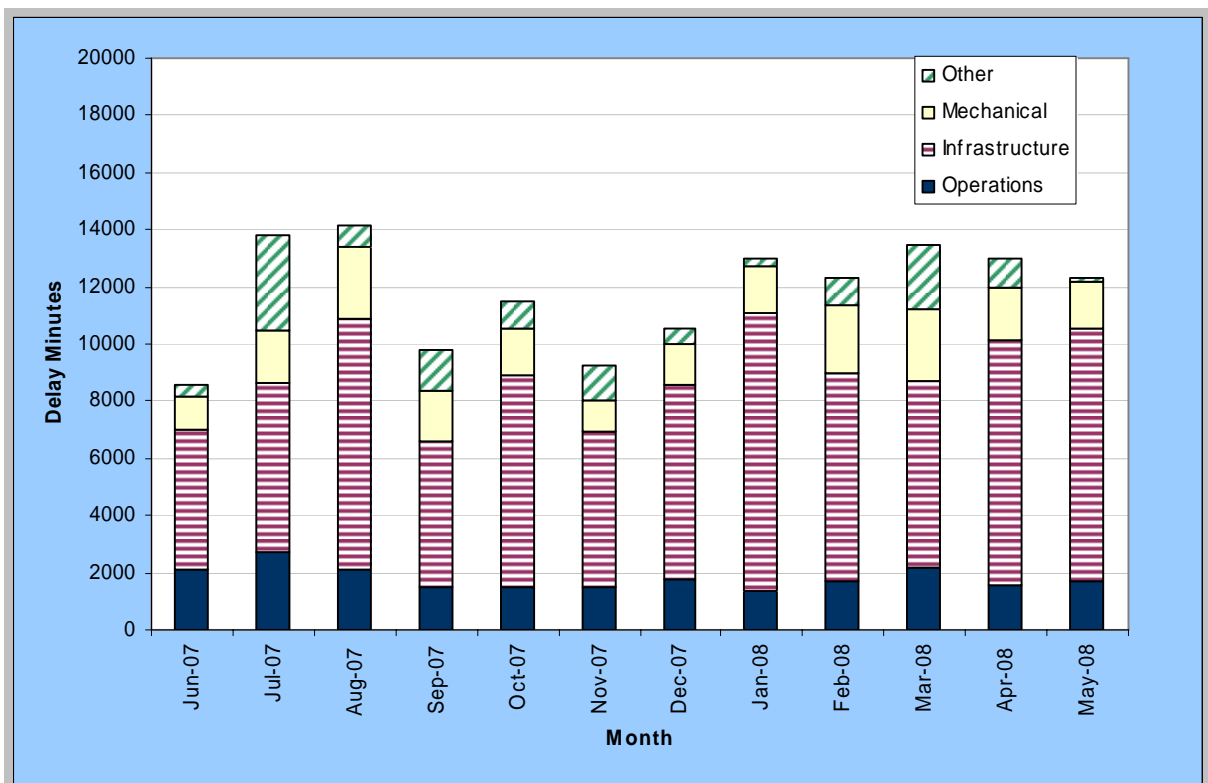
- Saturday 3, 10, 17, and 24 between Waitakere and Henderson for Swanson to Henderson track duplication work;
- On Friday 30 May after 9.00am services were replaced by buses between Waitakere and Henderson for signal commissioning works in preparation for double tracking operations over this section commencing in early June;
- For the remainder of Queen’s Birthday weekend buses replaced trains between Waitakere and New Lynn to complete the signal commissioning of DART 8 (Swanson to Henderson) track duplication.

The commissioning works were successfully completed and trains began operations on the twin tracks from the morning of Tuesday 3 June. There is now continuous double tracking from Swanson to the Titirangi Road overbridge which is expected to result in an improved ability to recover from service delays on the western line, although several major upgrade projects, particularly around New Lynn, have potential to impact on service performance. Outstanding civil works on the new track section will be completed over the weekends of June through to mid-July.

Passenger Delay Minutes

Passenger delay minutes fell slightly by 5% from last month to 12,312 minutes. Despite this, delays due to infrastructure issues further increased and made up 72% of the total. This increase eventuated mainly from the upgrade works. The other factors such as speed restrictions and signal/points failures recorded a reduction in the level of delay minutes compared to last month.

Passenger Delay Minutes – Last Twelve Months



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

	Delay Minutes	Proportion
Network Control	758	8.6%
Signal/points failure	1,873	21.1%
Speed restrictions	2,849	32.1%
Track protection measures*	3,384	38.2%
Total	8,864	

*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 May 2008, 99.90 % of contracted service trips were operated (reliability measure).

