



Auckland Regional  
Transport Authority

# MONTHLY BUSINESS REPORT

September 2009

## CONTRIBUTION LIST

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

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

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## **SUMMARY**

### **Patronage**

- Total Public Transport patronage for the month of September 2009 was 3.6% above last year, an increase of 181,882 boardings.
- Total patronage for the three months to 30 September is 4.3% higher than last year, with increases in bus by 4.1%, rail by 3.3% and ferry by 8.4%.
- Bus patronage for September increased by 2.9%, rail by 3.3% and ferry by 7.6% for the month.
- The Northern Express patronage for the month of September increased by 20% on last year.
- Rail patronage has exceeded 700,000 per month for three consecutive months for the first time.

### **PT Services**

- Rail service punctuality improved in September, on August, with 85.5% of services on time but was still below the 87.2% for September last year. Major incidents were signal and points failures, mechanical faults and protection measures for track upgrades at Wiri.
- Passenger delay minutes reduced by 21.6% on the August result, due to the overall improvement in service performance. Infrastructure faults made up 48% of the delays but an evacuation at Britomart due to a bomb hoax accounted for 6.6% of the total.
- In September 98.6% of scheduled rail services reached their scheduled destination.

### **Rolling Stock**

- SA trainsets 18–23 – Trainset 19 was delivered in September.

### **Infrastructure**

- Newmarket Station – Construction is on schedule to be complete by January 2010.
- Avondale Station – Construction of the platforms continues with station construction due to be completed by June 2010.
- New Lynn Rail and Bus Interchange – Construction is ahead of schedule with completion anticipated by September 2010.
- Rail Distributed Stabling – A brief had been prepared for the development of the stabling facilities at the Tamaki site while the detailed design for the Western line stabling site is progressing.
- Grafton Station – Construction has commenced with completion targeted for March 2010.
- Onehunga Line Stations – Te Papapa and Penrose Station construction is progressing well. Building consent for the Onehunga Station will be lodged by the end of October.
- Kingsland Station – Detailed design on the pedestrian rail underpass is nearing completion with construction planned to commence in December 2009.
- Manukau Station – ONTRACK have started the piling of the station walls and the detailed design of the station is well underway.
- Half Moon Bay Vehicular Terminal – Construction of additional layover berths has commenced.
- Birkenhead Ferry Terminal – Building consent approval is expected by the end of October with construction expected to commence in November.

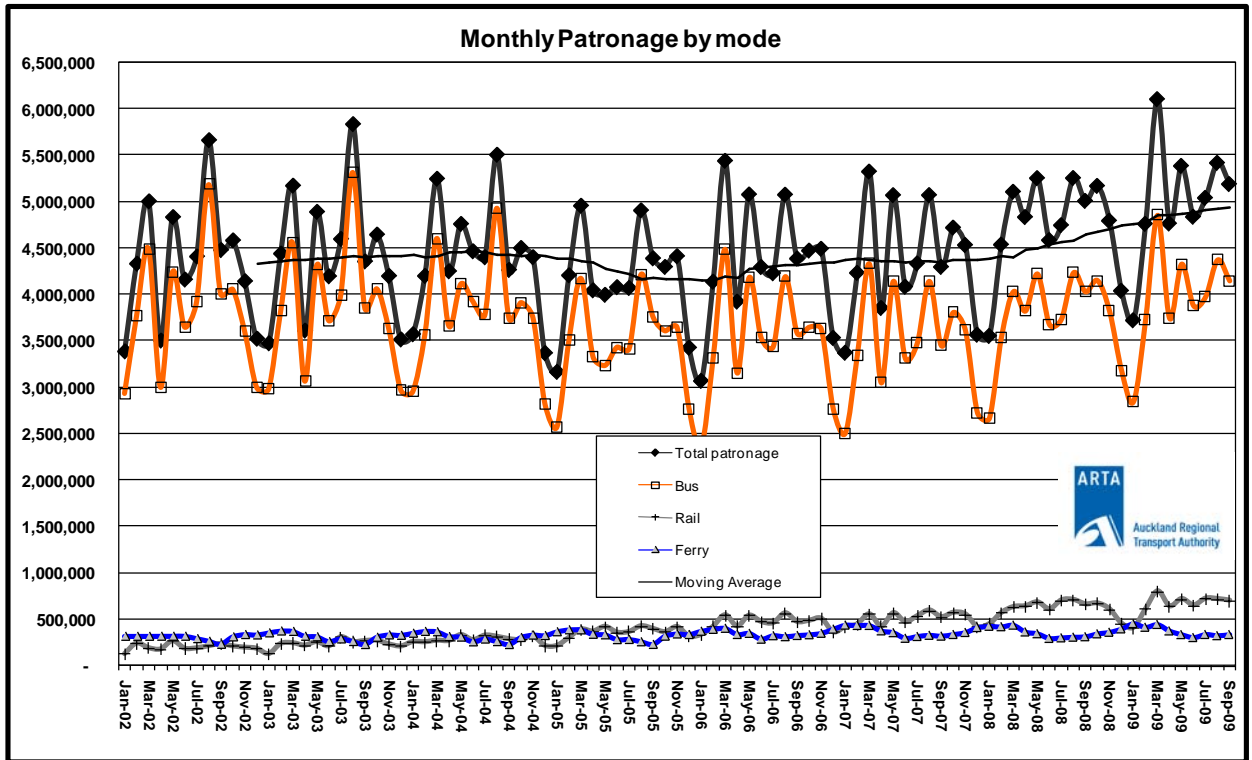
### **Strategy and Planning**

- The draft Regional Public Transport Plan (RPTP) is being finalised and will be released for public consultation in November.
- The CBD Rail Loop project, led by ARTA and KiwiRail, has commenced.
- The 2009 / 12 National Land Transport Programme was launched on 4 September, with a number of funding allocations included in it below the amounts requested from NZTA, with the major impacts in the next two financial years.

# 1 CUSTOMER SERVICES

## 1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail patronage for the month of September is 3.6% higher (181,882 boardings) than September 2008 at 5,193,462 boardings. The total patronage for financial year to date for the three months to September 2009 is 15,659,927 boardings, 4.3% higher than for the same period last year.

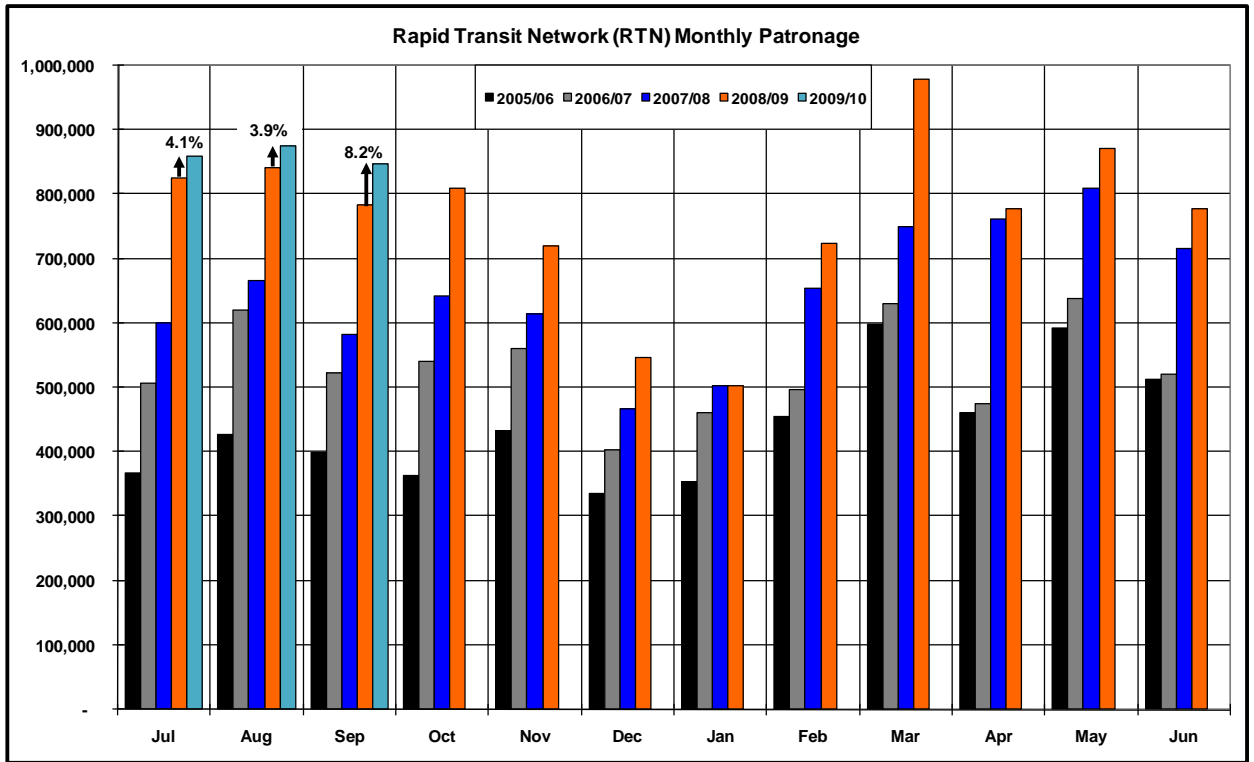


The largest contributors to the September patronage growth were:

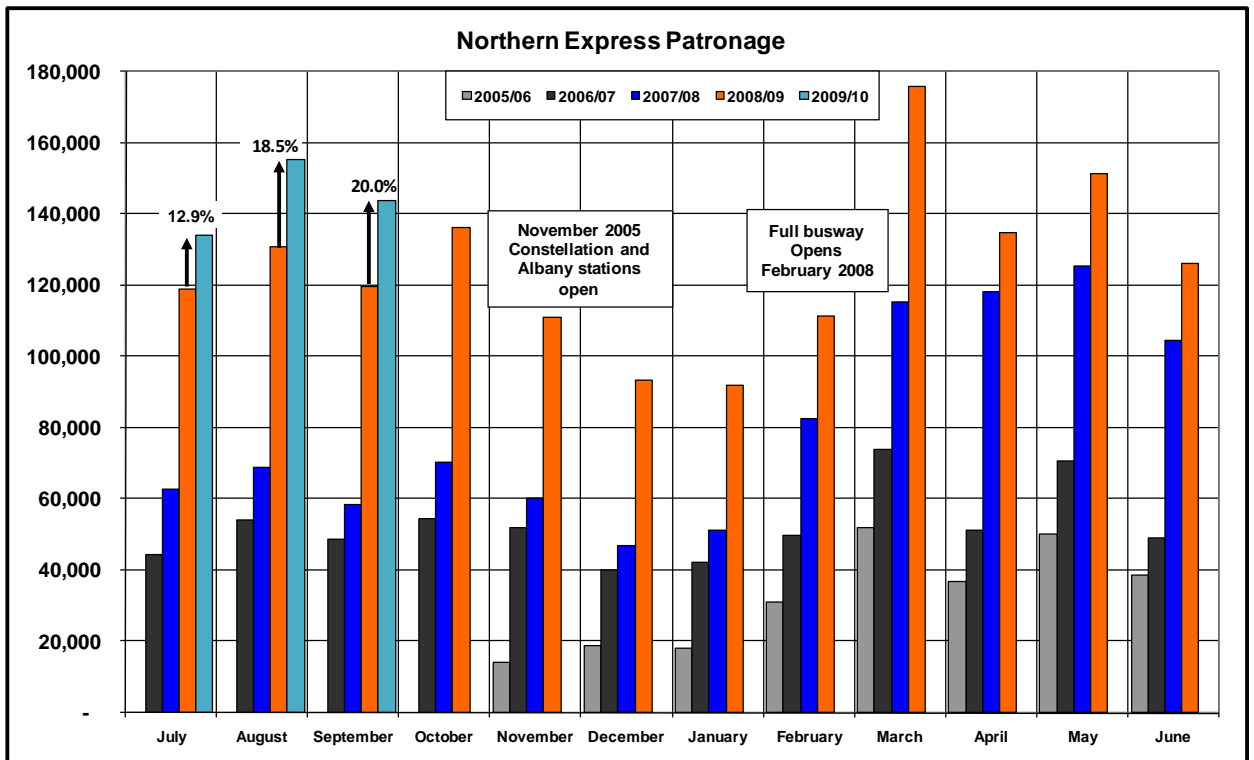
- Bus was up by 2.9% (118,204 boardings) and included:
  - The Northern Express patronage was 20.0% (23,968 boardings) higher and Albany and Constellation stations feeder buses up 30.6% (9,044 boardings).
  - Contracted services on Mt Eden Rd up 23.0%
  - Botany to CBD routes 680 and 681 corridor up 6.5%. – September marks one year since the changes to route structure and increase in frequency

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

The total RTN patronage for September is 8.2% (63,743 boardings) higher than September 2008. For the financial year to date (three months) RTN patronage is 5.3% (130,886 boardings) higher than the same three months in the previous financial year.

