



Auckland Regional
Transport Authority

MONTHLY BUSINESS REPORT

July 2010

CONTRIBUTION LIST

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SUMMARY

Auckland's public transport continues to grow

Patronage on Auckland's public transport gathered more speed in July, the first month of the financial year, with solid growth seen across the board.

July saw a 3.7% increase in the use of all modes of PT in July 2010 compared to the same month last year. This encouraging statistic comes from a 2.5% increase in bus usage, a 10.4% increase in rail and 2.7% growth on ferry boardings.

Over 8.5 million passenger journeys were made on rail in the 12 months ending July, an increase of 11.6% on the previous equivalent period.

The Northern Express' excellent growth continued in July with patronage up by 21.2% for the month and by 20.1% on the previous year 12 months.

Record numbers travel on PT for Rugby International

A record number of customers travelled on public transport to show their support for the Rugby Internationals at Eden Park when the All Blacks met South Africa. This provided a dress rehearsal for the RWC transport management plan at Eden Park next year.

Punctuality on rail services in July was 82.9% of services on time from 84.5% in June and 83.9% in July 2009. This result is mainly due to speed restrictions through the Purewa tunnel as a result of drainage problems.

More transport facilities for customers on the way

The opening of the highly anticipated New Lynn Rail and Bus Interchange will take place on 19th September and an official ceremony attended by the Minister of Transport and local dignitaries will be held on 24th September.

Trains will once again be travelling along the historic Onehunga line from 19th September after a 37 year absence. The new stations at Onehunga and Te Papapa and the new platform at Penrose are almost complete ready to accept passengers.

Construction of the station base slab and platform is proceeding well at Manukau rail station.

Stage 1 works are expected to start in late October for the Tamaki Dr stabling site.

The 19th September timetable change will see the balance of trainsets 18 – 23 put into action.

Birkenhead Ferry terminal is expected to be complete in early October following the final stages of construction to the new outer berth.

Hobsonville Ferry Terminal – Detailed design will be completed by the end of September with construction due to be completed by late 2011.

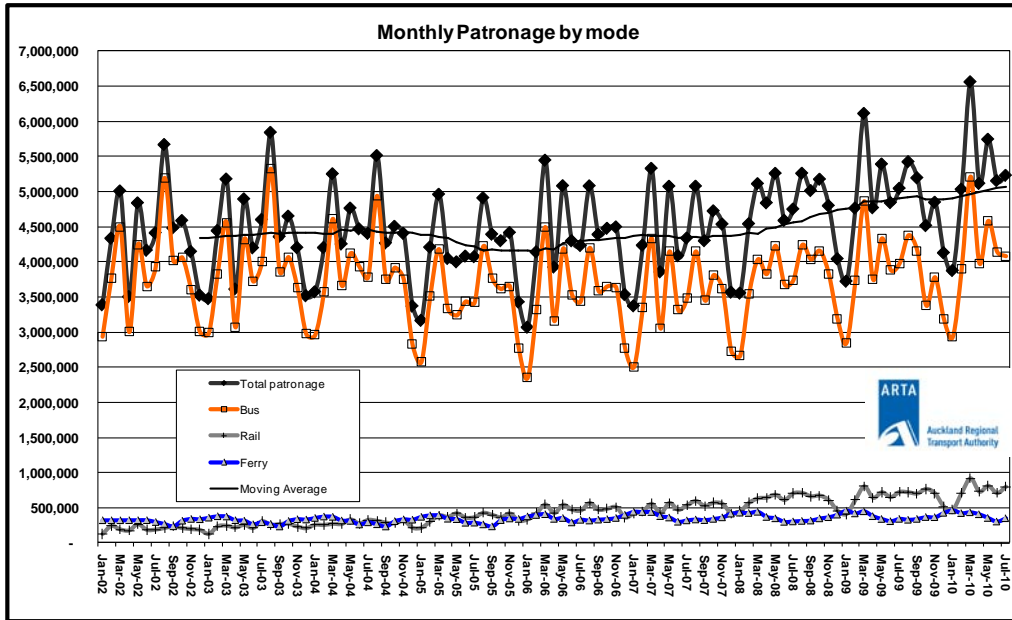
ARTA's long term strategic goals

The CBD Rail Loop draft concept designs and business case are progressing well with an interim report expected in September.

1 CUSTOMER SERVICES

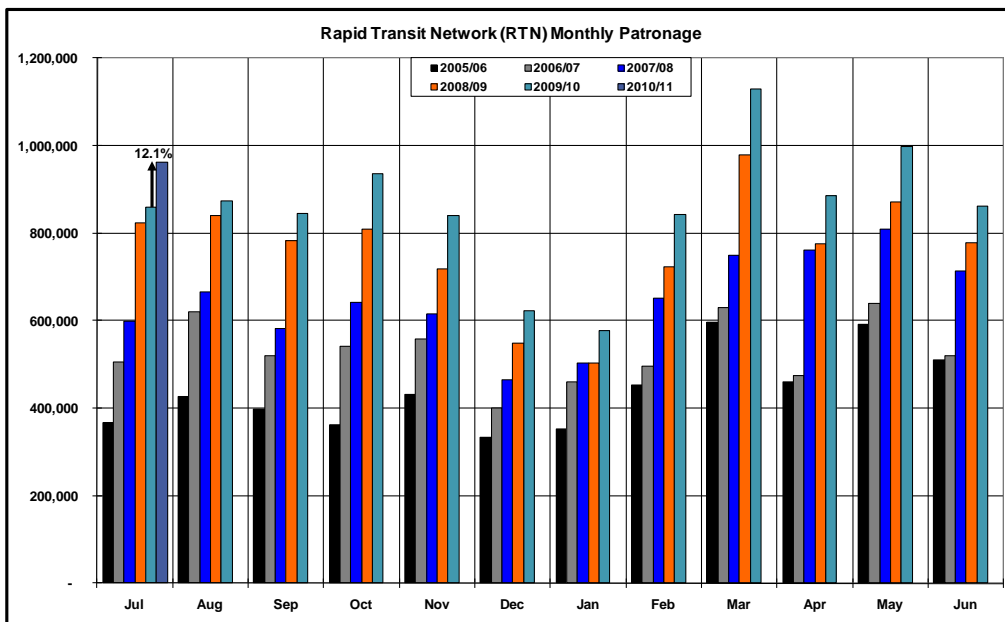
1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail patronage for the month of July is 3.7% (184,708 boardings) higher than July 2009 at 5,228,372 boardings.



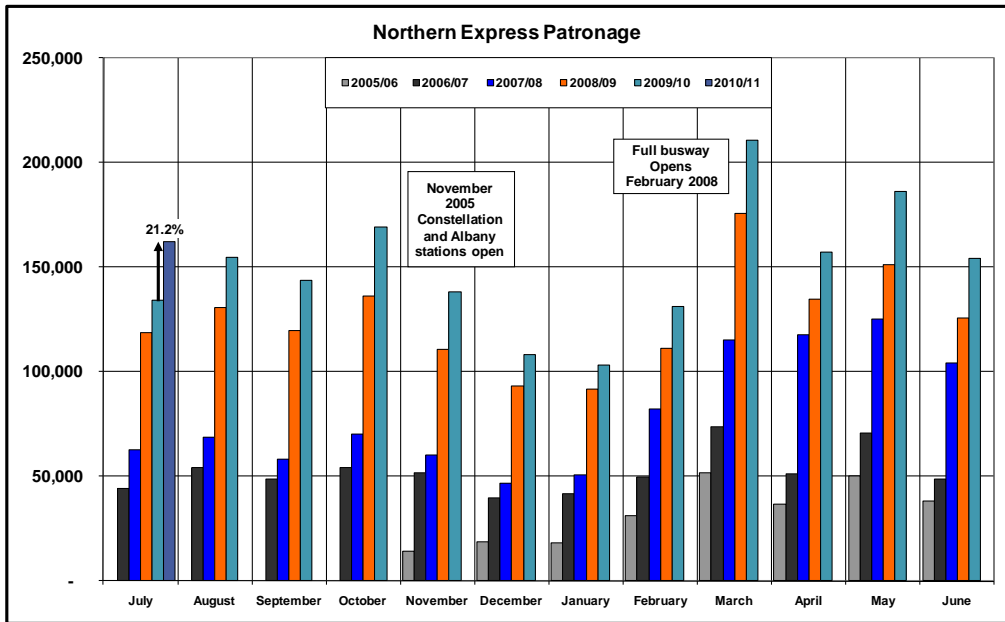
Rapid Transit Network (Rail and Northern Express):

The total RTN patronage for July is 12.1% (103,795 boardings) higher than July 2009.