Service punctuality for May 2008 was 99.83 % of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

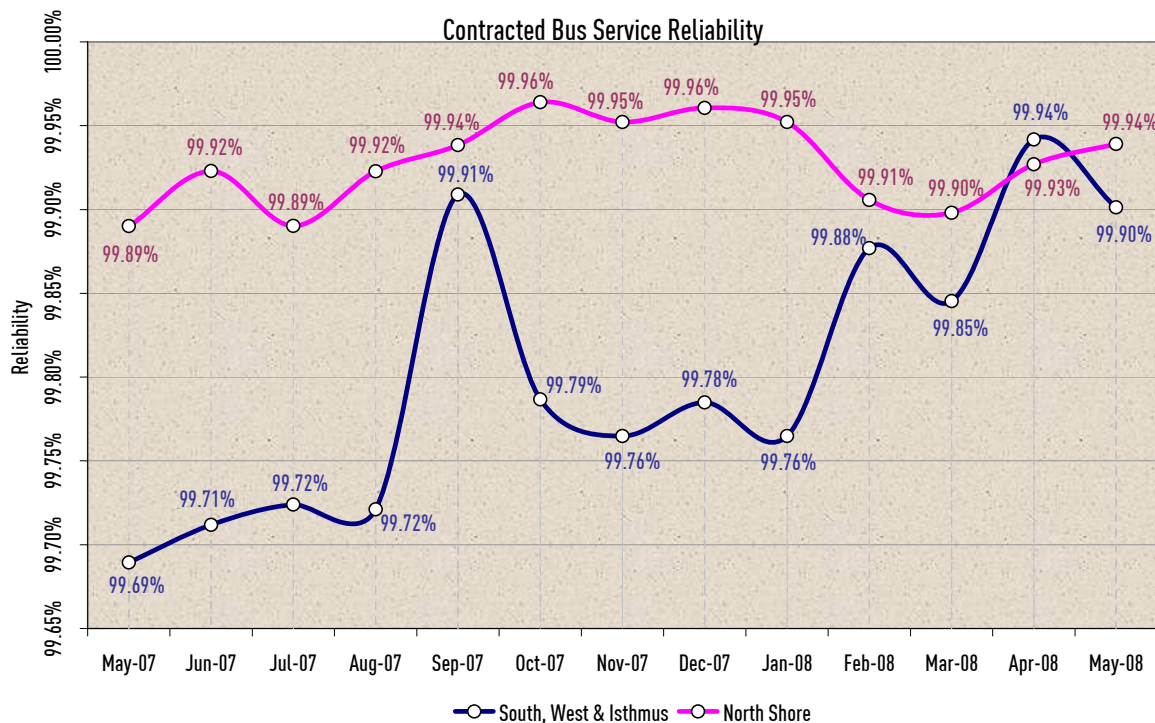
Service punctuality and reliability is self reported by the bus operators.

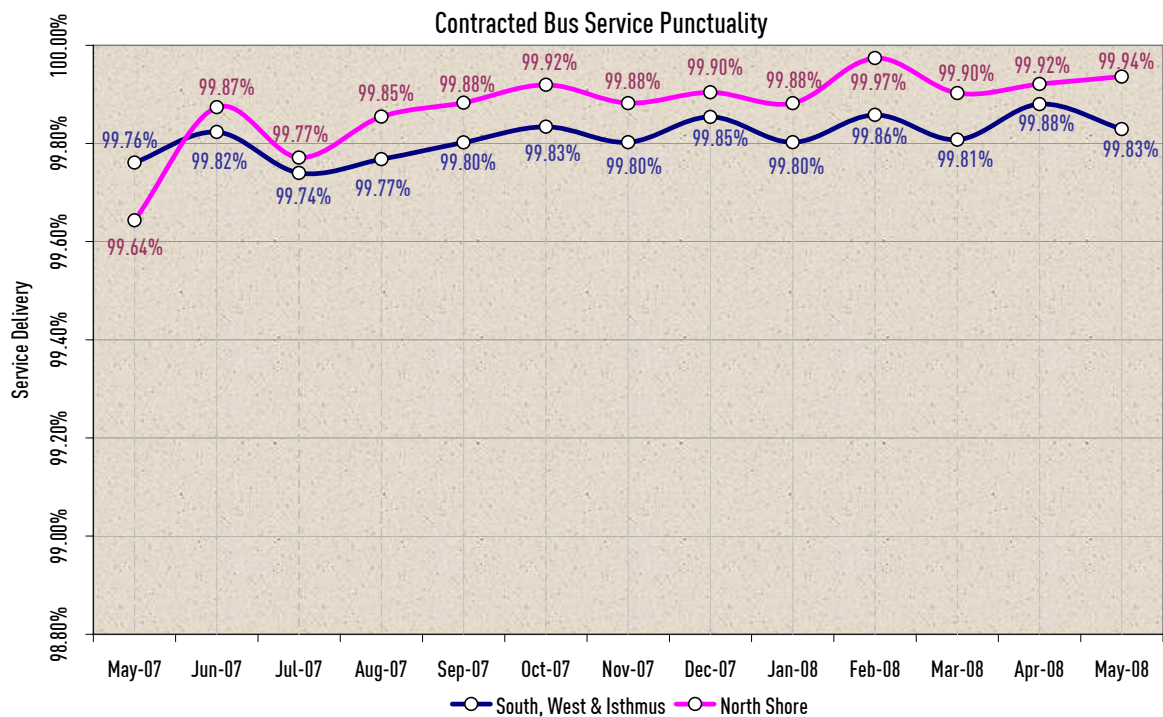
North Shore Contracted Bus Services

For May 2008, 99.94 % of contracted service trips were operated (reliability measure).

