



Auckland Regional
Transport Authority

MONTHLY BUSINESS REPORT

November/December 2007

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 December is 0.5% lower than December 2006.
- Total patronage for the six months to 31 December 2007 is 0.2% higher than last year with total patronage for the 2007 calendar year 0.9% higher than the 2006 year.
- December month patronage is 3.1% lower for bus, 15.2% higher for rail and 4.1% higher for ferries.
- Year to date bus patronage is down 1.4%; rail patronage is up 11.6% and ferry patronage has increased by 1.9%.
- The Northern Express patronage for December was 17.3% above December last year.

PT Services

- November rail service punctuality improved from October but December was impacted by the Christmas construction programme.
- Rail service reliability for December was also affected by the construction programme.
- Changes to bus services to Sylvia Park shopping centre have resulted in an encouraging 9% increase in patronage.
- Bus replacements were in effect for rail services at various times during November and December in support of the ONTRACK rail construction programme.
- November was the busiest month in 2007 for public transport to Special Events.
- Marketing has commenced for a number of upcoming activities including the Northern Busway launch and 40% student concession discounts.

Rolling Stock

- A contract has been signed to purchase, transport to New Zealand and strip 36 carriages for SA Trainsets 18-23.
- Upgrading of the ADL units air conditioning and the ADK diesel generators is due for completion by July and June 2008 respectively.

Infrastructure

- Work continues on the four distributed stabling sites and discussions continue with Toll NZ for the additional stabling and maintenance facilities at Westfield.
- Middlemore rail station upgrade is underway.
- Draft concept designs for Onehunga, Puhinui and Mt Albert rail stations are underway.
- All ferry terminal upgrade projects inherited from ARTNL are being reviewed.
- Downtown Pier 1 and Pier 2 structural remedial works tender will close in February.

Strategy and Planning

- The regional road toll for the 11 months to November 2007 is eighteen less deaths than 2006.
- A short list of 3 options for the Waitemata Harbour Crossing study has been determined to take forward to Phase 2 of the study for further evaluation.

1 CORPORATE SERVICES

1.1. FINANCIAL REPORTS

Auckland Regional Transport Authority									
INCOME STATEMENT									
NZD '000 December-07	MONTH			YEAR TO DATE			FULL YEAR		
	Budget	Actual	Variance Fav/(Unfav)	Budget	Actual	Variance Fav/(Unfav)	Forecast	Budget	Variance Fav/(Unfav)
OPERATING REVENUE									
ARC Opex Grants	7,340	6,136	(1,204)	43,809	38,455	(5,354)	86,907	88,857	1,950
LTNZ Opex Grants	7,578	6,299	(1,279)	45,468	41,451	(4,017)	93,340	92,684	(656)
Other Grants and Subsidies	91	107	16	544	683	139	1,303	1,092	(211)
Rail Fare Revenue	930	1,004	74	7,531	7,912	381	16,190	16,000	(190)
Bus Fare Revenue	102	447	345	994	1,330	336	2,636	2,250	(386)
Ferry Revenue	-	126	126	-	493	493	1,438		(1,438)
Other Sundry Operating Income	29	2	(27)	128	40	(88)	44	297	253
Total Operating Revenue	16,070	14,121	(1,949)	98,474	90,364	(8,110)	201,858	201,180	(678)
OPERATING EXPENDITURE									
Human Resource	969	835	134	5,825	4,838	987	11,266	11,671	405
Prof Services - Project Delivery	585	570	15	3,527	2,635	891	6,616	7,295	679
Prof Services - Customer Services	698	595	103	3,887	3,826	63	8,964	8,519	(445)
Prof Services - Others	155	175	(20)	1,418	1,362	55	2,600	2,420	(180)
Support Services	200	185	15	1,200	1,107	93	3,100	2,400	(700)
Materials	30	36	(6)	181	97	84	305	417	112
Printing and Office	152	114	38	644	513	131	1,641	1,498	(143)
Communications	24	20	4	141	80	61	230	302	72
Information Systems	81	114	(33)	575	405	170	805	1,211	406
Bus Contract	7,960	8,035	(75)	50,968	48,517	2,451	101,496	103,672	2,176
Rail Contract	4,505	2,959	1,546	26,861	23,563	3,298	59,104	55,559	(3,545)
Ferry Contract	15	7	8	86	57	29	148	174	26
Staff Time Cost	(332)	(7)	(325)	(1,878)	(110)	(1,768)	306	909	603
Other Expenditure	264	332	(68)	1,571	1,070	501	3,598	2,880	(718)
Depreciation	868	876	(8)	5,120	5,190	(70)	10,540	10,557	17
Investigations Expenditure	638	386	252	2,748	1,438	1,310	4,222	5,329	1,107
Total Operating Expenditure	16,812	15,232	1,580	102,874	94,588	8,286	214,941	214,813	(128)
Net Operating Surplus/(Deficit)	(742)	(1,111)	(369)	(4,400)	(4,224)	176	(13,083)	(13,633)	(550)

Summary Statement of Financial Position
As at 31 December 2007
(\$000)

	June 07	Current Year				June 07	Current Year		
		Dec-07	Nov-07	Movement			Dec-07	Nov-07	Movement
Current Liabilities					Current Assets				
Accounts Payable	4,401	13,435	3,227	10,208	Cash and Bank	323	416	150	266
Employee entitlements	621	914	816	98	Accounts Receivable	875	357	734	(377)
Income in Advance	15	4,187	5,630	(1,443)	Accrued Income	5,321	8,574	11,141	(2,567)
Accrued Expenditure	19,871	25,162	18,089	7,073	Prepayments	0	4,246	2,138	2,108
Grants Payable	47,527	28,830	32,563	(3,733)	Inter company operating account	21,504	34,510	18,249	16,261
Short Term Debt					General Investments	0	0	0	0
					Grants Receivable from ARC	47,527	28,830	32,563	(3,733)
Total Current Liabilities	72,435	72,528	60,325	12,203	Total Current Assets	75,550	76,933	64,975	11,958
Term Liabilities					Long Term Assets				
Grants Payable	7,700	16,916	16,923	(7)	Fixed Assets	85,340	95,562	89,401	6,161
Total Term Liabilities	7,700	16,916	16,923	(7)					
Total Liabilities	80,135	89,444	77,248	12,196	Grants Receivable from ARC	7,700	16,916	16,923	(7)
Public Equity									
Accumulated Funds	5,318	6,092	6,366	(274)					
Transport Ring Fence	83,137	93,875	87,685	6,190					
Total Equity	88,455	99,967	94,051	5,916	Total Long Term Assets	93,040	112,478	106,324	6,154
Total Equity and Liabilities	168,590	189,411	171,299	18,112	Total Assets	168,590	189,411	171,299	18,112

Statement of Cash Flows
For the Period Ended 31 December 2007

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	25,449
21,014	ARC Capex Distributions	20,743
21,523	ARC funding for IA grants vested in ARTA	9,481
8,293	LTNZ Capex Grants	0
79,307	LTNZ Opex Grants	39,401
1,339	Other Grants and Subsidies	4,839
13,681	Rail Fare Revenue	8,171
2,229	Bus Fare Revenue	1,330
0	Ferry Revenue	493
162	Other Sundry Operating Income	38
208,248		109,945
	Cash was applied to:	
156,376	Payments to Suppliers	80,414
8,324	Payments to Employees	4,545
19,878	Payments to Grant recipients	9,481
184,578		94,440
23,670	Net Cash from Operating Activities	15,505
	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	15,412
0	Other Investments	0
23,493		15,412
(23,493)	Net Cash applied to Investing Activities	(15,412)
	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	93
146	Cash & Investments Balances at Beginning of the Period	323
323	Cash & Investments Balances at the End of the Period	416
	Cash & Investments Balances Consist of:	
0	Bank Overdraft	0
323	Cash	416
0	Short Term Investments	0
323		416

1.2. STATEMENT OF FINANCIAL PERFORMANCE

OPERATING RESULTS - MONTH OF DECEMBER 2007

The results for the December 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 \$1.2m and Land Transport NZ Opex Grants are \$1.3m less than budget due to less expenditure than budgeted.

Rail Fare Revenue is \$0.1m more than budget due to continued higher than budgeted patronage growth on rail services, particularly as a result of increased weekend services to Sylvia Park during December.

Bus Fare Revenue is \$0.4m more than budget due to higher than budgeted passenger demand for gross contract services during December.

Expenditure

Major variances to budget are:

- a) Human resource is \$0.1m less than budget due to lower than budgeted salaries as a result of staff vacancies still not filled and no recruitment costs for December.
- b) Professional services – Customer Services - \$0.1m less than budget due to less use of external consultants during December than planned on the PT procurement, neighbourhood accessibility plans, travel planning and AMETI projects.
- c) Rail contract \$1.5m less than budget due to a lower cost for fuel than budgeted.
- d) Staff time cost is \$0.3m more than budget due to higher actual staff hours allocated to projects than budgeted.
- e) Other expenditure is \$0.1m more than budget due to advertising costs for phase one of the North Shore campaign being incurred earlier than budgeted.
- f) Investigations expenditure is \$0.3m less than budget due to a phasing difference for investigation spend from the budget and an amount of approximately \$1m that will not be spent this financial year and will be the subject of a request to the ARC to carry forward to the 08/09 financial year.

Net Operating Surplus/(Deficit)

Net Operating Deficit for the month is \$0.8m. This deficit arises mainly because depreciation is unfunded.

OPERATING RESULTS - YEAR TO DATE - PERIOD ENDED 31 DECEMBER 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 \$5.3m and Land Transport NZ Opex Grants are \$4.0m less than budget due to less expenditure than planned.

Rail Fare Revenue is \$0.4m and Bus Fare Revenue is \$0.3m more than budget due to higher than budgeted patronage growth.

Ferry Revenue was not provided for in the budget as at the time of setting the budget for 07/08 very little was known about how much revenue would be generated by the ex ARTNL Harbour Berths operation.

Expenditure

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

- a) Human resource is \$1m less than budget.
- b) Professional services – Project Delivery - \$0.9m less than budget due to delays on progress of the projects.
- c) Professional services – Customer Services - \$0.1m less than budget.
- d) Support services is \$0.1m less than budget due to a small saving (\$15k per month) negotiated in the shared services agreement with the ARC after the budget was set.
- e) Materials is \$0.1m less than budget due to less timetable cases and school travel planning resources being required than anticipated. There were also some costs originally planned under the materials budget that have been better coded to other cost codes to allow more accurate analysis of ARTA expenditure going forward, this continues to be monitored to ensure accurate budget planning in the future.
- f) Printing and office is \$0.1m less than budget due to a delay in printing timetables and on-road costs and consultation to be undertaken for the North Shore until service timetables are finalised and less printing required of senior citizen application forms after the introduction of the Super Gold Card.
- g) Communications is \$0.1m less than budget due to less cost being incurred by staff on cell-phone usage and couriers than anticipated and delays in costs associated with moving services for the real time system to another company.
- h) Information systems is \$0.2m less than budget due to less support work required on databases for the bus contracts and significantly lower information costs for the real time system than anticipated.
- i) Bus contract is \$2.5m less than budget as a result of service contingencies not commencing as originally planned (these service changes have been revised during the period based on a current development plan), credits being received from operators for back-claim for deductions, and demand for child CFS not being as high as anticipated
- j) Rail contract is \$3.3m less than budget.
- k) Staff time cost is \$1.8m more than budget.
- l) Other expenditure is \$1m less than budget.
- m) Investigations expenditure is \$1.3m less than budget.

Net Operating Surplus/(Deficit)

Net Operating Deficit for the year to date is \$3.9m. This deficit arises mainly because depreciation is unfunded.

STATEMENT OF FINANCIAL POSITION

The key features of the Statement of Financial Position as at 31 December 2007 are:

Current Liabilities

Accounts Payable

Total Accounts Payable consists of Trade Payables, Inter-Company Payables, Accrued Expenses and Provisions. The total Accounts Payable has increased by \$10.2m from November mainly due to the one off payment of \$5.6m to North Shore City Council for the contribution to the Northern Busway and the Veolia quarterly payment of \$4.3m.

Trade Payables

Detail	Current	30-60 Days	More than 60 Days
Trade payables – Dec 07	\$12,063,675	\$277	\$97,691
Trade payables – Nov 07	\$781,128	\$11,494	\$(1,267)

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
Trade receivables – Dec 07	\$357,011	\$94,708	\$86,656
Trade receivables – Nov 07	\$256,998	\$88,718	\$392

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 PLANNING

Auckland Transport Plan

Development of Key Performance Indicators, monitoring and evaluation processes for the next iteration of the ATP has been ongoing through November and December. Planning and development of the next iteration of the ATP is on track to ensure that it is completed by August 2008 to inform the region's 2009 Long Term Council Community Plans.

Local Government (Auckland) Amendment Act

ARTA has become section 274 parties to a number of appeals that were made on the LGAAA plan change decisions to ensure that the positive outcomes for integrated land use and transport planning in the decisions are not lost during the appeal process. There has been an initial call over by the Environment Court with the Regional Council and territorial authorities on case management of the LGAAA appeals, with notification that a general call over will occur in April.

Waitemata Harbour Crossing Study

Phase 1 of the Waitemata Harbour Crossing study was completed in November with the long list of options (159) evaluated and a short list of three options taken forward in Phase 2 of the study to be further evaluated. The short list of options include:

Option 1: Esmonde to Britomart

- Passenger Transport in new tunnel between Esmonde and Britomart. Possible connections at Onewa and Wynyard;
- General traffic on existing Auckland Harbour Bridge, together with walking and cycling (with suitable modifications).