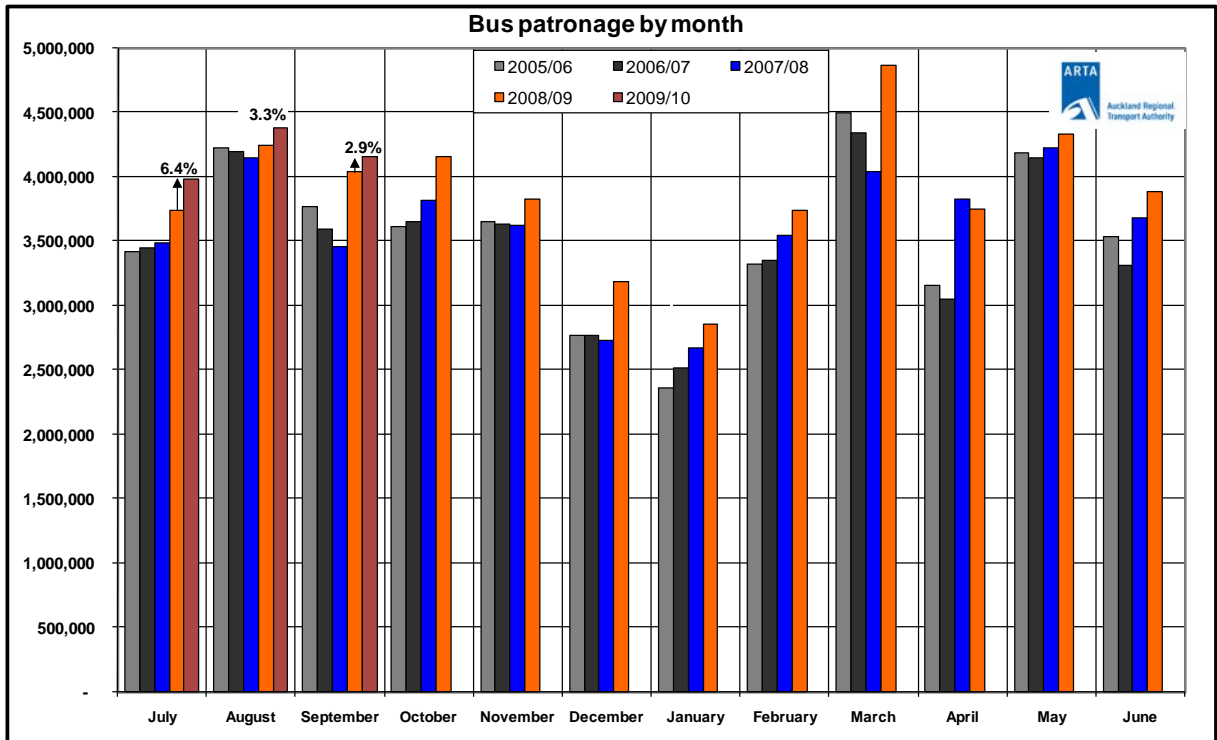


The Northern Express patronage grew by 20.0% or 23,968 boardings for September 2009 compared to September 2008. There have been over 1.5 million passengers recorded using the Northern Express over the last twelve months, an increase of 36.8% on the same period last year.



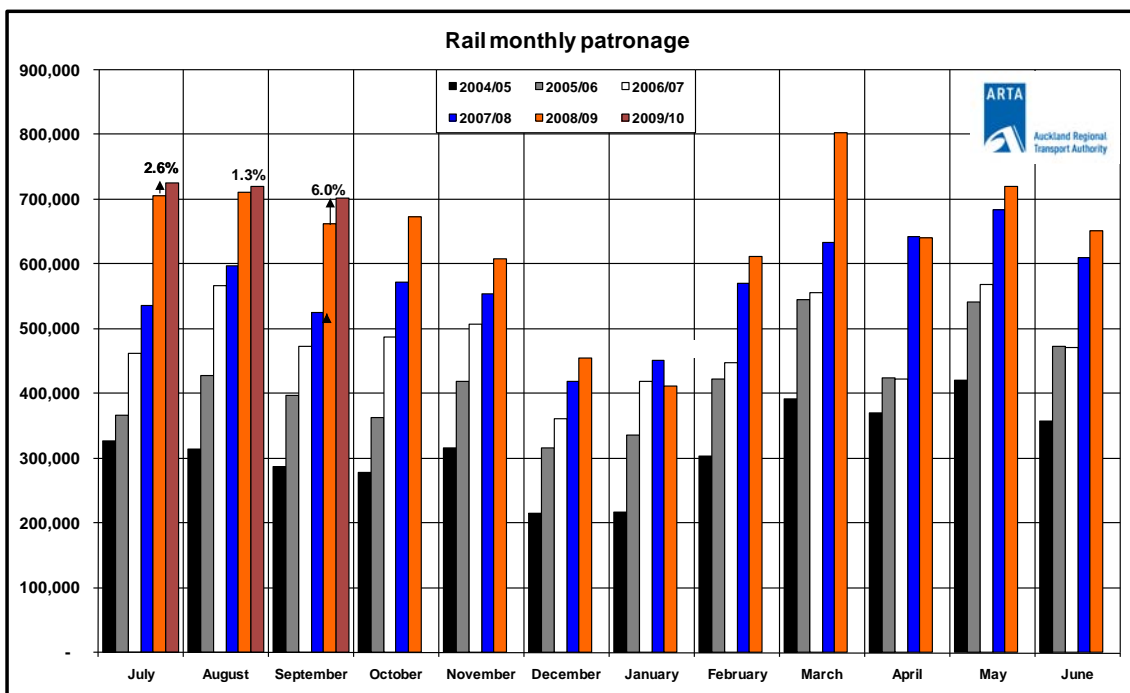
## Bus Patronage

Bus patronage is 2.9% (118,204 boardings) higher than last September. For the financial year to date (three months) bus patronage is 4.1% higher than the same three months in the previous financial year. There have been 47 million passengers recorded using bus services over the last 12 months, an increase of 6.6% on the same period last year.

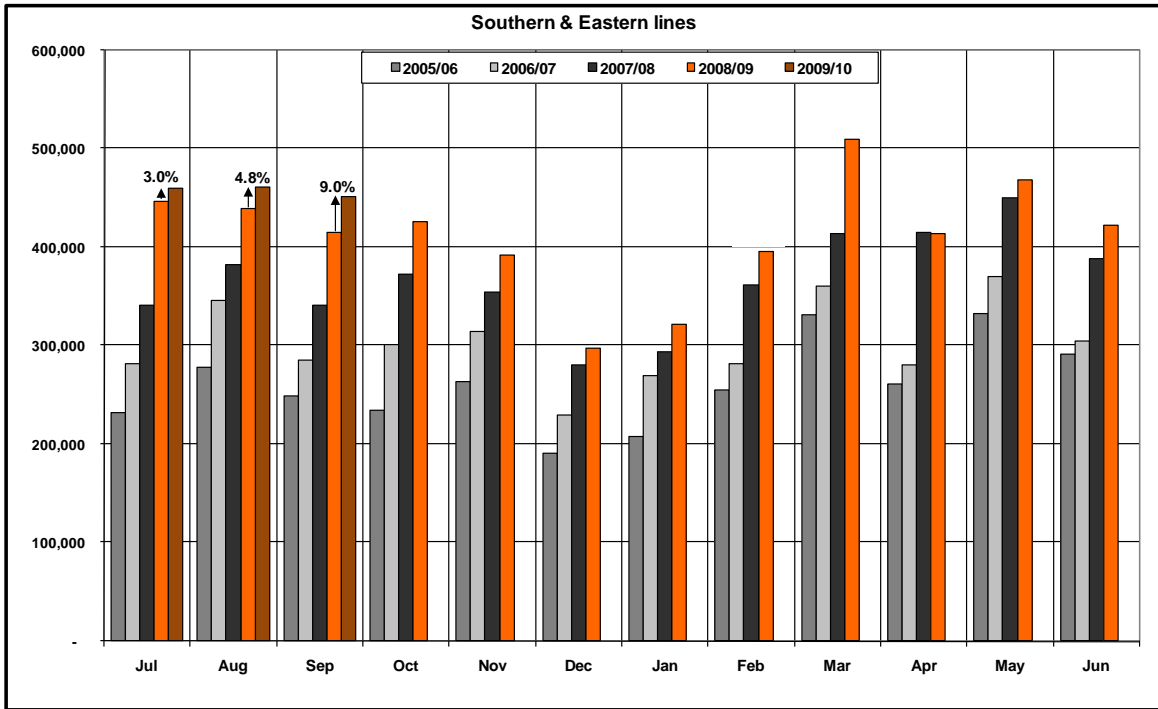


## Rail Patronage

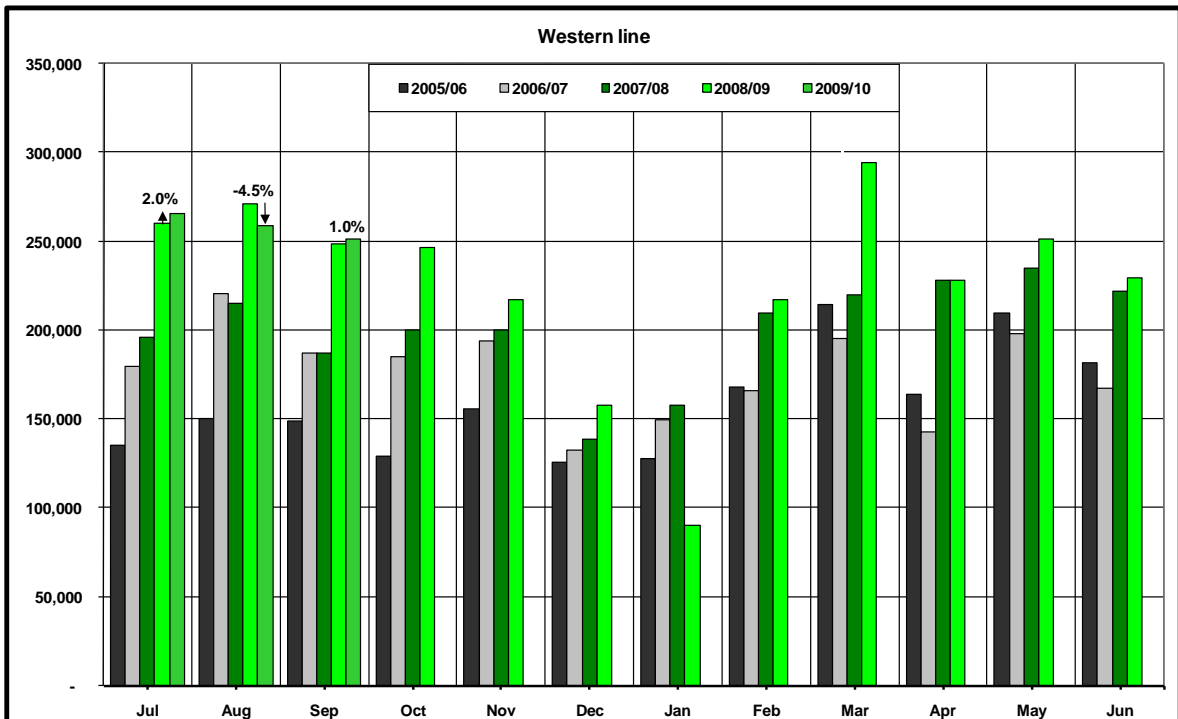
In September there were 702,000 passenger journeys made on rail services, an increase of 6.0% on the same month last year. This is the first time since records began that monthly rail patronage has exceeded 700,000 on three consecutive months. For the year-to-date there have been 2.145 million passenger journeys made on rail, an increase of 3.3% compared to last year. Travel during weekends in the month was marginally lower (-0.1%) than in September last year with line closures on the southern and western lines during the month.



