



Auckland Regional
Transport Authority

MONTHLY BUSINESS REPORT

August 2008

CONTRIBUTION LIST

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

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SUMMARY

Patronage

- Total patronage for August is 2.8% higher than August 2007, however, after adjusting for a reduced number of working days this year indicates a 9% growth.
- August month patronage is 1.2% higher for bus, 19.6% higher for rail and 7.0% lower for ferries.
- Total patronage for the two months to August is 6% higher than last year.
- The Northern Express patronage for August was 90% above August last year. A number of other bus routes recorded double digit growth as well.
- Rapid Transit Network patronage for August is 27% above August last year.
- Rail patronage for the month of August was 710,000 journeys, 19.6% more than August last year and a new monthly record.
- For the calendar year, patronage is 7.0% higher at 8 months than 2007.

PT Services

- August rail service punctuality and reliability improved during August from July.
- The “TravelWise for Schools” programme was announced as joint winner of the NZ Community Safety and Injury Prevention Awards 2008.
- An integrated North Shore-Airport ticket across the Northern Express (Albany to Britomart) and the AIRBUS (Britomart to Airport) is to be implemented on 1 September.
- An emergency ferry service for Kawakawa Bay residents has commenced (Pine Harbour Ferries).
- 25% of the crowd to the Bledisloe Cup match in August travelled by public transport.

Rolling Stock

- The ADL Air-Conditioning Upgrade is on target with thirty five units now completed, with eight remaining to be completed by October 2008.
- Trainsets 16 and 17 will be available for service in September.
- SA Trainsets 18-23 – Kiwi Rail has advised the first 4 car set remains on target for delivery in June 2009.

Infrastructure

- Newmarket Station Redevelopment – The successful tenderer, Hawkins Construction, has commenced work. A “sod turning” ceremony took place on 20 August.
- The roll out of Bus Real Time signs has been delayed by wet weather, however, the contractor has committed to working on up to ten sites in parallel.
- Ferry Terminal Upgrades:
 - Half Moon Bay – The boardwalk is completed with the canopy due to be completed in September.
 - Bayswater – The Request for Tender has been released and will close in September.
 - Downtown – Work on the Pedestrian Bridge linking Piers 1 and 2 is complete.
- Downtown Ferry Terminal Renewal – Repair work is progressing slowly with the contractor identifying greater deterioration than anticipated.

Strategy and Planning

- The development of the Auckland Transport Plan is continuing and is based on the targets of the NZ Transport Strategy 2008 and the Government Policy Statement.
- Planning continues for the development of the 2009/13 Auckland Regional Land Transport Programme.
- Consultation has been completed on the Draft Regional Road Safety Plan.
- Nineteen submissions have been received on the Draft Regional Arterial Road Plan.

1 CORPORATE SERVICES

1.1. FINANCIAL REPORTS

Auckland Regional Transport Authority							
INCOME STATEMENT							
NZD '000 August-08	MONTH			YEAR TO DATE			FULL YEAR
	Budget	Actual	Variance Fav/(Unfav)	Budget	Actual	Variance Fav/(Unfav)	Budget
OPERATING REVENUE							
ARC Opex Grants	8,007	7,304	(703)	15,555	14,766	(789)	92,557
LTNZ Opex Grants	8,386	7,914	(472)	16,315	15,501	(814)	100,290
Other Grants and Subsidies	109	96	(13)	217	200	(17)	1,305
Rail Fare Revenue	1,568	1,590	22	3,059	3,348	289	19,000
Bus Fare Revenue	333	428	95	636	753	117	3,962
Ferry Wharf Revenue	160	147	(13)	322	311	(11)	1,928
Other Sundry Operating Income	1	27	26	2	36	34	11
Total Operating Revenue	18,564	17,506	(1,058)	36,106	34,915	(1,191)	219,053
OPERATING EXPENDITURE							
Human Resource	1,066	1,001	65	2,149	2,130	19	11,992
Prof Services - Project Delivery	503	383	120	1,007	844	163	7,005
Prof Services - Customer Services	685	707	(22)	1,245	1,278	(33)	8,120
Prof Services - Others	369	184	185	538	269	269	3,394
Support Services	225	225	0	450	457	(7)	2,700
Materials	38	6	32	77	8	69	500
Printing and Office	142	66	76	255	125	130	1,703
Communications	29	22	7	63	29	34	367
Information Systems	58	12	46	83	50	33	915
Bus Contract	9,636	9,321	315	18,532	18,191	341	111,332
Rail Contract	4,953	4,599	354	9,887	9,343	544	60,525
Ferry Contract	470	435	35	941	854	87	6,113
Staff Time Cost	(26)	(20)	(6)	(52)	(43)	(9)	(310)
Other Expenditure	404	126	278	753	221	532	4,488
Depreciation	1,162	1,291	(129)	2,324	2,444	(120)	13,944
Investigations Expenditure	223	78	145	451	539	(88)	1,029
Total Operating Expenditure	19,937	18,436	1,501	38,703	36,739	1,964	233,817
Net Operating Surplus/(Deficit)	(1,373)	(930)	443	(2,597)	(1,824)	773	(13,633)

Statement of Financial Position

As at 31 August 2008

	June 08 \$000s	ARTA			June 08 \$000s	ARTA		
		Aug-08 \$000s	Jul-08 \$000s	Movement \$000s		Aug-08 \$000s	Jul-08 \$000s	Movement \$000s
Liabilities								
Current Liabilities								
Trade payables	8,087	4,235	3,714	521				
GST payable	184	1,298	0	1,298				
Employee benefit liabilities	855	691	639	52				
Income in advance	3,076	8,065	3,836	4,229				
Accrued expenditure	34,740	31,832	25,798	6,034				
Transport grants payable	18,802	18,248	18,440	(192)				
Total current liabilities	65,744	64,369	52,427	11,942				
Non-current Liabilities								
Transport grants payable	9,880	9,880	9,880	0				
Deferred tax	4,935	4,935	4,935	0				
Total non-current Liabilities	14,815	14,815	14,815	0				
Total liabilities	80,559	79,184	67,242	11,942				
Equity								
Accumulated funds	5,164	5,719	5,390	329				
Capital grants reserve	205,088	215,367	209,611	5,756				
Total equity	210,252	221,086	215,001	6,085				
Total equity and liabilities	290,811	300,270	282,243	18,027				
Assets								
Current assets								
Cash and cash equivalents	148	114	79	35				
Trade receivables	467	487	3,457	(2,970)				
GST receivable	0	0	1,108	(1,108)				
Accrued income	11,498	11,908	9,749	2,159				
Prepayments	14	2,455	3,475	(1,020)				
Inventories	3,096	3,096	3,096	0				
Related party receivables								
Operating account	38,562	35,526	20,128	15,398				
Transport grants	18,802	18,248	18,440	(192)				
Total current assets	72,587	71,834	59,532	12,302				
Non-current assets								
Property, plant & equipment	186,090	196,362	190,607	5,755				
Intangible assets	22,254	22,194	22,224	(30)				
Related party receivables								
Transport grants	9,880	9,880	9,880	0				
Total non-current assets	218,224	228,436	222,711	5,725				
Total assets	290,811	300,270	282,243	18,027				

Statement of Cash Flows
For the Period Ended 31 August 2008

Full Year Ended 30 June 2008		Year to Date
\$000	Cash flows from operating activities	\$000
	Cash was provided from:	
66,416	ARC Opex grants	17,802
57,448	ARC Capex grants	12,054
26,545	ARC funding for IA grants vested in ARTA	554
5,028	LTNZ Capex grants	1,232
85,987	LTNZ Opex grants	14,443
4,394	Other Grants and Subsidies	5,191
16,586	Rail Fare revenue	3,365
3,322	Bus Fare revenue	699
1,471	Ferry Wharf revenue	300
0	GST	1,114
153	Other Sundry Operating income	81
267,350		56,835
	Cash was applied to:	
167,809	Payments to Suppliers	41,366
10,521	Payments to Employees	2,294
26,545	Payments to recipients of IA grants vested in ARTA	554
204,875		44,214
62,475	Net Cash from Operating Activities	12,621
	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:	
40,129	Purchase and Development of Fixed Assets	12,655
22,521	Purchase and Development of Intangible Assets	0
0	Other Investments	0
62,650		12,655
(62,650)	Net Cash applied to Investing Activities	(12,655)
	Cash Flows from Financing Activities	
	Cash was provided from:	
0	Increase in loans	0
	Cash was applied to:	
0	Repayment of Loans	0
0	Net Cash from Financing Activities	0
(175)	Net (Decrease)/Increase in Cash & Investments Held	(34)
323	Cash & Investments Balances at Beginning of the Period	148
148	Cash & Investments Balances at the End of the Period	114
	Cash & Investments Balances Consist of:	
0	Bank Overdraft	0
148	Cash	114
0	Short Term Investments	0
148		114

1.2. STATEMENT OF FINANCIAL PERFORMANCE

OPERATING RESULTS - MONTH OF AUGUST 2008

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

Revenue

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

ARC Opex Grants are \$0.7m less than budget and Land Transport NZ Opex Grants are \$0.5m less than budget due to less expenditure than budgeted (see below for expenditure variance analysis).

Bus Fare Revenue is \$0.1m more than budget for the month due to continued patronage growth greater than budgeted growth.

Expenditure

Major variances to budget are:

- a) Professional services – Project Delivery is \$0.1m less than budget due to a temporary timing difference for costs for rolling stock consultants (no accrual made for August) and no use of professional fees for rail administration.
- b) Professional services – Others is \$0.2m less than budget mainly due to temporary timing differences in the use of consultants in Roothing and Programming and Strategy and Planning projects.
- c) Printing and office supplies expenditure is \$0.1m less than budget due to less expenditure than budgeted in the areas of photography for the annual report, marketing, school travel plans and investigations, it is anticipated that this is a temporary difference and will be spent later in the financial year.
- d) Bus Contract is \$0.3m less than budget due to a delay in the calculation of inflation for July and August for NZ Bus for the North and West/West Isthmus sectors, partially offset by more than budget variance for tertiary student concession fares as a result of higher demand than anticipated in the budget.
- e) Rail contract is \$0.4m less than budget. However, subsequent to the close off of the accounting period an invoice of \$0.9m for fuel was received. The actual result should be \$0.55m over budget.
- f) Other expenditure is \$0.2m less than budget due mainly to advertising promotions for marketing being delayed and small timing differences over many miscellaneous budget categories (mileage, security, repairs and maintenance etc.).
- g) Investigations expenditure is \$0.1m less than budget due to professional services budgeted for August but spent in July.

Net Operating Surplus/(Deficit)

Net Operating Deficit for the month is \$0.9m. This deficit arises mainly because depreciation is unfunded.

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

Revenue

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

Rail Fare Revenue is \$0.3m more than budget due to greater patronage than anticipated.

Bus Fare Revenue is \$0.1m more than budget due to patronage growth being greater than the budgeted level.

Expenditure

The year to date variance to budget for each category of expenditure is largely the same as those reported for the month except as detailed below:

- a) Professional Services – Project Delivery is \$0.2m less than budget.
- b) Professional Services – Other is \$0.3m less than budget.
- c) Materials – \$0.1m less than budget due to less marketing timetable replacements and walking school bus incentive material required so far this year than was planned.
- d) Printing and Office is \$0.1m less than budget.
- e) Bus and Ferry Contracts are \$0.4m less than budget.
- f) Rail Contract - \$0.5m less than budget due to the missing accrual for fuel and less casualty maintenance on rolling stock. Taking into account the fuel accrual this result should be \$0.4m more than budget due to higher fuel prices than budgeted slightly offset by less (\$0.1m) casualty maintenance required than anticipated.
- g) Other Expenditure is \$0.5m less than budget.
- h) Depreciation is \$0.1m more than budget due to the timing of completing and capitalising property plant and equipment differing from the budgeted timelines to complete capital projects.
- i) Investigations expenditure is \$0.1m more than budget as a result of more consultants than budgeted on the electrification project for July 2008, largely offset by a corresponding underspend in August.