Option 2: Esmonde to Britomart & SH16

- Passenger Transport in either new tunnel, or new bridge across harbour with tunnels to landside connections, between Esmonde and Britomart. Possible connections at Onewa and Wynyard;
- General traffic in either new tunnel, or new bridge across harbour with tunnels to landside connections, between Esmonde and SH16 at either Wellington Street (Port and westbound) or Newton (westbound only). Possible connections at Onewa and Wynyard.
- Walking and Cycling on either new bridge or existing Auckland Harbour Bridge (with suitable modifications)

Option 3: Esmonde to Britomart & Grafton

- Passenger Transport in new tunnel between Esmonde and Britomart. Possible connection at Onewa;
- General traffic in new tunnel between Esmonde and Grafton. Possible connection at Onewa.
- Walking and Cycling on existing Auckland Harbour Bridge (with suitable modifications)

2.2. PASSENGER TRANSPORT PLANNING

Ferry Strategy

A number of ferry planning projects are under way. These include consideration of the options for reducing the number of cancelled Half Moon Bay trips due to low tides, and development of a draft policy on ownership and control of ferry terminal facilities.

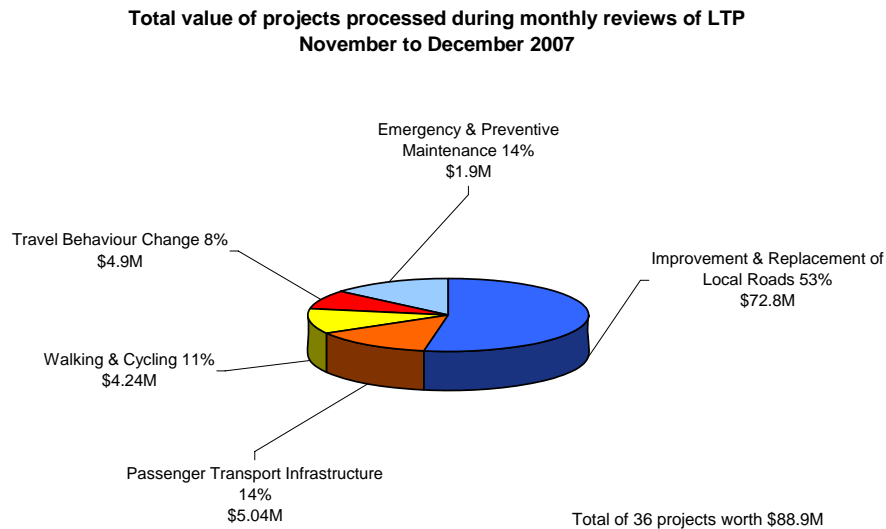
2.3. PLANNING AND PROGRAMMING

2007/2008 Auckland Land Transport Programme (LTP)

During the November and December Monthly reviews, 36 funding applications totalling \$88,871,196 were submitted to ARTA for consideration.

Of the 36 submissions, 25 applications worth \$62,185,973 has been approved for funding while the remaining 11 projects worth \$26,685,223 are deferred pending Land Transport NZ approval.

Figure 1 shows the breakdown of scheme type.



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

Figure 1. October LTP Review, ARTA processed.

Table 1 - October Recommended Schemes to Land Transport NZ

Land Transport Programme Management								
Project name	Description	Activity Class	Phase	Listed LTP	Cost	Comments (ARTA)	Outcome(Land Transport NZ National office)	
November_December 2007								
ACC	AMETI - Stage 2 Investigation - Community Engagement	This funding application is for community consultation necessary to finally confirm the preferred options for the various elements of AMETI, to allow detailed design funding applications to be prepared.	Improvement & Replacement of Local Roads(Road Reconstruction)	Investigation	LTP	\$883,000	Recommended	Approved
ACC	AMETI Notice of Requirement and AEE	The project aims to secure protection of the AMETI route in order to provide certainty for the entire project.	Improvement & Replacement of Local Roads(Road Reconstruction)	Investigation	LTP	\$44,100,000	Recommended	Approved
ACC	Green Lane/Great South Improvements	Cost Scope adjustment from \$11,500,000 to \$26,000,000	Improvement & Replacement of Local Roads(Road Reconstruction)	Construction	LTP	\$14,500,000	Recommended	Deferred as it is the subject of a Land Transport NZ February Board Meeting
ACC	Waikaraka Cycleway and Onehunga Cycling Improvemnets	The proposed improvements include 10.4 km of on-road cycle lanes. The section under consideration in this application (SH20) is part of Phase 1 and is ready to proceed.	System Use	Construction	LTP	\$1,540,000	Recommended	Approved
ACC	Kuaka/Oue Road Seal Extension	Sealing of unsealed road abutting commercial area in Oneroa on Waiheke Island	Improvement & Replacement of Local Roads(Road Reconstruction)	Construction	LTP	\$346,000	Recommended	Approved
ACC	Picton Paget Streets retaining wall (2006/07/08)	This project relates to a repair/strengthening of 2 separable sections of retaining walls, which supports the footpath and road, on the corner of Picton and Paget Streets in Ponsonby.	Preventative Maintenance	Construction	New	\$550,000	Recommended	Approved
ACC	School Travel Plan Infrastructure 2007/08 - Auckland City	This project relates to a repair/strengthening of 2 separable sections of retaining walls, which supports the footpath and road, on the corner of Picton and Paget Streets in Ponsonby.	System Use	Construction	New	\$2,739,000	Recommended	Approved
ACC	Schooner Bay Road Seal Extension	Seal extension of Schooner Bay Road from current end of seal at bridge for 820 m to intersection with Mangatawhiri Road	Improvement & Replacement of Local Roads(Road Reconstruction)	Construction	LTP	\$400,000	Recommended	Approved
ACC	Whangaparapara Road Seal Extension 2007/08	Sealing of remaining 1.3km unsealed section of Whangaparapara Road on Great Barrier Island	Improvement & Replacement of Local Roads(Road Reconstruction)	Construction	LTP	\$690,000	Recommended	Approved
ARTA	Auckland Integrated Fares System	Investigation, preliminary design, procurement, design and implementation of a regional automated fare collection system solution for rail, bus and ferry services.	PT Infrastructure	Design	LTP	\$2,840,175	Recommended	Deferred pending approval from the Minister for a 100% FAR rate.
ARTA	Ferry Terminal Upgrade - Bayswater ferry terminal consent	This project will obtain a consent for a new Bayswater ferry terminal to be built on the North Shore's existing wharf at Bayswater. It also requests detailed design funding.	PT Infrastructure	Design	LTP	\$1,123,000	Recommended	Deferred as it is the subject of a Land Transport NZ February Board Meeting
ARTA	Ferry Terminal Upgrade - Downtown Remedial Works	This project will obtain a consent for a new Bayswater ferry terminal to be built on the North Shore's existing wharf at Bayswater. It also requests detailed design funding.	PT Infrastructure	Construction	LTP	\$606,048	Recommended	Deferred pending approval from Land Transport NZ regional office.
ARTA	Passenger Transport Programme 2007/08	This is for the purchase of ticket machines to facilitate the paper integrated ticket on the North Shore when the new busway opens. ARTA has agreed to transfer this cost adjustment from the Bus Services approved funding.	Bus and ferry facilities maintenance and operations	Construction	New	\$271,340	Recommended	Approved
ARTA	TDM School Travel Plans Final	Prepare Travel Plans for Auckland Schools and expand Auckland's successful network of Walking School Buses. Links to TA projects to implement travel plan infrastructure.	System Use	Implementation	LTP	\$2,190,000	Recommended	Approved
MCC	Fiat Bush Off-Road Cycle and Walkway Network	Manukau City Council proposes a comprehensive and innovative 34.5km strategic network of shared use cycle and footpaths.	System Use	Construction	LTP	\$736,000	Recommended	Deferred as it is the subject of a Land Transport NZ February Board Meeting
MCC	Mill Rd/Redoubt Rd Corridor Study (MPP)	Funding approved at 405k in 06/07 but work did not proceed so funding carried over to 07/08. The tendered price is 605k representing a 49% price increase.	System Use	Study	LTP	\$200,000	Recommended	Deferred pending further clarifications from MCC on the scope of work to be done.
MCC	Road Reconstructions 07-08	This is a request to approve funding for the third stage of Manukau City's Road Reconstruction activity for 07/08.	Improvement & Replacement of Local Roads(Road Reconstruction)	Construction	LTP	\$2,475,000	Recommended	Deferred pending approval from Land Transport NZ regional office.

Land Transport Programme Management								
Project name	Description	Activity Class	Phase	Listed LTP	Cost	Comments (ARTA)	Outcome(Land Transport NZ National office)	
November_December 2007								
MCC	SH 20 Extension - Cycleways	The improvements include intersection improvements, cycleways and local roads to maintain the efficiency and accessibility of the local road network.	System Use	Construction	LTP	\$1,700,000	Recommended	Deferred as it is the subject of a Land Transport NZ February Board Meeting
MCC	McNicol Road Slip Repair	A slip caused by a combination of heavy rainfall has occurred approximately 0.5km from the McNicol's Quarry entrance on McNicol Road, Clevedon.	Preventative Maintenance	Construction	New	\$55,000	Recommended	Approved
NSSC	NSSC- Road Safety – Community Programme	This request is to transfer \$15,000 from North Shore City's Road Safety 'Community Programmes' work category (432) to the Road Safety 'Community Advertising' work category (433).	System Use	Implementation	LTP	\$15,000	Recommended	Approved
NSSC	Onewa Road (Lake to Sylvan) 06/07	The overall project relates to the widening of Onewa road bridge, construction of new pedestrian/cycle bridge & Western embankment and transit lane extension.	Improvement & Replacement of Local Roads(Road Reconstruction)	Construction	LTP	\$555,000	Recommended	Approved
NSSC	Strategic Studies 07/08	The North Shore City Council's (NSSC) Transport Services Division is undertaking or planning to undertake a number of Strategic Studies that support the Council's Transport Strategy and Implementation Plan.	System Use	Study	LTP	\$350,000	Deferred pending further advise from Land Transport NZ regional office on the appropriate work category.	Deferred
NSSC	Glendhu Rd Upgrading & Link 06/07	The project relates to the linking of the two ends of Glendhu Road and the upgrade of the northern section.	Improvement & Replacement of Local Roads(Road Reconstruction)	Construction	LTP	\$400,000	Recommended	Approved
PDC	Corridor Study for Mill Road Link via MCC & PDC	Funding approved at 300k in 06/07 but work did not proceed so funding carried over to 07/08.The tendered price is 403k representing a 34% price increase.	System Use	Study	LTP	\$103,000	Recommended	Approved
RDC	Warkworth SH1 Intersection Improvements	The project involves improvement of five SH1/local road intersections in Warkworth, two local road intersections in close proximity of SH1, and four-laning sections of the SH1 through Warkworth	Improvement & Replacement of Local Roads	Construction	LTP	\$1,275,000	Recommended	Deferred as it is the subject of a Land Transport NZ February Board Meeting
RDC	Walkway - Motutara Road	Construction of walkway along a section of Motutara Road	System Use	Construction	LTP	\$262,212	Recommended	Approved
WCC	Lincoln Road Corridor Improvemnets	The primary objective of this study is to provide a Project Feasibility Report using micro-simulation to determine the economic and engineering viability of options developed.	Improvement & Replacement of Local Roads(Road Reconstruction)	Study	LTP	\$297,000	Recommended	Approved
WCC	New Lynn ToD Project	This is part of a package, which includes integration of the bus and train stations in New Lynn, implementation of a new and improved road layout with cycle and pedestrian facilities, together with the lowering of the rail line.	Improvement & Replacement of Local Roads(Road Reconstruction)	Design	LTP	\$3,800,000	Recommended	Approved
WCC	Preventative Maintenance - Slip Repairs 07/08 - Phase 1	Repairing various slips effecting the road and likely to cause further damage if left unattended. Non Emergency	Maintenance	Construction	New	\$269,705	Recommended	Approved
WCC	Strategic Bus Priority Study	This project is a strategic study in relation to bus priority investments in arterial roads and state highways in Waitakere City over the next 30 years.	PT Infrastructure	Study	LTP	\$200,000	Recommended	Approved
WCC	Whau River Crossing	To provide a more direct route between Glendene, Sunnyvale, Oratia areas and the Rosebank Road area of City.	Improvement & Replacement of Local Roads(Road Reconstruction)	Construction	LTP	\$541,000	Recommended	Approved
WCC	AIS Safety Physical Works (2007/08)	The project involves implementation of nominated safety improvement works identified from the crash reduction study along Golf Road, Green Bay.	Improvement & Replacement of Local Roads(Road Reconstruction)	Construction	LTP	\$280,000	Recommended	Approved
WCC	Great North Rd Pavement Rehabilitation (Sabulite Rd - #4175)	Rehabilitation of approximately 505m of Great North Rd (Sabulite Rd and property #41) in Waitakere City.	Improvement & Replacement of Local Roads(Road Reconstruction)	Construction	LTP	\$710,716	Recommended	Approved
WCC	Henderson Transport Interchange Stage 2 (07/08)	Reconstruction of pavement on Railside Avenue including smoothing treatment (Thin AC Seal) to reduce roughness and restore life-cycle	Improvement & Replacement of Local Roads(Road Reconstruction)	Construction	LTP	\$880,000	Recommended	Deferred pending the clarification of project scope.
WCC	Preventative Maintenance - Slip Repairs 07/08 - Phase 2	Repairing various slips effecting the road and likely to cause further damage if left unattended. Non Emergency	Maintenance	Construction	New	\$285,000	Recommended	Approved
WCC	Triangle Slip Repair	The project involves construction of retaining wall to stabilise the embankment slope on eastern side. The western side of Triangle Road works involve control of storm water runoff and prevent infiltration leading to rising ground water levels.	Maintenance	Construction	LTP	\$703,000	Recommended	Approved
	Total number of processed projects					\$88,871,196		

2.4. 2008/09 AUCKLAND LAND TRANSPORT PROGRAMME

The main focus for November and December was the compilation and preparation of the Draft 2008/09 Auckland Land Transport Programme. The draft was prepared and launched for public consultation on 7 December as programmed.