The southern and eastern lines were less impacted by construction activities and continued to record higher comparative growth rates than the western line. In September there were 451,000 passenger journeys made on southern and eastern line trains, an increase of 9.0% on the same month last year. For the year-to-date there have been 1.371 million passengers carried on southern and eastern line trains, an increase of 5.5% on the same period last year.

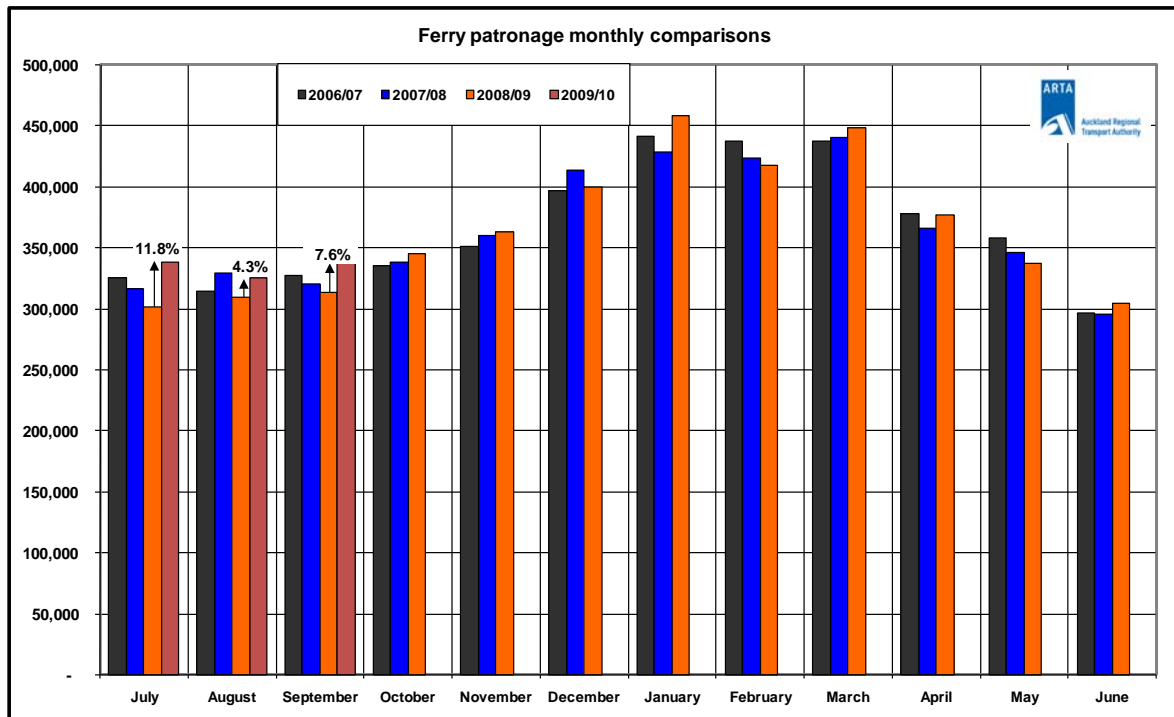


There were weekend track closures on the western line that did not occur in the same month last year and as a result, there was a 24% decline in passenger journeys made on weekend services in September compared to the same month last year. However this was offset by a 3.1% increase in weekday patronage. For the month of September, 251,000 passengers travelled by train on the western line which is an increase of 1.0% on the same month in 2008. For the year-to-date there have been 0.774 million passenger journeys on the western line. This is slightly below (-0.6%) the same period last year.



## Ferry Patronage

Ferry patronage for September is 7.6% higher (23,903 boardings) than last September, for the financial year to date (3 months), patronage is 8.4% higher than the same three months in the previous year.



## PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY

### Rail Service

There was a welcome improvement in service performance in September compared to the previous month although underlying network issues, in particular speed restrictions and track protection measures, kept service performance on the eastern line below average (81.2%). Overall 85.5% of services operated on-time or within five minutes of their scheduled time, an improvement on last month (81.2%) but lower than the 87.2% for September last year. At 88.4% the western line recorded the biggest improvement from last month (81.2%), while the southern and eastern line combined performance was 84.0% for September compared to 81.2% last month. In September last year the performance was 89.2% for the western line and 86.1% for the southern and eastern lines.

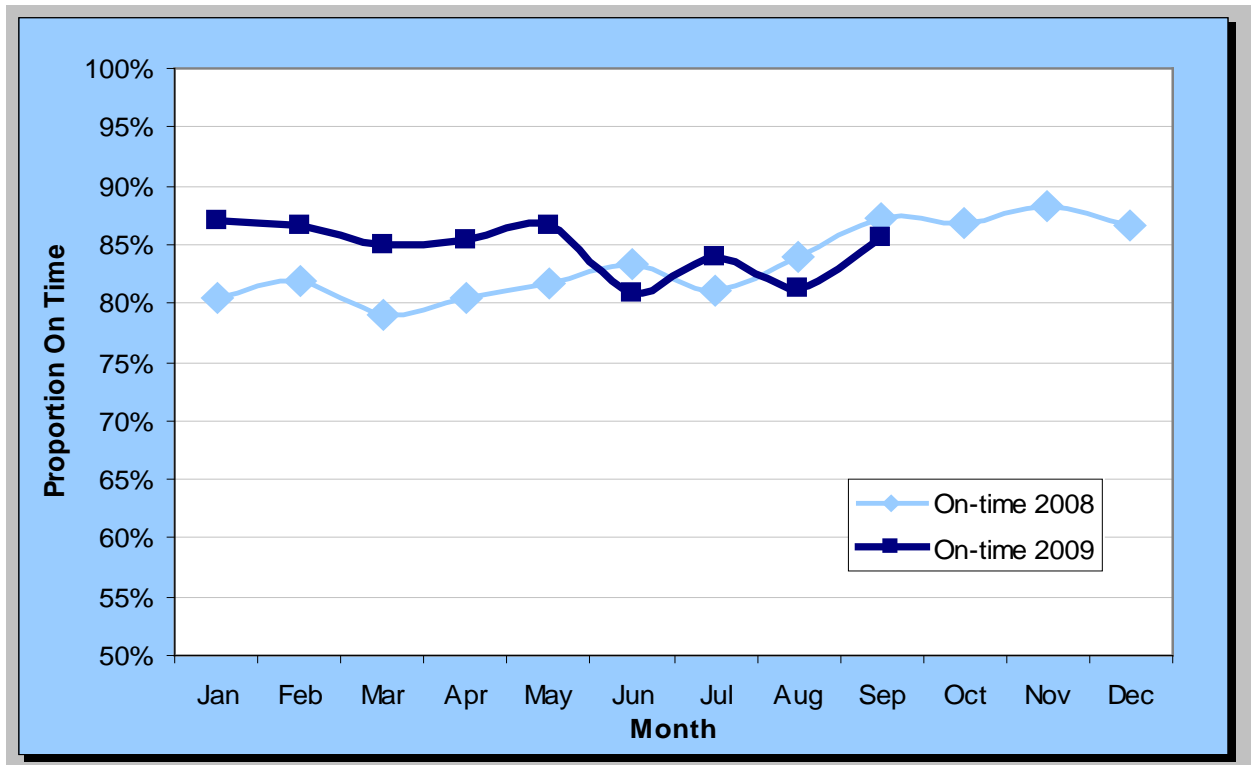
The following major incidents contributed to the level of delays recorded during September:

- Signal, points and track failures – There were three signal failures that impacted on service performance during the month. The first occurred in the evening of 11 September which resulted in the cancellation of several late evening services. On 21 September a signal fault at Britomart resulted in delays to services during the mid-late morning. A separate fault that occurred at New Lynn on the same day resulted in delays and cancellations to western line services from late morning to early afternoon.
- Mechanical faults – A fault that disabled a train at Puhinui during the morning peak of 25 September resulted in delays to southern and eastern line services and also impacted on some western line services due to trains and crews being out of position to take up the running of these trains.
- Other – Towards the end of the morning peak of 11 September a hoax call led to the evacuation of the Britomart Transport Centre. As a result services were suspended to and from Britomart for about one hour and services were terminated at Newmarket/ Otahuhu or rerouted until clearance was received from the emergency services.
- While there were relatively few major events that impacted on service performance, underlying network conditions contributed to the service delays. In particular the protection measures in place for the track upgrades at Wiri associated with the KiwiRail/Ports of



Auckland Metroport project, track work between Papakura and Pukekohe and upgrade work on the western line resulted in delays to multiple services on several days. While the delay to individual services of these measures may have been relatively modest the cumulative effect across many services each day had a detrimental impact on the monthly performance.

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



In September 98.6% of scheduled rail services reached their scheduled destination and were not cancelled, the best performance result since November 2007. This compares to 97.5% in August and 97.3% for September last year. The largest single event contributing to this result was the Britomart evacuation on 11 September which accounted for 14 of the 92 service cancellations in September. Cancellations caused by train faults made up the largest proportion of cancellations (60%) although the number of cancellations from train faults was the lowest since January 2009.

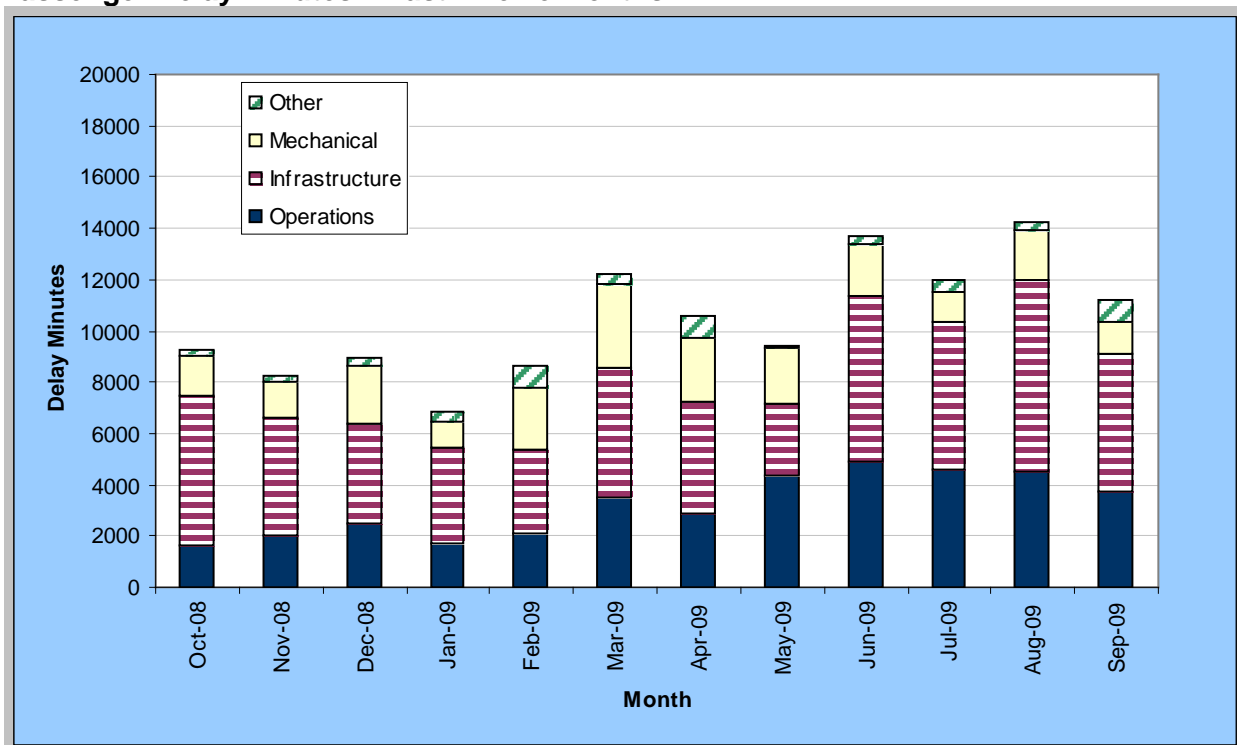
Bus replacements were in effect during the month as follows:

- The weekend of 12 and 13 September buses replaced trains between Otahuhu and Homai for track works associated with the KiwiRail/Ports of Auckland Metroport project at Wiri;
- The weekend of 26 and 27 September buses replaced trains on the entire western line to allow progress on various work sites on the western line including the demolition of the Park Road overbridge;
- On Sundays commencing 5 September, buses replaced trains between Avondale and New Lynn to allow work to proceed on the new Avondale station site.