Service punctuality for May 2008 was 99.94 % 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.





3.3. SERVICE DEVELOPMENTS

Airport Bus Service Improvements

New bus service 380 (Manukau to Airport) will begin on Sunday 15 June. The revised Airbus Express service will begin on Monday 16 June. To complement this, the Botany to airport services (364, 374, 375) will now serve both International and Domestic terminals.

West Harbour Ferry

With a new vessel now in place six additional return journeys each day will begin from Monday 16 June. An average 10% fare increase will be introduced to offset the increased subsidy.

Rakino Ferry Service

Pine Harbour Ferries has been announced as the successful bidder for the service. Negotiations and preparations are taking place to enable an anticipated start in July 2008. The new service will operate on a Friday and Sunday evening.

New Rail Timetable

Preparations are being finalised for an improved rail service timetable from mid-July.

3.4. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

Mount Smart: NRL Game Warriors v.'s Raiders, Sunday 4 May

An additional train was provided before and after the game, and patronage numbers were reported as 16 to the game and 54 after the game on the additional services.

Vector Arena: Foo Fighters Monday 5 and Sunday 6 May

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

Monday: 259 patrons were carried by train and 87 passengers on the additional sailing to Devonport.

Tuesday: 263 patrons were carried by train and 116 passengers on the additional sailing to Devonport.

Vector Arena: Elton John Wednesday 14 May

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

252 patrons were carried by train and 99 passengers on the additional sailing to Devonport.

Eden Park: Super 14 Game Blues vs. Hurricanes, Friday 16 May

This game was the fifth integrated ticketing initiative for the Super 14 season at Eden Park. All games this season have allowed patrons with match tickets to travel for 'free' on bus and train services to and from the park. Special bus services allow travel direct from Takapuna, North Shore Busway Stations and Midtown to Eden Park and return with a valid match ticket. These services were extremely well utilised for this game. Exact patronage numbers are still being confirmed for the bus services.

Additional train services were provided before and after the game, and considering the arrival of passengers to the stadia coincided with the evening peak, train services coped well the 1,648 additional passengers carried to the game. In total 4,476 additional trips were made by rail.

Mt Smart Stadium: Warriors vs. Roosters, Sunday 25 May

An additional train service was provided before and after this match, with an estimated 80 additional trips counted for people using trains to get to and from the game.

3.5. MAJOR INFRASTRUCTURE WORKS

Queen Street Upgrade

All major elements of Queen St upgrade (in stages 1, 2, 3 and 4 between Custom St and Karangahape Rd) construction works are complete. The remaining construction work is focused largely in pedestrian areas and has no impact on public transport.

Newmarket Streetscape Upgrade

Newmarket streetscape upgrade work had minor impact to bus services over May 2008. Construction undertaken in the vicinity of the Broadway bus stop by Khyber Pass Rd was managed to minimise impact.

Project Greenlane

The intersection of Greenlane West and Great South Rd continued construction in May 2008. All road closures and detours required for the intersection work are timed at night and outside public transport operating hours.

Henderson Streetscape Upgrade

Streetscape construction in Henderson, Great North Rd had minimal impact on services in May 2008. Great North Rd remained open to traffic and buses, with the (main Henderson) outbound/westbound bus stop reopened after construction in the area was largely complete.

Central Connector

The Central Connector Project commenced construction on 8 April 2008.

Construction is underway in Anzac Avenue and Park Rd between Grafton Bridge and Carlton Gore Rd. All traffic lanes remain open during construction (achieved by lane realignment and the removal of parking) which minimises the impact to public transport. Bus stops are being relocated or closed temporarily when required for construction in consultation with ARTA.