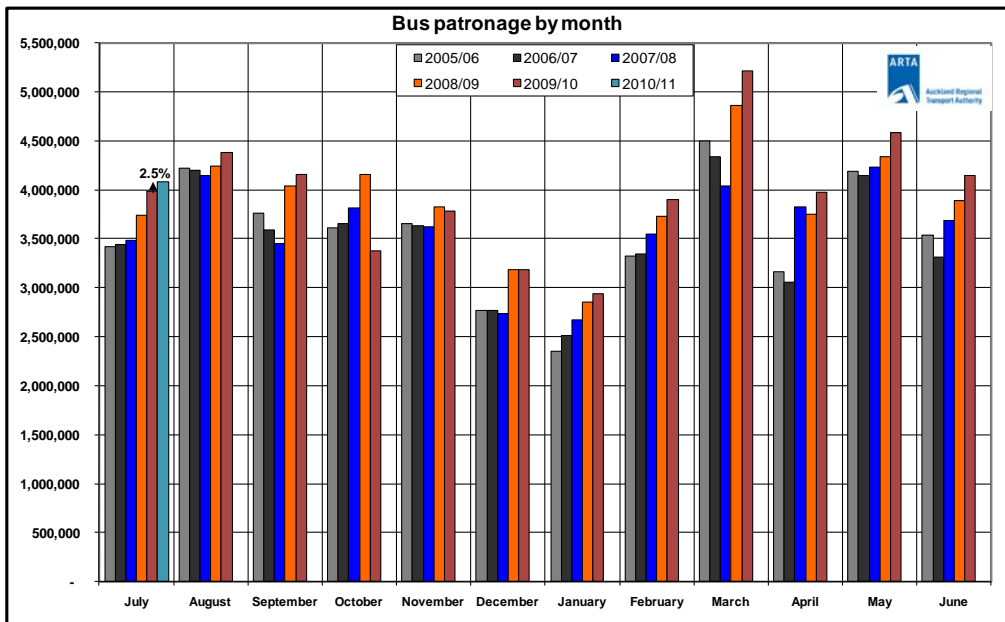
The Northern Express patronage grew by 21.2% or 28,455 boardings for July 2010 compared to July 2009.

There have been 1.82 million passengers recorded using the Northern Express over the last twelve months, an increase of 20.1% on the same period last year.



Bus Patronage

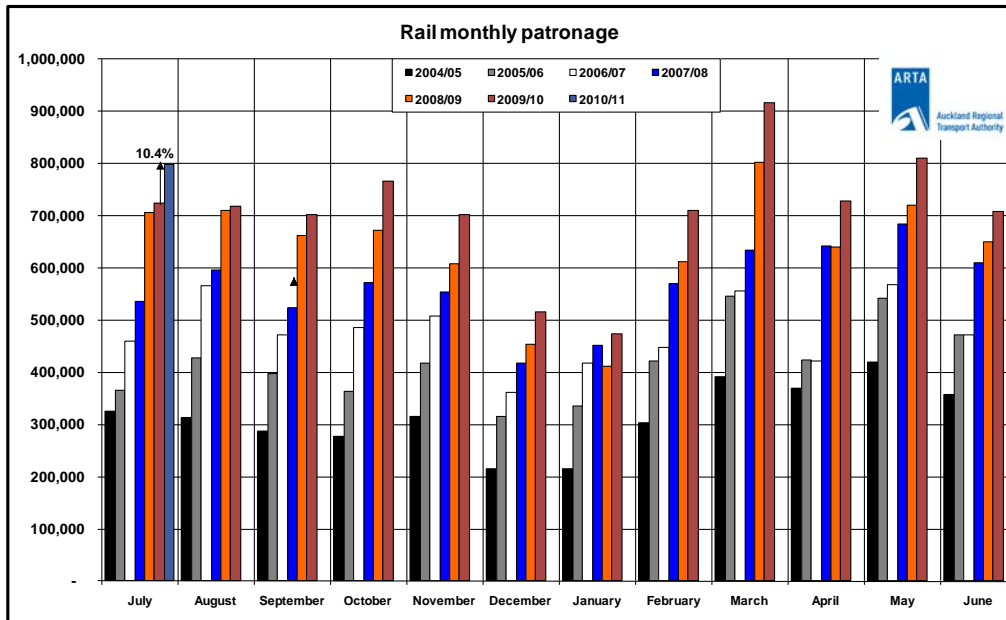
Bus patronage grew by 2.5% (100,246 boardings) compared to last July.



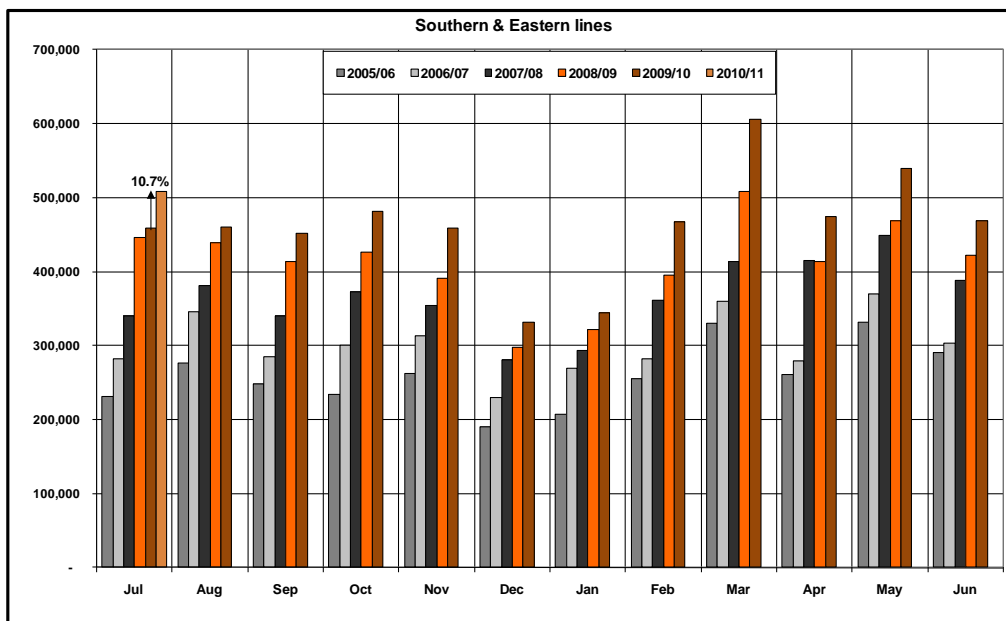
Rail Patronage

The start of the new financial year saw a continuation of the trend observed through most of 2009/10. In July 2010 there were 799,000 passengers recorded travelling on the region's rail services, an increase of 10.4% on the same month last year. There was one less business day this year compared to last year. Included in this year's figures were more than 15,000 rugby supporters who travelled by train to and from the Tri-nations test versus South Africa on 10 July, an event that was one of several planned as trial runs in preparation for the RWC 2011 events. For the same month last year just under 9,000 supporters were included in the patronage data for a Bledisloe Cup match.

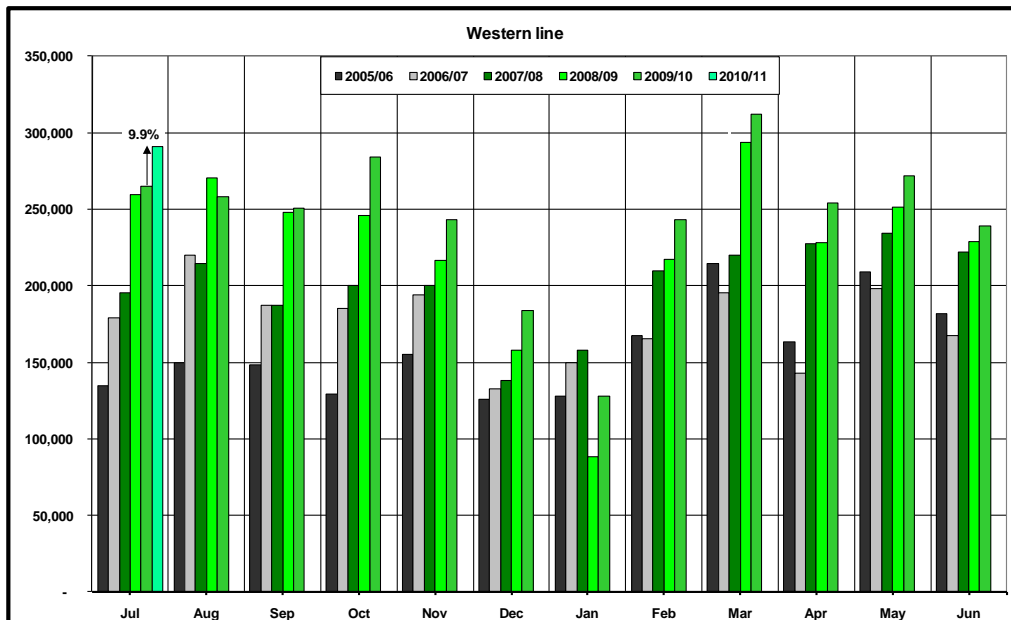
For the rolling twelve months August 2009 to July 2010 the total number of passengers recorded travelling by rail was 8.554 million passengers, an increase of 11.6% on the equivalent period last year.