### Passenger Delay Minutes

Reflecting the improvement in performance, passenger delay minutes fell to 11,198 or 21.6% below the delay minutes recorded in August. Delays due to infrastructure and train faults both fell by 28% and 34% respectively although infrastructure faults still accounted for the greatest proportion of delays (48%). The reduction in delay minutes caused by signal faults was the primary reason for the improvement reducing by 80% from August, but this improvement was offset by a 30% increase in the delay minutes resulting from speed restrictions. The Britomart evacuation on 11 September accounted for 6.6% of the total delay minutes.

## Passenger Delay Minutes – Last Twelve Months



The following is a break-down of the infrastructure-related delay minutes for the month:

	Delay Minutes	Proportion
Network Control	521	9.7%
Signal/points failure	652	12.1%
Speed restrictions	1,973	36.7%
Track protection measures*	2,226	41.4%
<b>Total</b>	<b>5,372</b>	

\*Track protection measures are put in place at sites where work that involves activities close to the track is underway. These require trains to slow or stop at a safe distance prior to the actual site and only proceed after receiving approval from the site protector that the track is clear of all obstructions.

### Bus Service Reliability and Punctuality

#### South, West and Isthmus Contracted Bus Services

For September 2009, 99.69% of contracted service trips were operated (Reliability measure).

Service Punctuality for September 2009 was 99.21% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

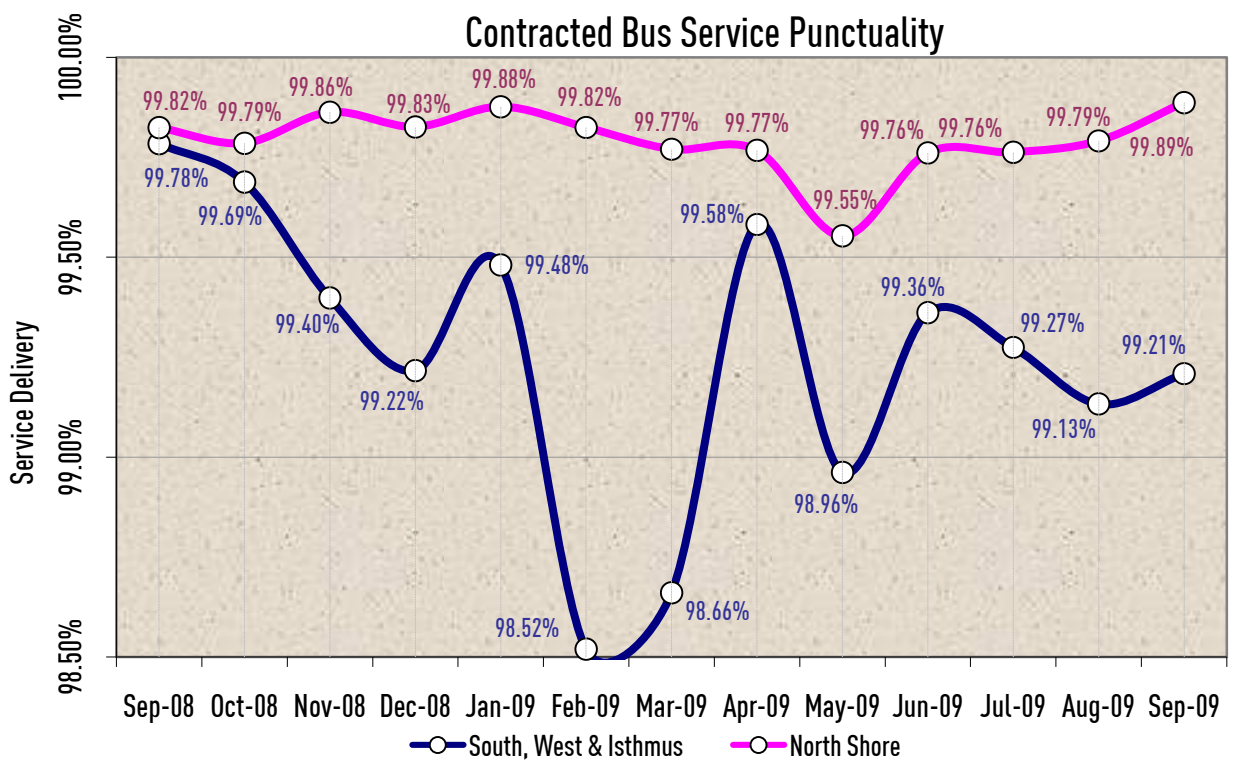
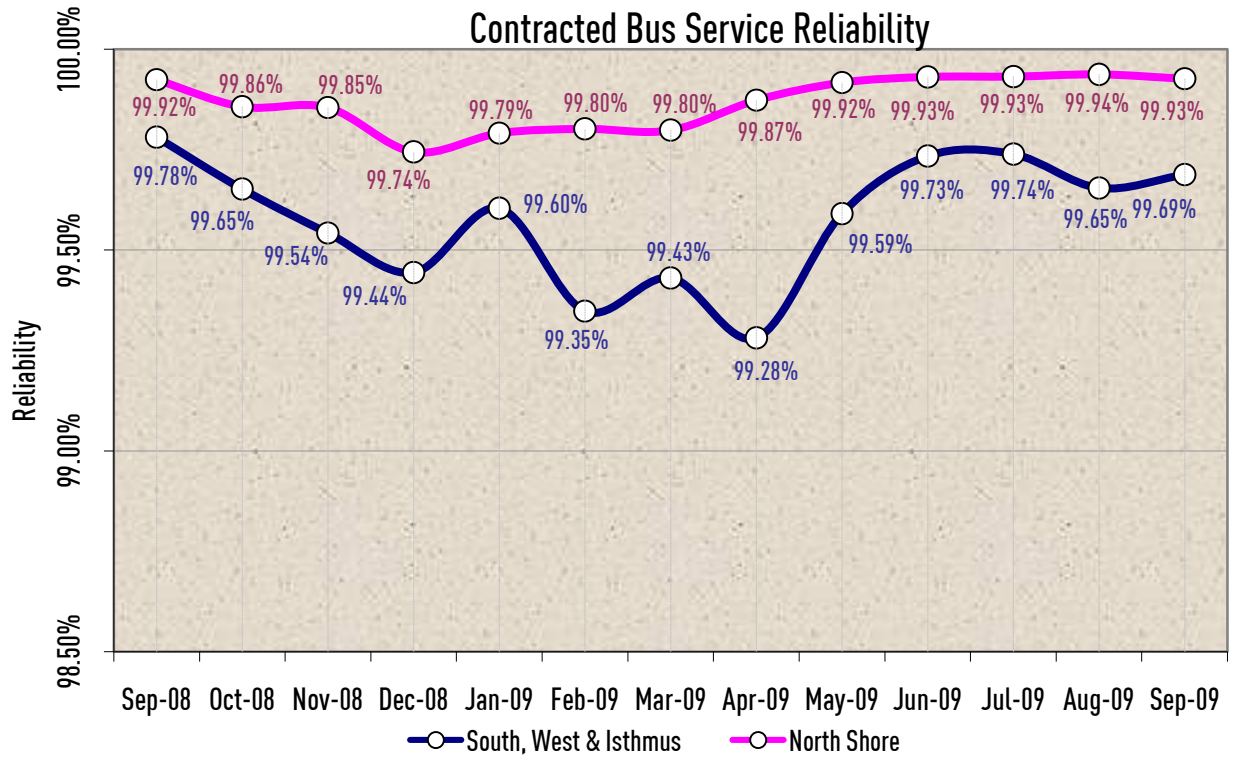
Service Punctuality and Reliability are self reported by the bus operators.

#### North Shore Contracted Bus Services

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

Service Punctuality for September 2009 was 99.89% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

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



## 1.2. SERVICE DEVELOPMENT

### Northern Express Changes

Planned changes to be implemented on 5 October 2009 will provide additional frequency on weekday evenings, providing a 15 minute frequency from Britomart to Albany between 20:00 and 23:15

Weekend frequency at the same time will be adjusted from (current) 10 minute to new 15 minute frequency. This provides an even 15 minute headway between the first bus and 18:00 on weekends.

### Civic Bus Stop Changes

Planned changes to be implemented on 11 October 2009 for all evening and weekend services to Browns Bay and Long Bay (via Takapuna) will utilise the bus stops on Queen Street by the Civic Theatre.

## 1.3. MAJOR INFRASTRUCTURE WORKS

### Central Connector

The Central Connector Project commenced construction on 8 April 2008. The Central Connector opened on 5 October 2009.

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

Work in Symonds St included the resurfacing of Symonds St between City Rd and Wellesley St East, greening of bus lanes and final works on the Symonds St eastern side Hub Canopy bus shelters for the bus stops S3, S4 and S5. Work in Park Rd continued between Grafton Bridge and Khyber Pass focused on drainage work, resurfacing, greening of bus lanes and completion of the Hub Canopy shelters.

A variety of bus stop relocations, detours and lane reductions were required to enable the aforementioned work activity on Symonds St and Park Rd. The work and traffic management in Symonds St and Park Rd has been designed to minimise impact to public transport and traffic flows with lane larger lane reductions undertaken interpeak weekdays, or at nights and weekends.

## 1.4. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

### September 2009

#### Mt Smart Stadium: NRL Game, Warriors vs. Storm: 5 September 2009

Additional rail services were provided before and after this game on the southern line. A total of 351 passenger trips were reported for the game.

#### Mt Eden – Air New Zealand Cup

- Auckland v Manawatu – 13 September 2009  
Extra trains were provided on the western line which resulted in 627 trips.
- Auckland v North Harbour - 19 September 2009  
Extra trains were provided on the western line which resulted in 644 trips.

#### Vector Arena: New Zealand Vs Australia Netball 23 September 2009

Trains were held for later departure. 282 trips were taken.