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

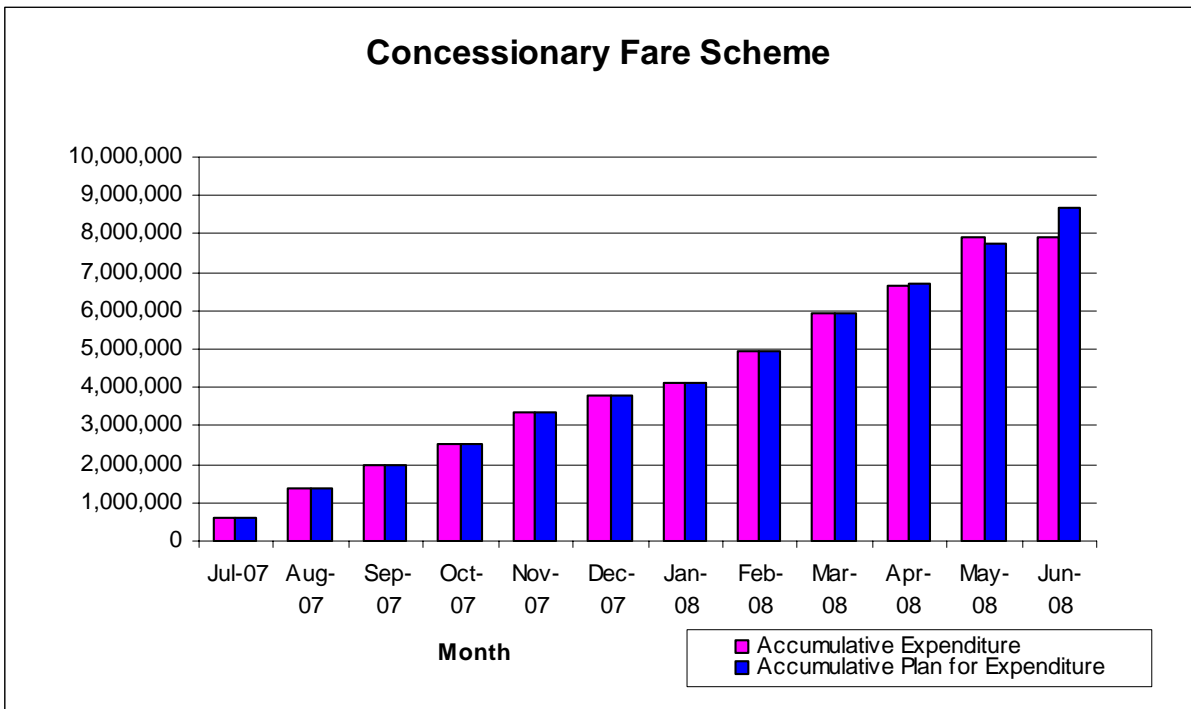
Under the Transport Services Licensing Act 1989, the following applications for registered services have been approved during May 2008.

- Subritzky Sealink Ltd: Notification to vary the existing approved standard timetable to combine two sailings from Monday to Thursday for the period 1 June 2008 to 30 September 2008. Approved 5-May-08.
- Howick & Eastern Buses: Notification to change the existing school bus route no. from 7000 to 304. Approved 5-May-08.
- Auckland Taxi Service Ltd: Notification to register a non-scheduled taxi service for the greater Auckland region including Manukau City, North Shore City, Waitakere City and Papakura City. Approved 6-May-08.
- Transportation Auckland Corporation Ltd: Notification to add 1 extra trip at 6:25pm to Route 267 to the Dominion Road commercial registration. Approved 6-May-08.
- Airbus: Notification to vary the current Airbus service route between Auckland International Airport and the Downtown Ferry Building. Approved 8-May-08.
- Transportation Auckland Corporation Ltd: Notification to add an extra trip to the Western commercial registration at 7:30am on Route 154 from New Lynn to Henderson. Approved 8-May-08.
- Transportation Auckland Corporation Ltd: Notification to add an extra trip at 7:25am on Route 153 from Henderson to New Lynn. Approved 8-May-08.
- Waiheke Shipping Ltd: Notification to vary the existing approved standard timetable from 1 June to 12 October 2008. Approved 20-May-08.
- Salt Air Limited: Notification to register a scheduled passenger transport service from North Shore Airfield via Smales Farm to Britomart connecting scheduled flights from Whangarei. Approved 21-May-08.
- Kids On Tour: Notification to register a non-scheduled passenger transport service to operate school trips from schools within Auckland to Pakiri North and Whangarei, Northland, Mt Ruapehu Central with day trips to West Coast Beaches and parks. Approved 26-May-08.
- Subritzky Sealink Ltd: Notification to vary the existing approved variation to the standard timetable originally for two sailings from Monday to Thursday for the period 1 June 2008 to 30 September 2008 now to commence 3 June 2008 to 25 September 2008. Approved 28-May-08.
- Subritzky Sealink Ltd: Notification to suspend the Saturday and Sunday services for the winter period only from 7 June 2008 to 21 September 2008. Approved 28-May-08.

3.7. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

94 senior citizen applications were processed in May 2008 compared with 107 in February, 96 in March and 83 in April.