In July 508,000 passengers travelled on southern and eastern line services, which is an increase of 10.4% on last year. Over the last twelve months 5.595 million passengers have travelled on southern and eastern line trains, 12.9% more than the same period last year.

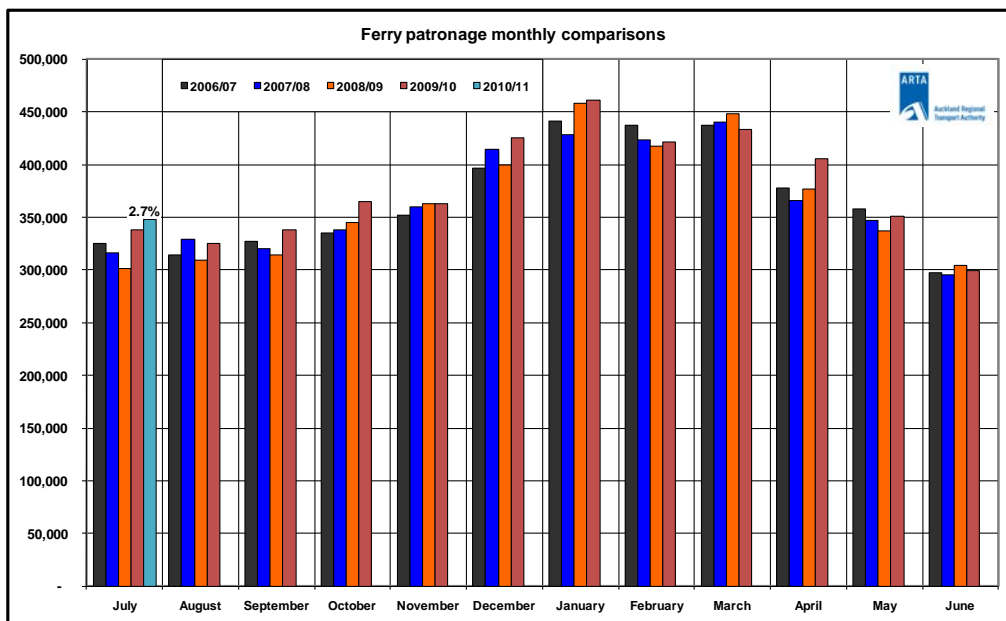


For the first month since July last year there were no major works requiring blocks of line affecting western line services during July 2010 and the stabilised level of service resulted in patronage growth similar to the southern and eastern lines. For the month there were 291,000 passenger journeys made on western line services, an increase of 9.9% on the same month last year. For the last twelve months 2.960 million passengers have travelled on western line services, which is 9.1% more than for the same period last year.



Ferry Patronage

Ferry patronage for July is 2.7% (9,122 boardings) higher than last July.



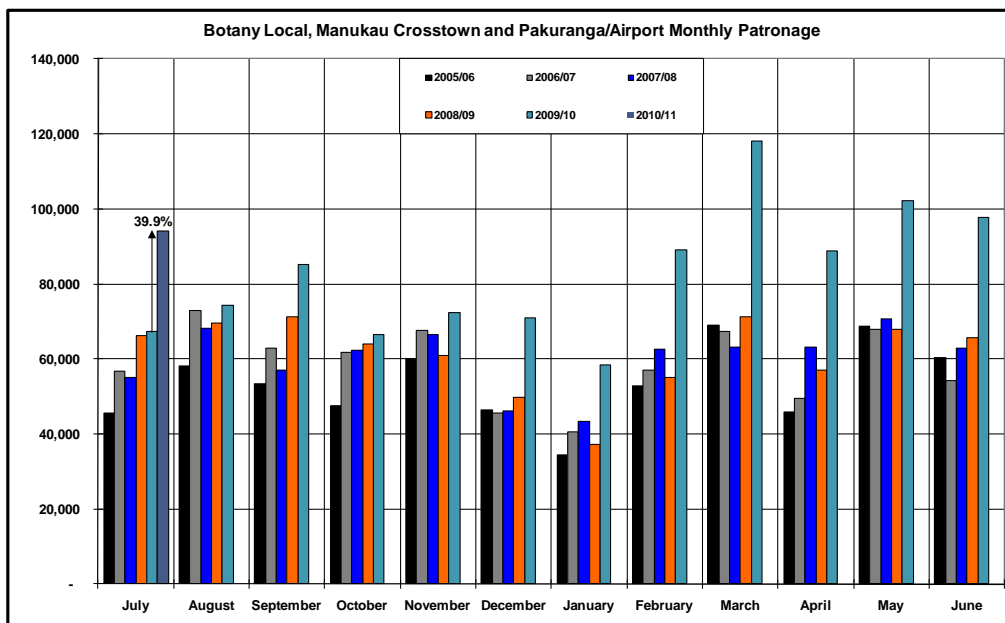
Patronage Analysis

Growth in the bus sector has been seen primarily in the North and South of Auckland. These are areas where services have been redesigned over the last two to three years with simpler and higher frequency services. ARTA will be implementing service changes in the West sector later this year.

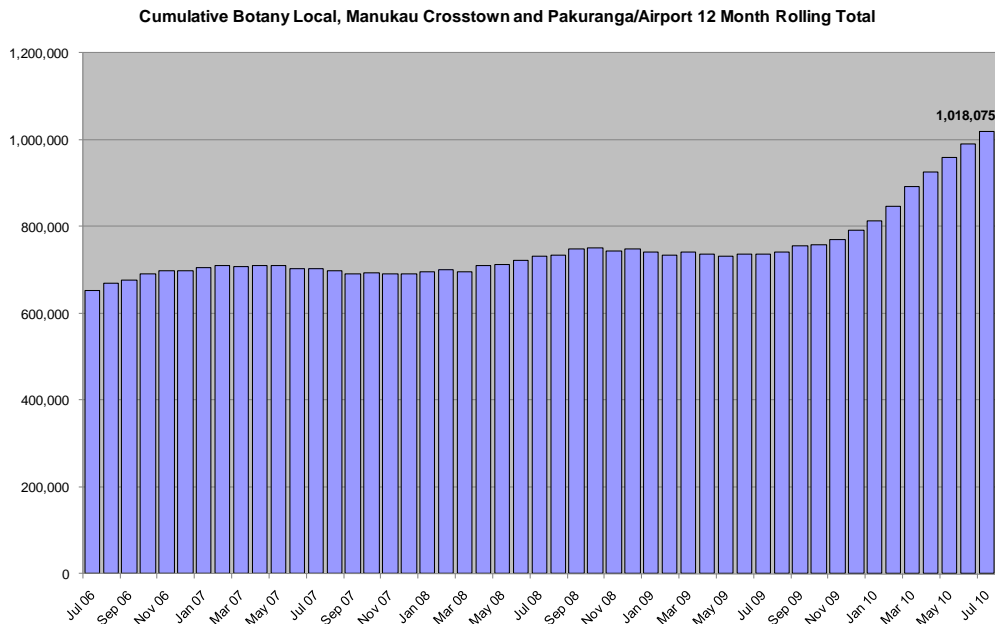
	North Sector (excluding Northern Express)				West Sector			
	By Month		Cumulative		By Month		Cumulative	
Jul	24,281	3.1%	24,281	3.1%	3,829	1.0%	3,829	1.0%
	South Sector				Isthmus Sector			
	By Month		Cumulative		By Month		Cumulative	
Jul	54,543	7.2%	54,273	7.2%	6,741	-0.4%	6,741	-0.4%

An example of passenger growth where bus services have been redesigned are presented below:

Local and Manukau Cross-town bus routes were redesigned on 1 February 2009. Routes were simplified with some extensions and new timetables. Patronage growth on these services is 39.9% (26,860 boardings) compared to July 2009. This has contributed to growth in the South Sector.



Patronage on these routes exceeded 1 million for the 12 months to July, compared to 741,599 in the 12 months to January 2009 immediately prior to the implementation of these changes. This is an increase of 276,476 boardings per year (37.7%) in 18 months.



1.2. PT SERVICE PUNCTUALITY AND RELIABILITY

July saw a stabilisation of performance of western line services following the commissioning of the final section of double track the previous month. However overall network performance was impacted by a significant speed restriction imposed through the Purewa tunnel following ongoing issues with drainage. This, combined with track protection measures associated with platform lengthening work, saw a reduction in the performance of eastern line trains which impacted on overall performance for the month. The proportion of services that operated on-time or within five minutes of schedule in July was 82.9%, compared to 84.5% in last month and 83.9% in July last year.