2.5. WALKING AND CYCLING STRATEGY DEVELOPMENT

The Central Cycle Map is complete and awaiting Land Transport NZ approval of the layout before printing. A regional coordination meeting for the 2008 Bikewise week was held and plans for this event in February are well underway. ARTA support will be mainly media releases to gain better coverage of the event than individual councils can obtain by themselves. Discussions with councils and Transit have highlighted high priority actions for next year including the annual cycle monitoring in March.

2.6. REGIONAL ROAD SAFETY COORDINATION

Implementation of Phase Two of the Regional Road Safety Plan is underway, including the draft of a revised plan ready for consultation and the facilitation of a safety engineering workshop.

The regional 'Share the Road' campaign targeting motorists and cyclists has been finalised. Funding applications were made to Land Transport NZ for approval. A Smartmail distribution process was developed for schools.

Evaluation for regional 2006/07 Young Driver project has been completed and submitted to Land Transport NZ and ACC.

A provider has been engaged by Auckland City Council for the provision of red light cameras and implementation of the trial project in Auckland CBD is now underway.

Regional Road Deaths at 30th November 2007 compared with 30th November 2006.

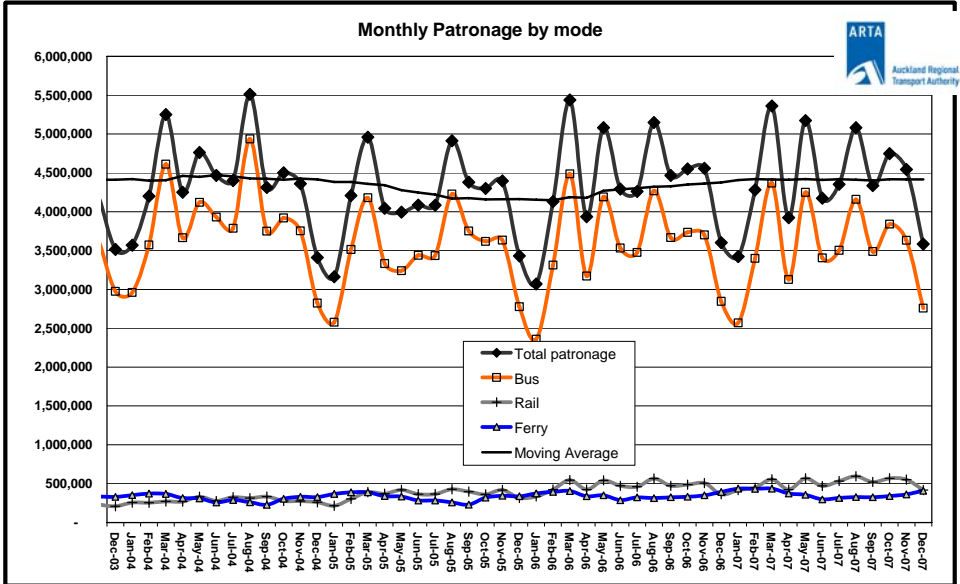
	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
Nov07	13	3	5	6	13	2	14	56
Nov06	19	4	7	14	16	5	9	74

The regional road toll to November 2007 has eighteen less deaths than at the same time in 2006.

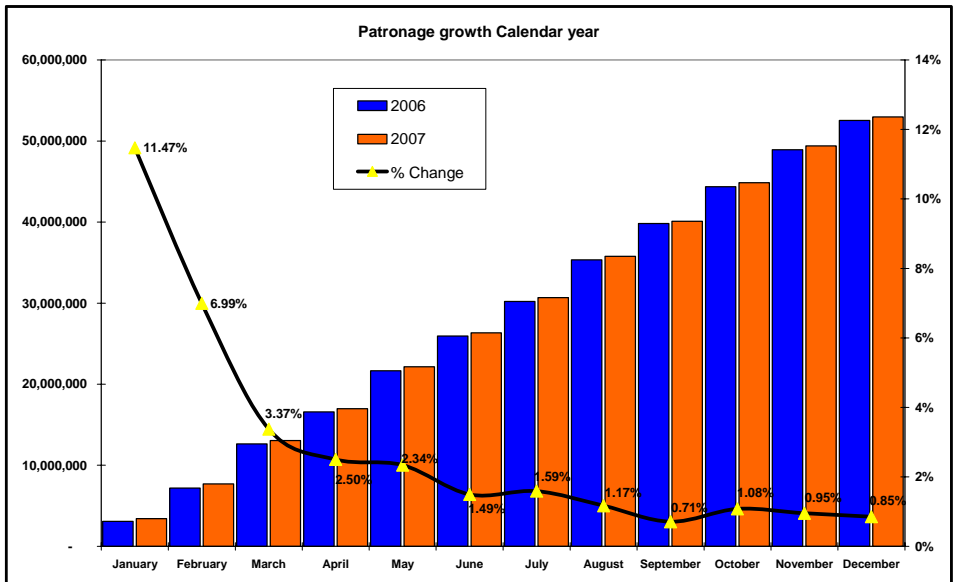
3 CUSTOMER SERVICES

3.1. PASSENGER TRANSPORT PATRONAGE - NETWORK WIDE

The total combined bus, ferry, and rail cumulative patronage for the six months to December is 26,649,000. Patronage year to date is 0.23% higher (61,000 boarding's) than at the same time last year.

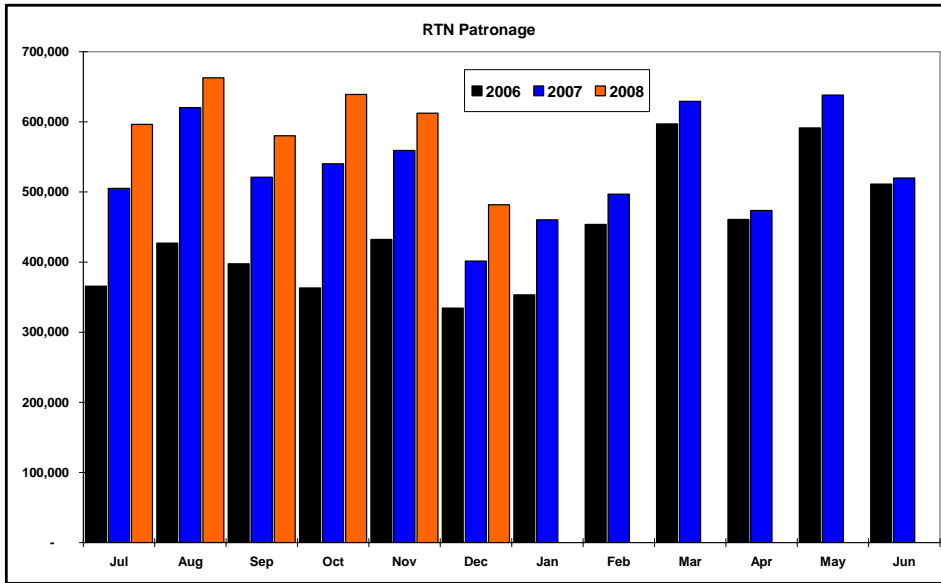


Total patronage for December is -0.49% lower than last December (-17,559 boarding's). If we look at patronage growth on a calendar year basis patronage is 0.85% higher than last year at the 12 month stage.

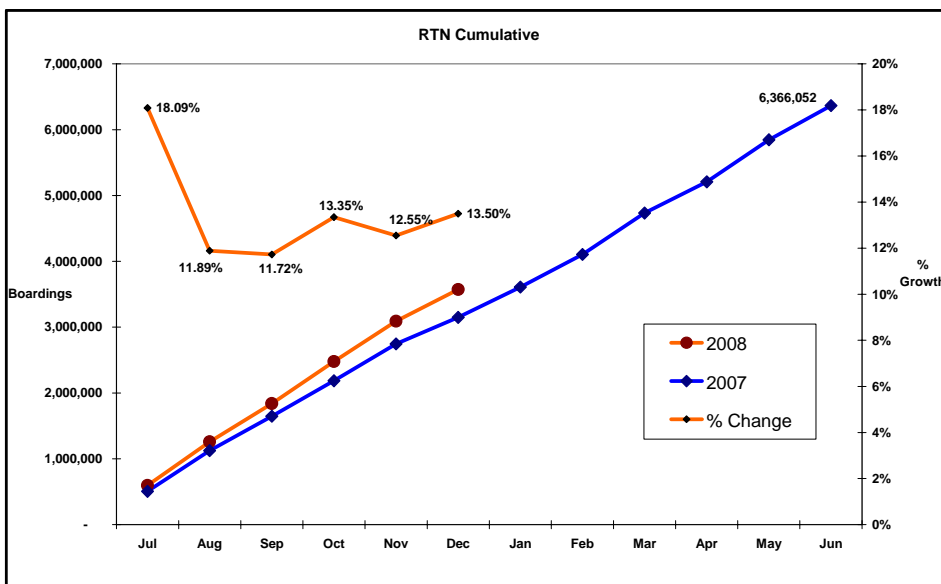


Network Patronage Analysis:

For the Month of December 2007 the Rapid Transit Network grew by 20% (80,226 boarding's) compared to December 2006.

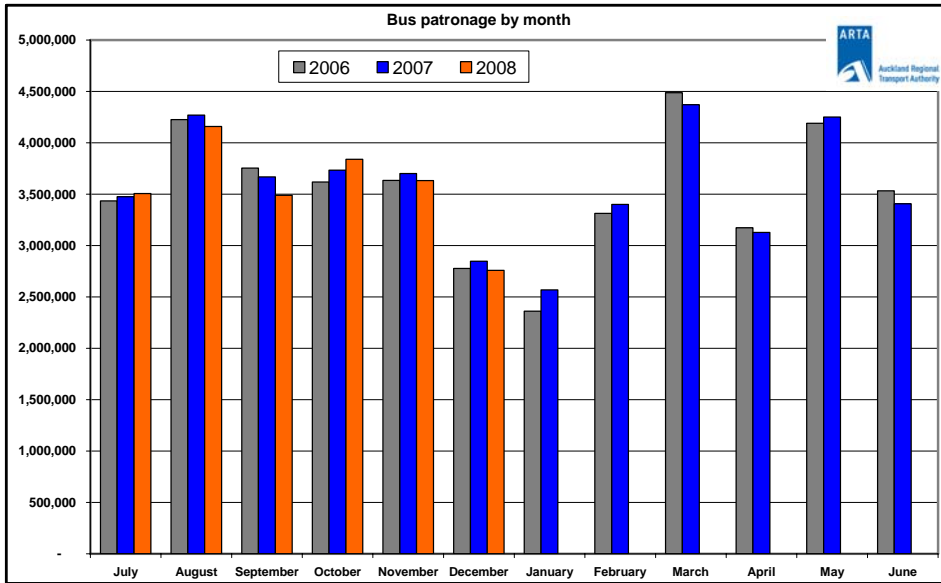


- Rail network + 15.2% or 54,966 boarding's
- The Northern Express grew by 21.4% 11,493 boarding's compared to December 2006.

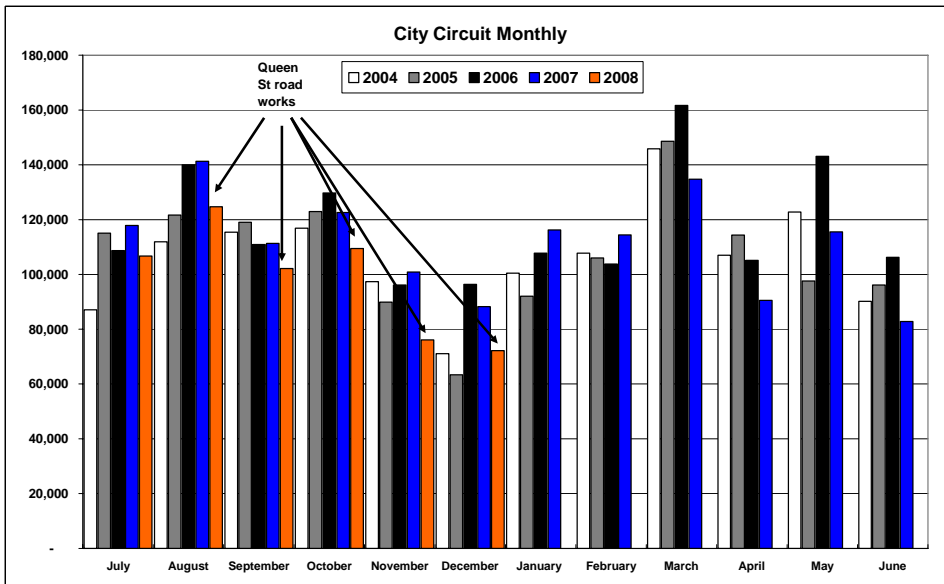


Bus Patronage

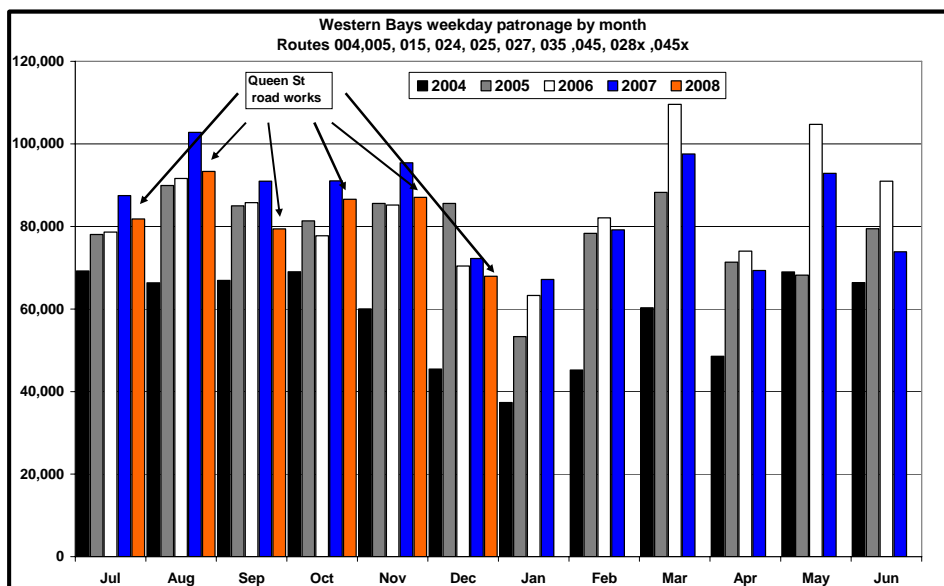
Bus patronage is -1.43% (310,182 boarding's) lower than at the same point last year and is -3.1% lower for the month of December against December 2006.