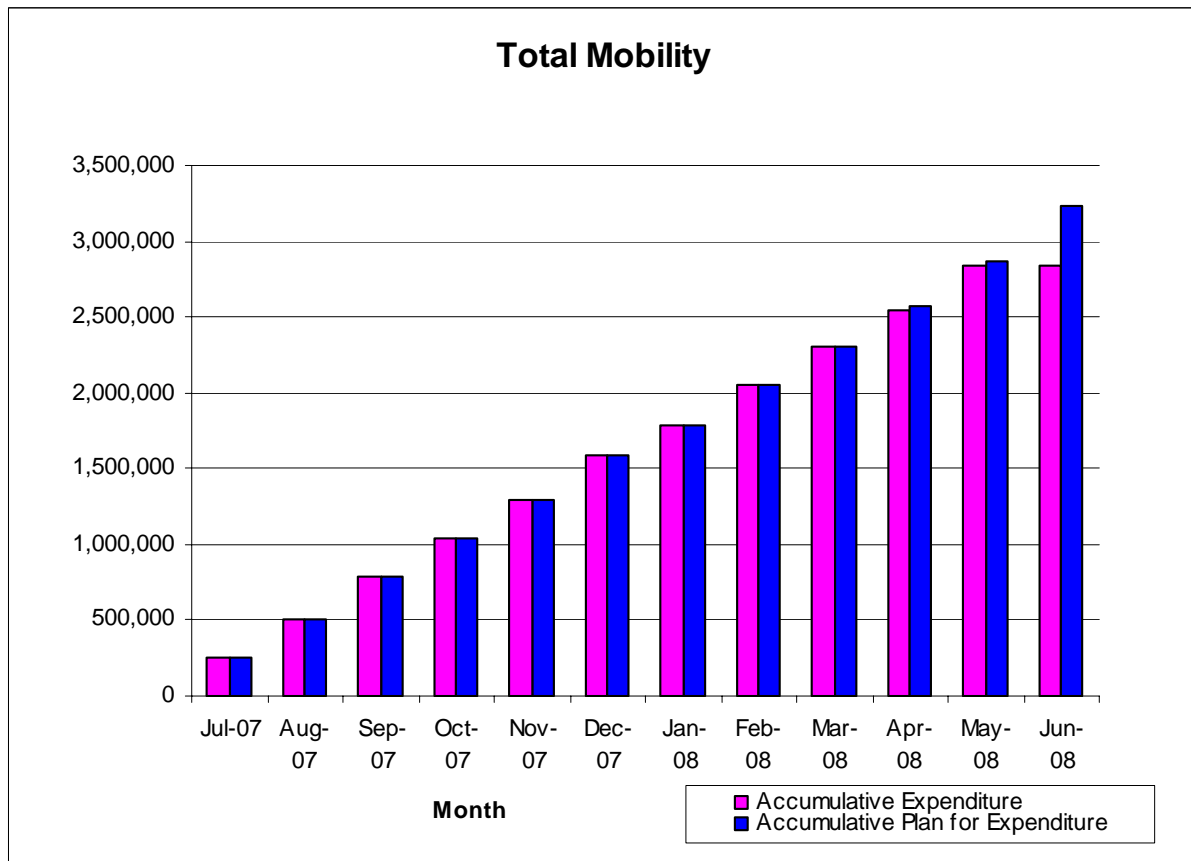
Expenditure for concessionary fare reimbursements is over budget for the eleven months ended May 2008. The expenditure is \$7,917,000 against a reforecast budget of \$7,755,000. This is primarily as a result of increased demand on the tertiary student concession.



3.8. AUCKLAND TOTAL MOBILITY SCHEME

214 new Total Mobility applications were processed in May 2008 compared with 129 in February, 129 in March and 118 in April.

Expenditure for Total Mobility reimbursements is under budget for the eleven months ended May 2008. The expenditure is \$2,835,000 against a reforecast budget of \$2,867,000.



3.9. TRAVEL PLANNING

TravelWise Schools

Waikowhai Intermediate School launched their travel plan on the 28 May 2008.

A number of positive meetings with Manukau City Council has resulted in a proposal for an enhanced number of schools to joining the programme in future years.

TravelWise Workplaces

The following workplaces launched their travel plans during May:

- Manukau City Council
- Auckland City Council.

A number of new workplaces have shown interest in travel planning, they are:

- Langholm Hotel
- Westpac
- NZ post
- Fisher and Paykel.

NZ Bus on behalf of the Auckland Integrated Ticketing Ltd has lodged a proposal to offer up to 500 free weekly discovery passes to TravelWise workplace employees who as part of their companies travel plan agree to trial public transport as an alternative to driving to and from work.

Travel Demand Management

New Initiatives

- Discussions are underway with Auckland Integrated Ticketing Ltd on an employer free weekly passenger transport ticketing initiative. This is an initiative that follows on from the employer discount ticketing pilot project.
- ARTA's TravelWise Rideshare pilot is now complete and the evaluation of the Rodney Take a Mate community rideshare pilot is underway. Full evaluations and recommendations for implementing Rideshare in the region will be completed in early July.
- Manukau City Council (MCC) and Manukau Institute of Technology (MIT) have now completed the draft scoping work for the MIT travel plan. A draft MOU with the partners MCC, ARTA and MIT has been compiled and now under review by all parties.