Western line services improved further compared to recent months and in July 87.4% of services operated on time or within five minutes of schedule, compared to 83.1% in June but slightly below the 89.0% recorded for the same month last year.

As already noted, the performance of the southern and eastern lines was affected by speed restrictions and track protection measures and, as a result, 80.5% of services on these two lines combined operated on time or within five minutes of schedule. This compares to 85.1% in June and 81.3% for the same month last year.

The following major incidents were reported during the month:

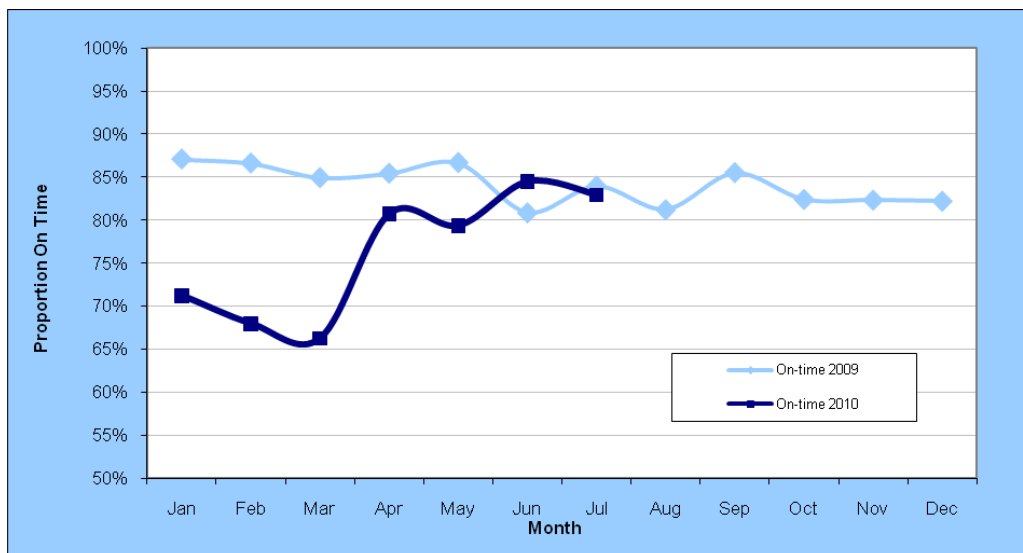
Signal, points and track failures – The incidents caused by signal, points and track faults reduced further during July. In the month there were two incidents that led to significant delays to commuter trains. The first was on the morning of 6 July when a complete “black-out” of signals occurred between Homai and Papatoetoe, the result of which was traced to an act of vandalism to the signalling system. As a result trains operating through the area between approximately 5.00am and 7.30am were required to receive verbal clearance from Train Control which led to significant delays to southern and eastern line trains. On the morning of 12 July a signal fault at Morningside resulted in delays to western line services during the morning peak.

Train faults – There were six faults with suburban trains and a freight train breakdown that had significant impacts on passenger services

during the month. On the morning of 1 July a train fault near the Parnell tunnel resulted in delays and cancellations to morning peak services on the western and southern lines. On 8 July a train fault at Tamaki resulted in delays to evening services and the eastern and southern lines.

Towards the end of the morning peak on 13 July a fault that developed with a train at Britomart caused delays and cancellations on the southern and western lines. On 20 July a train fault, again at Britomart, resulted in delays and cancellations to morning peak services on the southern and eastern lines. On 29 July a train fault at Homai led to delays and cancellations to evening peak services on the southern and eastern lines and the following morning a train fault that developed at Parnell caused delays and cancellations to peak services on the southern and western lines. On the morning of 6 July a freight train was disabled at Paerata and effectively caused a block of line during the morning peak services causing delays and cancellations to Pukekohe services.

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



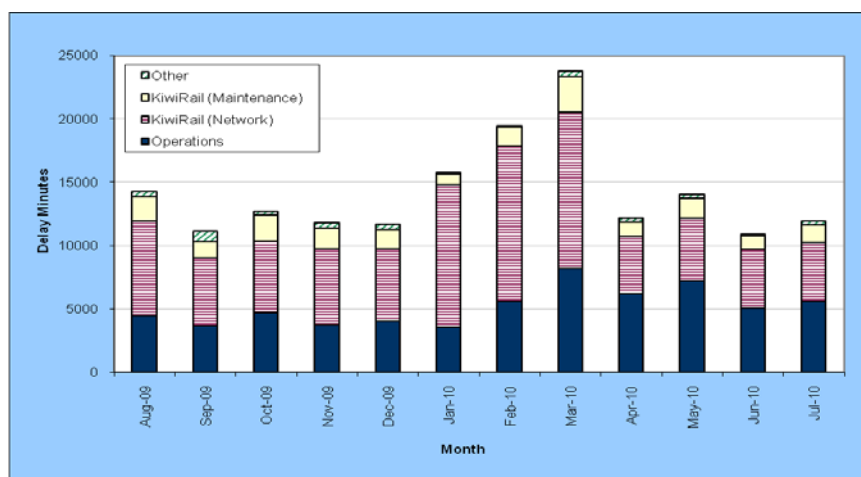
The reliability of train services, or the proportion of services that reached their scheduled destination and were not cancelled, was 98.9% in July, slightly below the 99.0% for June but an improvement compared to the same month last year (98.2%). There were no single events that led to a significant number of cancellations and the vast majority (80%) of service cancellations resulted from train faults however the number of trains affected was not significantly greater than average.

There were no bus replacement requirements during July.

Passenger Delay Minutes

Passenger delay minutes were up slightly, by 9.4% to 11,968 minutes, in July compared to June. The main difference was a 30% increase in delay minutes caused by vehicle faults, although the level of these delays was no greater than recent averages, and an 11% increase in the delay minutes attributed to operational issues.

Passenger Delay Minutes – Last Twelve Months



Infrastructure-related delay minutes remained at the same level as recorded in June (4,627 minutes in July compared to 4,639 minutes in June). The main change was a reduction in the train delays caused by signal and points failures which was off-set by an increase in train delays due to track protection measures, most of which related to station works.

	Delay Minutes	Proportion
Network Control	323	7.0%
Signal/points failure	659	14.1%
Speed restrictions	140	3.0%
Track protection measures*	3,505	75.8%
Total	4,627	

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

BUS SERVICE RELIABILITY AND PUNCTUALITY

South, West and Isthmus Contracted Bus Services

For July 2010, 99.69% of contracted service trips were operated (reliability measure).

Service punctuality for July 2010 was 99.04% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