1.3. STATEMENT OF FINANCIAL POSITION

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

Current Liabilities

The total trade payables have increased by \$0.5m from July due mainly to a minor increase in expenditure for the month of August.

Income in advance has increased \$4.2m from the month of July due to the second Veolia quarterly invoice (plus one month left from the Q1 invoice) claimed in August 08 for payment in early October.

Accrued expenditure is similarly up (\$6.0m) by the Veolia invoice.

Total trade receivables (\$3.0m) and prepayments (\$1.0m) have decreased from July due to the Veolia quarterly invoice for July – September 2008. New Zealand Transport Agency's \$3m for the advance Veolia invoice was paid on 6 August and the one month of the prepayment remains to be expensed in September.

Accrued income has increased \$2.0m from July as the August NZTA claim included the second quarter Veolia invoice.

Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – August 08	\$790,900	\$134,700	\$(2,000)
Accounts Payable – July 08	\$627,005	\$46,823	\$(1,681)

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

Current Assets

Trade Receivables

Detail	Current	30–60 Days	More than 60 days
Accounts Receivable– August 08	\$149,900	\$121,900	\$219,800
Accounts Receivable–July 08	\$3,208,703	\$78,543	\$155,137

The amount in the More than the 60 days column will reduce significantly over the next month.

Public Equity

Transport Ring Fence represents the appropriation of grants for rolling stock refurbishment and fixed asset purchase. These grants will be appropriated back to the profit and loss account to offset depreciation.

2 STRATEGY AND PLANNING

2.1. STRATEGIC TRANSPORT PLANNING

Auckland Transport Plan

Progress on the development of the Auckland Transport Plan (ATP) is continuing with development of the strategic focus areas for the ATP based on the targets from the New Zealand Transport Strategy 2008 (NZTS 2008) and Government Policy Statement (GPS). The strategic focus areas which have been consulted on with the Regional Transport Committee, and form a key part of the Guidelines for developing the Regional Land Transport Programme, are:

1. Greater focus on the regional arterials.

There is a clear correlation between the greater planning focus required on the region's arterial roads, as defined in the draft Regional Arterial Road Plan (RARP), and the NZTS 2008 and GPS targets. The expected increase in bus passenger boardings is forecast to come from the QTN, which is located on the regional arterials, which in turn will contribute to the targets to reduce single occupancy vehicles and provide no overall deterioration in travel times on critical routes. Importantly, improvements to the arterial network will also support achievement of the region's freight strategy and, by ensuring the regional arterials provide for the right traffic in the right corridor, will also be supportive of providing for active modes.

Contribution to:	
NZTS 2008 targets	<p><i>Reduce kilometres travelled by single occupancy vehicles</i></p> <p><i>Improve reliability of journey times and reduce average journey times</i></p> <p><i>Increase overall public transport mode share</i></p> <p><i>Increase walking and cycling and other active modes</i></p>
GPS targets	<p><i>Reduce kilometres travelled by single occupancy vehicles</i></p> <p><i>No overall deterioration in travel times and reliability on critical routes</i></p> <p><i>Increase patronage on public transport</i></p> <p><i>Increase number of walking and cycling trips</i></p>

2. Greater focus on safety engineering for streets and roads

The draft Regional Road Safety Plan highlights the need for specific road safety engineering. While all transport projects must consider and include safety there is a need to increase the number of road safety engineering projects on urban and rural arterials to keep on track with the RLTS targets and to deliver the regional crash reduction target for 2010. It is critical that road safety engineering solutions include positive urban design elements, bearing in mind that positive urban design outcomes for streets and corridors will contribute to the improving safety for all users. Addressing road safety engineering, along with education and enforcement, will also contribute to national targets associated with increasing patronage on public transport, increasing number of walking and cycling trips, by improving the transport environment for vulnerable users and reducing fatalities and hospitalisations.

Contribution to:	
NZTS 2008 targets	<p><i>Reduce road deaths</i></p> <p><i>Reduce serious injuries on road</i></p> <p><i>Increase overall public transport mode share</i></p> <p><i>Increase walking and cycling and other active modes</i></p>
GPS targets	<p><i>Reduce fatalities and hospitalisations from road crashes</i></p> <p><i>Increase patronage on public transport</i></p> <p><i>Increase number of walking and cycling trips</i></p>

3. Optimise the use of the existing transport system to move people and goods

The current and planned transport system in the Auckland region is a significant asset with a value in excess of \$15 billion. It is critical that the system is optimised to ensure the best use of the existing system to move people and goods. Ensuring the optimisation of the existing transport system will contribute to a number of NZTS 2008 and GPS targets such as; no overall deterioration in travel times and reliability on critical routes, increase overall public transport mode share and increasing walking and cycling and other active modes by ensuring a quality transport system.

Contribution to:	
NZTS 2008 targets	<p><i>Improve reliability of journey times and reduce average journey times</i></p> <p><i>Increase overall public transport mode share</i></p> <p><i>Increase walking and cycling and other active modes</i></p>
GPS targets	<p><i>No overall deterioration in travel times and reliability on critical routes</i></p> <p><i>Increase patronage on public transport</i></p> <p><i>Increase number of walking and cycling trips</i></p>

4. Strong focus on transport investments that are supportive of the Regional Growth Strategy and integrated transport and land use planning.

To achieve a number of the NZTS and GPS targets and RLTS outcomes it will be critical for transport investments to be supportive, of and integrated with, the Regional Growth Strategy and land use planning. The GPS includes a specific focus area on integrated land use and transport planning and the requirement for transport and land use policy and planning decisions to be supportive of integrated solutions.

Contribution to:	
NZTS 2008 targets	<p><i>Halve per capita greenhouse gas emissions</i></p> <p><i>Increase coastal shipping & rails' share of freight</i></p> <p><i>Reduce kilometres travelled by single occupancy vehicles</i></p> <p><i>Increase overall public transport mode share</i></p> <p><i>Increase walking and cycling and other active modes</i></p> <p><i>Reduce the number of people exposed to health-endangering noise levels from transport</i></p> <p><i>Reduce the number of people exposed to health-endangering concentrations of air pollution in locations where impact of emissions arising from transport is significant.</i></p>
GPS targets	<p><i>Reduce kilometres travelled by single occupancy vehicles</i></p> <p><i>Increase freight mode share for coastal shipping and rail</i></p> <p><i>Increase patronage on public transport</i></p> <p><i>Increase number of walking and cycling trips</i></p>

5. Complete the key elements of the strategic roading, passenger transport, walking and cycling networks.

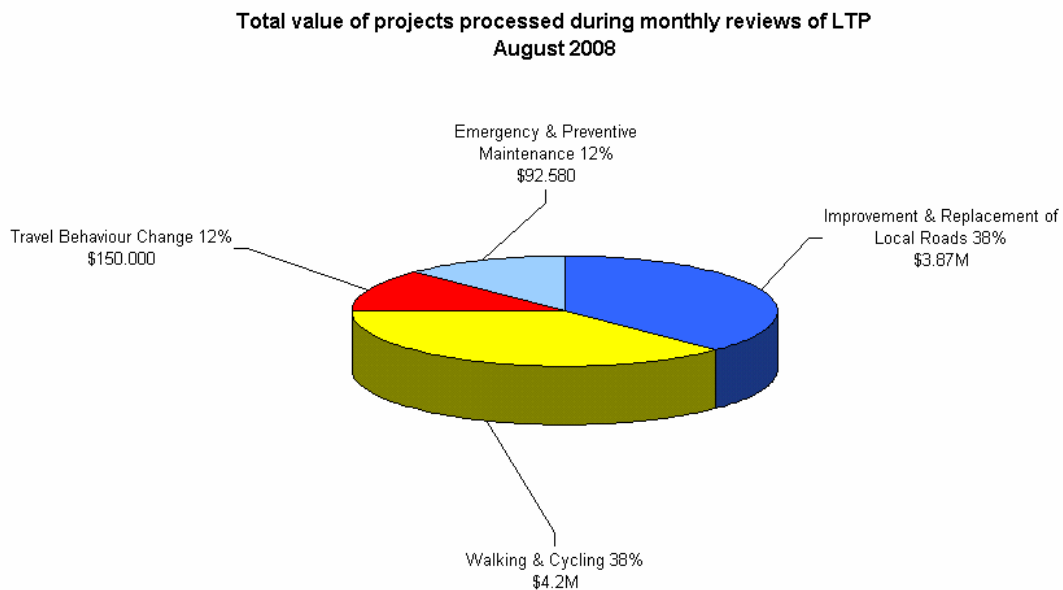
To maximise the full benefits from the transport system it is critical that complete networks are available for use, such as the state highway, rapid transit and walking and cycling networks. It is critical that projects or packages of projects that come forward to meet this focus area are fully justified in terms of all their benefits and costs, rather than just "completing a network".

Contribution to:	
NZTS 2008 targets	<p><i>Improve reliability of journey times and reduce average journey times</i></p> <p><i>Increase overall public transport mode share</i></p> <p><i>Increase walking and cycling and other active modes</i></p>
GPS targets	<p><i>No overall deterioration in travel times and reliability</i></p> <p><i>Increase patronage on public transport</i></p> <p><i>Increase number of walking and cycling trips</i></p>

2.2. PLANNING AND PROGRAMMING

2008/2009 Auckland Land Transport Programme (LTP)

During the August monthly review, 8 funding applications totalling \$8,310,746 were submitted to ARTA for consideration, all of which have been approved by NZ Transport Agency.



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

Figure 1. August LTP Review, ARTA processed.

Table 1 - August Recommended Schemes to NZ Transport Agency

Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
August 2008							
ACC	Ian McKinnon Drive Transport Improvements	The project objectives are to increase travel choices along this route by providing faster bus journey times, improved pedestrian and cycling facilities as well as provide a safer and more pleasant road environment	System Use	Design	\$200,000	Recommended	Approved
ACC	Liveable Streets	Liveable Streets is based on the concept of 'self explaining roads' and is driven by the need to address road safety in an innovative and comprehensive way. The project aims to engineer "complete streets" that allocate space appropriately to achieve objectives of reducing conflict between pedestrians, cyclists, passenger transport and private motor vehicles.	Improvement & Replacement of Local Roads	Construction	\$3,250,000	Recommended	Approved
ACC	School Travel Plan Infrastructure 2008/2009 - Auckland City	The project consists of a number of measures to improve road safety, the walkability of the school catchments and the use of alternative forms of transport. The measures include pedestrian crossing upgrade, speed humps, intersection works, speed tables, signage etc.	System Use	Construction	\$3,500,000	Recommended	Approved
ACC	School Travel Plan Infrastructure 2008/2009 - Auckland City	The scope covers preliminary investigation and option designs for school travel plan infrastructure. Work includes accident analysis, preliminary site investigation, site visits and observations and producing option plans	System Use	Investigation	\$500,000	Recommended	Approved
RDC	29 June 2008 Storm Damage- Emergency Works	Heavy rains and gale force winds in the 3rd week of June 08 in the Rodney region caused slips in Pukapuka Road, Woodcocks Road and Waiwhiu Road on each road. A section of the road shoulder has dropped away and the carriageway has been undermined.	Maintenance	Construction	\$92,580	Recommended	Approved
RDC	Mahurangi East Safety Improvements	This project is the outcome of the study described above. The treatment proposed for this route includes – the provision of shoulders, improvements to delineation, consistency and widening on specific bends over the Mahurangi East route.	Improvement & Replacement of Local Roads	Construction	\$498,166	Recommended	Approved
WCC	AIS(Crash Reduction Study) 2008/09	The purpose of the study is to identify a programme of Engineering, Education and Enforcement interventions to improve road safety as part of delivering crash reduction targets.	Improvement & Replacement of Local Roads	Study	\$120,000	Recommended	Approved
WCC	NAP - Massey East and Ranui	The aims of the project, and NAPs generally, are to improve safety and access for all ages of pedestrians, cyclists and those accessing public transport in the project areas.	System Use	Implementation	\$150,000	Recommended	Approved
Total New Schemes Approved for Funding					\$8,310,746		

2.3. 2009/2013 REGIONAL LAND TRANSPORT PROGRAMME

Planning continues for the development of the 3-year programme, the 2009/13 Auckland Regional Land Transport Programme (RLTP).