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

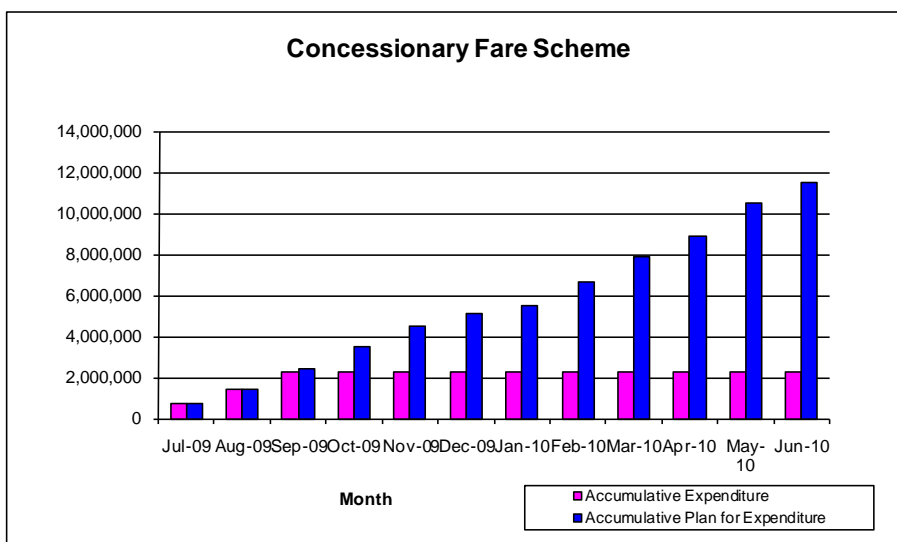
Under the Public Transport Management Act 2008, the following applications for registered services have been approved during September 2009:

- Waiheke Independent Taxis Ltd.: Extension of exemption from 24 hour service on Waiheke Island. Approved 16-Sep-09.
- Nor-West Taxis: Notification to apply for extension of exemption from 24 hour operation in Waitakere and Rodney areas. Approved 25-Sep-09.
- Sealink Travel Group (NZ) Ltd.: Notification to vary the standard timetable to operate an additional service at 11:30am ex HMB and return ex KP at 12:30pm between the period 17 December 2009 to 29 January 2010 (Monday to Friday ONLY). Approved 28-Sep-09.
- Sealink Travel Group (NZ) Ltd.: Notification to replace the standard timetable with the variation to change the Sunday 0700 Seacat sailing ex HMB to depart at 0800 and change the Sat/Sun Seaway 1200 city sailing ex HMB to depart at 1130 and the Sat/Sun Seaway 1330 sailing ex KP to depart at 1400 and to change the Sat/Sun Seaway 1500 city sailing to depart at 1515 ex HMB. Approved 28-Sep-09.
- Sealink Travel Group (NZ) Ltd.: Notification to vary the standard timetable to operate a reduced timetable between HMB and KP on 13 September 2009 only. Approved 28-Sep-09.
- Sealink Travel Group (NZ) Ltd.: Notification to add an additional public holiday timetable on 28 December 2009 only. Approved 28-Sep-09.
- Sealink Travel Group (NZ) Ltd.: Notification to add an additional public holiday timetable on 4 January 2010 only. Approved 28-Sep-09.
- Intercity Group (NZ) Ltd. t/a Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6407 within the Auckland region to Palmerston North (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6412 within the Auckland region from Palmerston North (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Tranzit Group and Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6502 within the Auckland region from Wellington (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Tranzit Group and Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6503 within the Auckland region to Wellington (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Tranzit Group and Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6501 within the Auckland region to Wellington (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Tranzit Group and Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 6504 within the Auckland region from Wellington (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Tranzit Group and Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 7225 within the Auckland region to Rotorua (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Tranzit Group and Ritchies Holdings: Notification to vary the existing approved commercial registration to operate route 7226 within the Auckland region from Rotorua (Monday to Sunday). Approved 25-Jun-09.
- Intercity Group (NZ) Ltd. t/a Great Sights, Auckland PTL: Notification to vary the existing approved commercial registration to operate route 7230 within the Auckland region from Rotorua (Monday to Sunday). Approved 25-Jun-09.

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

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

Expenditure for concessionary fare reimbursements is under budget for the three months ended September 2009. The expenditure is \$2,331,000 against a budget of \$2,436,000.

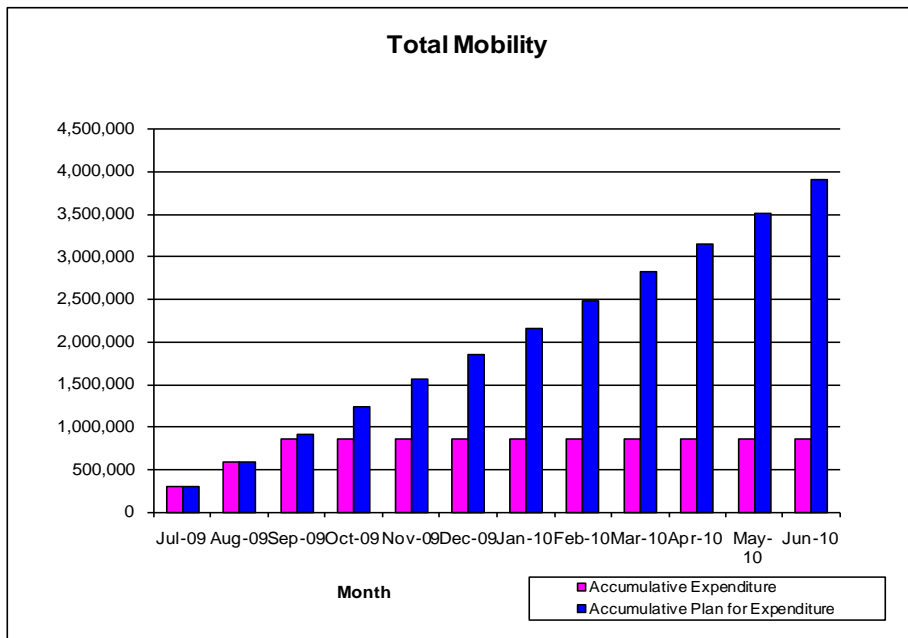


Expenditure for the SuperGold card is not included within this graph as it is funded 100% (for non-peak travel) by NZTA. The expenditure for SuperGold for the three months ended September 2009 is \$2,000,000.

## 1.7. AUCKLAND TOTAL MOBILITY SCHEME

200 new Total Mobility applications were processed in September 2009 compared with 184 in June, 126 in July and 196 in August.

Expenditure for Total Mobility reimbursements is under budget for the three months ended September 2009. The expenditure is \$868,000 against a reforecast budget of \$921,000.



## 1.8. TRAVEL PLANNING

### School Travel Planning

The following schools launched their travel plans during September:

- Waterlea Public School
- Carmel College
- Harrisville School.

The team were part of a successful Planning For Real workshop at the NZTA Traffinz Conference in Auckland.

On World Car Free Day, Tuesday, 22 September, a number of events happened at TravelWise schools across the region.

### Walking School Bus Programme

12 new WSB applications were received during the last month. In response to demand ARTA now provides WSB information in Afrikaans, Arabic and Kiribati. We now have information available in 17 languages and continue to receive support and positive feedback for this initiative from stakeholders and the community.

### Workplace Travel Plan Programme

Manukau Institute of Technology (MIT) launched their travel plan during the month.

The Ministry of Conservation has joined the programme and is starting to develop a travel plan for their Auckland office.

## **2 PROJECT DELIVERY**

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

#### **Renewals Projects**

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

Trainset 19 and the outstanding two SA cars for Trainset 18 have now been delivered. The second batch of twenty bogies will be delivered to the KiwiRail Dunedin workshops on 13 October 2009.

### **2.2. INFRASTRUCTURE DEVELOPMENT**

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

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

The majority of the glazing is now complete on the Remuera Road link bridge. The steel structure for the Remuera entrance is complete and the glazing frame is being constructed, with the glass to be fitted shortly.

Work is progressing well with the southern concourse, with the outstanding work on the lifts and escalators programmed to start shortly. Paving is continuing to the platforms.

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

The funding agreement between ONTRACK and ARTA has now been agreed and Fulton Hogan have been commissioned to undertake the station works. Construction work has commenced on the station with completion on target as programmed for the end of March 2010.

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

The ONTRACK construction of new structural platforms and concrete foundations is progressing well towards target completion by December 2009. ARTA platform facilities will commence in December with planned full completion of Avondale station by end of June 2010.

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

ARTA formally signed funding agreements with ONTRACK and WCC for the rail and bus interchange in mid-September and construction works commenced immediately following this. Overall project construction is progressing well. Project completion date is anticipated for September 2010.

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

- **Tamaki Drive**

Following discussions with ARTA, ONTRACK and KiwiRail a brief for approval by the parties is being prepared for development of distributed stabling facilities incorporating multiple locations across the Strand and Tamaki sites.

- **Western Line Site Railside Avenue**

The professional services contract for the detail design and construction management of the Railside Avenue site to stable trains is progressing. Delivery is tracking to meet the target completion date for stage one in early March 2010.

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

#### **Birkenhead**

Concrete repair works for the Birkenhead wharf have been completed.

Recent discussions with NSCC regarding progress with building consent have been very positive with approval expected by the end of October 2009.



The main construction works tender has now closed and the evaluation of the preferred contractor will commence mid October. Work is scheduled to commence in the first week of November 2009 with estimated project completion late March 2010.

## 2.4. NETWORK DEVELOPMENT

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

Construction of station platforms at Penrose and Te Papapa stations is progressing well. Community liaison and communications are ongoing.

Design of access to platforms for Onehunga Station is continuing in conjunction with Auckland Regional Council (ARC). Building Consent submission for Onehunga is expected to be submitted to Auckland City Council (ACC) by the end of October. Discussions and option evaluation is progressing well for final design for the Park and Ride and bus interchange facilities at Onehunga Station is progressing.

A presentation to the ACC Transport Committee is scheduled for early October with further presentations to Community board and other key stakeholders scheduled for mid-October.

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

A sod turning ceremony to confirm commencement of construction took place in September 2009. ONTRACK have commenced onsite construction starting with piling the rail station walls between Davies Avenue and Lambie Drive.

The ARTA station detailed design is well underway.

### **Ferry Terminal Developments**

- **Half Moon Bay**

Discussions continue between Bucklands Beach Yacht Club (BBYC), Fullers and ARTA with regard to alternative options available.

**Mooring Piles** – Dredging works are now complete and the temporary ramp has now been removed. The project is progressing well with piling expected to commence in the 3<sup>rd</sup> week of October 2009 and final completion of physical works by 18 November 2009.

- **Hobsonville**

ARTA and Hobsonville Land Company (HLC) discussions are progressing with regard to future ownership and operation and maintenance of proposed new Ferry Terminal and wharf. A response to the ARTA base case ferry report has been received from HLC.

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

Detailed design for the underpass and the ramp to platform is nearing completion. Detailed planning of site activities for the Christmas block of line works is at an advanced stage. Community and business association liaison is in progress and ongoing.

Detailed design for the stage 2 station upgrade works has been commissioned. Design coordination meetings continue between ARTA, ACC, ONTRACK and the utility providers.

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

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

The rollout of the RTPIS regional expansion program has to date provided real time passenger information at 159 additional bus stops located throughout the region

A total of 23 additional requests have been approved and to date 10 are installed, site works are progressing at 7 sites and another 5 sites are being evaluated and the associated site works scoped and costed.

Double sided VPIDs have been requested by NSCC for the Takapuna Transport Centre and Browns Bay shopping centre bus stops, these have been ordered from Sigtec Pty Ltd and are due to arrive by 30 October 2009.

At the request of Waitakere City Council it is planned to install real time passenger information signs at the bus stops located in Westgate Shopping Centre, Massey.

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

The procurement of Type-2 solar powered signs for installation at selected bus stops throughout the region has been deferred until the completion of the multi-modal passenger information system (MMPIS) selection process. This will ensure that any equipment purchased is compatible with the MMPIS operating software and that any reconfiguration costs are acceptable.

The RFP for the MMPIS closed on 21 September with system and supplier short listing and selection due to be progressed through October 2009.

## **2.6. ASSET MANAGEMENT**

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

Good progress is continuing to be made on the renewal works. Noise and traffic disruption issues are being managed well with stakeholders. This has resulted in hydro-demolition works having to be stopped during low tides that coincide with the 12 – 2pm lunchtime period, as restaurants in the near vicinity have reported complaints from customers. ARTA is working with the contractor on methodologies that mitigate the impact on the contract programme.