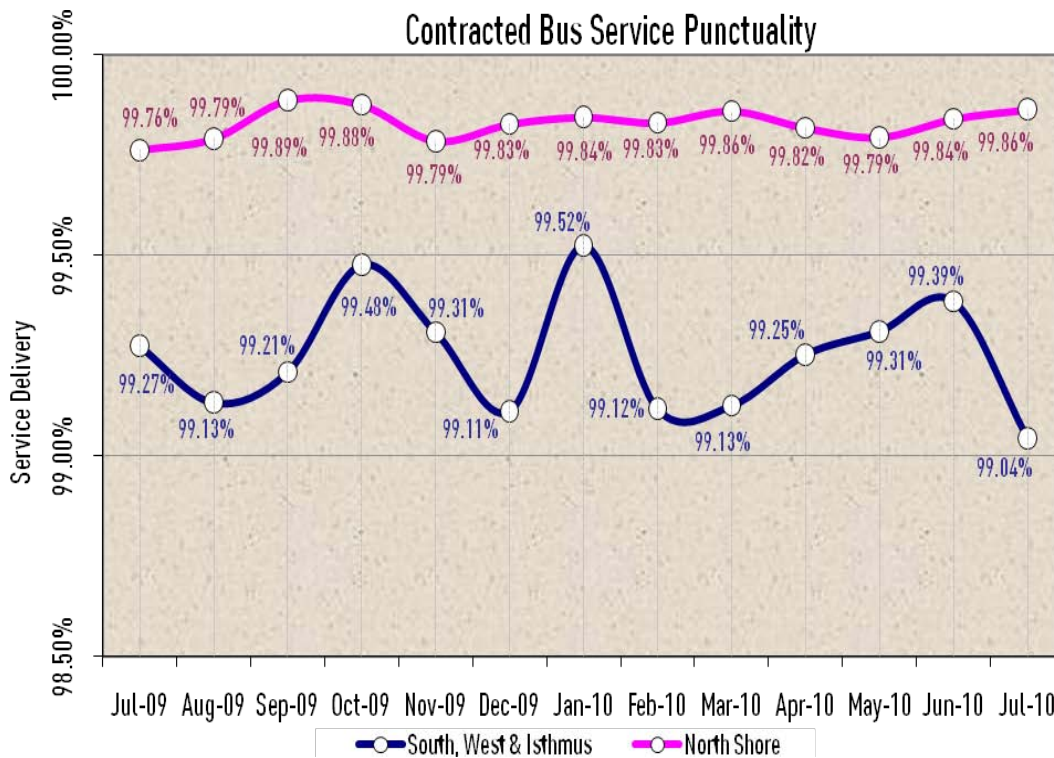
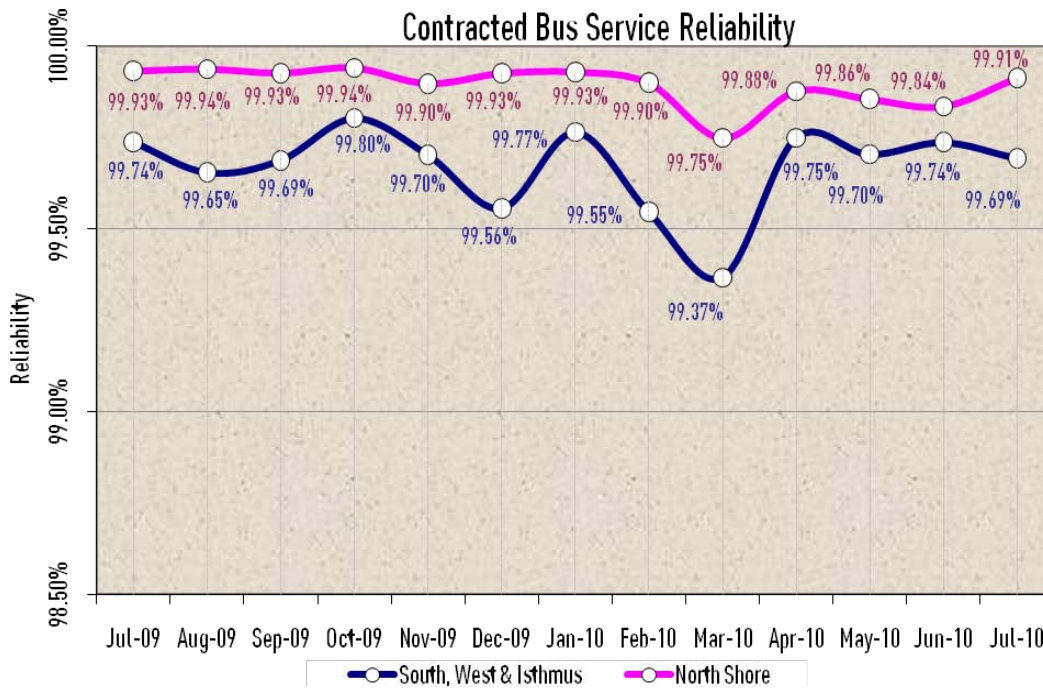
Service punctuality and reliability are self reported by the bus operators.

North Shore Contracted Bus Services

For July 2010, 99.91% of contracted service trips were operated (reliability measure).

Service punctuality for July 2010 was 99.86% 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.



1.3. SERVICE DEVELOPMENT

283 Termini Relocation

283 Hospital service was relocated in June from stop D9 to stop D6 in Britomart following a number of customer requests (all Waiheke residents). Feedback to date has been positive.

City Circuit, The Link & Western Bays Services

Work is progressing on proposed service changes to the City Circuit, Link and Western Bays services, all operated by NZ Bus. This includes proposals to change the route of almost all services listed and improve the running times on services around the CBD. Further consultation is to take place in the near future before proposals can be finalised.

North West Bus Service Changes

Agreement has been reached with Ritchies and new routes and timetables will now be implemented on 19 September 2010.

Green Bay bus service changes consultation

Positive response to proposed changes to Green Bay and New Lynn local bus services to simplify the network and integrate with train timetables has been received – to be implemented 19 September 2010

Manurewa – Mahia Rd consultation

Positive response to proposed change to route 454 to serve Mahia Rd area has been received – to be implemented 19 September 2010

Ellerslie, Glen Innes – Marua Rd consultation

Mainly positive response to proposed changes has been received – new route 595 service, with significantly improved service along Marua Rd, to be implemented 19 September 2010

Waikowhai

Substantial support for proposed route simplification; implementation date yet to be set.

Onehunga Train Station – bus route change consultation

Bus routes to and from Mangere will be re-routed to serve Onehunga Train Station from 19 September 2010.

1.4. MAJOR INFRASTRUCTURE WORKS

Victoria Park Tunnel and North Shore Watermain Relocation

Construction on Victoria Park Tunnel began in November 2009 and is expected to be completed in April 2012.

Planning was completed for the closure of Wellington St on-ramp on 23 August 2010, with some additional north shore peak bus services to provided and park-and-ride facility from 30 August at Harbourside Church, Esmonde Road.

1.5. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

Special Events July 2010 Report

Events

10 events were held in July and six had an impact on public transport either with road closures and/or route diversions, or had additional services provided by ARTA.

Warriors vs. Eels, Mt Smart Stadium: Sunday 4th July

One additional southern rail service was inserted post game to allow patrons a better travel time away from Mt Smart after the game.

Tri Nations All Blacks vs. South Africa, Eden Park: Saturday 10th July (Crowd: 25000)

As the first international game held at Eden Park for 2010, this game was a significant focus for the Rugby World Cup Team to trial initiatives for the RWC next year. Free travel on buses and trains was implemented for this event.

A number of event spaces/operations were trialled for the first time. These included the following:

- First use of the upgraded Kingsland Rail Station. The underpass tunnel was used for the first time and a new queuing system was implemented. The rail service delivered a record number of patrons to the ground with services near capacity immediately post event.
- Trial of special event rail services as limited stop services. These stopped at Britomart, Grafton and Kingsland only. Newmarket and Mt Eden rail customers were diverted onto a new special event bus service.
- Trial of the new Eden Park Transport Hub. All bays that were available for use were utilised to provide bus services to drop off at Eden Park. Sandringham and Altham Roads were closed to allow bus stacking after the game and a new barricading system was implemented to provide pedestrian/bus separation out on the street.
- Trial of new event bus stop in Albert Street for Midtown Bus Services. This has been moved from Queen Street to provide more curbing space to load buses and lessen the impact on existing bus services.
- Trial of new bus services along RWC2011 routes. Services to Midtown and North Shore remained from previous years, a Takapuna service has been reinstated and new services intended for RWC2011 from Manukau/Botany/Pakuranga and Newmarket/Mt Eden were trialled.
- Trial of a full closure (with existing bus route access) on New North Road allowed the Midtown Bus Stop to operate safely and effectively post game.

MAXX Ambassadors were utilised as in previous years to provide directions as spruikers, to manage crowds queuing around buses and answer questions. More training needs to be done by PeopleMax to ensure that these staff members are effective in a special events role.

A record number of patrons travelled by public transport (38.43% pre-event, 35.45% post event), which was even more significant as there was a higher number of locals at the event as opposed to traditional Bledisloe Cup games which attract a more international crowd base.

Passenger numbers were:

	Ingress	Egress
Rail	7862	7300
Midtown Bus	235	235
North Shore Bus	815	750
Takapuna Bus	212	170

Manukau/Botany/Pakuranga	57	66
Newmarket/Mt Eden	426	341
Total	9607	8862

Warriors vs. Storm, Mt Smart: Saturday 17th July

One additional southern rail service was inserted post game to allow patrons a better travel time away from Mt Smart after the game.

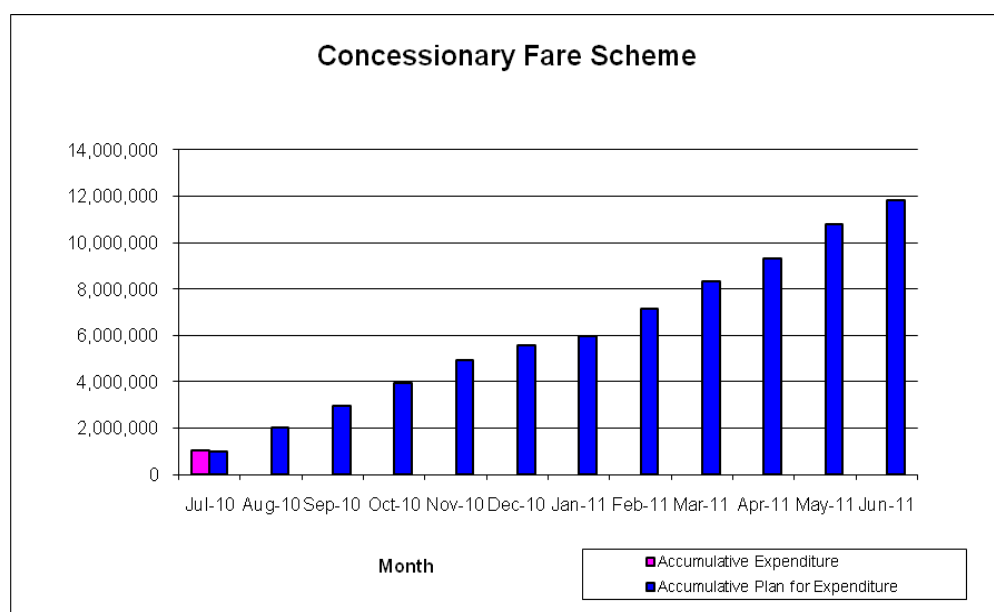
1.6. REGISTERED SERVICE NOTIFICATIONS RECEIVED BY ARTA UNDER THE PUBLIC TRANSPORT MANAGEMENT ACT 2008