The guidelines for developing the RLTP were produced and consulted on with the Regional Transport Committee (RTC). These will be released on 1 September, as planned.

Meetings between each Approved Organisation (AO) have been set up to discuss programme development and processes for administering the RLTP. These will commence in September.

The New Zealand Transport Agency (NZTA) was officially formed and will accompany ARTA staff during their visits to the AOs to discuss changes to the funding process including the GPS requirements and compiling a 3-year programme.

2.4. WALKING AND CYCLING STRATEGY DEVELOPMENT

ARTA presented a paper on “Tips and tricks to get your walking projects funded” at the NZ Walking Conference and chaired a Conference session on “Walking by Design”. Planning for the September Regional Walking and Cycling Forum is well advanced and will feature staff from the NZTA national office presenting an extra session on the new Cyclist Skills Training Guidelines.

A full time Regional Walking and Cycling Coordinator has been appointed and will start in early October. The cycle maps project is proceeding well with a regionwide launch of the set of five urban maps planned for November.

2.5. REGIONAL ARTERIAL ROAD PLAN

Nineteen submissions were received on the Draft Regional Arterial Road Plan (RARP). Most were supportive of the RARP concept, particularly the proposal to develop detailed corridor management plans for regional arterials within the context of the overall regional framework established in the RARP.

Submitters raised a number of detailed matters that will require amendment to the RARP before it can be finalised. During August the submissions were analysed and draft responses to the main themes considered.

2.6. REGIONAL ROAD SAFETY COORDINATION

The consultation period for the Draft Regional Road Safety Plan has ended. It involved four regional workshops and ten presentations. 28 submissions have been received on the plan. These submissions will be analysed with a view to completing a final draft for approval.

A report has been completed and submitted to the Ministry of Health for funding Regional Road Safety activities for 2007/08.

Re-development of the RoadSafe Auckland website has continued and creative direction for the 2008/09 Regional Advertising ‘Share the Road’ Campaign targeting cyclists and motorists has been completed.

The September edition of the Road Ahead has been edited and compiled.

Significant time has also been contributed to the planning and programming of the 2008 Trafanz Conference in September, and towards the Safe & Sustainable Transport Association national activities.

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

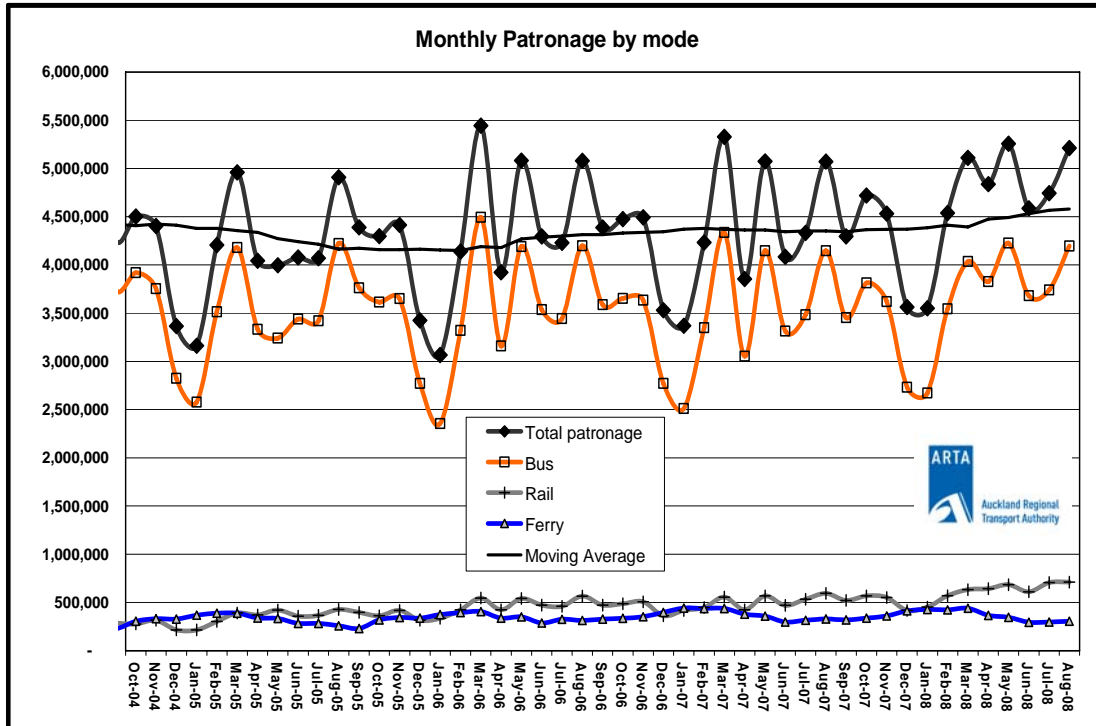
	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
Aug08	5	4	3	5	16	1	6	40
Aug07	8	3	4	3	7	1	6	32

The regional road toll to August 08 has eight more deaths than at the same time in 2007. The majority of the additional crashes occurred in Manukau City.

3 CUSTOMER SERVICES

3.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail cumulative patronage for August is 2.79% higher (141,454 boardings) than last August. August had two less working days this year compared to last. Comparing the same average passenger boardings on a like-for-like basis indicates a 9% growth.



The largest contributors to the August patronage growth (141,454 boardings) are:

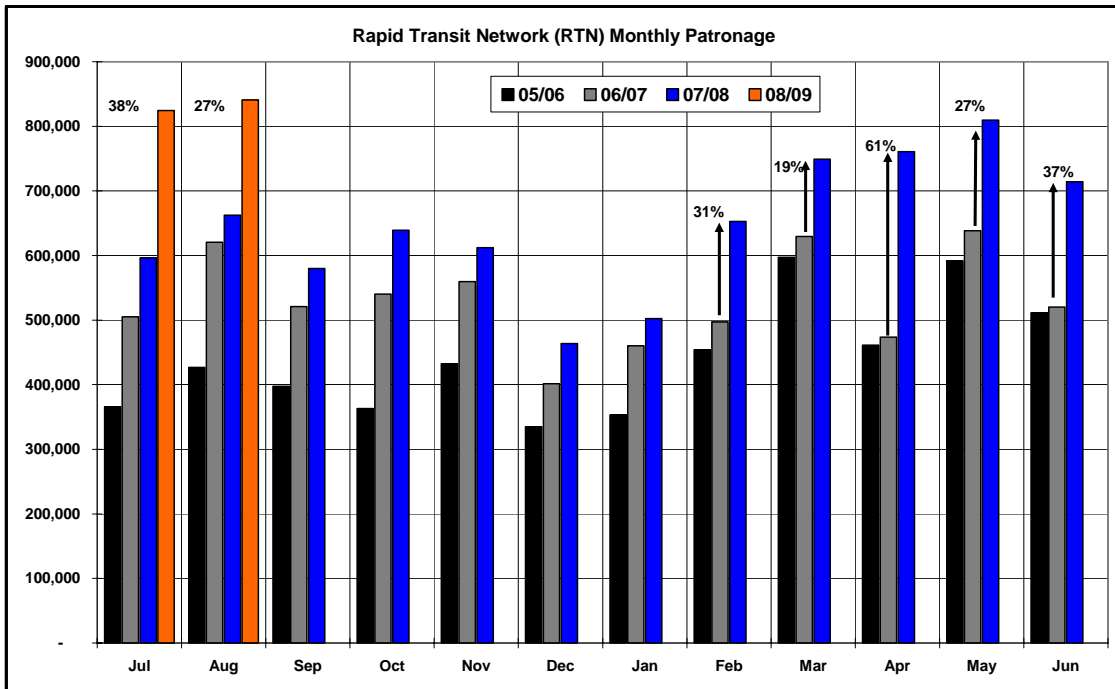
- Rail growth on the Western line in August was +26% (55,812 boardings) and the southern and eastern line was +15% (57,527 boardings). Total rail patronage was 116,125 higher at +19.6%.
- Bus was up by +1.2%, (48,802 boardings) and included:
 - The Northern Express patronage was 90% (62,064 boardings) higher and Albany and Constellation stations feeder buses up 51% (19,735 boardings).
 - Hibiscus coast express buses that use the Busway were up 19%.
 - The contracted trips of the LINK service had +14% growth.
 - Routes 008 & 009 to Sylvia park up 5%.
 - Howick mainline services up 4%.
 - Botany to CBD corridor up 8.6%.

Financial year-to-date passenger growth is +6% for July and August compared to 2007/08.

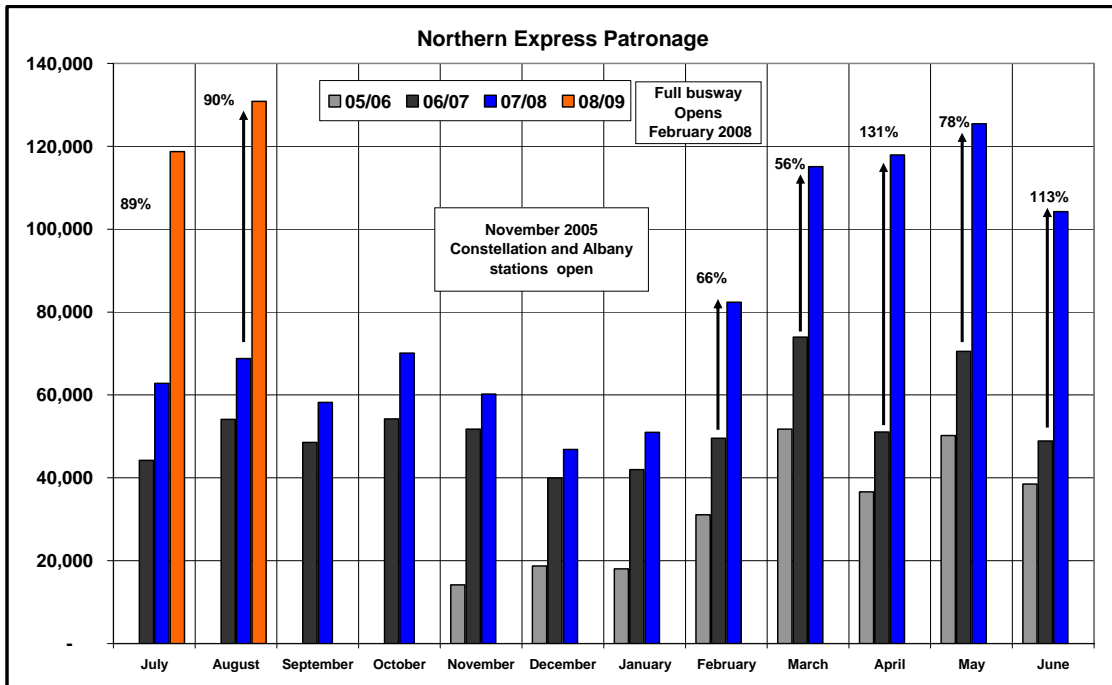
Cumulative patronage growth since January has been consistently over 6%. For the calendar year, patronage is 7% higher at 8 months than for 2007.