A major patronage impact in the six months to December was the ongoing Queen Street road works. The City Circuit carried 163,021 less passengers than at the same point last year.



The Western bays services were also 43,800 boarding's lower. 67% of the patronage decline in bus patronage relate to these two contracts.



Key growth areas include:

- North Shore and Hibiscus Coast contracted services + 9% than at the same point after 6 months last year.
- Howick to Auckland Corridor +7% than at the same point after 6 months last year.

ARTA re-launched services in the 2007/08 year are performing:

- Sylvia Park services routes 008, 009 and route 717 were changed in November, +9.2% patronage growth.

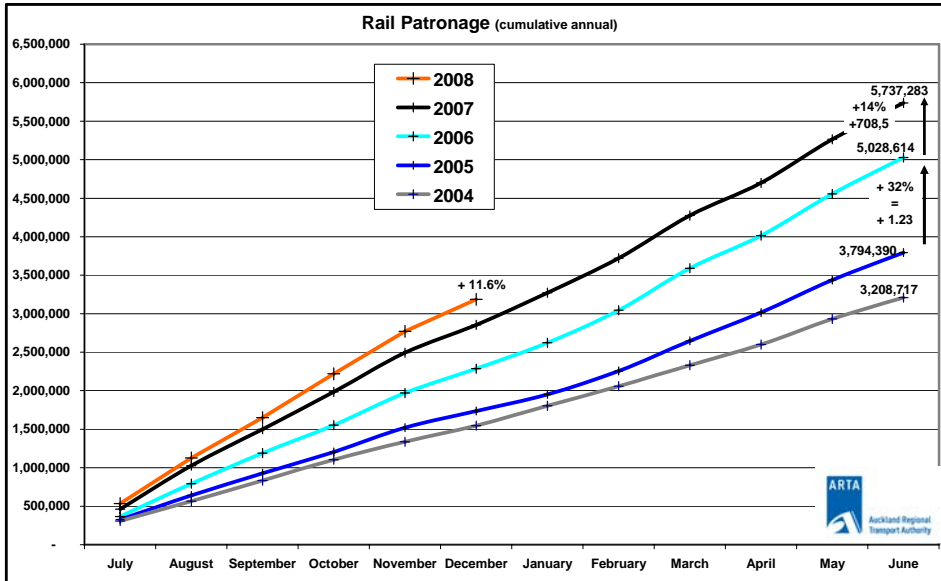
Rail Patronage

In November there were 552,000 passengers recorded using trains which is 8.7% more than the same month last year and brought the annual patronage (December 2006 to November 2007) to more than 6 million. Patronage growth on the southern and eastern lines continued to be higher than the western line with 12.4% more passengers than last year compared to the western line that recorded 2.6% more passengers than last year. Last year's figures were boosted by patronage carried on special event trains to two U2 concerts at Mt Smart Stadium. Special trains were provided to the annual Farmers Santa Parade on 25 November that included services from and to Helensville and Pukekohe. Additional services were provided to concerts at the Vector Arena (Justin Timberlake and Lionel Ritchie). These services were moderately supported. Special trains were also operated to Henderson for the Netball World Cup held between 10 and 17 November.

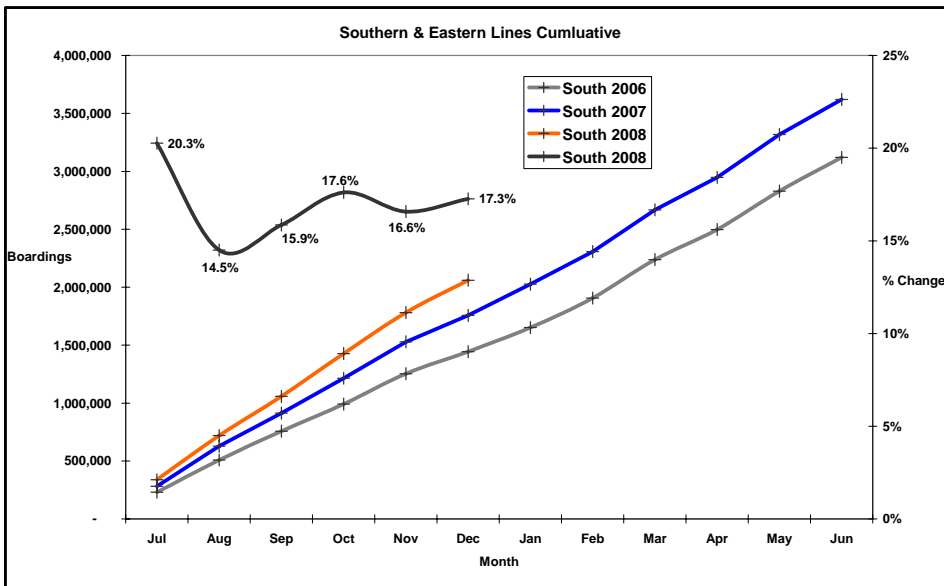
In December there were 417,000 passengers recorded using the trains which is 15.2% more than the same month last year bringing the total for the calendar year to 6.1 million, an 8.4% increase on 2006.

From 2 December additional weekend train services were introduced on the eastern line to serve the growing demand for passengers wanting to visit Sylvia Park retail outlet. Current half-hourly services were extended to 6.00pm on Saturdays, and Sunday services were doubled to half hourly between 9.00am and 6.00pm. Late night services were also extended on all lines from Sunday to Thursday.

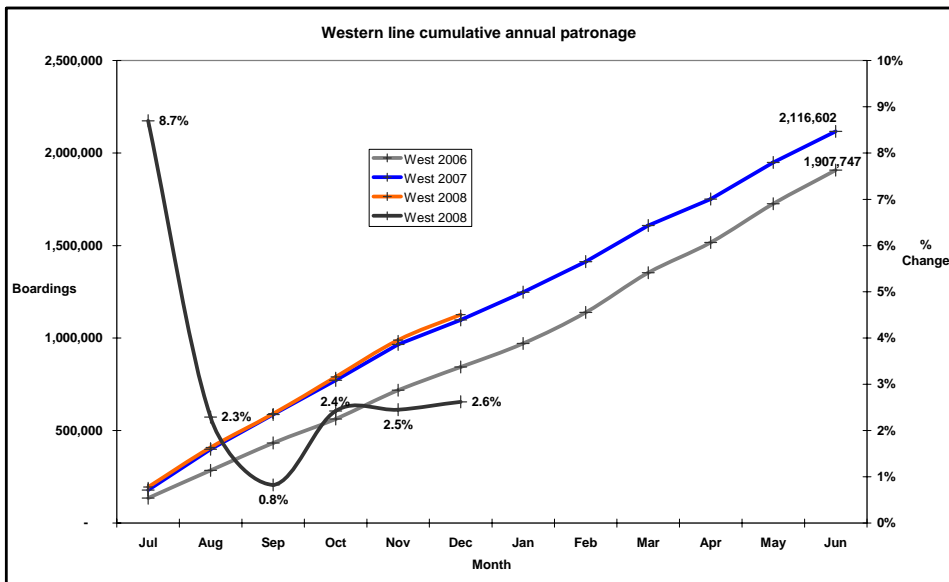
At the 6 month stage rail patronage is 11.6% higher than for July – December last year (332,463).



The southern and eastern lines recorded a 22% growth compared to December last year and are 17.3% higher than at the same point after 6 months last year.

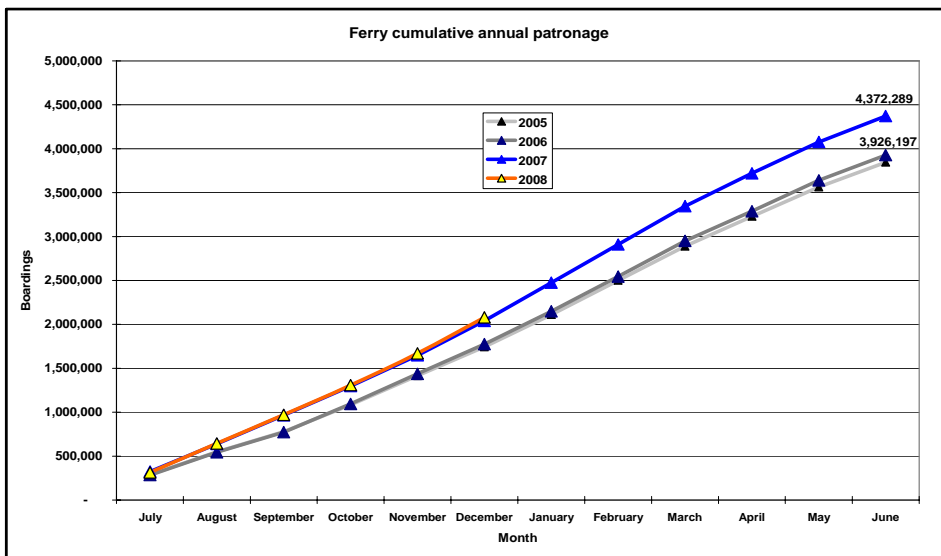


The western line monthly patronage for December was 3.9% higher than December last year. Western line patronage is 2.6% higher at the six months stage Jul - Dec 2007 compared to the same period last year.

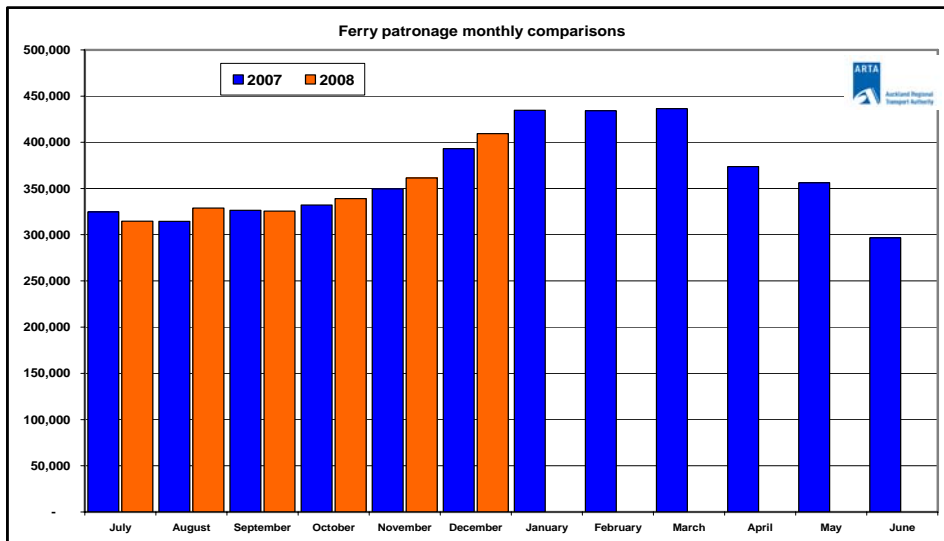


Ferry Patronage

Ferry patronage now includes more ferry services as data has now been made available for services that previously were not reported to ARTA. This is why there is a difference between the historic data of 2005 and 2006 and the jump to 2007 and 2008 data. Data for 2008 can be compared to 2007 but is a different data set than in 2006.



Ferry patronage for December is 4.1% (16,257 boarding's) higher than last December. Cumulative ferry patronage for the 6 months July to December is 1.9% higher than at the same time last year (38,707 boardings).