Under the Public Transport Management Act 2008, the following applications for registered services have been approved during July 2010:

- Party Bus Company Ltd.: Notification to increase fares from 19 July 2010. Approved 02-Jul-10.
- Sealink Travel Group Ltd.: Notification to vary the existing standard timetable to operate a Great Barrier Summer Timetable from 01 December 2010 to 30 April 2011. Approved 30-Jul-10.
- Fullers Group Ltd.: Notification to advance trip 6:25am ex Auckland to Waiheke to depart at 6am effective from 13 September 2010. Approved 30-Jul-10.

1.7. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

Expenditure for concessionary fare reimbursements is over budget for the month ended July 2010. The expenditure is \$1,054,000 against a budget of \$970,000.

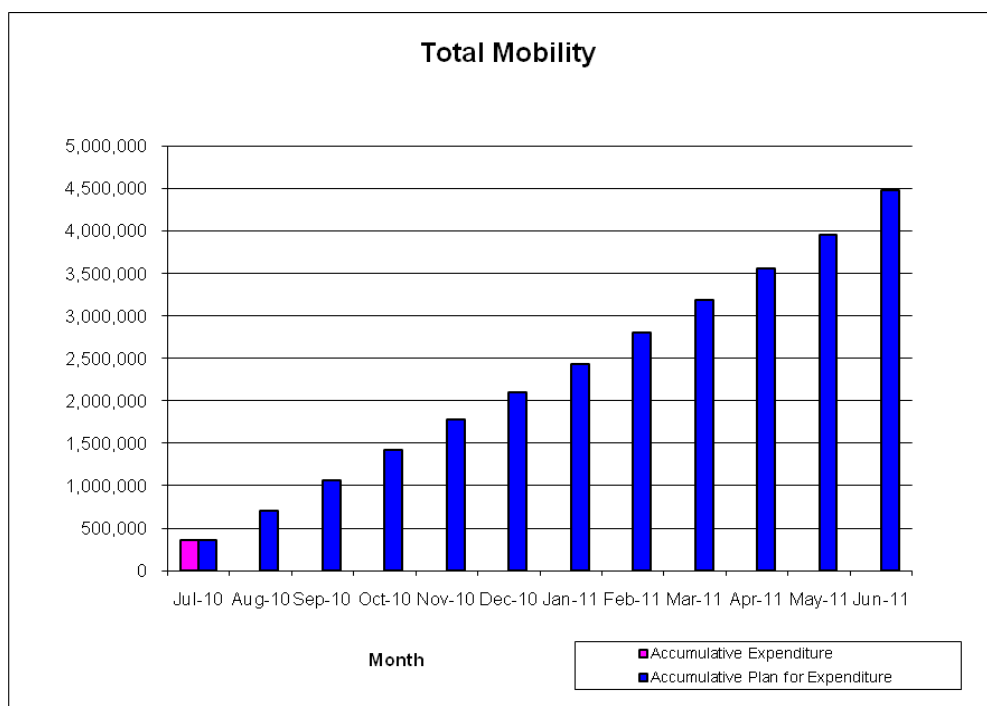


Expenditure for the SuperGold card is not included within this graph as it is funded 100% (for non-peak travel) by NZTA. The expenditure for SuperGold for the month ended July 2010 is \$845,000.

1.8. AUCKLAND TOTAL MOBILITY SCHEME

210 new Total Mobility applications were processed in July 2010 compared with 166 in April, 136 in May and 154 in June.

Expenditure for Total Mobility reimbursements is marginally budget for the month ended July 2010. The expenditure is \$359,000 against a budget of \$360,000.



1.9. TRAVEL PLANNING

School Travel Planning

No schools launched their travel plans during July; however the following new schools joined the programme:

- St Marys Catholic School
- Manurewa West School
- Clendon Park School

Walking School Buses

The following WSB's became active during July :

- | | |
|------------------|---------------------------|
| Long Bay School | • The Torbay express WSB |
| Orewa School | • Lakeside WSB |
| Gulf Harbour | • Alec Craig Sloopers WSB |
| Laingholm School | • Kauri Point |
| | • Victoria Rd WSB |
| Buckland's Beach | • Morrow Route WSB |

Workplace Travel Planning

The survey results from the following tertiary providers and hospitals have now been finalised:

Auckland University

AUT (city campus)

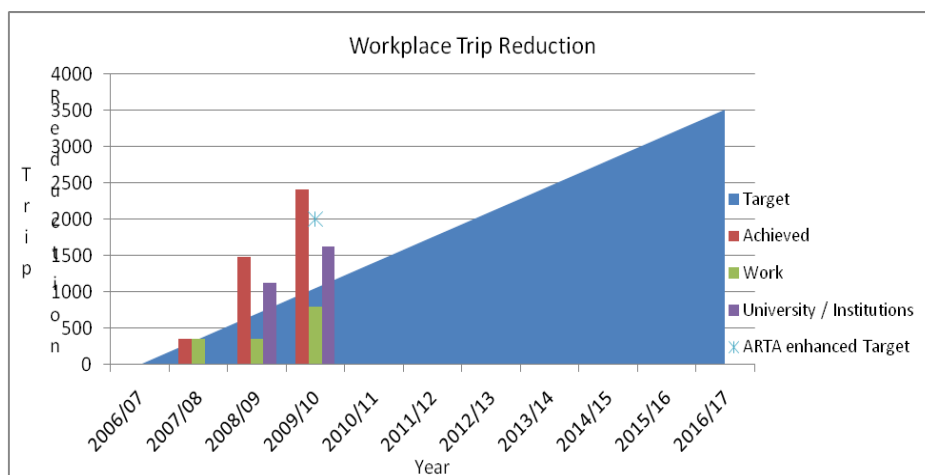
AUT (Akoranga)

ADHB

WDHB

The results exceed forecasted car trip reduction figures and confirm the biggest increase above the set target since the programme started.

The car trip reduction for the whole workplace travel plan programme as per the end of the 2009/10 financial year is 2414, compared to the ARTA target of 2000, the graph below illustrates trip reduction results:



2 PROJECT DELIVERY

2.1. ROLLING STOCK PROCUREMENT

RENEWALS PROJECTS

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

All Trainsets are now available for the September timetable changes.

2.2. INFRASTRUCTURE DEVELOPMENT

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

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

Platforms are now substantially complete. The station building work is progressing well and permanent stairs, lift and escalators are now complete. The Bus Interchange works are also progressing well. The station and interchange will be complete and open for services on 19 September 2010.

Distributed Stabling (DART 17)

- **Tamaki Drive – The Strand**

Stage 1 Detailed Design is substantially complete. Further costing and risk analysis has been undertaken with regards to the proposed removal of the existing canopies. The Historic Places Trust has been notified of the intended removal of the canopies. This matter has not raised any further issues with this organisation other than a proposal to retain a representative section of the canopies at one side of the platform. This option is currently under review; however any mitigation is not required as the structures are not protected as Heritage items. Pending approval to demolish/partly demolish the existing canopies, Stage 1 works are expected to commence late October.

2.3. FERRY TERMINAL DEVELOPMENTS

Birkenhead

The fender and steel piles are now all complete and the plant room fit out is substantially complete.

The Hydraulic ramp sections are now in place and the passenger ramp and gangway will be installed by the end of August.

Birkenhead Inner Berth

Seabed survey is in progress and Detailed Design is progressing well.

Hobsonville

Hobsonville Land Company (HLC) continues to progress coastal land consents. The consents will be novated to ARTA once secured.

Seabed surveys are largely complete and the design work can now be progressed.

The procurement process for Detail Design will be completed by the end of September 2010. The programme is still on target for construction completion in late 2011.

2.4. NETWORK DEVELOPMENT

Onehunga Branch Line Rehabilitation (DART 19)

Installation of platform assets are now substantially complete. The signalling system will be commissioned during the final weekend of August. Operator training is to commence in late August. The opening of line and commencement of services will be from 19 September 2010.