Rapid Transit Network (Rail and Northern Express):

For the month of August 2008 the Rapid Transit Network (RTN) grew by 27% (178,189 boardings) compared to August 2007. The high petrol prices of recent months have attracted commuters to use public transport instead of cars and have been drawn to those services that provide a fast, frequent, and reliable journey.

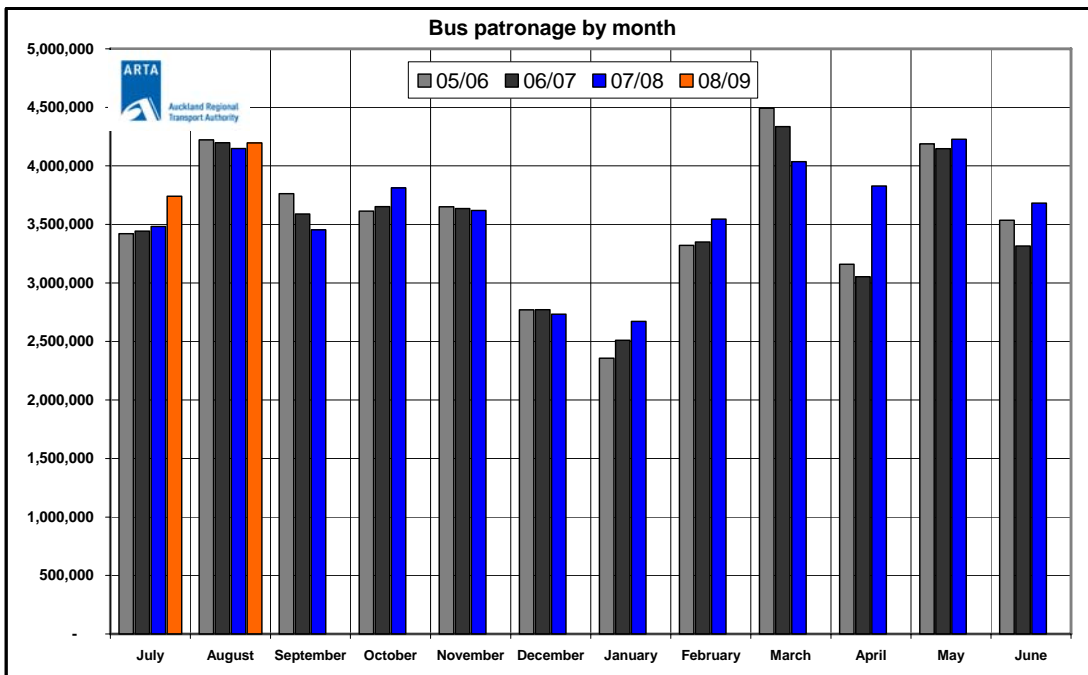


The Northern Express grew by 90% or 62,064 boardings compared to August 2007.



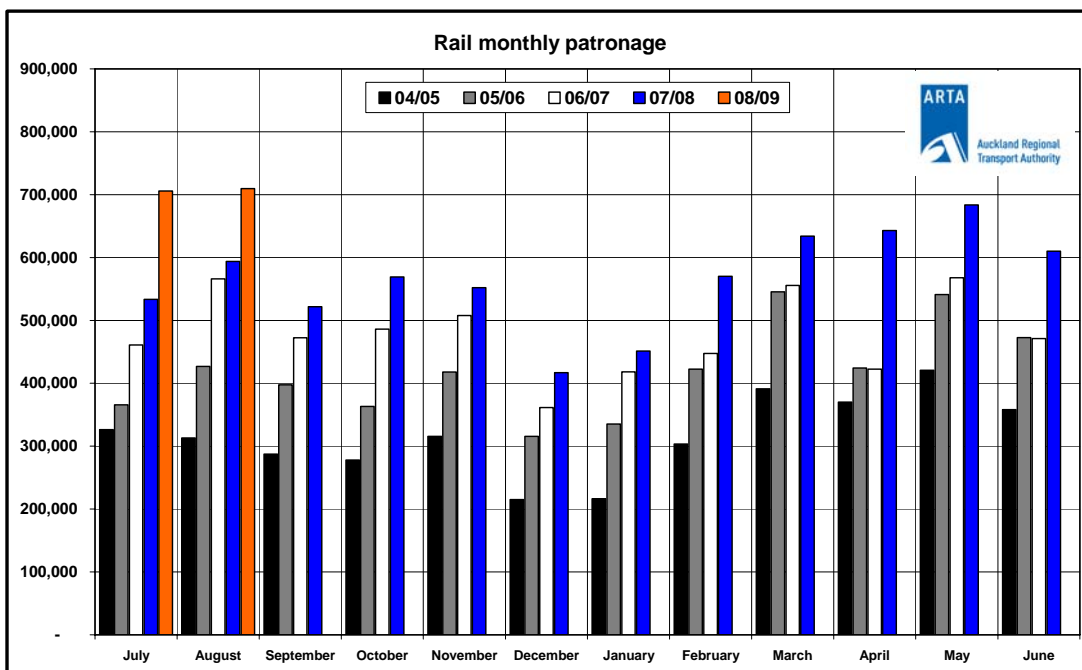
Bus Patronage

Bus patronage is 1.2% (48,802 boardings) higher than last August, and 6% for financial year-to-date. There were two fewer working days in August this year than last. Like-for-like growth in August is approximately 9%.

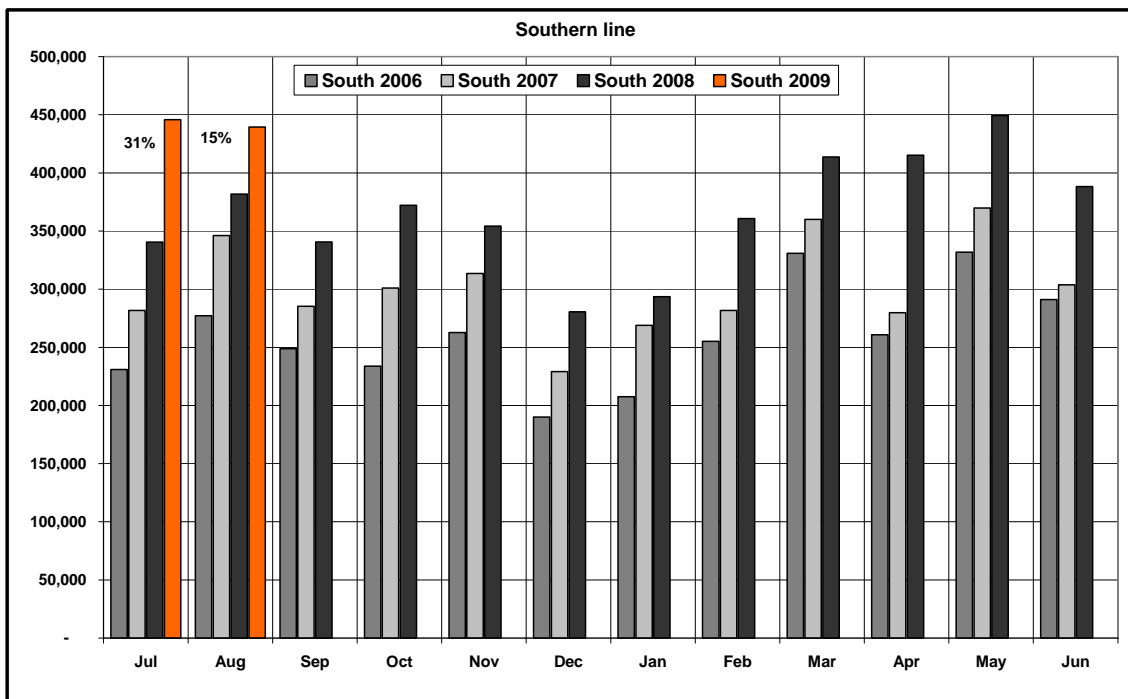


Rail Patronage

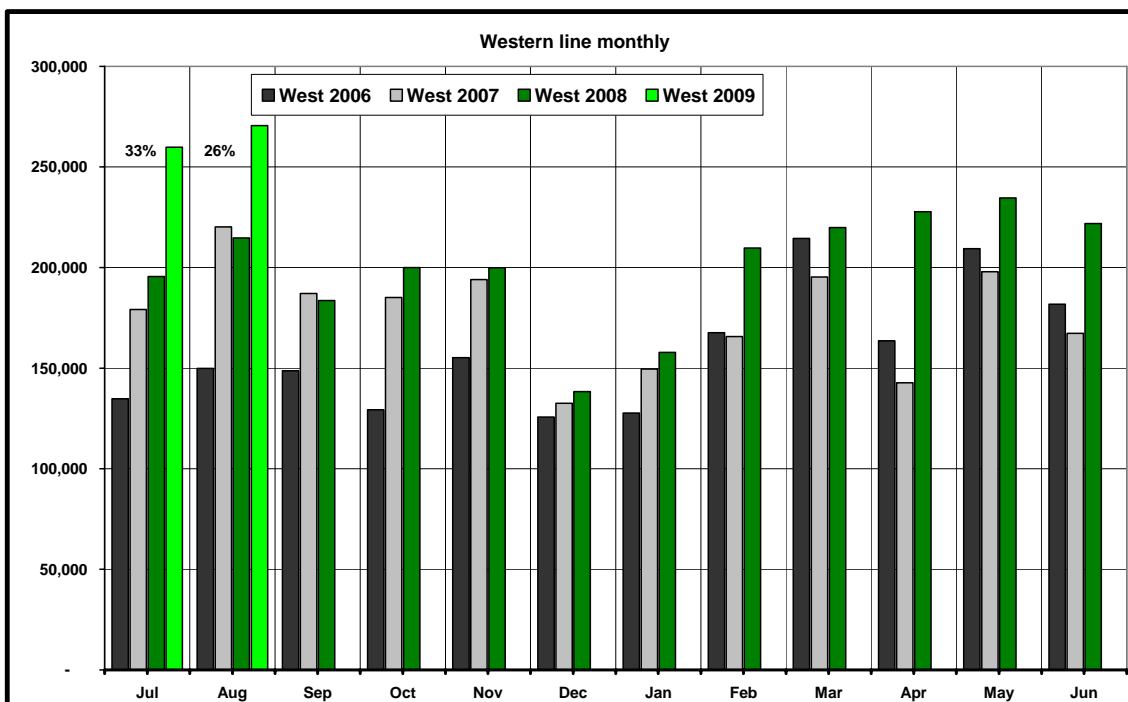
In August there were 710,000 passenger journeys recorded on the region's rail system, a 19.6% increase on the same month last year and a new record. There were two fewer working days this year compared to August last year, although the patronage this year was boosted by the Bledisloe Cup rugby match that was held in early in the month. This match was held in July last year. For the year to date there have been 1.415 million passenger journeys, compared to 1.132 million for the first two months last year, an increase of 25.0%.



There were 439,000 passengers recorded using southern and eastern line services during the month which is 15.1% more than the same month last year. For the year to date there have been 885,000 passenger journeys recorded on the southern and eastern lines, a 22.5% increase on the same two months last year.