3.10. MARKETING AND CUSTOMER INFORMATION DEVELOPMENTS

New Developments – May 2008

World Environment Day

Preparations are being finalised for a joint ARC and Auckland City promotion of World Environment Day for 5 June 2008, focusing on public transport use in Auckland.

June 2008 New Services

Preparations are being finalised for the marketing and promotion of new passenger transport services in June:

- West Harbour Ferry
- Manukau to Airport Route 380
- Auckland to Airport Airbus Express

Eden Park Rugby

Marketing of PT options, including integrated ticketing, was increased in May for the June All Blacks test with England and final Blues games at Eden Park. This included radio and printed media communications and posters.

Future Campaigns

Work is progressing on campaigns for:

- Re-launch of the bus SMS text message facility with improved functionality
- Network representation and marketing of key bus corridors
- Fuel price increase
- Enhanced rail timetable for July.

CUSTOMER INFORMATION CHANNELS

MAXX website statistics – May 2008

	May 08
Total visits	184,901 1.5% increase on April 08 and a 23% decrease on May 07
Unique visitors	89,787 4% increase on April 08 and a 35% increase on May 07
Most active hour of the day	4pm to 5pm
Most active day of the week	Thursday
Most popular pages	1. Journey planner – full enquiry 2. Journey planner – map 3. Current highlights (alerts) 4. Journey planner - diagram

MAXX SMS service

During May the SMS text service received a total of 24016 requests for public transport route and stop information from 4839 individual users.

MAXX Contact Centre – May 2008

Call Summary						Balanced Scorecard KPI		
Volumes			Average Time			MAXX	MAXX GOS	QUALITY
Offered (num)	Answered (num)	Abandoned (num)	Queued (mm:ss)	Servicing (mm:ss)	Handling (mm:ss)	Abandoned Target=5%	Target=80%	(Internal) Target=85%
60278	59442	727	0:06	2:02	2:10	1.21%	89.20%	NA

Year to Date call volumes have decreased 20% compared to the previous year. Grade of Service is on track this month and is up on the previous year to date. Internal quality assurance processes did not take place in May due to systems issues.

MAXX GOS (Grade of Service) the percentage of all calls hitting our phone system on (09) 3666400 and being answered within 20 seconds by a MAXX Customer Service Representative. Target is 80%.

QUALITY (Internal) The average percentage score awarded by the contact centre's internal quality monitoring team to MAXX Customer Service Representatives. Target is 85%. First time this is being measured and reported. Quality score is below target due to the large number of trainees and relatively new staff that we have on board at present. Improving quality through coaching and development of staff is a priority.

Britomart Information Kiosk – May 2008

Britomart Summary		
Visits May 08 (num)	Visits May 07 (num)	Change (%)
9682	8110	19.38%

Year to date, Britomart visits are down 3%, although visits are picking-up with almost a 20% increase for the month on May 2007.

4 PROJECT DELIVERY

4.1. ROLLING STOCK PROCUREMENT

Renewals projects

- **SX refurbishment**

The Contract for the works is signed by all parties and works have commenced. Refurbishment of the SX carriage bogies is continuing under a separate contract and is progressing to programme.

- **ADL Air-conditioning Upgrade**

The programme is on target and twenty one units have now been completed, with eight remaining to be completed by October 2008.

PID installation

Orders have been placed for the installation of external facing Passenger Information Displays (PIDs) on SA/SD trains 1 to 14 and internal PIDs on the ADK trains. This will mean that all trains will then have internal and external PIDs. This work will be complete over the next three months. Trainset 15 will be the first SA/SD Trainset to have extended driving PIDs on the carriages and is due to be delivered by the end of June.

SA Trainset 15 – 17

The carriage refurbishment programme at Hillside is running to schedule. However, the bogie production from CNR still remains behind schedule which has affected the delivery of Trainsets. Trainset 15 arrives in Auckland late June and will be available for service by 9 July 08, Trainsets 16 and 17 will be available for service in September.

Locomotive activities at Hutt still remain ahead of schedule with locomotive TS15 is at Westfield awaiting carriages.

SA Trainsets 18 – 23

Work is progressing on the remanufacturing activities of the SA/SD carriages. The first five bodies have been delivered to Hillside. Toll advised the first 4 car set is on target for delivery in June 2009.

4.2. INFRASTRUCTURE DEVELOPMENT

DART: Joint ARTA / ONTRACK Projects

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

Newmarket Station Capacity Improvements (DART 1)

The evaluation process is nearing completion with discussions being held with the tenderer to clarify their tender tags. This process is taking slightly longer than initially anticipated and ONTRACK have advised the likely award date is the end of June.

ARTA is having discussions with ONTRACK on the ability for ONTRACK to commence some of the critical path piling work in order to make up programme time.