Manukau Rail Link (DART 9)

Work is proceeding with the base slab and platform construction, in parallel with installation of ducts and service pits.

Concept Design is commencing for the combined Tertiary College and Bus/Rail Interchange.

Rugby World Cup 2011 - Kingsland Station

The station is now substantially complete and available for use.

2.5. REAL TIME PASSENGER INFORMATION SYSTEMS (RTPIS)

Type 1 & 2- VPIDs for Bus Services, Phases 0, 3 & 4:

The RTPIS system expansion program of on-street infrastructure: which comprises 173 VPID's at bus stops is completed. However the following projects have been added to the program:

- **The New Lynn Bus/Rail Interchange:**

Planned completion August 2010:

Bus Terminal - presently being constructed, incorporating five bus stop bays, a double sided VPID to display bus service ETA's is being installed in each bay.

Bus Concourse Waiting Area - a 42 inch LCD screen is being installed in the bus passenger waiting area of the concourse to display ETA's of all bus services that use the transport centre. Planned completion is set for August 2010.

- **Onehunga Bus/Rail Interchange** - installation of a double sided VPID at the new bus stop to be located adjacent to the main entrance of Onehunga Rail Station. The planned completion date is late August for the station opening in September 2010.

Rail Services RTPIS Projects:

- New Lynn Rail Station – PID's installed, commissioned with temporary local operating system for station opening
- Manukau Rail Station – the concept design for PID's is completed and the physical works are being scoped and priced
- Onehunga Branch Line Rail Stations – PID's are being installed on the platforms of the three stations (Penrose platform 3, Te Papapa and Onehunga) with planned completion in time for the September opening

Upgraded rail stations with common element canopies (20 Stations) are presently being pre-wired for passenger information displays.

2.6. ASSET MANAGEMENT

Downtown Ferry Terminals Structural

renewals (Piers 1 & 2)

Works on Pier 1 have now been completed. Work has been completed on the area under the diesel tank and is progressing well on the area located beneath the contractor's site area on Pier 2. This is now planned to be completed by the end of September 2010.

3 STRATEGY AND PLANNING

3.1. STRATEGIC TRANSPORT PLANNING

CBD Rail Loop

The business case and the concept designs for the preferred alignment and station locations are progressing. It is anticipated that a draft concept design and business case for the project will be completed by September 2010.

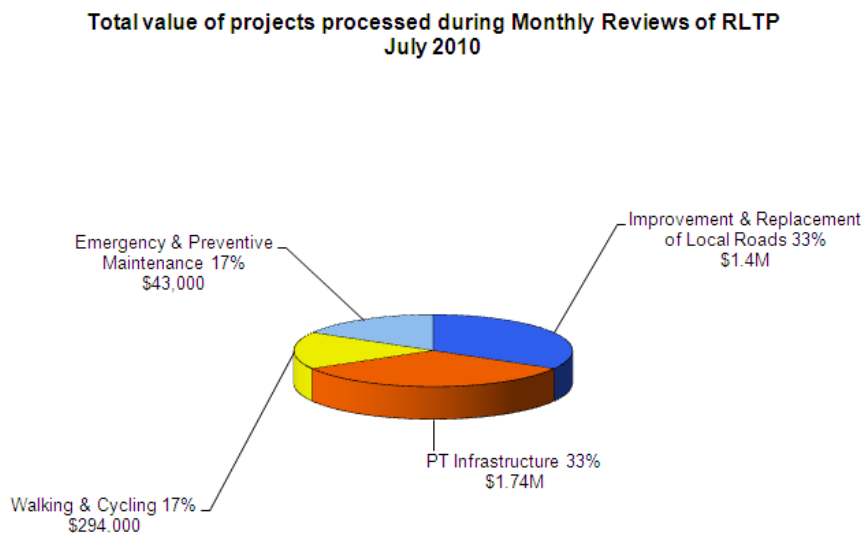
3.2. PLANNING AND PROGRAMMING

2009/2012 Auckland Regional Land Transport Programme (RLTP)

During the July monthly reviews, 6 new approval funding applications totalling \$3,445,800 were submitted to ARTA for consideration.

ARTA recommended 4 applications, worth \$2,070,500 for funding while the remaining 2 applications worth \$1,375,300 were deferred pending further information from the approved organisation.

Figure 1 shows the breakdown of scheme types.



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

Table 1 – July Recommended Schemes to NZ Transport Agency

Regional Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
July 2010							
ACC	Emgy Works 34 Anzac Ave Waiheke Island 09 June 2010	Reinstating washout areas including abutment using hard-fill material.	Maintenance	Construction	\$43,000	Recommended	Approved.
ACC	2009-12 Dominion Rd PT	Investigating the benefits of the preferred option of the Dominion Rd bus lane.	Improvement & Replacement of Local Roads	Investigation	\$371,000	Defered pending further information from ACC.	Defered pending further information from ACC.
ARTA	Manukau City Rail Link - ARTA	Construction of the rail station component of the Manukau Rail Link (MRL).	PT Infrastructure	Construction	\$1,300,000	Recommended	Approved.
MCC	Manukau Interchange	Construction of Stage 1 of the roading components of the Manukau Interchange.	PT Infrastructure	Construction	\$433,500	Recommended	Approved.
MCC	AMETI - Pakuranga Interim Improvements	Construction of Pakuranga Interim Improvements which involves capacity improvements at the South Eastern Highway / Ti Rakau Drive / Reeves Road Intersection	Improvement & Replacement of Local Roads	Construction	\$1,004,300	Defered pending further information from MCC.	Defered pending further information from MCC.
NSCC	PT1 Stg1 Albany off-road cyclepath	Construction of a section of the regional cycle network to provide connection between Rosedale road and Albany.	Walking and Cycling	Construction	\$294,000	Recommended	Approved.
Total New Schemes					\$3,445,800		

The July 2010 monthly review served several purposes; the reconciliation of the 2009/10 programme where a number of approved funding allocations were automatically carried forward (into the 2010/11 financial year), the final lodgement of claims for the 2009/10 financial year and the opportunity to bring new items into the review for the 2010/11 programme.

Notable funding approvals were both the ARTA and Manukau City Council applications for their respective components of the Manukau Rail Interchange.

3.3. WALKING AND CYCLING COORDINATION

NZTA is to fund a second year of the successful Bike to Work Challenge event in 2011. This event was trialled in Auckland in a partnership between ARTA and NZTA over summer of this year.

3.4. REGIONAL ROAD SAFETY COORDINATION

The Regional 2009/10 Road Safety Monitoring Report is being developed and will outline 2009/10 crash outcomes, stakeholder outputs, institutional road safety management and performance measure progress against the Regional Road Safety Plan 200912, along with recommendations for improved crash reduction across the region.

Regional Road Deaths at 31 July 2010 compared with 31 July 2009.

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
July 10	7	2	3	10	5	0	6	33
July 09	9	5	14	8	10	1	8	55

The annual regional road toll to July 31 2010 was 33, i.e.22 less deaths than at the same time in 2009. The number of fatalities for the month of July 2010 (4), was much less than that for July 2009 (7).

4 MARKETING AND COMMUNICATIONS

4.1. MARKETING AND CUSTOMER INFORMATION CHANNELS

New Developments – July 2010

Bus Service Consultation

Consultation material for proposed changes to bus services in Waikowhai, Green Bay, Onehunga and Glen Innes was distributed in each of the local communities. Customer communications material included at stop and onboard bus posters, brochures (distributed via mail box drops and MAXX Ambassadors) and a new online feedback form on the MAXX website.

Special Event Transport Promotions

All Blacks v South Africa Eden Park 10 July 2010

Special event bus and train services were promoted via on-board and on-platform posters, Time Saver Traffic radio adverts and flyers distributed with ticket sales by Ticketmaster and Rebel Sport. A total of 7,862 train trips and 1,745 bus trips were made to the game (38% of the crowd) and approximately 7,300 train trips and 1,562 bus trips were made after the game (35% of the crowd).

4.2. MEDIA AND COMMUNICATIONS – JULY 2010

28 July 2010

New Milestone for Public Transport Integrated Ticketing

Moves towards national integrated public transport ticketing have taken a big step forward with the development of a key agreement between the NZ Transport Agency and ticketing system providers.

19 July 2010

Consultation sought to help Improve Green Bay's bus service

Improving Green Bay and Blockhouse Bay's bus services are well underway with formal consultation starting Monday 19th July.

19 July 2010

KiwiRail announces short list for new Auckland trains

KiwiRail has announced a short list of four potential suppliers to build Auckland's new electric trains.

09 July 2010

Onehunga Line future-proofed for growth

The Auckland Regional Transport Authority (ARTA) and KiwiRail said today that the new station due to be reopened on the Onehunga Branch Line was developed in accordance with passenger growth estimates to 2016.