The contracted routes performance year to date is as below:

- Pine Harbour July-Dec 07 vs. July-Dec 06 19.6% growth (+4,678 boardings)
- West Harbour July-Dec 07 vs. July-Dec 06 6.2% (+ 1,009 boarding's)
- Half Moon bay July-Dec 07 vs. July-Dec 06 -1.6% decline (-1,804 boardings)
- Bayswater July-Dec 07 vs. July-Dec 06 -14% decline (-14,789 boardings)
- Birkenhead July-Dec 07 vs. July-Dec 06 3.8% growth (4,115 boardings)
- Gulf Harbour July-Dec 07 vs. July-Dec 06 -10.1 % decline (-2,178 boardings)

3.2. PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY

Rail Services

There was a marked improvement in service punctuality in November compared to the previous month. Overall, 87.0% of services operated on time or within five minutes of schedule compared to 83.9% in October and 77.8% for November last year. However this was not sustained during December when the ramp up of construction activities in preparation for the Christmas construction programme combined with some one-off events affected services. During December, 82.7% of services operated on time or within five minutes of schedule across all lines. This compares to 79.5% of services for December 2006.

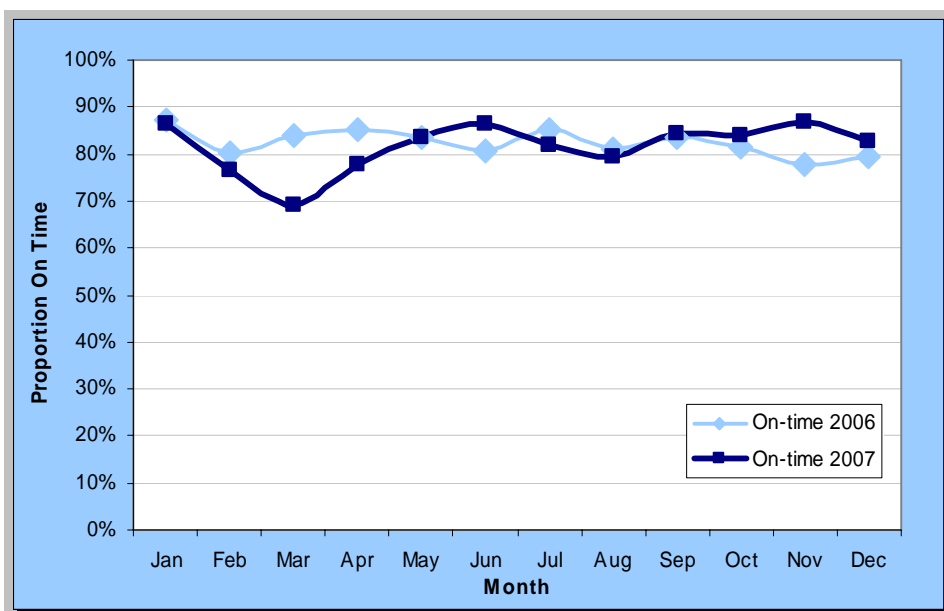
Performance on the southern and eastern lines in November recorded further improvement from earlier months to 90.7% of services operating on time compared to 86.9% in October and 81.9% for November 2006. In November, the western line continued to be impacted by the construction activities and recorded 79.9% of services operating on time or within five minutes compared to 77.8% in October and 69.8% for November 2006. During the month of December, southern and eastern lines recorded a drop in services operating on time at 86%. This was mainly due to ONTRACK construction works over the Christmas period. In December, western line services operated at 74.6% of services on time or within five minutes.

The performance improvement in November was largely due to fewer one-off major incidents, although December saw a return to the high level of individual incidents which affected the provision of train services. Noteworthy events being:

- During the evening peak on 9 November a driver missed a signal, stopping a short distance past. The incident caused compounding delays to western line services during the peak;

- A signal failure at Newmarket on 13 November caused delays to interpeak services on the southern and western lines ;
- A further signal fault at Newmarket on 30 November resulted in delays to interpeak southern and western line services. This incident and the one above were related to construction activities at Newmarket where cables were cut by contractors;
- During the afternoon of 30 November a person who was walking along the tracks near Puhinui while talking on a cell phone failed to hear an approaching train. The train was unable to stop and struck the trespasser who was injured. Afternoon and evening peak services were disrupted while Police carried out investigations;
- A points failure at Otahuhu at the beginning of the pm peak on 3 December resulted in southern and eastern line services being disrupted due to a backlog of crews and units;
- A serious signal outage at Britomart on the afternoon of 4 December, affected services on all lines. Points were operated by hand for over two hours, until the signalling system was restored, and delays continued into the evening;
- A signal failure between Henderson and Waitakere on 8 December affected afternoon inter-peak services on the western line, and also the provision of additional services for the Christmas In The Park concert;
- A burst brake pipe on a train in Britomart on 12 December, delayed afternoon peak services on all lines due to congestion within Britomart Station;
- On 15 December, eastern line services were suspended due to a broken rail in Purewa tunnel. One line was closed for over 5 hours and all southbound services were diverted via Newmarket;
- A failed train on 17 December at Te Mahia affected afternoon peak services on the southern and eastern lines; and
- A CTC (signal) failure led to western line services being severely disrupted throughout the morning peak on 18 December. Delays were also encountered on the southern and eastern lines due to rolling stock and drivers being out of position.
- During 27 December, amended eastern line services experienced delays due to conflicting freight movements, a higher than expected level of delay through work sites and delays in issuing operating procedures to train drivers through worksites. Bus replacement services covered all eastern line services between 28 and 31 December between Britomart and Glen Innes.

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



In line with the improved punctuality, service reliability in November (scheduled trips that completed their trip to the planned destination) recorded an improvement to 98.8% compared to 97.3% in October and 99.0% for November 2006. During December, 93.8% of services completed their trips compared to 98.4% for December 2006. This poor result in December was a result of the emergency bus replacement timetable required on the eastern line from 27 to 31 December (as noted above). These five days accounted for over 200 service cancellations.

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

- Every Saturday between Waitakere and Henderson for Swanson to Henderson track duplication work. Trains were authorised to operate through the work site on 25 November for the Santa Parade; and
- During the weekend of 3 and 4 November buses replaced trains between Otahuhu and Newmarket for track lowering work connected to the Newmarket upgrade project.

Only minor delays to services were recorded as a result of bus connections.

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

- Every Saturday between Waitakere and Henderson for continuation of Swanson to Henderson track duplication work; and
- During the weekend of 1 and 2 December buses replaced trains between Otahuhu and Newmarket for civil engineering and platform construction works connected to the Newmarket upgrade project.
- From 26 to 31 December, buses replaced trains between Britomart and Waitakere, and between Britomart and Newmarket. This was for the continuation of the Newmarket upgrade project, continuation of Swanson to Henderson track duplication work, and the commencement of the New Lynn Trenching Project;
- From 1 to 5 January, buses replaced trains between Waitakere and Henderson for continuation of Swanson to Henderson track duplication work; and
- Between 2 and 6 January, a bus replacement service was in place between Newmarket and Otahuhu to allow the continuation of the Newmarket project.

With the exception of 27 December (see above), only minor delays to services were recorded as a result of bus connections.

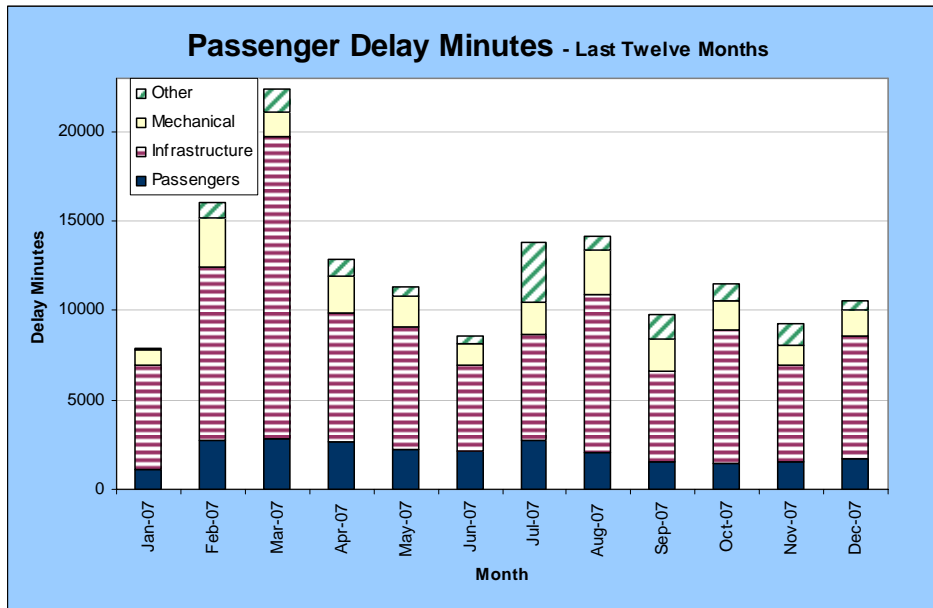
Passenger Delay Minutes

For November, passenger delay minutes reduced by 19.3% from October to 9,267 minutes. The improvement was principally due to a reduction in signal and points failures and to the number of one-off incidents during the month.

Delays relating to infrastructure and network upgrades remained the single greatest contributor to delays at 58.5% of all delay minutes recorded. The delays caused by speed restrictions, signal and points failures and network control decreased during the month, although there was a slight increase in delays from track protection measures.

In December there was a slight increase in delay minutes, up 14.1% to 10,577 minutes, mainly due to network conditions (points and signal failures and Train Control issues).

Passenger Delay Minutes – Last Twelve Months



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

November 2007

	Delay Minutes	Proportion
Network Control	523	9.7%
Signal/points failure	1,410	26.1%
Speed restrictions	895	16.5%
Track protection measures*	2,582	47.7%
Total	5,410	

December 2007

	Delay Minutes	Proportion
Network Control	628	9.2%
Signal/points failure	3,013	44.0%
Speed restrictions	813	11.9%
Track protection measures*	2,397	35.0%
Total	6,851	

*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

November 2007

South, West and Isthmus Contracted Bus Services

For November 2007, 99.76 % of contracted service trips were operated (reliability measure).

Service punctuality for November 2007 was 99.80 % 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 November 2007, 99.95 % of contracted service trips were operated (reliability measure).

Service punctuality for November 2007 was 99.88 % 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.

Bus Service Reliability and Punctuality

December 2007

South, West and Isthmus Contracted Bus Services

For December 2007, 99.78 % of contracted service trips were operated (reliability measure).

Service punctuality for December 2007 was 99.85 % of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

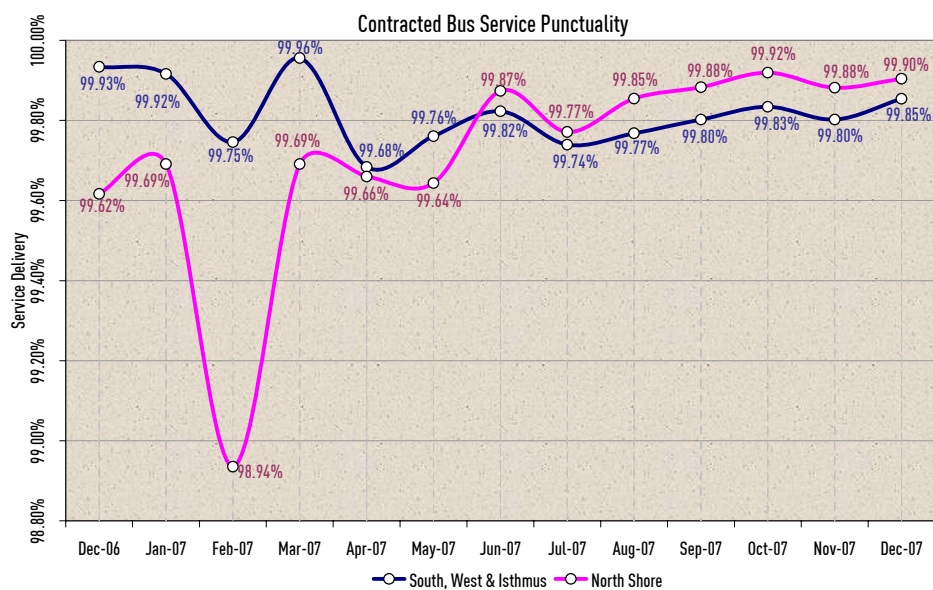
Service punctuality and reliability is self reported by the bus operators.

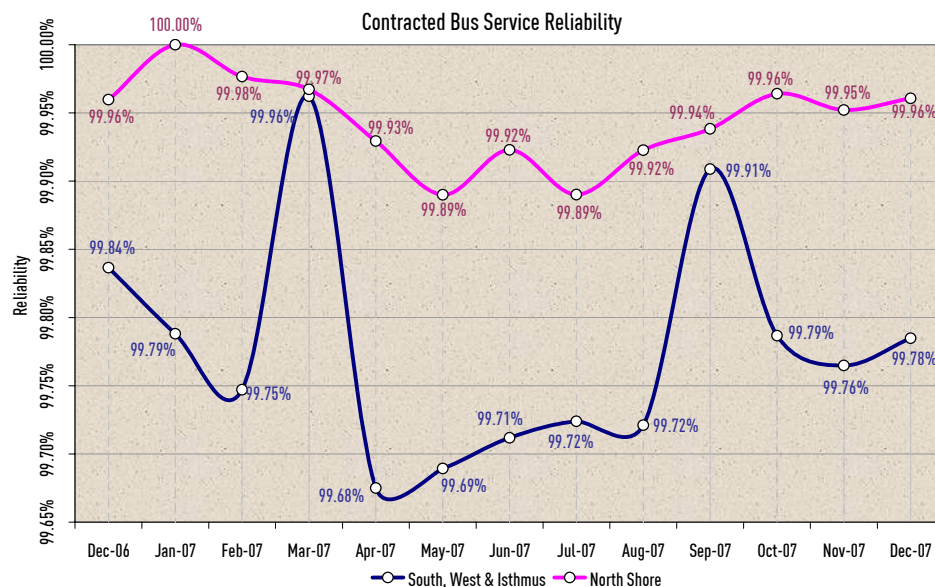
North Shore Contracted Bus Services

For December 2007, 99.96 % of contracted service trips were operated (reliability measure).