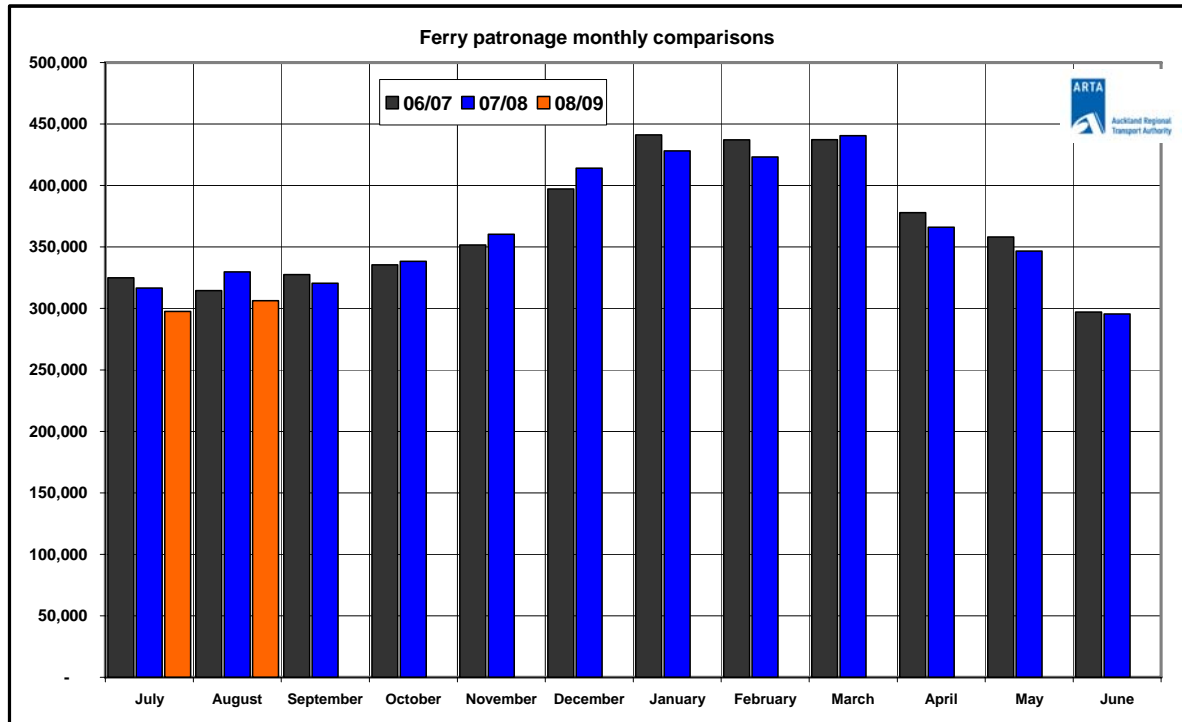


The western line patronage was boosted by the Bledisloe Cup match that brought the monthly total to 271,000 passengers, or 26.0% more than the same month last year. For the year to date there have been 530,000 passenger journeys recorded on western line trains, an increase of 29.3% on the first two months of last year.



Ferry Patronage

Ferry patronage for August is -7% (- 23,473 boardings) lower than last August. Ferry patronage is affected differently during an economic down turn as there is a component of recreational travel on many ferry routes, however, there are specific commuter routes that are still growing.



Contracted Ferry route performance year to date is as below:

- Pine Harbour August 08 vs. August 07 +26% growth
- West Harbour August 08 vs. August 07 +32% growth
- Half Moon bay August 08 vs. August 07 -6% decline
- Bayswater August 08 vs. August 07 -4% decline
- Birkenhead August 08 vs. August 07 -13% decline
- Gulf Harbour August 08 vs. August 07 -10% decline

3.2. PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY

Rail Services

Overall service punctuality improved during August with 84.0% of services operating on time or within five minutes compared to 79.5% for the same month last year and 81.2% in July. For the second month in a row, the western line operated above 90% punctuality, at 90.5%. The southern and eastern lines were more impacted by speed restrictions, mechanical incidents and infrastructure faults and operated at 80.0% on time or within five minutes.

During August, ONTRACK carried out work within the Purewa tunnel, between Glen Innes and Meadowbank, to replace the rails and carry out other repairs. As a result of this work, the long-standing temporary speed restriction was able to be lifted in one direction and this had a positive impact on eastern line service punctuality in the latter part of the month.

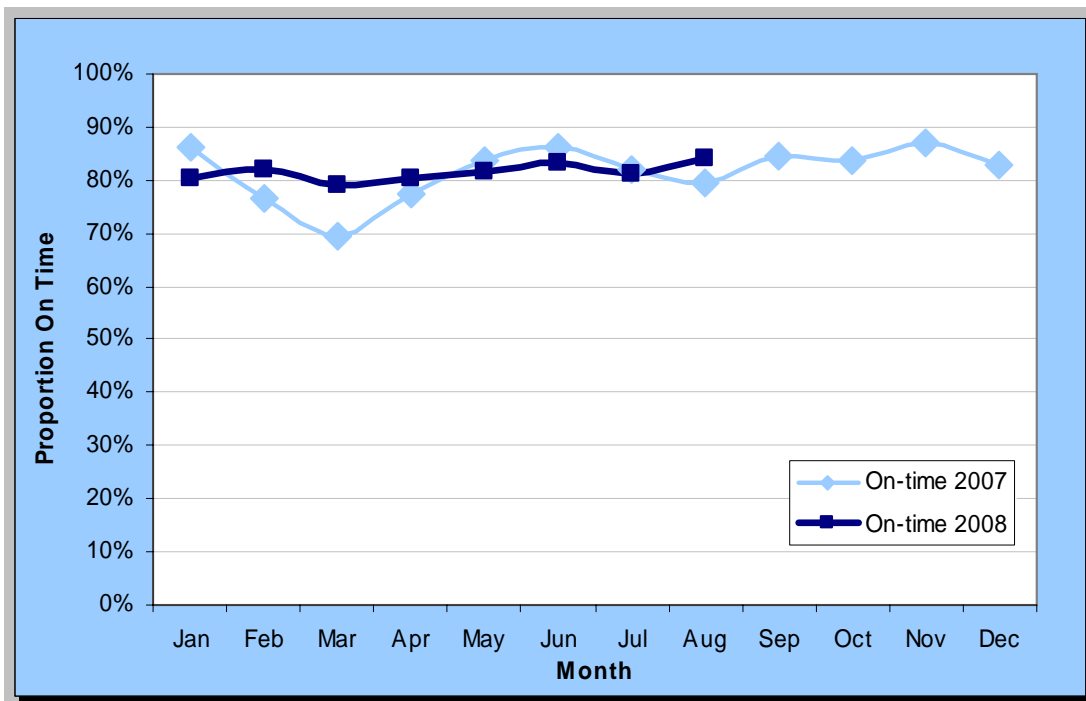
The following major incidents were recorded during August:

- Signalling and points failures – on the afternoon of 6 August a signal failure resulted in delays on all lines that continued through to the evening peak. The following morning, a points failure at Parnell resulted in delays to morning peak services on the southern and western

lines. A signal fault at Boston Road affected evening peak services on the western line on 19 August and during the afternoon of 29 August a signal failure at Newmarket caused delays to southern and western line services.

- Mechanical faults – on the morning of 6 August, a faulty generator disabled a train at Sylvia Park resulting in disruptions to eastern line morning peak services and consequential delays on the southern and western line services due to train crews being out of position to take up the running of their next service. On 8 August a train was disabled at New Lynn and disrupted morning peak services on the western line. In the early afternoon of 21 August a train was disabled at Te Mahia causing delays to afternoon services on the southern and eastern lines. In the evening of 29 August a faulty train that was only able to move at a low speed, and was subsequently replaced, led to evening peak service disruptions on the southern and eastern lines.
- Other – a lightning strike in the early hours of 14 August damaged signalling equipment at Otahuhu leading to severe service disruptions, mainly on the southern and eastern lines. The signals and points were operated under manual control for most of the day.

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



Reliability (services that were cancelled or did not reach their scheduled destination) for August was 98.1%, the same as recorded in July but less than the same month last year (98.9%). Most service cancellations related to the mechanical faults and signal failures detailed above. Western line reliability was 97.7% compared to 98.5% last month, and on the southern and eastern lines reliability was 98.4% compared to 97.8% last month.

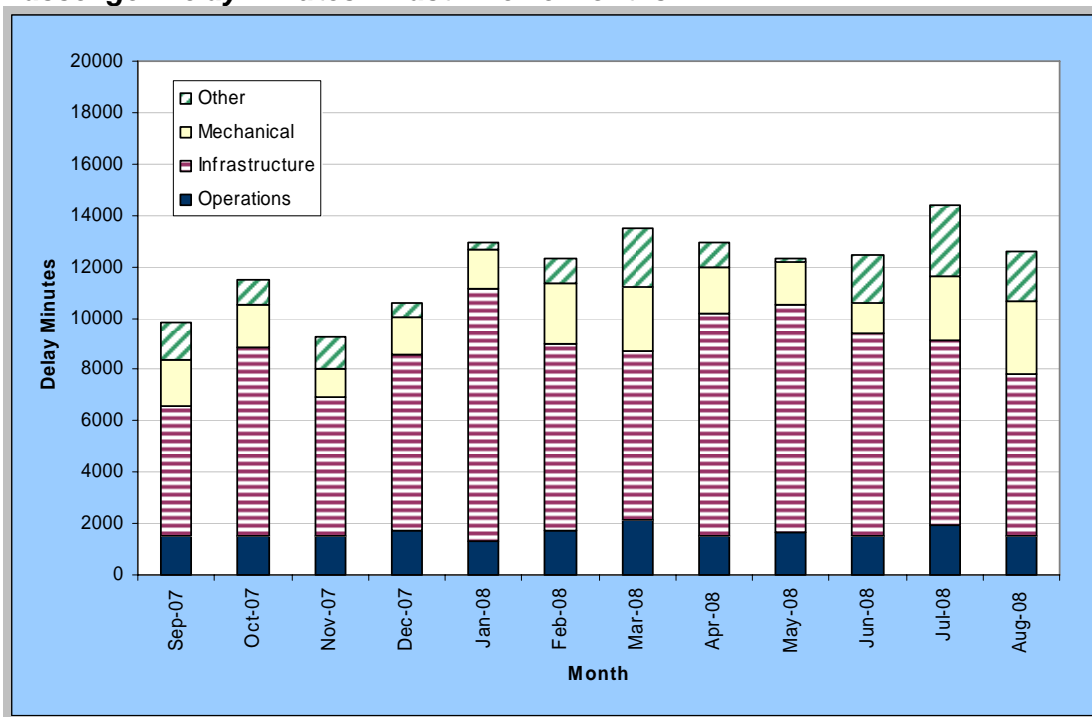
Bus replacements were in effect on weekends during the month as follows:

- Saturday 8 August buses replaced trains on the eastern line after 8.00pm for track maintenance work in the Purewa tunnel
- Sunday 17, 24 and 31 August buses replaced trains between New Lynn and Avondale for track duplication work near the Whau Creek Bridge.

Passenger Delay Minutes

The delay minutes to services reduced by 12.7% from July. In August there were 12,571 delay minutes recorded across the network. Delays through mechanical faults increased again during the month, to the highest level in many months, while delay minutes caused by infrastructure faults further reduced and made up just over half of the total delay minutes. More than 1,000 service delay minutes were caused by the lightning strike incident on 14 August.

Passenger Delay Minutes – Last Twelve Months



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

	Delay Minutes	Proportion
Network Control	683	10.8%
Signal/points failure	3,081	48.5%
Speed restrictions	1,865	29.4%
Track protection measures*	720	11.3%
Total	6,349	

*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.

After a good month in July, when delays due to signal failures reduced considerably, delays from these faults increased in August to make up nearly half of all infrastructure-related delays. Delay minutes from speed restrictions fell by 20% from July. ARTA and Veolia Transport are working closely with the train maintainer, KiwiRail, to address the decline in the mechanical performance of the train fleet recorded during the month.

Bus Service Reliability and Punctuality

South, West and Isthmus Contracted Bus Services

For August 2008, 99.70% of contracted service trips were operated (reliability measure).