08 Jul 2010

Tri-Nations clash - first big game for redeveloped Kingsland train station

Rugby fans heading to Eden Park for the All Blacks v South Africa Tri Nations clash on Saturday 10th July will be stepping off their train at a newly redeveloped Kingsland station.

5 CORPORATE SERVICE

5.1. FINANCIAL REPORT

Auckland Regional Transport Authority

JULY INCOME STATEMENT

NZD '000 July-10	MONTH			YEAR TO DATE			FULL YEAR
	Original Budget	Actual	Variance Fav/(Unfav)	Original Budget	Actual	Variance Fav/(Unfav)	Original Budget
OPERATING REVENUE							
ARC Opex Grants	8,137	7,609	(528)	8,137	7,609	(528)	102,899
NZTA Opex Grants	10,007	9,631	(376)	10,007	9,631	(376)	128,736
Other Grants and Subsidies	128	113	(15)	128	113	(15)	1,538
Rail Fare Revenue	2,255	1,923	(332)	2,255	1,923	(332)	23,557
Bus Fare Revenue	584	648	64	584	648	64	6,946
Ferry Wharf Revenue	192	174	(18)	192	174	(18)	2,305
Other Sundry Operating Income	9	7	(2)	9	7	(2)	109
Total Operating Revenue	21,312	20,105	(1,207)	21,312	20,105	(1,207)	266,090
OPERATING EXPENDITURE							
Human Resource	1,211	963	248	1,211	963	248	14,635
Prof Services - Project Delivery	89	149	(60)	89	149	(60)	2,068
Prof Services - Customer Services	662	519	143	662	519	143	11,991
Prof Services - Others	211	(146)	357	211	(146)	357	2,786
Support Services	230	229	1	230	229	1	2,766
Materials	22	6	16	22	6	16	279
Printing and Office Supplies	145	62	83	145	62	83	1,736
Repairs and Maintenance	165	195	(30)	165	195	(30)	1,980
Communications	28	19	9	28	19	9	350
Information Systems	91	92	(1)	91	92	(1)	1,092
Bus Contract	10,212	10,354	(142)	10,212	10,354	(142)	130,713
Rail Contract	6,408	6,251	157	6,408	6,251	157	81,039
Ferry Contract	505	479	26	505	479	26	6,278
Security	109	107	2	109	107	2	1,309
Advertising and Promotion	139	32	107	139	32	107	1,627
Other Expenditure	240	193	47	240	193	47	3,127
Depreciation	2,104	2,015	89	2,104	2,015	89	25,241
Investigations Expenditure	208	151	57	208	151	57	1,707
Total Operating Expenditure	22,779	21,670	1,109	22,779	21,670	1,109	290,724
Net Operating Surplus/(Deficit)	(1,467)	(1,565)	(98)	(1,467)	(1,565)	(98)	(24,634)

Statement of Financial Position

As at 31 July 2010

	ARTA					ARTA			
	Jun-10 \$000s	Jul-10 \$000s	Jun-10 \$000s	Movement \$000s		Jun-10 \$000s	Jul-10 \$000s	Jun-10 \$000s	Movement \$000s
Liabilities					Assets				
Current Liabilities					Current assets				
Trade payables	7,983	6,017	7,983	(1,966)	Cash and cash equivalents	840	99	840	(742)
GST payable	667	80	667	(587)	Trade receivables	1,290	3,222	1,290	1,931
Employee benefit liabilities	848	874	848	26	GST receivable	0	0	0	0
Income in advance	49	6,327	49	6,278	Accrued income	21,220	14,631	21,220	(6,588)
Accrued expenditure	39,323	36,403	39,323	(2,921)	Prepayments	75	5,635	75	5,559
Transport grants payable	9,738	8,783	9,738	(955)	Inventories	5,661	5,648	5,661	(13)
Total current liabilities	58,608	58,484	58,608	(125)	Related party receivables				
Non-current Liabilities					Operating account	29,130	30,246	29,130	1,117
Transport grants payable	0	0	0	0	Transport grants	9,738	8,783	9,738	(955)
Deferred tax	5,375	5,375	5,375	0	Total current assets	67,954	68,263	67,954	309
Non Realised Foreign Exchange Losses	4,966	3,832	4,966	(1,134)	Non-current assets				
Total non-current Liabilities	10,341	9,206	10,341	(1,134)	Property, plant & equipment	315,727	315,132	315,727	(595)
Total liabilities	68,949	67,690	68,949	(1,259)	Intangible assets	21,539	21,539	21,539	0
Equity					Related party receivables				
Accumulated funds	(1,233)	362	(1,233)	1,595	Transport grants	(0)	(0)	(0)	0
Capital grants reserve	337,503	336,881	337,503	(622)	Total non-current assets	337,265	336,670	337,265	(595)
Total equity	336,271	337,243	336,271	973	Total assets	405,220	404,933	405,220	(286)
Total equity and liabilities	405,220	404,933	405,220	(286)					

5.2. STATEMENT OF FINANCIAL PERFORMANCE

Summary of Operational Variances

- Services Revenue Income - \$0.3m less than budget (lower than planned patronage on Rail).
- Professional Services - \$0.4m less than budget (a timing difference between actual and budget).
- Bus Contract - \$0.1m more than budget (continued demand growth across all concession groups).
- Rail Contract - \$0.1m less than budget (lower fuel prices than anticipated).
- Depreciation - \$0.1m less than budget (capitalisation of projects later than budgeted).
- Printing, Office Supplies, Advertising and Promotion - \$0.2m less than budget (lower than expected print costs for timetables and marketing collateral and fewer advertising costs for marketing campaigns).
- Investigations - \$0.1m less than budget (actual/budget phasing).
- Human Resources - \$0.2m less than budget (less staff than budgeted).

OPERATING RESULTS – MONTH JULY 2010

The results for the July month are reported against the revised 2010/11 Opex ARTA budget approved by the ARTA Board in December 2009.

Revenue

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

ARC Opex Grants are \$0.5m less than budget and NZTA Opex Grants are \$0.4m less than budget due to less expenditure than budgeted.

Rail Fare Revenue is \$0.3m less than budget mainly due to lower than expected patronage.

Bus Fare Revenue is \$0.1m more than budget due to higher patronage than forecast.

Expenditure

Major variances to budget are:

- Human Resources are \$0.2m less than budget due to less staff than budgeted.
- Professional Services – Project Delivery is \$0.1m more than budget due to increased expenditure in acquiring professional services for project development, additional temp services and other project related expenditure.
- Professional Services – Customer Services is \$0.1m less than budget due to less external design work and technical support required on PT systems.
- Professional Services – Others is \$0.4m less than budget due to a timing difference between actual and budget.
- Printing & Office Supplies are \$0.1m less than budget due to overall lower expenditure.

- Bus Contract is \$0.1m more than budget due to unfavourable variances across all concession groups due to continued demand growth.
- Rail Contract is \$0.2m less than budget due to lower fuel prices.

- Advertising & Promotion is \$0.1m less than budget due to reduced media costs in July.
- Depreciation is \$0.1m less than budget due to a timing difference in capitalisation of assets.
- Investigations Expenditure is \$0.1m less than budget due to actual/budget phasing.

Net Operating Surplus / (Deficit)

Net Operating Deficit for the month is \$1.6m. This deficit arises mainly because depreciation is unfunded, partially off-set by a favourable cost/volume variance arising from allocating labour and overheads back to projects.

OPERATING RESULTS – YEAR TO DATE - PERIOD ENDED 31 JULY 2010

The year to date variance to budget for each category of expenditure is the same as those reported for the month above.

5.3. STATEMENT OF FINANCIAL POSITION

The key features of the Statement of Financial Position as at 31 July 2010 are:

Current Liabilities

The total trade payables have decreased by \$2.0m between June and July mainly due to a reduction in Capex accruals.

Income in advance has increased by \$6.3m due to the Veolia quarterly invoice and the Bus Shelters claim.

Accrued expenditure has decreased by \$2.9m due to reduction in Rail Capex accruals.

Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – July 10	\$952,725	\$11,196	
Accounts Payable – June 10	\$1,270,710		

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

Accrued income has decreased by \$6.6m mainly due to a decrease in the amount to be claimed from NZTA.

Prepayments have increased by \$5.6m mainly due to the Veolia 1st quarter invoice.

Debtors (included in Trade Receivables)

Detail	Current	30–60 Days	More than 60 days
Accounts Receivable - July 10	\$3,128,983	\$22,569	\$70,166
Accounts Receivable - June 10	\$1,163,493	\$44,629	\$82,289

Debtors (60+ days) explanation

- Insurance claim \$22,302
- Fullers HMB access \$33,750
- Ferry related \$14,114

The insurance claim has been approved and is awaiting receipt, Fullers HMB access was in dispute but has now been finalised, and the Ferry debtors are on payment plans.

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.