Service punctuality for December 2007 was 99.90 % 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

Bus Services

Sylvia Park Shopper service improvements

Cross-town service improvements (Route nos. 008 and 009) were successfully implemented on the 25th November. Improvements were also made to route 717.

The changes involved route simplification, improved headways on the core section of the route and feeding all services into Sylvia Park. This was supported by a timetable leaflet drop and a free journey coupon in the run up to the Christmas period.

Initial patronage data has been very encouraging, with 9% patronage growth when compared with the previous year.

Southern Express (Papakura – Express and Flyer services)

The simplified and restructured service patterns come into effect from 7th January 2008. Feedback from consultation indicated minimal criticism to the changes. This has removed service duplication with rail services.

3.4. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

A number of significant events took place in November. In terms of large scale importance of events – November was the busiest month of 2007.

Trusts Stadium, Waitakere: Netball World Cup, Sunday 11 to Saturday 17 November

This event had international stature and coverage and the pre-planning for the transport component started in May 2007 in conjunction with Auckland City Council, Waitakere City Council, NWC2007 and the Trusts Stadium.

Bus Services:

A neighbourhood shuttle service was provided for this event in a partnership between ARTA and Waitakere City Council. The majority of the funding came from Waitakere City Council and ARTA provided a small financial contribution and operational control of the shuttle service and contracting the service out to Stagecoach. The service linked the stadium with Henderson Rail Station and Henderson Central. It was well patronized over the 7 days of the championships with an average of 17% of the crowd utilizing the bus service for at least one trip. On Friday the 17th of November, the percentage was approximately 30%.

Train Services:

A full timetable of rail services was provided on Sunday 11 November between Britomart and Henderson (normally only as far as New Lynn). An additional train service was provided at 10.30pm each evening (Sunday to Thursday) between Henderson and Otahuhu (via Glen Innes), and existing train services catered for patrons on Friday 16 and Saturday 17. ARTA funded and operationally managed the train component of this operation.

Botanical Gardens, Manukau City: Ellerslie Flower Show, Wednesday 14 to Sunday 18 November

64,000 people attended the Flower Show across the duration of the event.

Existing train services were complimented with a shuttle bus between Manurewa Train Station and the Botanical Gardens, utilising part of the existing 066 Route. This initiative was underwritten by ARTA.

Commercial Services were also registered by Stagecoach for the event. As per prior years, the Ellerslie Flower Show provided a tent and promotional material on bus movements for the event at the departure/arrival point at Auckland Botanical Gardens.

Vector Arena: Justin Timberlake, Friday 23, Saturday 24 and Monday 26 November

Normal PT catered for crowds attending the event on the Friday and the Saturday. One additional ferry sailing at midnight and one train in each direction on egress catered for the crowds on Monday 26 November. On the Monday night, 178 passengers were carried on the additional train services and 161 on the midnight ferry sailing (2.87% of the total crowd number were carried home by these services).

Farmers Santa Parade: Auckland CBD, Sunday 25 November

A total of 57 additional train services were provided for this event, including return services from Helensville and Pukekohe to Britomart. 27,000 train passenger journeys were undertaken. Passengers were encouraged to pre-purchase tickets, and ticket inspections were undertaken at strategic stations on the network. Specific crowd management measures were deployed at Britomart station to assist with the loading of trains.

Existing bus services were also utilized to carry passengers to and from the event on the day. There were significant departure point and termini changes for bus services. There were also significant numbers of detours used throughout the day. Maxx ambassadors were utilised to their full potential as well as bus operation supervisors for all companies affected by the closures. A presence of bus staff from the beginning of the day helped significantly with the level of confusion experienced by such a change. Staff were utilized at existing stops and new stops alike to assist customers (including Britomart). Services transferred back to normal stops when the roads reopened. At this point, customers were diverted back to the normal stops.

Vector Arena: Lionel Ritchie, Wednesday 28 November

One additional ferry sailing at midnight and one train in each direction on egress catered for the crowds. Patronage was lower for this event than other recent Vector concerts, possibly due to the demographic of the attendees. 51 passengers were carried on the additional train services and 53 on the midnight ferry sailing.

The following Vector Arena Concerts were catered for by the existing PT service timetables:

The Beach Boys : Sunday 18 November.

Justin Timberlake :Friday 23 and Saturday 24 November

Existing PT timetabled services had route alterations, advice of possible delays, signage requirements or temporary bus stops for the following events during November:

Mt Eden Village Spring Festival	3 rd November
Bayswater Duathlon	4 th November
Tamaki Sports Day	9 th November
Clevedon AMP Show	10 th & 11 th November
Get Served Vector Arena	10 th November
New Lynn Christmas Parade	17 th November
Glenfield Christmas Parade	17 th November
Onepoto School Fundraiser	23 rd November
Manukau Christmas in the Park	24 th November
Glen Eden Christmas Parade	24 th November
Henderson Christmas Parade	24 th November
Mairangi Bay Christmas Parade	24 th November
Howick Santa Parade	25 th November
Manukau Christmas Parade	25 th November

A number of significant events took place in December. December traditionally has more events than any other month in the year.

Vector Arena: My Chemical Romance, Thursday 6 December

One additional ferry sailing at midnight and one train in each direction on egress was provided. Patronage was lower for this event than other recent Vector concerts; however the crowds were confirmed at 7052 patrons (just over half of the 12000 capacity of the stadium). 28 passengers were carried on the additional train services and 60 on the midnight ferry sailing.

Auckland Domain: Coca Cola Christmas in the Park, Saturday 8 December

Additional train services were provided on all lines before and after the event. As a result of a signal failure at Henderson and Waitakere during the afternoon, services to the event were disrupted.

A number of commercial registrations (17 in total) were received from Howick & Eastern, Ritchies and Stagecoach depots across the Auckland Region.

An additional bus service was also funded by ARTA to run between Britomart and the Domain. This was very successful, with 750 passengers utilizing this service on ingress and approximately 400 on egress with many patrons choosing to walk back to the CBD as the traffic surrounding the domain was extremely heavy.

Existing PT timetabled services had route alterations, advice of possible delays, signage requirements or temporary bus stops for the following events during December:

Finance Bill Protests Queen Street	1st December
Te Atatu Christmas Parade	1st December
Firefighters Combat Challenge	1st December
Panmure Santa Parade	1st December
Browns Bay Santa Parade	1st December
Takapuna Christmas Parade	1st December
Ellerslie Santa Parade	2nd December
Devonport Santa Parade	2nd December
Papatoetoe Santa Parade	5th December
Clevedon Santa Parade	7th December
V event, Britomart	12th December
Takapuna International Triathlon	15th December
Otahuhu Christmas Parade	15th December
Carols by Candlelight Howick	23rd December
Skycity New Years Celebration	31st December
Queen Street Closedown	31st December

3.5. MAJOR INFRASTRUCTURE WORKS

Queen Street upgrade

Queen St upgrade construction works currently span from north of Victoria St to Custom St (stage 2) including Custom St intersection. Delays on Western Bays, Link and City Circuit services as a result of Queen Street roadworks are being monitored.

Stage 4 works, between Mayoral Drive and Karangahape Rd have commenced, with work underway on both sides of the road. The timing of work near the Karangahape Rd intersection has been planned for January 2008 to minimise the impact to traffic flow and public transport.

Newmarket Streetscape Upgrade

Newmarket Streetscape Upgrade work had no impact to bus services over November and December 2007. Apart from some evening work there is no direct impact expected to bus stops or operations until mid January 2008.

21 Queen St – Britomart termini relocations

21 Queen Street redevelopment commenced on Monday 19 November 2007 and is scheduled for completion by July 2009.

Two weekend closures of Queen St Britomart were undertaken on Sun 2 Dec and Fri 28 – Sat 29 December 2007, required for pedestrian gantry construction and crane assembly. The closures were the largest temporary closures undertaken at Britomart to date, requiring relocation of a minimum of 5 termini. The closures went well, with MAXX Ambassadors onsite to redirect passengers and minimal delays to services.

The area will continue to be monitored to mitigate any impact the construction activity has on bus services.

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

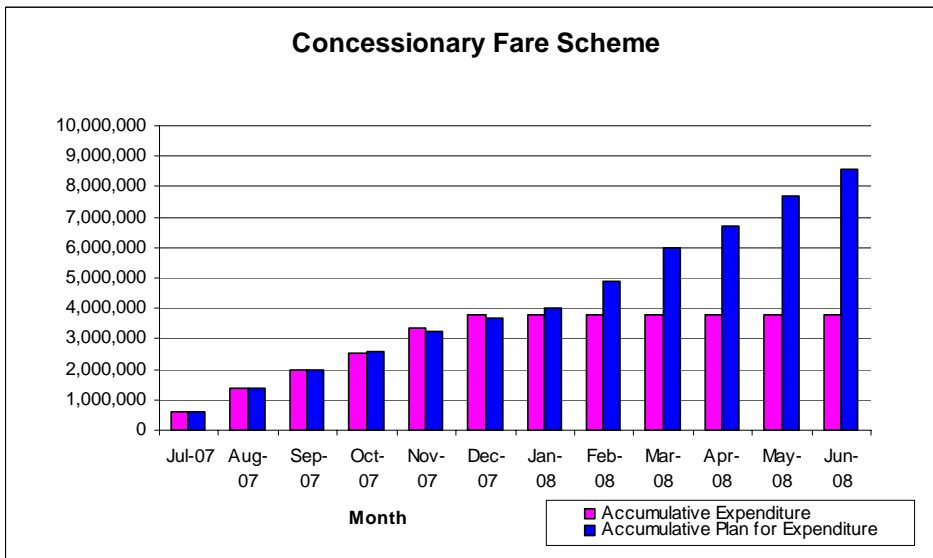
Under the Transport Services Licensing Act 1989, the following applications for registered services have been considered during November and December 2007:

- Fullers Group Ltd: Notification to vary the existing approved standard Saturday Timetable. Approved 21-Nov-07.
- Blue Cabs Ltd: Notification to register a non-scheduled passenger transport service in the North Shore, Waitakere, Auckland, Manukau and Papakura regions. Approved 26-Nov-07.
- Transportation Auckland Corporation Ltd: Notification to withdraw route 008 that services, Penrose, Onehunga, Royal Oak, Mt Albert Rd, Three Kings, Mt Roskill, Owairaka Ave, New North Rd and Avondale. Approved 20-Nov-07.
- Subritzky Sealink Ltd: Notification to vary the existing approved standard timetable to a temporary timetable between 19 - 23 November 2007 for urgent work required on the Seacat vessel drive shaft. Approved 16-Nov-07.
- Bayes Coachlines Ltd: Notifications to register seven school bus routes on the North Shore. Approved 20-Nov-07.
- Howick & Eastern Buses: Notifications to register thirty school bus routes in the Manukau and Auckland areas. Approved 21-Nov-07.
- Pavlovich Coachlines t/a Guthreys Express: Notification to vary the Auckland to Wellington service to increase departures from 3 departures weekly to daily departures (excluding Christmas Day 25 Dec 07). Approved 6-Dec-07.
- Subritzky Sealink Ltd: Notification to add an extra sailing on 5th Jan 2008 departing Auckland at 1000 hrs and Tryphena at 1500 hrs. Approved 14-Dec-07.
- Busy Bee Bus Company Ltd: Notification to register a scheduled commercial service between Botany Downs via Chapel Rd and East Tamaki. Approved 17-Dec-07.

3.7. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

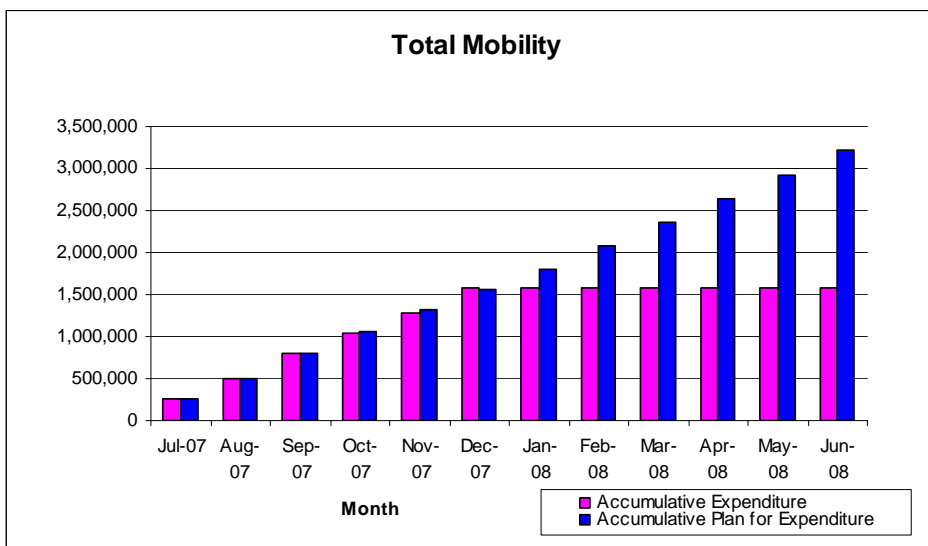
75 senior citizen applications were processed in December 2007 compared with 174 in September, 227 in October and 101 in November.

Expenditure for concessionary fare reimbursements is over budget for the six months ended December 2007. The expenditure is \$3,772,000 against a reforecast budget of \$3,670,000.