### 3 STRATEGY AND PLANNING

#### 3.1. STRATEGIC TRANSPORT PLANNING

##### Regional Public Transport Plan

ARTA has been developing a draft Regional Public Transport Plan taking into account the submissions received on the discussion document and the Minister of Transport's proposal to amend the Public Transport Management Act.

The draft will be released in November for full public consultation with submissions being considered by a Hearing Panel in February 2010.

##### CBD rail link study

ARTA and Kiwi Rail commenced the investigation stage of identifying preferred route alignments and potential station locations from Britomart to the Western Line. It is anticipated that a preferred route and station location will be concluded in December 2010 with the preparation of Notice of Requirement documentation.

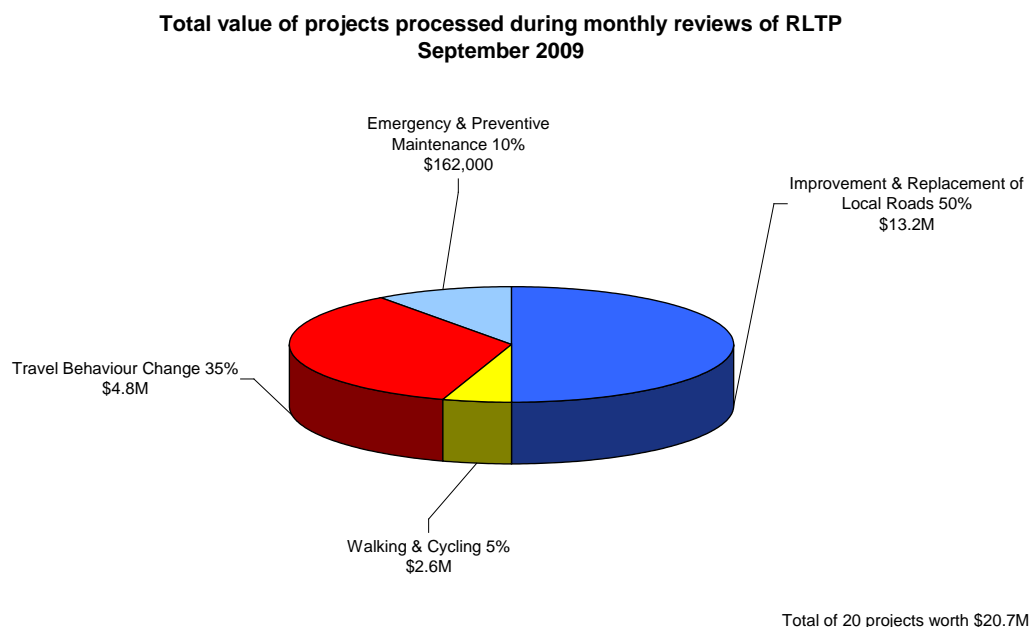
#### 3.2. PLANNING AND PROGRAMMING

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

During the September monthly review, 20 funding applications totalling \$20,694,031 were submitted to ARTA for consideration.

ARTA recommended 17 out of the 20 applications for approval to NZTA. Of these, 15 applications worth \$16,773,861 were approved for funding and the remaining 5 projects worth \$3,920,170 have been deferred by NZTA for further information.

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. September LTP Review, ARTA processed.**

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

Regional Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
<b>September 2009</b>							
ACC	AMETI - Panmure (Phase 1)	Provision of shared pedestrian cycle bridge adjacent to existing Panmure Bridge.	Improvement & Replacement of Local Roads	Design	\$7,820,000	Recommended	Approved.
ACC	AMETI - Panmure (Phase 2)	Covers funding for Panmure roundabout redesign to create improved pedestrian and PT environment.	Improvement & Replacement of Local Roads	Design	\$1,472,000	Recommended	Approved.
ACC	AMETI - Sylvia Park	Widening of Mt Wellington Highway to accommodate buslanes.	Improvement & Replacement of Local Roads	Design	\$920,000	Recommended	Approved.
ACC	Road Reconstruction - Captains Spring Road	To address a high average NAASRA roughness count through these sections, and to address failures evident in the pavement.	Improvement & Replacement of Local Roads	Construction	\$394,000	Recommended	Approved.
ACC	Road Reconstruction - Mangere Road	To address a high average NAASRA roughness count through these sections, and to address failures evident in the pavement.	Improvement & Replacement of Local Roads	Construction	\$327,000	Recommended	Approved.
ACC	Road Reconstruction - Lower Hobson Street / Quay Street	To address a high average NAASRA roughness count through these sections, and to address failures evident in the pavement.	Improvement & Replacement of Local Roads	Construction	\$612,000	Deferred pending additional information from ACC	Deferred.
ACC	Road Reconstruction - SEART (North Side)	To address a high average NAASRA roughness count through these sections, and to address failures evident in the pavement.	Improvement & Replacement of Local Roads	Construction	\$660,000	Recommended	Approved.
ARTA	Integrated Planning Management	Studies to inform and update regional guidance on the integration of land use and transport planning.	Travel Behaviour Change	Study	\$2,897,856	Recommended	Approved.
ARTA	Road Safety & Community Funding Coordination 09/12	Implementation of schemes aimed at reducing regional road trauma.	Travel Behaviour Change	Implementation	\$450,600	Recommended	Approved.
ARTA	Walking and Cycling Programme	Implementation of schemes aimed at increasing walking and cycling in the Auckland region.	Travel Behaviour Change	Implementation	\$156,230	Recommended	Approved.
MCC	Community Road Safety Programme 2009.12	Implementation of the Manukau community road safety programme.	Travel Behaviour Change	Implementation	\$665,733	Recommended	Approved.
RDC	09 Coates-Riv Highway realignment - nr Goldflats	Addresses crashes caused by insufficient visibility limited by crest, including head on collision while overtaking with limited visibility on top of the crest.	Improvement & Replacement of Local Roads	Construction	\$300,000	Recommended	Approved.
WCC	09/10 WCC STARS School Travel Plan Programme	Co-ordination of the school travel plans, identifying the issues and leading the consultation with the community/stakeholders, with focus on infrastructure aspects.	Travel Behaviour Change	Implementation	\$68,256	Recommended	Approved.
WCC	2009/12 WCC STARS Workplace Travel Plan Programme	Project supports Workplace Travel Plan regional targets of increasing the mode share for sustainable transport, and decreasing the amount of unnecessary single occupant car trips into and within Waitakere City.	Travel Behaviour Change	Implementation	\$54,666	Recommended	Approved.
WCC	60 Huia Rd Slip repairs	Construction of new timber retaining wall.	Maintenance	Construction	\$89,000	Deferred pending additional information from WCC.	Deferred.
WCC	81 B Whatipu Rd Slip repairs	Construction of new timber retaining wall.	Maintenance	Construction	\$73,000	Recommended	Approved.
WCC	Advance Direction Signs - Physical Works	Roll out of a multi-year programme of advanced direction signs on major arterial routes.	Improvement & Replacement of Local Roads	Construction	\$448,170	Recommended	Deferred on advice from WCC into 10/11 financial year.
WCC	Piha Road CRS Project	Implementation of safety improvement works identified from the crash reduction study along Piha Road.	Improvement & Replacement of Local Roads	Construction	\$201,000	Recommended	Declined as WCC has deleted this activity from its current list of programme.
WCC	WCC 09/12 STARS Community Programmes	Implementation of schemes aimed at increasing walking and cycling in Waitakere.	Travel Behaviour Change	Implementation	\$514,520	Recommended	Approved.
WCC	Triangle Rd and Central Park Drv Cycleway	The construction of an on road/off road cycle lane along Te Atatu road (Harbour View to Cellarmans St and Cellarmans St to SH16).	Walking and Cycling	Construction	\$2,570,000	Deferred given the insufficient funding available within WCC activity group.	Deferred.
<b>Total New Schemes Approved for Funding</b>					<b>\$20,694,031</b>		

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

The public launch of the NLTP was held on 4 September in Auckland by the Regional Director of the NZTA. There was an emphasis on “working within allocations”; the strongest message was that there is no further funding available for the National Land Transport Programme. ARTA is working with the TA’s and NZTA to determine how best to mitigate the reductions in funding whilst still maintain the core functions.

NZTA has revised its delegated authority, enabling greater discretion for funding approval to the Regional Office (Regional Director). To take advantage of this, NZTA proposed a continuous monthly review process, as opposed to a single discrete review cut-off. ARTA expects these changes to speed up the funding cycle and could potentially reduce churn.

### **WALKING AND CYCLING COORDINATION**

The process of updating and amending the Regional Cycle Network has been established through ARC GIS. Officers from local councils and NZTA HNO are been trained to carry out the changes. Once updating has been completed, processes to regularly monitor the completion of the Regional Cycle Network will be established.

ARTA has been in consultation with NZTA to trial a new Bike Wise event of the summer of 2009/10. This event, tentatively named the ‘Bike to Work Challenge’, targets ‘contemplative’ cyclists and invites them to commit to riding to work for a specified number of times a week over the 12 week period. The objective is to encourage participants to become long term commuting cyclists.

ARTA, in partnership with local councils and NZTA, is in consultation with providers to install continuous cycle counting equipment at sites in the region before the manual cycle counting programme in March 2010.

### **REGIONAL ROAD SAFETY COORDINATION**

The Regional Road Safety Plan 2009-12 was launched and distributed in September, verbal feedback, especially from MOT, has been extremely positive.

Regional Road Deaths at 30 September 2009 compared with 30 September 2008.

	<b>RDC</b>	<b>NSCC</b>	<b>WCC</b>	<b>ACC</b>	<b>MCC</b>	<b>PDC</b>	<b>FDC</b>	<b>Region</b>
<b>Sep 09</b>	14	5	15	9	10	1	11	65
<b>Sep 08</b>	5	4	3	5	17	1	7	42

The annual regional road toll to 30 September 2009 was 65, 23 more deaths than at the same time in 2008.

## 4 MARKETING AND COMMUNICATIONS

### 4.1. MARKETING AND CUSTOMER INFORMATION CHANNELS

#### New Developments – September 2009

##### Service Performance Reviews and Consultations

Consultation on proposals to withdraw low patronage services was conducted during September. Posters were placed on buses and flyers handed out. Services covered were:

- Urban Express 104 and 105
- Ritchie's 945X
- Metrolink 200, 530, 506, 006
- NorthStar 873, 952, 964, 963
- Go West 102,107, 13F, 36F, 98

A total of 133 responses were received and these are being reviewed.

##### Service Changes

From 5 October evening hours on the Northern Express are being extended and weekend frequency reduced. These changes have been communicated via station and onboard posters.

The LINK route change which sees it go across Grafton Bridge as part of the Central Connector was communicated to customers via posters on buses, MAXX ambassadors handing out flyers at affected stops and updates on the MAXX website. The new route took effect on 5 October.