Service punctuality for August 2008 was 99.75% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

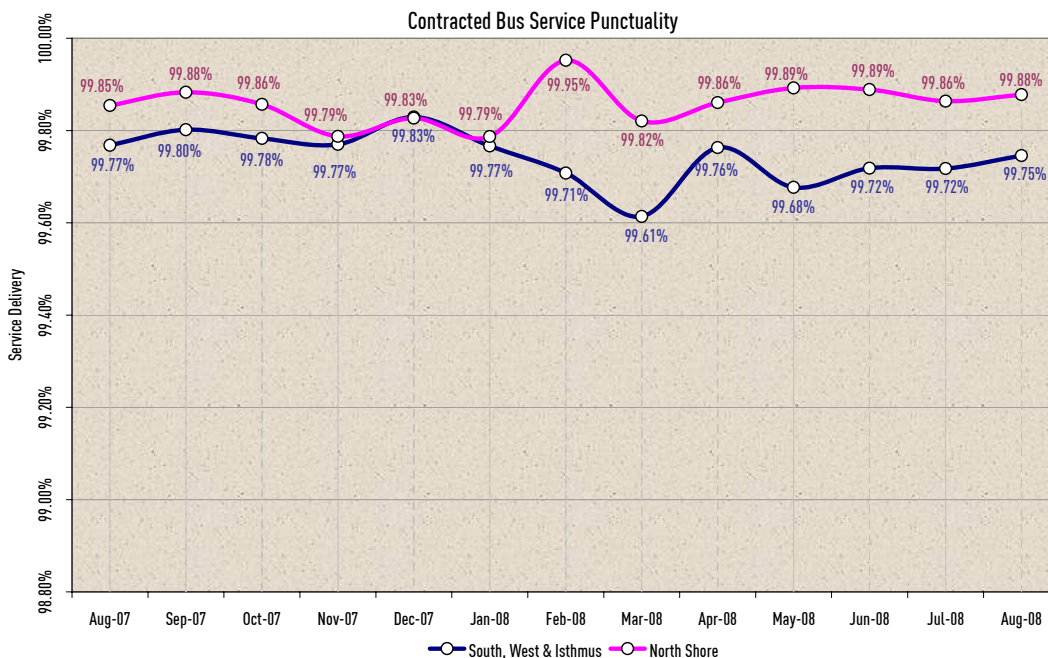
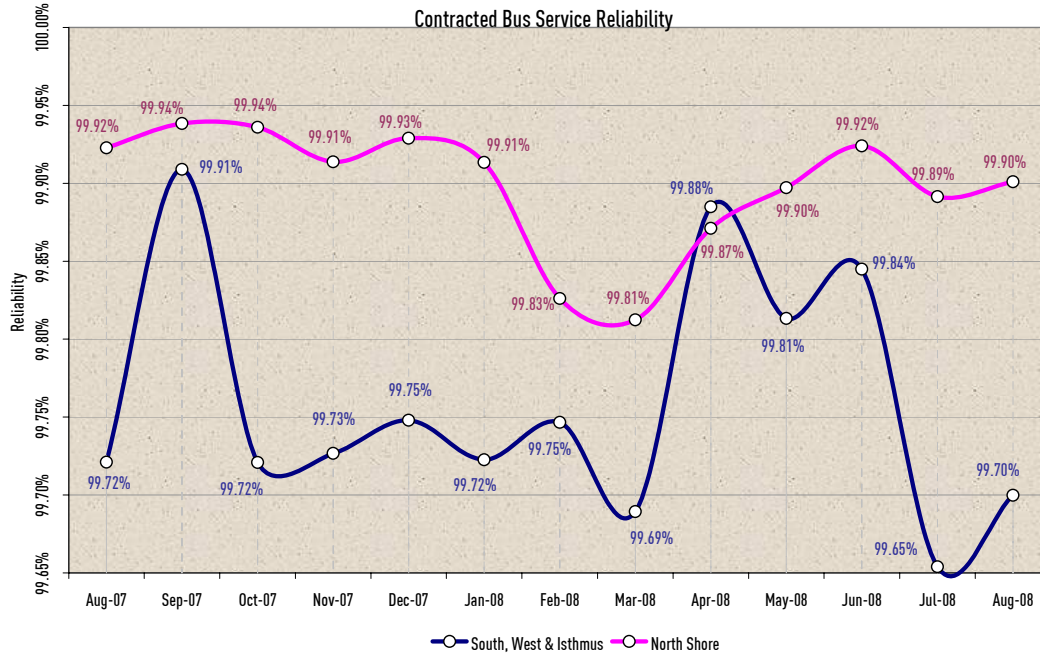
Service punctuality and reliability are self reported by the bus operators.

North Shore Contracted Bus Services

For August 2008, 99.90% of contracted service trips were operated (reliability measure).

Service punctuality for August 2008 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.



3.3. SERVICE DEVELOPMENTS

North Park/Meadowlands to Auckland

New service 680/681 begin operation from 31 August. This service replaces the existing Howick and Eastern 68 service and combines provision of service to new residential areas, increased frequency to Auckland and six new low floor vehicles were in service for the first day. Two additional new vehicles are due soon for this service.

Hibiscus Coast and Northern Busway Expresses stopping at more stations

Preparations are being finalised for Hibiscus Coast and other Northern Busway peak express services to stop at all Northern Busway stations between Constellation and Akoranga from mid-September to maximise connection opportunities for passengers, and use of peak vehicle resources.

Kawakawa Bay Emergency Ferry Service

ARTA and Manukau City Council have agreed to share the cost 50:50 of providing a ferry service between Kawakawa Bay and Pine Harbour. This operates one morning and one evening journey to assist residents following the landslip that has blocked the road. The service is being operated by Pine Harbour Ferries Limited.

North Shore to Airport Integrated ticket

The North Shore to Airport Integrated ticket will be launched on 1 September by North Shore Mayor Andrew Williams. This ticket provides an integrated ticket across the Northern Express (Albany to Britomart via Northern Busway stations) and the Airbus (Britomart to Airport) services.

3.4. MAJOR INFRASTRUCTURE WORKS

Queen Street Upgrade

All major elements of Queen St upgrade (in stages 1, 2, 3 and 4 between Custom St and Karangahape Rd) construction works are complete apart from minor defect work to be undertaken in September 2008 that has minimal impact to public transport.

Newmarket Streetscape Upgrade

Newmarket streetscape work commenced on 30 July 2008 on the eastern side of Remuera Rd between Nuffield St and Broadway, during which time the main inbound Remuera bus stop has been relocated. The work requires lane reductions on both Remuera Rd and Broadway at times, which are being closely monitored.

Henderson Streetscape Upgrade

Streetscape construction in Great North Road, Henderson had no impact during September 2008.

Central Connector

The Central Connector Project commenced construction on 8 April 2008.

Construction is underway in Anzac Avenue and Park Rd between Grafton Bridge and Carlton Gore Rd. All traffic lanes remain open during construction (achieved by lane realignment and the removal of parking) which minimises the impact to Public Transport. Bus stops are being relocated or closed temporarily when required for construction in consultation with ARTA. Planning is underway for the Symonds St section of the Central Connector which is expected to commence in late September 2008.

3.5. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

Eden Park: Bledisloe Cup All Blacks vs Australia, Saturday 2 August

Bus Services: Services were provided by Howick and Eastern (Midtown Services) and North Star (North Shore Services). Bus numbers were more than doubled from those used in the 2007 Bledisloe Cup. With the experience of significant increases of passengers on services for NZ vs. England in June ARTA increased Midtown Bus numbers from 20 to 30, Takapuna Services from 3 to 6 and North Shore Services from 13 to 20 (North Star also contributed to this drive by including the use of 13 articulated services from a request of 10). A total of 56 (from the previous years 23) buses in total were used. On the night approximately 6,336 trips were undertaken by bus.

Patronage on the trains was also good with 15,000 trips undertaken on the night (an increase of 3,500 trips from 2007).

Total bus and train patronage to this event was slightly down on the 27% for the June 2008 NZ vs. England game with a noticeable drop in patronage from the North Shore Services. In total, 25% of the crowd chose to come by public transport to the game (an increase in 10% from the 15% choosing this method to the Bledisloe Cup in 2007).

Eden Park: Air New Zealand Cup, Auckland vs Taranaki, Sunday 10 August

This game was the 1st integrated ticketing initiative for the Air NZ Cup season at Eden Park. All games this season will allow patrons with match tickets to travel for 'free' on bus and train services to and from the park. Special bus services allow travel direct from Takapuna, North Shore Busway Station and Midtown to Eden Park and return with a valid match ticket. In total, there were 38 trips taken on the bus services both to and from the game and 224 trips by Rail.

Mount Smart: NRL Game Warriors vs Sharks, Saturday 16 August

An additional train was provided before and after the game, and patronage numbers were reported as 21 to the game and 131 after the game on the additional services.

Vector Arena: Andrea Bocelli, Wednesday 20 August

An additional train per line and a midnight ferry sailing to Devonport (Fullers commercial) was run to cater for patrons returning home after this concert. The event finished earlier than normal, with the majority of patrons exiting the venue by 10:30pm.

43 patrons were carried by train and 90 passengers on the 11pm sailing (directly attributed to the concert) and 11 on the special event sailing to Devonport. In addition, there was an increase in patronage on some timetabled, scheduled services, including the Northern Express.

Eden Park: Air New Zealand Cup, Auckland vs Manawatu, Saturday 23 August

In total, there were 41 trips taken on the bus services both to and from the game and 581 trips by Rail.

Mount Smart: NRL Game Warriors vs Panthers, Sunday 31 August

An additional train was provided before and after the game.

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

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

- Pine Harbour Holdings: Notification to register a commercial service between Auckland and Matiatia from 8 August 2008. Approved 07-Aug-08.
- Fullers Group Ltd: Notification to increase fares for service route between Waiheke Island and Half Moon Bay from 1 September 2008. Approved 20-Aug-08.

- Fullers Group Ltd: Notification to increase fares for service route between Auckland and Matiatia from 1 September 2008. Approved 20-Aug-08.
- Fullers Group Ltd: Notification to increase fares for service route between Auckland and Devonport from 1 September 2008. Approved 20-Aug-08.
- Fullers Group Ltd: Notification to increase fares for service route between Auckland and Stanley Bay from 1 September 2008. Approved 20-Aug-08.
- Howick & Eastern Buses Ltd: Notification to vary Route 52 to withdraw 3 inbound trips in the morning and add 3 outbound trips in the afternoon to continue from Pakuranga Plaza to Britomart from 1 September 2008. Approved 22-Aug-08.
- Murphy Buses: Notification to withdraw all school bus service routes in Manurewa area from 3 November 2008. Approved 25-Aug-08.