3.8. AUCKLAND TOTAL MOBILITY SCHEME

Expenditure for Total Mobility reimbursements is slightly over budget for the six months ended December 2007. The expenditure is \$1,581,000 against a reforecast budget of \$1,568,000.



84 new Total Mobility applications were processed in December 2007 compared with 187 in September, 159 in October and 138 in November.

3.9. TRAVEL PLANNING

TravelWise Schools

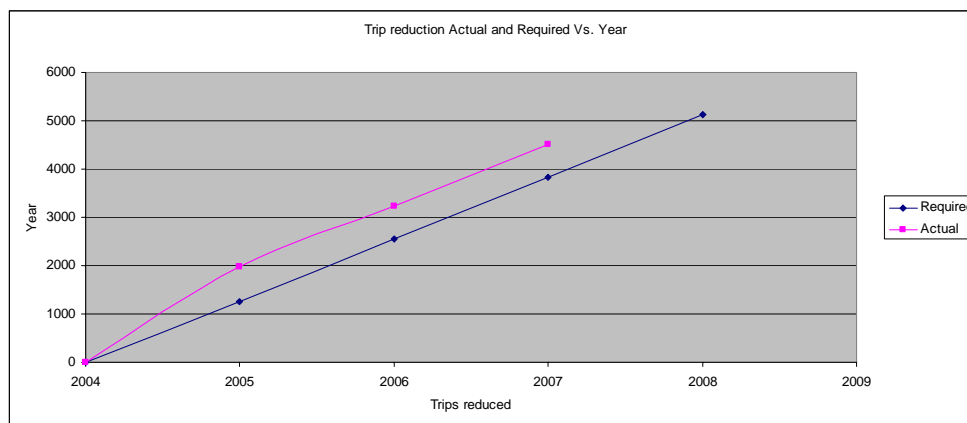
- School Travel Plans were launched at the following schools:

- St Heliers School
- Reremoana School
- Upper Harbour Primary School
- Fairburn School

- The school travel plan programme annual evaluation is now complete and the results show continued growth of the programme and achievements above set targets.

The school travel plan programme has a set goal of reducing car trips to school by 9% by 2004 – 2014. This translates into a total of 12,600 fewer car trips to schools each morning by 2014.

The graph below shows that the programme is on track to achieving this target:



TravelWise Workplaces

- ARTA completed their second survey with a 98.9% return rate.
- The Auckland International Airport Limited travel plan, branded “LIFT” has launched an inter-terminal bus for staff between the hours of 11am and 3pm between terminals and local shopping facilities. This trial service operates every 15 minutes for two months commencing Wednesday 19th December 2007, finishing on Wednesday 20th February 2008. Staff were encouraged to use this service to do their Christmas Shopping, Grocery Shopping, Weekly banking, Paying bills etc.... By providing staff the means to get to local shops and facilities it would support them to consider RideSharing or using Public Transport.
- McCormick Rankin Cagney undertook an online staff base-line survey in mid December with a 100% return rate.

Travel Demand Management Initiatives

Employer Subsidised Passenger Transport Scheme - preliminary meetings have been held with potential organisations to participate in a trial scheme. Work has begun on scoping the programme design for the individual pilot schemes.

Auckland Manukau Eastern Transport Initiative Travel Demand Management Strategy - the first phase of the project has been initiated. Background meetings and preliminary contact was carried out with all the stakeholders to gather background information. The first AMETI working group meeting was held to discuss the findings and agree on a direction for the draft Implementation plan.

Neighbourhood Accessibility Plans

A final report is completed. The report outlines draft recommendations for ARTA’s role and an implementation framework for assisting local authorities in the delivery of NAPs in the region. A second workshop with local authorities is scheduled for end of January where the implementation framework will be finalised.

New Initiative Travel Plans

- Manakau Institute of Technology (MIT) – ARTA developed a draft project scope for the MIT travel plan which was adopted at the second meeting of the new steering committee. Options for funding the first phase of the travel plan are being researched and a third meeting has been set up for January for MIT to discuss issues with ARTA's Passenger Transport Planning team.
- AUT Akoranga – ARTA attended the second steering group meeting to present our views on best practice for scoping and research phases of the travel plan in relation to the methodology proposed by the consultant. ARTA will be providing written feedback to support the views expressed.
- Sylvia Park Shopping Centre – Staff Travel Surveys have been completed. ARTA is undertaking analysis of the surveys to take the travel plan to the next step.

Car Pooling

A new feature for "Single Trip Finder" has been rolled out. The Single Trip Finder is a tool used to share rides for occasional, one off trips. Users can share a taxi to a meeting, catch a ride home early, or carpool to a conference or event with other users.

The Rideshare project team have approaching some new organisations to join the trial. Auckland City Council and Manukau City Council have confirmed and will launch their own carpool programmes as part of the Rideshare trial in February/ March 2008. Inland Revenue, Takapuna and North Shore City Council are in discussions about allowing IRD to join North Shore's existing carpool cluster (this opens up potential carpool matches to staff of both organisations).

ARTA has begun development of the Best Practice Guide for workplaces.

3.10. PT NETWORK MARKETING AND CUSTOMER INFORMATION ACTIVITIES

New Developments

Northern Busway

Stage 1 of the information launch for the Northern Busway opening in February has been completed with posters, bill-boards, adshells and newspaper articles. The NZ Herald editorial with the "commuter challenge" in response to the November Stage 1 of the launch was very positive.

Training of MAXX ambassadors and contact centre staff was priority for December along with production of all promotional material for Feb launch.

400 responses received from mail out – requesting personal assistance with journey planning.

Newmarket

Local press advertising, train and station posters, information handouts and household mailer implemented during December.

Reports from MAXX Ambassadors, who were at the station 13 – 15 December, were that there was already a high level of awareness of developments and schedule changes, and a positive perception of those – especially from Newmarket business district near Kingdon St.

Customer Information Channels

MAXX website statistics – November and December 2007

	November 07
Total visits	282, 501 27% increase on October 07 and 82% increase on November 06
Unique visitors	74, 784 10% increase on October 07 and 9% increase on November 06
	December 07
Total visits	110, 892 61% decrease on November 07 and 82% decrease on December 06
Unique visitors	18, 675 75% decrease on November 07 and 72% decrease on December 06

MAXX website poll

For November, poll users of the website were asked “What would influence you to use public transport more?”

The total number of votes was 760.

A high service frequency	49.5%	
Reduced travel time	18.3%	
More economical than car	18.3%	
Environmental factors	3.7%	
High standard of onboard comfort/service	4.5%	
Awareness of services available	5.8%	

For December, poll users were asked “We are developing a new service that allows you to use your cellphone to text in and get times of buses - would you most often use it to”:

See when your next bus is coming along when you are waiting at a bus stop	31.5%
Help you plan a trip from one point to another	8.1%
Find out the times of the next buses when you are at work or home	21.5%
Find out if your bus is running late to save you waiting at the stop	26.4%
Find out where to catch the bus	5.7%
Would not use it	6.9%

The total number of votes was 670.

MAXX SMS service

During November the SMS text service received a total of 10738 requests for public transport route and stop information from 2448 individual users.

During December the SMS text service received a total of 11268 requests for public transport route and stop information from 2641 individual users.

MAXX Contact Centre – November and December 2007

November

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%
59265	57092	2182	0:07	2:00	2:07	3.42%	78.33%	79.44%

Year to Date call volumes have decreased 20% compared to the previous year. Quality KPI has fallen short of target at 79% which is a slight increase on last month, with the average for the year to date being 75%.

December

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%
62061	59570	2159	0:16	1:59	2:06	3.48%	75.19%	NA

Year to Date call volumes have decreased 20% compared to the previous year. High levels of staff absence in December resulted in the grade of service falling short of target at 75%. Quality KPI was not calculated in December also due to staff absences.

Britomart Information Kiosk – November and December 2007

Britomart Summary		
Visits Nov 07 (num)	Visits Nov 06	Change
7853	9682	-18.89%

Britomart Summary		
Visits Dec 07 (num)	Visits Dec 06 (num)	Change (%)
7853	9682	-18.89%

Britomart usage is down 5.7% year to date.

Upcoming Marketing Activities (Jan – June)

Northern Busway and transferable ticket Launch Activity (January and February):

- 1) 2nd mail out to 70,000 households planned for distribution from 21 January
- 2) NZ Herald advertising
- 3) Retail and on bus posters for transferable ticketing
- 4) Bus back, billboard and ad shell advertising for both transferable ticketing and Northern Busway.

Student 40% discount promotion (February onwards)

Promotion planned to commence 3 February (except MIT – mid February). Campaign planned includes street posters, campus signage, radio advertising, student magazine advertising, online promotion, information stands, and flyers. New creative concept developed – ‘Good to go’.

Key initiative to facilitate ease of ticket sales is an ID sticker for all Full Time University Students to easily identify their eligibility for discount.

MAXX website (January onwards)

Upgrades to significantly improved customer website experience will be fully effective to coincide with launch of Northern Busway. This will include a fresh new look and feel, improved and more intuitive functionality and a comprehensive new map interface to help plan journeys more easily.

TravelWise (January onwards)

Workplace Travel resource kit concepts have been developed to provide dynamic and downloadable resources to council and corporate for TravelWise Businesses.

Newmarket (January onwards)

Activity planned includes mail drop of new timetable (minor changes), mail out to schools and key organisations etc, Herald and local press advertising, radio, and The Aucklander.

MAXX ambassadors planned for key periods, especially Anniversary weekend to ensure smooth transition to two new stations.

4 PROJECT DELIVERY

4.1. ROLLING STOCK PROCUREMENT

RENEWALS PROJECTS

•SX Purchase and refurbishment

Following an assessment of the carriage at Hutt and the bogies at Hillside Toll has provided a draft scope of work and price to extend the operating life of the SX carriages. This is currently being evaluated and a contract being prepared.

•ADL Air-conditioning Upgrade

The first unit has been manufactured and the parts have been ordered. The programme provides one unit every six days to be refurbished and work is on track to be completed by July 2008.

•ADK Diesel Generator Set Upgrade

The first generator set has been successfully installed one week ahead of schedule. The programme is on track for finishing of all work by June 2008

SA Trainset 15 – 17

The fabrication and fit-out work at Hillside workshops on Trainset 15 is progressing approximately three weeks behind Toll's Programme. This delay will not affect delivery of the trainsets to contract as they are not on the critical path.

ARTA is continuing to closely monitor the progress of the bogie design and development which is being undertaken by Toll's Chinese suppliers CNR, to ensure that there is no delay in the delivery dates of these trainsets.

Locomotive activities at Hutt and Hillside still remain well ahead of schedule.

SA Trainsets 18 – 23

A contract variation has been signed by ARTA and Toll to enable the purchase of 36 ex. Br Mk2 carriages from the UK, transport then to NZ and complete preliminary stripping work.

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)

Following the ARTA Board's endorsement of the Newmarket Station ARTA / ONTRACK partnering protocol staff have been developing documentation which detail the construction activities and funding arrangement.

Auckland City Council review of the OPW for the main works was extended till mid January at their request, ARTA have been in discussions with ACC to address the informal comments received to date.

Detailed design of the "above track" station works is due to be completed in January and will accommodate the changes to Remuera entrance and the high level southern concourse roof to be incorporated.

Submissions in response to ONTRACK's Registration of Interest documentation for the civil works for this area were received prior to Christmas and will be reviewed in January 2008.

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

Avondale Station - The scope of services for detailed design of Avondale Station (above track works) has been defined, and a request for proposal sent to Connell Wagner (CW). Design work is expected to commence by the end of January 2008.

Recent advice from Connell Wagner (also designer to ONTRACK), is that there are some ongoing changes to the "below track" works design that may influence the station layout. These include issues with the type of pedestrian crossing (footbridge or level crossing).

New Lynn – ONTRACK's Consortium led by Fletcher Construction Company (FCC) continue to facilitate workshops with key stakeholders and designers to develop the scope of the Rail Box contract and define the extent to which Waitakere City Council's (WCC's) Transport Orientated Development (TOD) will enhance the base case for the station. The detailed design and price setting Target Outturn Cost (TOC) is still scheduled to be completed at the end of February 2008.

WCC, ONTRACK and ARTA have been working collaboratively through November and December to agree the ONTRACK 'Base Case' design and the WCC 'Do Minimum' option. The ONTRACK 'Base Case' forms the basis of the TOC, and has the dual purpose of setting the ONTRACK construction contract value and supporting their initial application for building consent. The WCC 'Do Minimum' conceptual design (an enhancement of the ONTRACK 'Base Case'), is being developed by WCC to support their funding applications (including one to ARTA) and define the share of responsibilities for the various enhancements.

ARTA are preparing functional and design requirements for the non-standard aspects of the New Lynn Station development in response to queries from ONTRACK/FCC and WCC. In particular the partial enclosure of the station has required resolution of fire & life safety and patronage issues. External consultants are assisting ARTA in reviewing and developing a policy framework document for underground station developments. The FCC consortium is undertaking the fire & life safety design for both the "Base Case" and the preferred "Do Minimum" case.

WCC is working closely with ARTA to finalise the business case for justifying the preferred 'Do Minimum' option.

Comments from ONTRACK on the ARTA / ONTRACK partnering protocol for New Lynn are still to be received.

Western Line Duplication Stage 2 New Lynn to Henderson (DART 7)

All ARTA works has been completed on this project.

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

Sturges Road up main platform was completed on 4 January with ONTRACK completing the track slew over Christmas that allowed the existing downmain platform to be decommissioned and the public advised and directed to the newly completed up main platform which was commissioned on 7 January. ONTRACK will now remove the existing downmain platform and construct a new platform in its place with ARTA's contractors following on with the 'above track' works.