Western Line Duplication Stage 3 Avondale to New Lynn (DART 4, 5 & 6)

ONTRACK have informed ACC that they intend to re-submit their original OPW application indicating the relocation of Avondale Station off the existing curve to a location nearer St Judes St level crossing. No major physical works are proposed at St Judes St level crossing as part of this submission.

ARTA will look to re-active its design contract once sufficient 'below track' design work has been completed to allow design integration.

New Lynn – ONTRACK’s Consortium, led by Fletcher Construction (FCC), are continuing the value engineering exercise to review the total outturn cost for constructing the base case New Lynn Station. Once the revised TOC has been finalised, ONTRACK will enter into negotiation with the Consortium to finalise and award the physical works contract for the rail trench and ‘below track’ elements of work. ONTRACK advised the target date for award is still planned for late June 08.

ARTA and WCC have commenced discussions with ONTRACK regarding the delivery of the ‘above track’ rail station design and construction and are looking at different types of funding models to establish the most suitable model for each organisation.

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

Commissioning of the double tracking and station platforms associated with the DART 8 section of the Western Line was successfully carried out over the Queen’s Birthday weekend as planned.

Some minor station works including balustrading and lighting arrangements are still to be completed with all the ‘above track’ works is programmed to be completed shortly.

Distributed Stabling (DART 17)

Pukekohe – Counties Power Work has commenced work on installing the new power main required for the stabling site. Once the power is installed, full commissioning of the stabling site will be undertaken.

Papakura – Official handover of the facility has taken place with Veolia. The operating commencement date is still to be determined by Veolia.

The lease and licensing agreements with ONTRACK still remain outstanding.

Tamaki Drive - The joint programme of ARTA and ONTRACK tasks and the detailed design remains on target for completion by the end of June. Once complete, the design will be issued to ONTRACK for detailed design review and approval.

As part of ONTRACK’s review, ONTRACK will ensure the track and existing road over bridge meets the requirements for an electrified network.

Additional geotechnical surveys are being carried out to allow for the completion of the detailed design. A report detailing all the current design details and considerations for the train wash facility is being carried out to ensure this element is further progressed.

Strand – Discussions with ONTRACK are continuing with respect to the future development plans ONTRACK have for their land on the Strand side of the NIMT. A detailed survey has been completed and is currently under review with ONTRACK.

Ranui – Work on the peer review study of four possible sites for Western Line stabling facilities and the noise assessment study at Ranui as requested by the local community is progressing well. The reports are due for completion in early July, and further public consultation is being planned to present the report findings.

Group 1 Stations Upgrade (IA Grant)

Seven stations are now completed; the status of the remainder at the end of the month is as follows:

Station	Status	Comments
Baldwin Ave	Yet to commence.	Station upgrade works are shown to be undertaken during the 2008/2009 financial year
Morningside	Yet to commence.	Station upgrade works are shown to be undertaken during the 2008/2009 financial year
Middlemore	Completion of works through additional funding from the ARC.	With works now complete on DART 8, resources have returned to complete the upgrade work by the end of June.
Ellerslie	ARTA is committed to upgrading Ellerslie station by mid 2008, with additional funding from the ARC.	With works now complete on DART 8, limited rail protection resources have been freed up and good progress is expected to enable completion of the upgrade in July.

Helensville Trial Service

Construction works has been commenced on site at all three station sites. Eastbay Construction Ltd is making good progress and is slightly ahead of programme at this stage.

ONTRACK have undertaken a significant amount of remedial track work on the Helensville line to remove the majority of the temporary speed restrictions. They have stated the average line speed between Waitakere and Helensville is now 70km/hr.

4.3. FERRY TERMINAL UPGRADES

GENERAL

Beach Haven

The detailed design is substantially complete, ARTA is now in a position to commission the last remaining portions of work required before an updated Land Transport NZ application can be lodged. The updated Land Transport NZ application will include a scheme assessment report and revised economic evaluation.

Downtown Upgrades and Renewals

Pedestrian bridge linking Piers 1 and 2: Physical works has commenced on site with the driving of piles, this will be followed by the installation of the decking units and handrails. The target date for completion is by the end of July.

The steelwork for the canopy structure has been installed with the canopy roof due to commence shortly with completion targeted for mid June.

Half Moon Bay

The physical works contract has been awarded to CAM Ltd with commencement on site programmed to start shortly.

Some long lead items will unfortunately delay the works by a few weeks, but ARTA and CAM are working closely on the construction programme to see if some re-programming of tasks can be done to minimise the delay.

The 'sod-turning' ceremony is due to be held on 3 June to celebrate the commencement of this project.

The Buckland Beach Yacht Club's (BBYC) Seabed licence has been renewed allowing the signing of the sub-licence agreement with BBYC for the installation of the canopy on BBYC's boardwalk to be completed

Gulf Harbour

Second stage: - The contract for the construction and installation of the canopy structure over the proposed ramp and pontoon is ready to commence now that the building consent has been approved by Rodney District Council.