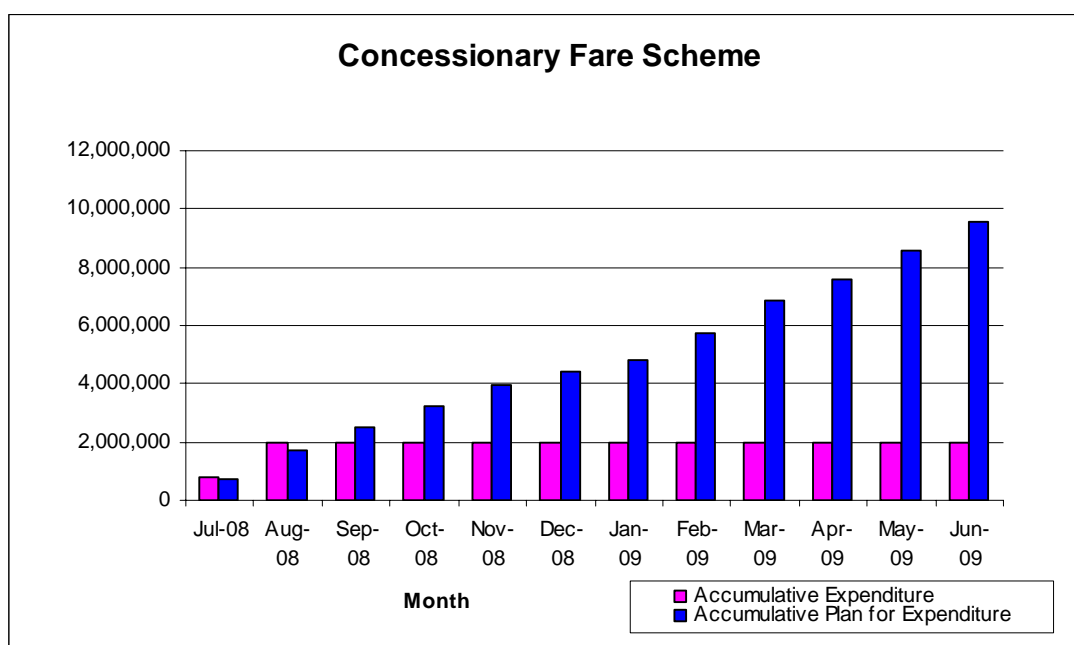
Under the Transport Services Licensing Act 1989, the following applications for registered services have been declined during August 2008.

- Waiheke Shippings Ltd: Notification to vary the existing approved standard timetable between Half Moon Bay and Kennedy Point. Declined 29-Aug-08.

3.7. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

60 senior citizen applications were processed in August 2008 compared with 94 in May, 93 in June and 112 in July.

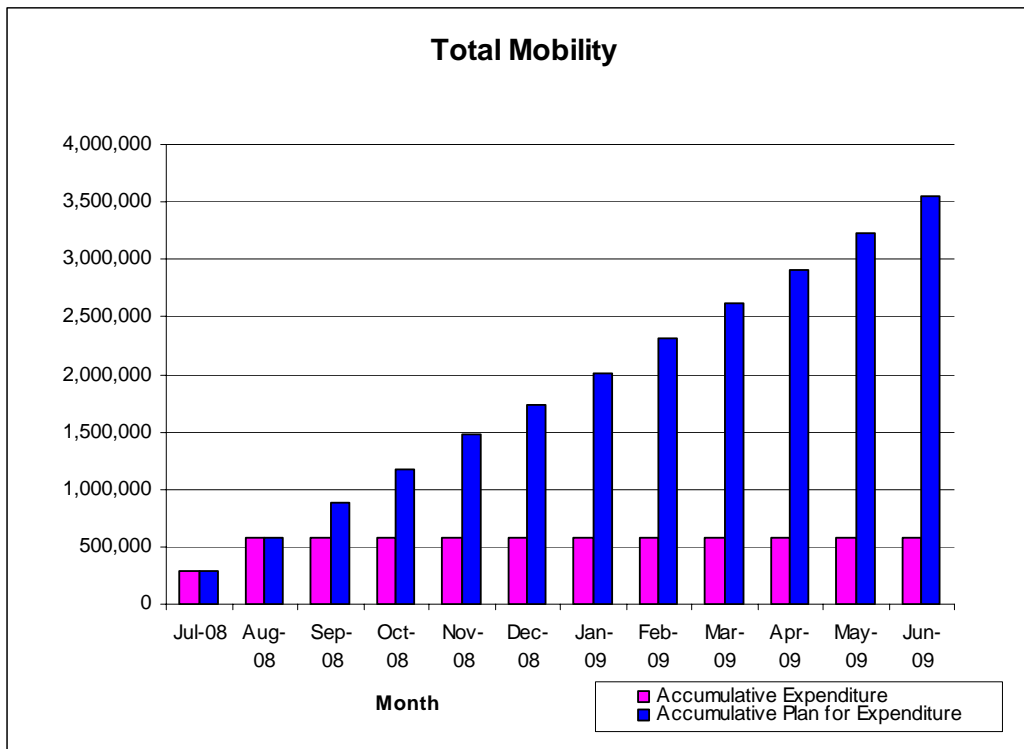
Expenditure for concessionary fare reimbursements is over budget for the two months ended August 2008. The expenditure is \$1,967,000 against a budget of \$1,742,000. This is primarily as a result of increased demand on the tertiary student and senior citizen concessions.



3.8. AUCKLAND TOTAL MOBILITY SCHEME

210 new Total Mobility applications were processed in August 2008 compared with 214 in May, 186 in June and 253 in July.

Expenditure for Total Mobility reimbursements is under budget for the two months ended August 2008. The expenditure is \$571,000 against a budget of \$586,000.



3.9. TRAVEL PLANNING

Schools

- The "TravelWise for Schools" programme was announced as joint winner at the New Zealand Community Safety and Injury Prevention Awards 2008 for - "Outstanding community safety and/or injury prevention initiative or programme". The awards were held in Wellington on 1 September.
- The School Travel Plan Programme was profiled at the Living Streets Walking Conference held in Auckland during August. There was a presentation on the Walking School Bus (WSB) programme and the running of an interactive Walkshop held collectively with council partners profiling the many ways we promote walking in primary schools. ARTA also facilitated a one day post conference workshop for 12 School Travel Planners from around the country.



One of the conference "Walkshop" stations profiling how children can be encouraged to walk to school.

- Facilitation of a one day TravelWise Schools Seminar – involving over 120 people from TravelWise Schools, including 50 children.

Workplaces

- During the last week of August over 350 free public transport passes were circulated to workplace travel plan employees that drive to and from work. The initiative, which is a partnership between ARTA and the Auckland bus operators, will run for the next three months with a maximum number of 500 free one week Auckland wide PT passes available each month.
- The team, in partnership with ARTA marketing, are trialling a new presentation resource that will assist the Travel Plan Co-ordinators in presenting the TravelWise brand to workplaces who express interest in undertaking travel plans. The presentation resource also includes information that workplaces can utilise to show the benefits of the programme to their senior management. The new presentation material presents a new look and feel that gives a corporate image to the promotional resources and to the programme.

3.10. MARKETING AND CUSTOMER INFORMATION

New Developments – August 2008

Northern Flyer ticket

The Northern Flyer ticket will be launched at Akoranga station on Monday 1 September, with the North Shore City Mayor and other relevant stakeholders.

The launch will be supported by:

- signage at each station around the ticket machines and kiosks
- half page press ads in Rodney Times and North Shore Times
- full page ad in the NZ Herald
- posters on the Northern Express and Airbus and around the busway

Flyers were given to bus drivers to hand to customers who request information on how the service works.

Botany 680/681

The new Botany to CBD services were launched on 31 August.

The launch was supported by:

- posters and flyers to go up on buses, around the main centres, key retail areas and public areas like libraries, citizens advice bureaux etc – Botany, Howick, Pakuranga and Manukau City
- mailbox drop to 13,000 homes in the affected areas
- ads in local newspapers
- MAXX Ambassadors at the bus stops that had closed for the first two days of the new service, and again when students return to university on 15 September

North Shore Express services

- Posters and flyers were produced for buses, around the busway and a quantity was supplied to AUT
- Posters were also put up in key areas around the North Shore

Remuera Road (Stonefields)/ Mt Wellington

Minor service changes were effective from 31 August.

The changes were supported by:

- posters up on the affected buses
- updates to the Botany, Mt Wellington and Remuera Road timetables,
- updates to the MAXX PT Eastern Guide
- updates to the relevant bus stop information

More comprehensive activity is planned for Phase 2 of the Stonefields development.

Airbus Express

The Airbus service launch is continually being promoted through advertising in the Auckland Guide in conjunction with Tourism Auckland.

MAXX website

Events promoted in August:

- Air New Zealand Cup – North Harbour Stadium and Eden Park (4 games)
- The Warriors – Mt Smart (3 games)
- Vector Arena (3 events)

Travel Updates in August:

- Changes to 4.05pm train service
- Onewa Road – route diversions
- North Shore Express services – more connections
- Northern Flyer
- Sturges Road – station opening
- Western Line – Sunday bus replacements
- Route 68 - replaced by new services 680 and 681
- Remuera Road services – minor changes
- Mt Wellington services – timetable changes
- Trains to Helensville

CUSTOMER INFORMATION CHANNELS

MAXX website statistics – July 2008

	August 08
Total visits	180, 959 12% decrease on July 08
Unique visitors	86,618 5% increase on July 08
Most active hour of the day	4pm to 5pm
Most active day of the week	Friday
Most popular pages	<ol style="list-style-type: none"> 1. Journey planner – full enquiry 2. Journey planner – map 3. Journey planner – diagram 4. Timetables order and download page
Most downloaded PDF files	<ol style="list-style-type: none"> 1. Western line train timetable 2. Beach Road/East Coast timetable 3. Southern line train timetable 4. Howick/Bucklands Beach/Botany timetable 5. Hibiscus Coast timetable

MAXX SMS Service

	August 08
Total requests received	24,300 16% increase on July 08
Individual users	3,863 4% increase on July 08

MAXX Contact Centre – August 2008

	2008/2009	2007/2008	Change PY
CALLS OFFERED	54773	59928	-8.60%
CALLS ANSWERED	53333	58713	-9.16%
CALLS ABANDONED	1192	1050	13.52%
AVERAGE QUEUE LENGTH	0:11	0:09	22.22%
AVERAGE CALL LENGTH	2:06	2:01	4.13%
AVERAGE HANDLE TIME	2:15	2:07	6.30%
LONGEST QUEUE TIME	8:21	6:02	38.40%
EMAILS OFFERED	413	236	75.00%
AVERAGE EMAIL WAIT	12:01:26	12:54:29	-6.85%
BRITOMART VISITS	9289	8403	10.54%

Key Performance Indicators

	2008/2009	2007/2008	Change PY
GRADE OF SERVICE	82.97%	85.62%	-3.10%
ABANDON RATE	2.18%	1.75%	24.57%
INTERNAL QUALITY SCORE	80.00%	72.12%	10.93%
EXTERNAL QUALITY SCORE	NA	NA	NA
EMAIL GRADE OF SERVICE	98.55%	NA	NA

- External quality score is a mystery shopper audit measured twice a year in April and September
- Email grade of service measures how many emails have been answered within two business days – this is a new measure.

4 PROJECT DELIVERY

4.1. ROLLING STOCK PROCUREMENT

Renewals projects

- **SX refurbishment**

Work is progressing to the programme. The first two carriages will be delivered for train service in October 2008.

- **ADL Air-conditioning Upgrade**

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

- **PID installation**

Production of the required hardware and software is on schedule. However, the current high demand for carriages will slow down the installation process on the existing fleet.

SA Train set 15 – 17

Train set 15 entered service on 14 August 2008. The rest of the carriage refurbishment programme at Hillside is running to schedule. Train sets 16 and 17 will be available for service in September 2008.

All locomotives have now been delivered to Auckland.

SA Train sets 18 – 23

Work is progressing on the remanufacturing activities of the SA/SD carriages. There are now twelve carriage bodies at Hillside. Eight carriages are at various stages of refurbishment and the other four are yet to be admitted for works. KiwiRail has also confirmed that the first 4 car set remains on target for delivery in June 2009.

4.2. INFRASTRUCTURE DEVELOPMENT

DART: Joint ARTA / ONTRACK Projects

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

Newmarket Station Remodelling (DART 1)

A 'sod turning' ceremony to celebrate the commencement of the Newmarket Station Redevelopment project was held on 20 August.

Building consent was received from Auckland City Council and Hawkins Construction has established operations on site. Bulk earth works and excavation for the ground beams is currently being undertaken with the first of the ground beams expected to be poured early September. Foundation work has also commenced on the Remuera Road link bridge. The work is progressing to programme.