Swanson up main 'above track' platform works is progressing well and is due for completion at the end of January with commissioning planned for 18 February.

ONTRACK 'below track' corridor and platform works progressed well over the Christmas period assisted by ideal weather conditions. ARTA has requested the remaining platform access dates from ONTRACK, to allow our Contractor to reforecast their programme and confirm target completion dates. We envisage a small slippage in our programme when we reforecast but we will comfortably complete before the new targeted DART 8 commissioning date of mid 2008.

ONTRACK have advised ARTA that they are now targeting a Queens Birthday commissioning date, though there is one major risk outstanding which is completing the Sturges Road overbridge (Bridge 58) relating to ONTRACK's scope of works.

Distributed Stabling (DART 17)

Pukekohe – Physical works commenced on site at the beginning of December and is programmed for completion at the end of February. The Agreement for the Right to Lay Services within the rail corridor at Pukekohe has been signed by ARTA and sent to ONTRACK for execution.

Papakura – Physical works commenced on site in November and is programmed for completion at the end of January.

The small slippage is forecast in the completion date due to the lease and licence agreements with ONTRACK taking longer than expected. The lease agreement has been delayed by the need for Papakura District Council to agree to vary their existing lease with ONTRACK.

Tamaki Drive – Changes have been made to ONTRACK's final concept design to accommodate Toll's requirements, ARTA will require ONTRACK and Toll's formal concept approval. Beca has commenced with areas of the detailed design which are not affected by this approval. The co-ordinated programme indicating the tasks ARTA and ONTRACK need to complete, has been developed and agreed.

Discussions have been held on the development of ONTRACK's land on the Strand side of the NIMT. This has defined the development zones and the capacity available for train stabling. The storage available as a minimum would be to accommodate a fleet during the change over period from diesel to electric traction.

Ranui – Concerns over the operability of the rail access to the stabling at Ranui have caused a revision to the rail access to be proposed, providing a reception track where the road vehicle access was going to be. This requires the purchase of additional land.

ONTRACK have commenced the removal of unsuitable fill material placed at the proposed Ranui Stabling site and replacing with good material sufficient for the Dart 8 works. Agreement with ONTRACK is still required for the stabling fill placement. At present this is not expected to delay the delivery of the stabling site or DART 8 commissioning.

Westfield – The design for the depot has been agreed with Toll and discussions are continuing on the financial and programme details. The enhancements at Westfield are required to be completed by the time trainset 18 is in service.

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	ONTRACK approval has been received	Construction works commenced in Nov and is progressing well with a target completion date of April 08
Ellerslie	ARTA has committed to upgrading Ellerslie station by mid 2008.	Design drawings and the OPW are being completed and will be sent to ONTRACK for approval in early Nov. Preliminary programming indicates a construction start date of Feb 08.

Helensville Trial Service

An award for the professional services contract for the design was made in late Nov to URS. The detailed design will be completed by the end of January.

Productive consultation between ARTA, RDC, ONTRACK and community stakeholder groups held during December has resulted in a consensus and agreement on the final temporary stations locations, the proposed timetable, station facilities, marketing strategies, fare costs and measures of success.

ONTRACK's Northern Regional Manager has provided a remedial works strategy for minimising the impact of the Heat 40 speed restrictions over the summer period, along with approximate costs.

4.3. FERRY TERMINAL UPGRADES

GENERAL

A reconciliation of all possible or outstanding ferry upgrade and renewal projects inherited from ARTNL is being completed, prioritised and costed for review.

Beach Haven

The detailed design for the new ferry terminal is progressing well and is on programme and due for completion in late March. The Resource consent was received late last year for these works.

Downtown Upgrades

Pedestrian bridge linking Piers 1 and 2 - building consent application to Auckland City Council has been processed and a building consent issued.

The Pier 2 canopy may need to be expanded in line with the original resource consent application submitted by ARTNL and subsequently approved by the ARC. ARTA have held a series of meetings with the ARC officers and are awaiting their response.

Sullage Pump room and toilet / change facilities: Construction for these works were completed before Christmas in accordance to the programme.

Downtown Renewals

The tender for the Pier 1 and 2 structural remedial works will close in early February with an award scheduled in March.

Half Moon Bay

The building consent application and construction specifications to construct a canopy over the length of the boardwalk are being progressed in readiness for tendering the physical works contract.

Gulf Harbour

The first stage physical works contract was awarded to the Gulf Harbour Marina Company for the relocation of the pontoon and the design and installation of the new access ramp in late November 2007 with works commencing in December 2007. Works are progressing well and is due for Completion in late February, ready for the next stage to commence.

The second stage contract for the supply and installation of a canopy over the pontoon and ramp has been sent to four nominated tenders and is due to be awarded in February 2008. Construction is expected to commence once building consent has been received and is forecast for early March.

Bayswater

A joint ARC-NSCC hearing was held 27-30th November 2007 for the Resource Consent application to building the proposed new ferry terminal. The hearing commissioners reported back during the week before Christmas granting consent subject to conditions (which were generally the same as those proposed by ARTA prior to the hearing). Subject to there being no appeals it is expected that consent will be formally granted by the end of January 2008.

ARTA continues discussions with Land Transport NZ in respect of the funding application for the resource consent and detailed design stages of this project.

4.4. NETWORK DEVELOPMENT

Rail Station Upgrades Concept Designs

Draft preliminary concept design reports for the Onehunga Branch Line stations and Park Rd Station have been completed and are being reviewed by ARTA.

The Rail Stations Concept Design consultants have started on investigating concept designs for the expansion of Puhinui Station to accommodate the Manukau Rail Link works, and have also now started the preliminary concept design report for Mt Albert Station, which will include a review of the Baldwin Ave Station.

Rail Operational and Business Planning

A draft Operations plan, describing the passenger rail system operations for the first 10 year period after electrification, has been prepared and is being reviewed internally within ARTA. The Operations Plan, once adopted, will form the basis for negotiations with ONTRACK and for rolling stock procurement.

ARTA's rail operational modelling consultants are undertaking a review of the capacity of the Inner Area of the Auckland Network (Newmarket- Quay Park- Britomart- Orakei) for ARTA and ONTRACK to determine the maximum practical train frequency and service patterns that can be operated with the proposed DART track and signalling modifications in the Britomart- Quay Park area. This report is due to be completed by February.

Ferry Terminal Development

SKM have been undertaking a series of consultations with ferry operators and other stakeholders to input into the Downtown Terminal Development Plan which is expected for completion in mid 2008. SKM will be producing an initial berthing assessment of Downtown in February to help inform decision making within the Ferry Project Control Group. Similar work is also being undertaken by SKM at Half Moon Bay, where an initial assessment of alternative passenger terminal sites is due for completion in February to assist the Ferry Project Control Group in its seabed licence negotiations and proposed boardwalk enhancements.

Rugby World Cup 2011

Operational modelling is being undertaken to validate the proposed rail service patterns to be operated for the major matches in the Rugby World Cup 2011, and to determine whether Rail could practically carry a larger proportion of the RWC PT load. This work is expected to be completed in January and will be used to inform discussions between ARTA and Auckland City on RWC transport and infrastructure requirements.

4.5. ASSET MANAGEMENT REVIEW

The first phase of the Asset Management Plan relating to the establishment of reports on asset condition assessment has been completed. The second phase is progressing for development of a renewal prioritisation system to help plan and refine the scope of maintenance works to be undertaken on a selection of assets in accordance with ARTA's business plans. From there a maintenance and renewal projects system will be developed that will enable both planned maintenance and reactive maintenance to be scheduled in a managed way such that the overall maintenance budget can be managed effectively.

4.6. ARTNL SAFETY MANAGEMENT SYSTEM REVIEW

Lloyds Register Rail has completed a gap analysis report of the ARTNL Safety Management System and ARTA's Health and Safety procedures. The next step is for Lloyds to use this information to develop ARTA's own Safety Management System.

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

The Type 1 signs for the regional expansion of the RTPI system have been ordered and should be delivered in March 2008. Most councils have submitted their preferred sites for the signs to ARTA for verification. The next stage is to tender the contract for installing and maintaining the signs. This work is planned to start in May 2008. Good progress is also being made with all of the Territorial Authorities in designing the Type 2 signs. A common specification is expected to be signed off by all parties by end of February.

4.8. ELECTRIFICATION

Work is continuing on the procurement plan.

An Industry Update forum is planned for January 16th to update the industry on ARTA's programme and plans.

ARTA continues to work closely with ONTRACK to establish the "Network Interface" document. In addition ARTA has been developing an Operating Plan for the Rail Services for 2018 – 2023.

5 CE UNIT

5.1. MEDIA AND COMMUNICATIONS

Media Releases

2 Nov Busway stations celebrate milestone

The Northern Busway project partners - North Shore City Council, Transit New Zealand, Auckland Regional Transport Authority and Auckland City Council, are celebrating two years since the opening of the first busway stations, as the countdown begins to February, when the busway system will be fully open to the public.

7 Nov Support the Silver Ferns – use MAXX public transport

Netball fans can show their support and take the bus or train to the 2007 New World Netball World Championships from 10 to 17 November at The Trusts Stadium in Waitakere.

12 Nov MAXX blooming good way to Ellerslie International Flower Show

Between Wednesday 14 and Sunday 18 November, Aucklanders with a passion for gardening or landscape design can hop on a MAXX bus or train to the Ellerslie International Flower Show at the Auckland Botanic Gardens in Manurewa.

20 Nov MAXX best way to see Justin Timberlake take to the stage

Justin Timberlake fans heading to Vector Arena on Friday 23, Saturday 24 or Monday 26 November 2007 can avoid parking hassles and leave the car at home, as public transport services by the Auckland Regional Transport Authority will have them arriving near the door.

22 Nov ARTA increases bus and train services to popular Sylvia Park

The popularity of Sylvia Park as a shopping destination and the growing use of public transport as an easy way to get there have prompted ARTA to increase the frequency of bus and train services to the complex.

22 Nov Better bus links and more frequent services start of transport transformation for New Lynn

The Auckland Regional Transport Authority (ARTA) announced the early stages of better bus links and more frequent services for New Lynn from 25 November 2007.

22 Nov Experience the magic of Christmas – ride MAXX to the Farmers Santa Parade

Aucklanders wanting to celebrate Christmas early this year can take the easy way and catch a bus, train or ferry to the Farmers Santa Parade, starting at 2pm on Sunday 25 November.

26 Nov Dancing on the ceiling, all night long, with MAXX

On Wednesday 28 November, Lionel Richie fans can leave the car at home and take the bus or train to Vector Arena, which is approximately 10 minutes' walk from Britomart Transport Centre and the Downtown Ferry Terminal.

28 Nov ARTA extends Veolia Transport contract

The Auckland Regional Transport Authority (ARTA) said today it was pleased to announce it had extended passenger rail service operator Veolia Transport's current contract for an additional two years until March 2010

28 Nov Changes to train services this weekend as Newmarket upgrade continues

As the Newmarket redevelopment continues, the Auckland Regional Transport Authority (ARTA) advises that a bus replacement service will be operating for all Southern Line stations between Otahuhu and Britomart this weekend.

29 Nov ARTA adds later and more frequent train services to Auckland's network

As rail patronage in Auckland continues its rapid increase, the Auckland Regional Transport Authority (ARTA) announced today it will introduce later and more frequent train services from 2 December.

30 Nov Swipe-on, swipe-off single ticket and cheaper fares on way for Auckland commuters

The Auckland Regional Transport Authority (ARTA) today took the next step in the delivery of an integrated fares system and single ticket for Auckland's train, bus and ferry users.

3 Dec Partners consider options for additional crossing

A regional study into a route for a potential additional Waitemata Harbour crossing has proposed a shortlist of options for further investigation.

4 Dec My Chemical Romance with MAXX

On Thursday 6 December, rock fans heading to the My Chemical Romance concert can hop on a MAXX bus, train or ferry to Vector Arena, which is approximately 10 minutes' walk from Britomart Transport Centre and the Downtown Ferry Terminal.

5 Dec MAXX to Christmas in the Park

On Saturday 8 December, Aucklanders heading to Coca-Cola Christmas in the Park in the Auckland Domain can avoid parking hassles and leave the car at home, as public transport services by the Auckland Regional Transport Authority will make it easy to celebrate Christmas early this year.

7 Dec Local roading improvements, smartcard and bus improvements focus of transport programme for next year

The Auckland Regional Transport Authority (ARTA) released its third Draft Auckland Land Transport Programme (Auckland LTP) for consultation today.

12 Dec ARTA rewards tertiary students' public transport use

The Auckland Regional Transport Authority (ARTA) today announced it would be introducing a 40% discount on ten-trip tickets for full-time tertiary students. The discount will be implemented in time for students returning to study in February next year.

13 Dec Auckland commuters push rail journeys to 6 million

Passenger journeys on Auckland's rail network have reached an historical high, with 6 million journeys taken for the year ending November 2007, a record for Auckland.

21 Dec ARTA holiday hours of operation and media contacts

The Auckland Regional Transport Authority (ARTA) office at 21 Pitt Street, Auckland will be closed over Christmas, from 12pm Friday 21 December to 8am Monday 7 January.

21 Dec Northern Express buses free on Christmas Day

On Christmas Day, all Northern Express bus services will be free. The free service is an end-of year thank you by the Auckland Regional Transport Authority (ARTA) and Ritchies Transport to Northern Express passengers.

Consultation

3/4 Nov Newmarket Station