Some minor adjustments to the pontoon design are being undertaken to better suit the layout of the existing pontoon structure. RDC have also stated a resource consent must be sort to get approval for attaching the proposed gangway ramp to the land.

Bayswater

A draft Memorandum of Understanding (MoU) between ARTA and NSCC for the undertaking of detailed design and later for the procurement and management of the construction works has been developed in collaboration with NSCC.

The scope and related tender documentation for the detailed design Request for Tender is being finalised with NSCC's input and agreement.

4.4. NETWORK DEVELOPMENT

Rail Station Upgrades Concept Designs

The additional concept design investigations, being funded by ARTA through ONTRACK, to confirm the configuration of accesses to the new DART 2 station between Park Road and Khyber Pass Road have commenced but are slightly behind schedule and are now expected to be completed in early July.

ARTA, in conjunction with Manukau City and ONTRACK, has commenced work to determine the optimal location and configuration for the proposed Manukau City rail/bus interchange.

The draft concept design/station upgrade report for Pukekohe Station is with Franklin District Council for feedback. Comment from Auckland City Council on the draft Mt Albert and Baldwin Ave station upgrade concept reports is expected to be received shortly. Reports for Takanini and Waitakere station upgrades are in progress.

ARTA has identified the preferred locations for the proposed Onehunga and Parnell stations and are seeking comments from ONTRACK.

Ferry Terminal Developments

Comments have been received from Manukau City Council on the Half Moon Bay draft Terminal Options report. Planning for producing a Scheme Assessment Report for upgrading the Half Moon Bay terminal, including a consenting strategy is underway.

Rugby World Cup 2011

Proposals are pending from consultants for progressing the preliminary design of infrastructure enhancements required at Kingsland and Morningside stations for the 2011 RWC.

Newmarket Bus Rail Interchange

The first public forum where the information on the possibility of a bus interchange at Newmarket is planned to be held in mid June as part of the regular Newmarket train station development forums. The investigations work is on target to be completed in July.

Rail Real Time Passenger Information System

The discovery phase of functional and technical requirements for the proposed extension of rail real time passenger information is underway. It is now planned that a tender for the design and supply of a rail real time information system will be called in July 2008.

4.5. REAL TIME PASSENGER INFORMATION SYSTEM (BUSES PHASES 0, 3&4)

The tender for the installation of Type 1 signs is being evaluated and confirmation of the successful contractor will be announced shortly.

A functional specification for the Type 2 signs has been developed and the different configuration options are currently being reviewed by the local councils.

4.6. ELECTRIFICATION PROJECT

During this reporting period the procurement strategy and plan has been submitted to Land Transport NZ for their consideration and approval.

Other technical documentation associated with the tender for the supply of EMU's is also being worked on.

5 CE UNIT

5.1. MEDIA AND COMMUNICATIONS

Media Releases

01 May ARTA ramps up downtown ferry facilities

From May 2008, the Auckland Regional Transport Authority (ARTA) is working on several construction projects at the Downtown Ferry Terminal to provide Auckland's ferry users with improved facilities.

06 May Flying Without Wings with MAXX

Westlife fans heading to Vector Arena on Saturday 10 May can avoid parking hassles and catch a MAXX bus, train or ferry to Vector Arena, which is approximately 10 minutes' walk from Britomart Transport Centre and the Downtown Ferry Terminal.

08 May Calling all you passengers – ride MAXX to Elton John

On Wednesday 14 May, fans of pop legend Elton John can take the MAXX bus, train or ferry to Vector Arena, which is approximately 10 minutes' walk from Britomart Transport Centre and the Downtown Ferry Terminal.

14 May Free bus or train ride for Blues versus Hurricanes ticket holders

Rugby fans heading to the Blues versus Hurricanes game on Friday 16 May 2008 can ride selected buses and trains to Eden Park for free if they show their pre-purchased Super 14 game ticket or present their Eden Park membership card*.

20 May Extra trains to Warriors v Roosters game at Mt Smart

On Sunday 25 May, league supporters heading to Mt Smart Stadium to watch the Vodafone Warriors take on the Sydney Roosters can catch the MAXX train to the game, which kicks off at 4.00pm.

23 May More good news for Hillside Engineering in Dunedin

Hillside Engineering in Dunedin has won a contract to supply 30 SA and six SD railcars to the Auckland Regional Transport Authority (ARTA) for use on the Auckland rail network.

27 May Bus replacements for Western Line on Queen's Birthday weekend as upgrade continues

The Auckland Regional Transport Authority (ARTA) advises that a revised timetable will be operating on parts of the Western Line on the Friday prior to Queen's Birthday weekend and during Queen's Birthday weekend itself (30 May to 2 June 2008), as a new second track between Swanson and Henderson will be commissioned.