Western Line Duplication Stage 3 – Avondale (DART 4)

ONTRACK continue to develop the design of the temporary station to be located east of Blockhouse Bay Road, with input from ARTA staff. Completion of this temporary station will enable the existing station to be demolished and track lowering works to proceed this summer. No track lowering is proposed at St Judes St level crossing.

Once ONTRACK confirm the rail alignment at the new side platforms and the platform set out details, Connell Wagner will be able to proceed with design of ARTA's 'above track' station elements. ONTRACK have also indicated that the at-grade pedestrian crossing at Crayford Street is likely to be replaced with a footbridge with lifts and stairs. Joint discussions between ONTRACK, ARTA and Auckland City continue to determine the optimum layout of the station and its integration with the surrounding neighbourhood.

A public open day is to be held on 6 September.

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

ONTRACK's consortium, led by Fletcher Construction (FCC), has completed their total outturn cost estimate (TOC) for constructing the base case New Lynn Station and it has been issued to ONTRACK. We are still awaiting ONTRACK's confirmation of the apportionment of the TOC between ONTRACK, ARTA and Waitakere City. Following receipt of this information a detailed funding agreement can be prepared together with finalising the station design.

ARTA has continued to work with ONTRACK's team on developing the station building services and other requirements.

WCC have completed their proposed rail station concept design and an associated cost estimate. The concept design is acceptable in principle but will require further development during detailed design in order to accommodate future ticket gates and associated operational facilities. It is proposed to novate WCC architectural design contract to ARTA to allow ARTA to commence the detailed design phase based on the agreed concept design.

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

Landscaping contracts have been procured and planting will commence in the spring.

Distributed Stabling (DART 17)

Tamaki Drive – detailed design of this facility has been reviewed by ONTRACK and KiwiRail with ONTRACK continuing to defer the programme for this works.

Strand – this facility is not urgently required and so no further work has been undertaken on design. There are a number of land issues that need to be resolved with ONTRACK and iwi.

Western Line Site - The peer review study of four possible sites for Western Line stabling facilities and the noise assessment study at Ranui, as requested by the local community, is being reviewed in light of discussions with ONTRACK on operational issues and construction timelines associated with the site options. Preparation is also underway for holding a public meeting to present the findings of the reports.

Rail Station Upgrades (Non-DART)

Station	Status	Comments
Baldwin Ave	Yet to commence.	Station upgrade works are intended to be undertaken during the 2008/2009 financial year.
Morningside	The existing design will shortly be reviewed and an updated cost estimate prepared with a view to commencing works.	Station upgrade works are shown to be undertaken during the 2008/2009 financial year.
Middlemore	Works completed.	
Ellerslie	Works completed.	
Papakura	An additional lift has been procured and will be installed following purchase of the necessary land and issue of resource consent by Papakura District Council.	Funded under rail station safety measures budget.

4.3. FERRY TERMINAL UPGRADES

Beach Haven

A design review report has been completed that identifies that the currently designed ferry terminal, which features a floating pontoon, is unlikely to be adequate to service the larger ferries anticipated in the new ferry operations strategy for the inner Waitemata harbour. A hydraulically operated platform will most likely be required and significant alterations to the existing heritage wharf structure may also be necessary. Options will be identified for discussion with key stakeholders including North Shore City and the ARC.

Downtown Ferry Terminal Upgrades (IA Grant)

The pedestrian bridge linking Piers 1 and 2 is complete and will be opened once it has passed its final Code of Compliance inspection check, which is expected in September.

Half Moon Bay (IA Grant)

The structural work on the boardwalk is complete. Boardwalk and landside canopy fabrication continues and installation is expected to be completed in September.

Gulf Harbour (IA Grant)

Pontoon, ramp and canopy structures have been completed. Lighting and signage expected to be completed ready for opening in September.

Bayswater

Request for Tenders for the detailed design has been released to the market for pricing and will close in September.

Birkenhead

Opus has been reappointed to review and revalidate the detailed design previously prepared for ARTNL and apply for a new building consent. An updated cost estimate for the physical works will be prepared to enable an application to be made to the NZTA to fund construction works.

4.4. NETWORK DEVELOPMENT

Rail Station Upgrades Concept Designs

Final access arrangements for the new DART 2 station between Park Road and Khyber Pass Road are yet to be agreed between ARTA and ONTRACK. This has been delayed pending review of the proposed property development opportunities over the station and on Railway land.

ONTRACK has provided feedback on ARTA's preferred sites for the Onehunga and Parnell Stations. A peer review of the Onehunga Station Preliminary Concept design report is underway.

Ferry Terminal Developments

Planning in association with MCC for public consultation meetings on the Half Moon Bay Ferry Terminal upgrade options is almost complete.

Rugby World Cup 2011

Consultants have commenced work to validate the scope, costs and programme for the planned infrastructure enhancements needed at Kingsland Station for the 2011 Rugby World Cup. This is expected to be completed shortly.

4.5. REAL TIME PASSENGER INFORMATION SYSTEMS

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

The installation rollout of 151 VPIDs by HTS Group Ltd of Type 1 signs, phases 0, 3 & 4 commenced in July 2008. Due to continuous bad weather conditions during July only two sites were completed. To bring the work back to schedule the contractor has agreed to work on up to ten sites in parallel with priority given to those sites that the Territorial Local Authorities, (TLAs), have supplied the relevant consents.

Progress to 31 August 2008 is:

Rodney District, all nine approved sites are completed.

Waitakere City, 27 sites completed.

North Shore City, work has started on 5 sites and work on up to 30 sites is scheduled for September. The main cause of the delay in starting work in this area has been due to the large number of site changes requested by NSCC (17), with Takapuna Travel Centre being recently included.

Manukau City, MCC have requested 12 site changes and restrictions on the scheduling of site work. Meetings have been arranged with them to resolve the outstanding issues. Work is scheduled to start in this area in October.

Papakura District, work on the 2 sites at the rail station has been postponed pending redevelopment of the walkway by PDC.

Franklin District, The one site approved for this area is the last scheduled for completion during February 2009.

All completed sites have been handed over to the Customer Service team for commissioning.

Real Time Passenger Information System for Rail Services:

The discovery phase of functional and technical requirements for the required real time passenger information for rail services has been completed by Fujitsu NZ Ltd. Their findings and recommendations have been presented to all relevant parties including ONTRACK, Veolia, and ARTNL. A Request for Proposal is being prepared to publicly seek proposals for the design and supply of an appropriate real time passenger information system for rail services.

4.6. ASSET MANAGEMENT

Downtown Ferry Terminals Structural renewals

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

5 CE UNIT

5.1. MEDIA AND COMMUNICATIONS

Media Releases

03 Aug Rugby fans take to free public transport to games like ducks to water

An estimated 25 per cent of Bledisloe Cup fans used public transport services to get to last night's game between the All Blacks and the Wallabies at Eden Park, the Auckland Regional Transport Authority (ARTA) said today

05 Aug Extra trains for Warriors v Broncos game at Mt Smart

On Saturday 9 August, rugby league fans heading to Mt Smart Stadium to watch the Vodafone Warriors take on the Brisbane Broncos can catch the MAXX train to the game, which kicks off at 7.30pm.

05 Aug Bus replacements on the Eastern Line on Saturday evening

The Auckland Regional Transport Authority (ARTA) advises that a revised timetable will be operating on the Eastern Line after 8.00pm on Saturday 9 August to allow for the completion of ongoing work to improve the rail network.

05 Aug ARTA responds to Rakino request for revised ferry timetable

The Auckland Regional Transport Authority (ARTA) advises that from Friday 8 August 2008 a new timetable will be in place for Rakino ferry services, with the ferry now departing Pine Harbour for Rakino (via Matiatia Wharf on Waiheke Island) on Friday afternoons, replacing the current Saturday morning service.

06 Aug Show us your Air New Zealand Cup ticket and catch the bus or train for free

Aucklanders heading to the Air New Zealand Cup game between Auckland and Taranaki on Sunday 10 August can ride selected buses and trains to Eden Park for free if they show their pre-purchased game ticket or present their Eden Park membership card.

12 Aug Additional trains to Mt Smart for Warriors v Sharks game

Aucklanders heading to the Vodafone Warriors versus Cronulla Sharks game at Mt Smart Stadium can avoid parking hassles and take the MAXX train to the game, which kicks off at 7.30pm on Saturday 16 August.

12 Aug Revised Western Line timetable for the next five weekends

The Auckland Regional Transport Authority (ARTA) advises that a revised timetable will be operating on the Western Line on Sunday 17, 24 and 31 August, and 7 and 14 September, and on Saturday 13 September 2008.

14 Aug MAXX to Andrea Bocelli at Vector Arena

Andrea Bocelli fans heading to Vector Arena on Wednesday 20 August can avoid parking hassles and leave the car at home, as public transport services by the Auckland Regional Transport Authority (ARTA) will have them arriving near the door.

14 Aug Successful construction company announced for significant Newmarket train station project

The Auckland Regional Transport Authority (ARTA) announced today that Hawkins Construction Limited has won the contract to build Newmarket train station, one of the most significant infrastructural projects in the region and the second largest station in the region after Britomart.

18 Aug Auckland men encouraged to become 'Men on the Move'

With Father's Day just around the corner, a joint initiative by the Auckland Regional Transport Authority (ARTA) and AMI Insurance encourages Auckland men to add to their enjoyment of being actively involved with the parenting of their children by having a go at walking their kids to school, with the opportunity to win great prizes at the same time.

18 Aug MAXX out on Air New Zealand Cup rugby at North Harbour

On Sunday 24 August, rugby fans can avoid parking hassles and catch the bus to North Harbour Stadium to watch QBE North Harbour take on Waikato in the Air New Zealand Cup, kicking off at 2.35pm.

19 Aug Free bus or train ride for Air New Zealand Cup ticketholders

On Saturday 23 August, rugby fans planning to watch the Air New Zealand Cup game between Auckland and Manawatu at Eden Park can ride selected buses and trains to the game for free if they show their pre-purchased game ticket or present their Eden Park membership card.

20 Aug Annual patronage figures show shift to public transport

Annual public transport figures released by the Auckland Regional Council and the Auckland Regional Transport Authority (ARTA) show Aucklanders are on the move to public transport, with total patronage for the year to 30 June 2008 reaching 54.4 million journeys, 4.4% higher than last year.

21 Aug New bus routes offer more convenient services for route 68 bus users

From Sunday 31 August 2008, bus users in the Flat Bush, Botany, Dannemora, Meadowlands and Mission Heights areas will benefit from more direct and convenient bus services, as bus route 68 is replaced by new routes 680 and 681.

21 Aug New bus network proposed for Botany, Howick and Manukau

The Auckland Regional Transport Authority (ARTA) is asking current and potential South Auckland bus users to provide feedback on the Authority's proposed new network for Botany/Howick local bus routes and Manukau crosstown bus routes.

26 Aug Extra trains to Mt Smart for Warriors v Panthers game

On Sunday 31 August, rugby league fans can leave the car at home and catch the MAXX train to Mt Smart Stadium for the Vodafone Warriors versus Penrith Panthers game, which kicks off at 4.00pm.

26 Aug Panic at the Disco with MAXX

On Saturday 30 August, Aucklanders heading to the Panic at the Disco concert can leave the car at home and catch the MAXX bus, train or ferry to Vector Arena, which is approximately 10 minutes' walk from Britomart Transport Centre and the Downtown Ferry Terminal.

29 Aug Changes ahead for Remuera Rd bus services

The Auckland Regional Transport Authority (ARTA) advises that from Sunday 31 August 2008 there will be some changes to Remuera Rd bus services to improve reliability and provide coverage for the Stonefields estate