##### Special Event Transport Promotions

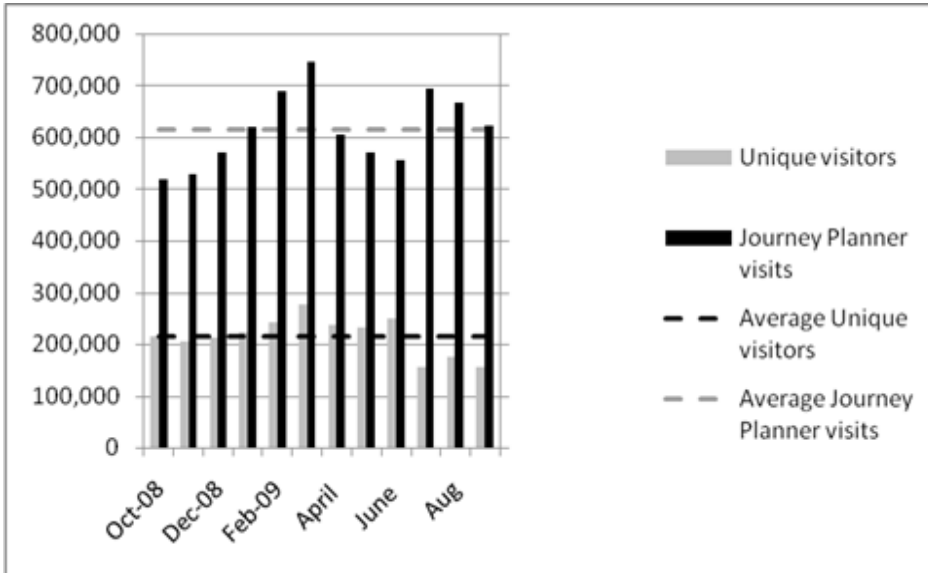
Travel to Eden Park by train for Air New Zealand Cup matches in September was promoted by posters, websites and e-tickets. Patronage results for these games were:

- 13 September Auckland vs Manawatu: 727 additional train journeys (6.2% of crowd)
- 19 September Auckland vs North Harbour: 644 additional train journeys (5.9% of crowd)

### CUSTOMER INFORMATION CHANNELS

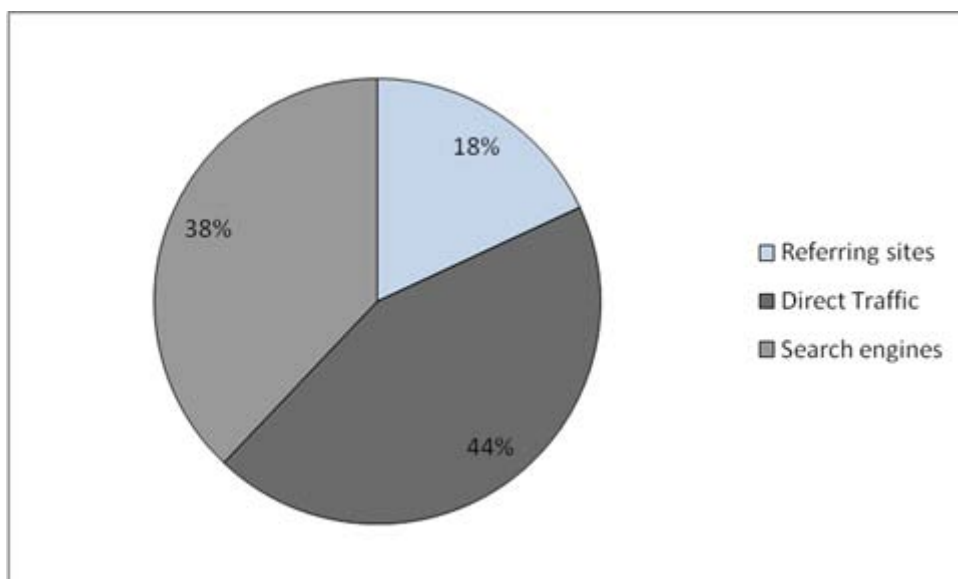
#### MAXX website statistics – September 2009

Journey planner visits	621,315 Previous month: 667,443 (-6.9%) Average since Oct 2008: 615,789(+8%)
Unique visitors	154,901 Previous month: 175,200(-11.5%) Average since Oct 2008: 214,610 (-27%)
Visitors	308,132 Previous month 310,421 (-0.7%) Average since Oct 2008: 397,862 (-22.5%)



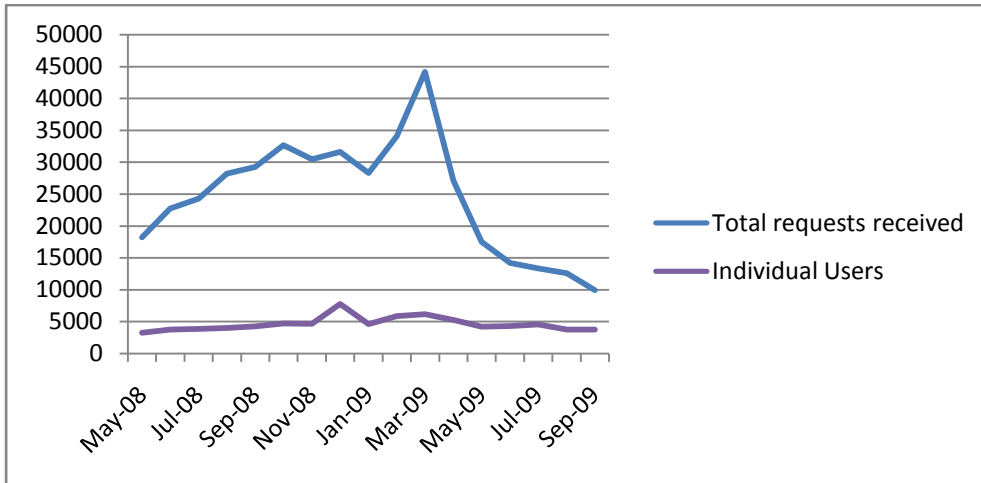
Most active hour of the day	4.00pm
Most active day of the week	Tuesday
Most popular pages	<ol style="list-style-type: none"> <li>1. Plan a journey</li> <li>2. Journey Map</li> <li>3. Home Page</li> <li>4. Journey Planner - route diagram</li> </ol>
Average Time on site	7 minutes 07 seconds
Average page views	5.03 pages

### Website Traffic Flow – September 2009



## MAXX SMS service – September 2009

Total requests received	9923 -21% on August 09 (12,565)
Individual users	3754 - 0.1 on Aug 09 (3,761)



## MAXX Contact Centre - September 2009

### Statistics

	2009/2010	2008/2009	Change PY
CALLS OFFERED	53253	53105	0.28%
CALLS ANSWERED	51863	52120	-0.49%
CALLS ABANDONED	1127	829	35.95%
AVERAGE QUEUE LENGTH (secs)	11	7	57.14%
AVERAGE CALL LENGTH (secs)	107	134	-20.15%
AVERAGE HANDLE TIME (secs)	116	129	-10.08%
LONGEST QUEUE TIME (mm:ss)	9:45	8:08	19.88%
EMAILS OFFERED	246	450	-45.33%
AVERAGE EMAIL WAIT (hh:mm)	9:46	07:35	28.70%
BRITOMART VISITS	9951	9270	7.35%

PY = Previous Year

The longest queue time occurred on 28 September between 20:15 and 20:30. There were 9 calls in the queue and only two staff on duty during the final hour of the day.

NZ Bus stop work caused increased call volumes in September.

### Key Performance Indicators

	2009/2010	2008/2009	Change
GRADE OF SERVICE	81.67%	87.25%	-6.40%
ABANDON RATE	2.12%	1.56%	35.90%
EMAIL GRADE OF SERVICE	100%	99.63%	0.37%



## 4.2. MEDIA AND COMMUNICATIONS

### **Media Releases –September 2009**

#### **ARTA advises NZ Bus customers to plan journeys carefully this week**

The Auckland Regional Transport Authority (ARTA) advises NZ Bus customers to plan their journeys carefully this week in response to notification of industrial action by unions representing bus drivers and lockout by NZ Bus.

#### **ARTA advises limited bus replacement for NZ Bus services**

The Auckland Regional Transport Authority (ARTA) advises the following limited bus replacement services will operate from Wednesday 9 September, in lieu of scheduled and school Metrolink, North Star, GO WEST, Waka Pacific, LINK and City Circuit bus which are expected to be affected by industrial action.

#### **Community input sought on proposed bus network**

The Auckland Regional Transport Authority (ARTA) is reviewing bus routes in the Massey, Hobsonville and Helensville area and has been seeking community input on a newly proposed network of bus services.

#### **MAXX to cheer on the Silver Ferns at Vector Arena**

International netball makes a welcome return to Vector Arena this Wednesday 23 September as the Silver Ferns take on Australia Diamonds. Avoid parking woes and travel with ease aboard public transport services to and from the game.

#### **Travel by train to the Air New Zealand Cup for free**

Auckland continue their quest in the Air New Zealand Cup this weekend, as they take on Southland at Eden Park. The match kicks-off on Saturday 3 October at 2.35pm, and fans that are going to the game can take the train there and back for free, simply by showing their pre-purchased game ticket or Eden Park membership card.

#### **ARTA challenge – reduce congestion – pledge to go ‘car free’**

In celebration of World Carfree Day tomorrow, Tuesday 22 September, the Auckland Regional Transport Authority (ARTA) is encouraging Aucklanders to leave the car keys behind, help ease congestion and pledge to go car free.

## 5 CORPORATE SERVICES

### 5.1. FINANCIAL REPORTS

<b>Auckland Regional Transport Authority</b>								
<b>INCOME STATEMENT</b>								
NZD '000	MONTH			YEAR END			FULL YEAR	
	September-09	Budget	Actual	Variance Fav/(Unfav)	Budget	Actual	Variance Fav/(Unfav)	Budget
<b>OPERATING REVENUE</b>								
ARC Opex Grants	8,513	7,534	(979)	24,756	22,456	(2,300)	102,393	
NZTA Opex Grants	10,859	9,265	(1,594)	31,445	27,452	(3,993)	132,757	
Other Grants and Subsidies	155	111	(44)	465	332	(133)	1,842	
Rail Fare Revenue	1,705	1,628	(77)	5,348	5,027	(321)	19,957	
Bus Fare Revenue	418	642	224	1,265	1,769	504	5,004	
Ferry Wharf Revenue	163	192	29	489	615	126	2,054	
Other Sundry Operating Income	9	14	5	26	43	17	12	
<b>Total Operating Revenue</b>	<b>21,822</b>	<b>19,386</b>	<b>(2,436)</b>	<b>63,794</b>	<b>57,694</b>	<b>(6,100)</b>	<b>264,019</b>	
<b>OPERATING EXPENDITURE</b>								
Human Resource	1,228	1,036	192	3,656	3,093	563	14,654	
Prof Services - Project Delivery	191	39	152	512	162	350	2,147	
Prof Services - Customer Services	927	715	212	2,457	1,803	654	10,393	
Prof Services - Others	252	88	164	743	229	514	3,413	
Support Services	230	229	1	690	687	3	2,766	
Materials	34	5	29	57	30	27	345	
Printing and Office Supplies	168	107	61	492	264	228	1,757	
Repairs and Maintenance	81	69	12	243	257	(14)	961	
Communications	34	21	13	90	51	39	386	
Information Systems	107	81	26	316	174	142	1,378	
Bus Contract	11,066	10,341	725	33,234	31,094	2,140	133,365	
Rail Contract	6,635	5,473	1,162	18,978	16,969	2,009	81,935	
Ferry Contract	498	488	10	1,494	1,464	30	6,020	
Security	27	21	6	81	97	(16)	325	
Advertising and Promotion	136	50	86	325	153	172	1,360	
Other Expenditure	12	77	(65)	(276)	(41)	(235)	(79)	
Depreciation	1,642	1,754	(112)	5,106	5,053	53	19,932	
Investigations Expenditure	219	142	77	437	183	254	2,809	
<b>Total Operating Expenditure</b>	<b>23,487</b>	<b>20,736</b>	<b>2,751</b>	<b>68,635</b>	<b>61,722</b>	<b>6,913</b>	<b>283,867</b>	
<b>Net Operating Surplus/(Deficit)</b>	<b>(1,665)</b>	<b>(1,350)</b>	<b>315</b>	<b>(4,841)</b>	<b>(4,028)</b>	<b>813</b>	<b>(19,848)</b>	

## Statement of Financial Position

As at 30 September 2009

	ARTA					ARTA			
	Jun-09 \$000s	Sep-09 \$000s	Aug-09 \$000s	Movement \$000s		Jun-09 \$000s	Sep-09 \$000s	Aug-09 \$000s	Movement \$000s
<b>Liabilities</b>					<b>Assets</b>				
<b>Current Liabilities</b>					<b>Current assets</b>				
Trade payables	7,036	8,065	4,276	3,789	Cash and cash equivalents	105	152	171	(20)
GST payable	0	194	96	98	Trade receivables	554	(3,979)	173	(4,152)
Employee benefit liabilities	1,025	953	808	145	GST receivable	494	0	0	0
Income in advance	59	8,154	9,683	(1,529)	Accrued income	13,335	14,084	17,193	(3,109)
Accrued expenditure	31,421	27,453	34,302	(6,849)	Prepayments	0	694	2,838	(2,144)
Transport grants payable	19,819	17,454	18,145	(691)	Inventories	5,126	5,366	5,132	235
<b>Total current liabilities</b>	<b>59,360</b>	<b>62,273</b>	<b>67,310</b>	<b>(5,037)</b>	<b>Related party receivables</b>				
<b>Non-current Liabilities</b>					Operating account	28,975	38,455	33,152	5,302
Transport grants payable	1,152	813	1,152	(339)	Transport grants	19,819	17,454	18,145	(691)
Deferred tax	5,375	5,375	5,375	0	<b>Total current assets</b>	<b>68,408</b>	<b>72,225</b>	<b>76,804</b>	<b>(4,579)</b>
<b>Total non-current Liabilities</b>	<b>6,527</b>	<b>6,188</b>	<b>6,527</b>	<b>(339)</b>	<b>Non-current assets</b>				
<b>Total liabilities</b>	<b>65,886</b>	<b>68,461</b>	<b>73,836</b>	<b>(5,375)</b>	Property, plant & equipment	240,381	258,987	252,114	6,873
<b>Equity</b>					Intangible assets	21,896	21,807	21,836	(30)
Accumulated funds	4,265	4,955	4,819	136	<b>Related party receivables</b>				
Capital grants reserve	261,685	280,416	273,250	7,165	Transport grants	1,152	813	1,152	(339)
<b>Total equity</b>	<b>265,950</b>	<b>285,371</b>	<b>278,070</b>	<b>7,301</b>	<b>Total non-current assets</b>	<b>263,429</b>	<b>281,607</b>	<b>275,102</b>	<b>6,505</b>
<b>Total equity and liabilities</b>	<b>331,836</b>	<b>353,832</b>	<b>351,906</b>	<b>1,926</b>	<b>Total assets</b>	<b>331,836</b>	<b>353,832</b>	<b>351,906</b>	<b>1,926</b>

<b>Statement of Cash Flows</b>		
<b>For the Period Ended 30 September 2009</b>		
Full Year Ended 30 June 2009		As at 30 Sep 2009
<b>\$000</b>	<b>Cash flows from operating activities</b>	<b>\$000</b>
	Cash was provided from:	
101,532	ARC Opex grants	12,976
70,771	ARC Capex grants	15,841
7,711	ARC funding for IA grants vested in ARTA	2,704
4,457	LTNZ Capex grants	4,310
104,750	LTNZ Opex grants (excl. GST)	34,910
1,350	Other Grants and Subsidies	8,433
18,625	Rail Fare revenue	4,955
4,436	Bus Fare revenue	1,519
1,998	Ferry Wharf revenue	597
-	GST	-
252	Other Sundry Operating income	0
315,881		86,246
	Cash was applied to:	
222,913	Payments to Suppliers (excl. GST)	56,954
12,724	Payments to Employees	3,165
7,711	Payments to recipients of IA grants vested in ARTA	2,704
184	GST	(193)
243,532		62,630
<b>72,349</b>	<b>Net Cash from Operating Activities</b>	<b>23,616</b>
	<b>Cash Flows from Investing Activities</b>	
	Cash was provided from:	
0	Realisation of Other Investments	-
0	Proceeds from Sale of Intangible Assets	-
0		-
	Cash was applied to:	
72,392	Purchase and Development of Fixed Assets	23,569
0	Purchase and Development of Intangible Assets	-
0	Other Investments	-
72,392		23,569
<b>(72,392)</b>	<b>Net Cash applied to Investing Activities</b>	<b>(23,569)</b>
	<b>Cash Flows from Financing Activities</b>	
	Cash was provided from:	
0	Increase in loans	-
	Cash was applied to:	
0	Repayment of Loans	-
<b>0</b>	<b>Net Cash from Financing Activities</b>	<b>-</b>
<b>(43)</b>	<b>Net (Decrease)/Increase in Cash &amp; Investments Held</b>	<b>47</b>
148	Cash & Investments Balances at Beginning of the Period	105
<b>105</b>	<b>Cash &amp; Investments Balances at the End of the Period</b>	<b>151</b>
	<b>Cash &amp; Investments Balances Consist of:</b>	
0	Bank Overdraft	-
105	Cash	152
0	Short Term Investments	-
<b>105</b>		<b>152</b>

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

	Sep 09 \$000
Cash was provided from:	
Net Surplus	19,422
Adjustment for items not involving cash:	
Depreciation and amortisation	5,052
Donated asset	0
Deferred tax	(0)
Movements in working capital:	
(Increase) in receivables from ARC	(9,480)
(Increase) in trade and other receivables	3,583
Decrease/(Increase) in Inventory	(240)
Increase in GST	194
Decrease/(Increase) in grants receivable from ARC	2,704
(Decrease)/Increase in trade and other payables	5,085
(Decrease)/Increase in grants payable	(2,704)
<b>Net Cash from Operating Activities</b>	<b>23,616</b>

## 5.2. STATEMENT OF FINANCIAL PERFORMANCE

### OPERATING RESULTS – MONTH OF 30 SEPTEMBER 2009

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

#### Revenue

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

ARC Opex Grants are \$1.0m less than budget and NZTA Opex Grants are \$1.6m less than budget due to less expenditure than budgeted.

Rail Fare Revenue is \$0.1m less than budget; September has seen improved patronage growth and has resulted in a revenue result only slightly below target for the month.

Bus Fare Revenue is \$0.2m more than budget. Previously this revenue category only held the Albany and Spine revenue but due to a request from Audit New Zealand all revenue received from bus operators has been coded to this revenue code (budgeted in the 'Other Grants and Subsidies' category). In real terms there is a slight increase in revenue due to a higher than budgeted patronage increase and SuperGold reimbursement.

#### Expenditure

Major variances to budget are:

- a) Human Resource is \$0.2m less than budget for September due to the original budget including staff vacancies that will now no longer be recruited or for which recruitment has been delayed.
- b) Professional Services – Project Delivery is \$0.2m less than budget due to timing delays associated with uncertainty about NZTA funding of many projects in this area leading to delays in appointing external professional services until the funding is secure.
- c) Professional Services – Customer Services is \$0.2m less than budget, uncertainty over NZTA funding approval for the professional services budget projects (in sustainable transport and TravelWise marketing) leading to a slow start to projects for the financial year and a timing difference relating to the commencement of projects in the Market Research and Rugby World Cup areas.
- d) Professional Services – Others is \$0.2m less than budget due to NZTA funding uncertainty for Strategy and Planning projects. ARTA has engaged with NZTA about the specific requirements to progress the funding applications related to this area of the organisation and several options are currently being discussed and worked through.
- e) Printing and Office Supplies is \$0.1m less than budget due to lower than budgeted costs for timetable and on-road information material and lower than budget printing for consultation documents in public transport planning.
- f) Bus Contract is \$0.7m less than budget due to negative indexation for the quarterly adjusted contracts effective from 1 July 2009, planned changes to the City Circuit that have not been implemented, August and September industrial dispute stop work credit notes, special events and lower than planned concession fares for SuperGold and child fares. The savings in concessions is slightly offset by higher than budgeted senior and tertiary costs.
- g) Rail Contract is \$1.2m less than budget mainly due to lower than planned fuel costs (\$0.80 per litre actual vs. \$1.05 per litre budget), driver hire saving and less reactive maintenance for rolling stock. The lower than budget expenditure has been partially offset by higher than budgeted leave liability charge in the Veolia contract. An action plan has been developed by Veolia to address this increase in the next quarter.

- h) Advertising and promotion is \$0.1m less than budget due to less advertising associated with the west service change public consultation and fewer advertising campaigns undertaken by marketing.
- i) Other expenditure is \$0.1m more than budget due a combination of price, volume and mixed variances, which arise when staff costs and overhead are coded back to the projects.
- j) Depreciation is \$0.1m more than budget due to timing differences in capitalisation of some of the fixed assets during the financial year.
- k) Investigations Expenditure is \$0.1m less than budget due to delays in securing NZTA funding for rail investigations.

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

Net Operating Deficit for the month is \$1.3m. This deficit arises mainly because depreciation is unfunded.

### **OPERATING RESULTS – YEAR TO DATE - PERIOD ENDED 30 SEPTEMBER 2009**

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

#### **Revenue**

ARC Opex Grants are \$2.3m less than budget and NZTA Opex Grants are \$4.0m less than budget due to less expenditure than budgeted.

Other Grants and Subsidies are \$0.1 below budget due to the re-categorisation of some bus and ferry miscellaneous income – now reported under bus fare revenue.

Rail Fare Revenue is \$0.3m less than budget year to date.

Bus Fare Revenue is \$0.5m more than budget.

Ferry Wharf Revenue is \$0.1m more than budget

#### **Expenditure**

Major variances to budget are:

- a) Human Resource is \$0.6m less than budget year to date.
- b) Professional Services – Project Delivery is \$0.3m less than budget year to date.
- c) Professional Services – Customer Services is \$0.7m less than budget year to date due to the slow start associated with funding uncertainty, lower than budgeted use of external contractors for the Work Travel Programme, a credit for the Maxx contract centre relating to the 08/09 financial year, funding restrictions resulting in no updates to the travel wise web site year to date as anticipated in the budget and less use of external contractors for IT systems.
- d) Professional Services – Others is \$0.5m less than budget year to date.
- e) Printing and Office Supplies is \$0.2m less than budget due to lower than budgeted costs associated with the Western Sector review consultation and timetable and on-road information material.
- f) Information Systems is \$0.1m less than budget due to a timing delay relating to IT and real time licence charges.
- g) Bus Contract is \$2.1m less than budget year to date.
- h) Rail Contract is \$2.0m less than budget year to date due largely to the average fuel price for the year to date being \$0.86 per litre versus \$1.05 per litre budgeted.
- i) Advertising and Promotion is \$0.2m less than budget year to date.
- j) Other expenditure is \$0.2m more than budget year to date.

k) Investigations and expenditure is \$0.3m less than budget year to date.

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

Net Operating Deficit for the year is \$4.0m. This deficit arises mainly because depreciation is unfunded.

## **5.3. STATEMENT OF FINANCIAL POSITION**

The key features of the Statement of Financial Position as at 30 September 2009 are:

### **Current Liabilities**

The total trade payables have increased by \$3.8m from August due mainly to goods/services received during September for which the supplier invoice arrived during October

Income in advance has decreased by \$1.6m from the month of August mainly due to the regular reduction for the Veolia quarterly invoice.

Accrued expenditure has decreased by \$6.9m due to the receipt of KiwiRail driver hire and capital expenditure invoices.

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

<b>Detail</b>	<b>Current</b>	<b>30-60 Days</b>	<b>More than 60 Days</b>
Accounts Payable -September 09	\$1,083,408	\$12,670	(\$1,486)
Accounts Payable -August 09	\$1,254,185	\$30,305	\$637

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

### **Current Assets**

The decrease in prepayments of \$2.1m is due to the September portion of the quarterly Veolia and annual insurance invoices.

### **Debtors (included in Trade Receivables)**

<b>Detail</b>	<b>Current</b>	<b>30-60 Days</b>	<b>More than 60 days</b>
Accounts Receivable- September 09	(\$4,004,901)	\$5,219	\$14,935
Accounts Receivable- August 09	\$143,340	\$8,538	\$14,329

The credit balance in accounts receivable is due to a payment made by NZTA in advance of future expenditure

Accrued income has decreased by \$3.1m due to the payment of the Veolia Q2 invoice.

### **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.