



Auckland Regional
Transport Authority

MONTHLY BUSINESS REPORT

April 2008

CONTRIBUTION LIST

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

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SUMMARY

Patronage

- Total patronage for April is 24% higher than April 2007 due partly to Easter falling in March this year.
- Total patronage for the ten months to April is 2.5% higher than last year.
- April month patronage is 23% higher for bus, 16.7% higher for rail and 0.7% lower for ferries.
- Year-to-date bus patronage is up 0.8%; rail patronage is up 16.7% and ferry patronage has increased by 0.4%.
- The Northern Express patronage for April was 131% above April last year.
- Rapid Transit Network patronage year-to-date to April is 19.4% above last year.
- Growth on the New North Shore bus network for the 10 months is 5.7%.

PT Services

- April rail service punctuality and reliability were both above March this year.
- A new Airport to Manukau bus service will commence in June, additional services on the West Harbour service are due to commence in June and a new Rakino Island service is planned to commence in June.
- NZ Bus provided free bus services to the dawn ceremony on Anzac Day.
- All major elements of the Queen St upgrade, which impacted transport, are complete.

Rolling Stock

- Upgrading of the ADL units' air conditioning and the ADK diesel generators is on target for completion by July and June 2008 respectively.
- SA Trainsets 15-17 are expected to be completed behind schedule due to delays in the delivery of bogies. However the delivery dates will still permit the planned service changes to be implemented.
- SA Trainsets 18-23 - the first refurbished 4 car set is due for delivery in June 2009.

Infrastructure

- Newmarket Station Redevelopment - the request for tender process closed on 7 May.
- Avondale station work has ceased pending ONTRACK's resolution of level crossing works.
- Middlemore rail station upgrade is now due for completion in June.
- Ellerslie rail station upgrade has been delayed to July due to a change in ONTRACK requirements.
- The construction programme to enable the Helensville trial service is to commence in May with services due to commence in July. ONTRACK have advised of some additional requirements for the stations and platforms.

Strategy and Planning

- The CBD Rail Loop project is continuing, in conjunction with ONTRACK, with the intention to lodge a Notice of Requirement with Auckland City Council to protect the first stage of the route.
- The final release of the 2008/09 Auckland Land Transport Programme is planned for 30 June 2008.
- A draft North Shore Cycling Map has been produced for comment.

1 CORPORATE SERVICES

1.1. FINANCIAL REPORTS

Auckland Regional Transport Authority										
INCOME STATEMENT										
NZD '000 April-08	MONTH			YEAR TO DATE			FULL YEAR			
	Budget	Actual	Variance Fav/(Unfav)	Budget	Actual	Variance Fav/(Unfav)	Mar	Forecast	Budget	Variance Fav/(Unfav)
OPERATING REVENUE										
ARC Opex Grants	7,447	6,840	(607)	73,498	66,724	(6,774)	85,620		88,857	(3,237)
LTNZ Opex Grants	7,789	7,235	(554)	76,198	70,052	(6,146)	90,966		92,684	(1,718)
Other Grants and Subsidies	90	116	26	911	1,114	203	1,329		1,092	237
Rail Fare Revenue	1,553	1,348	(205)	12,993	13,416	423	16,386		16,000	386
Bus Fare Revenue	168	392	224	1,869	2,652	783	3,160		2,250	910
Ferry Wharf Revenue		199	199		1,164	1,164	1,446			1,446
Other Sundry Operating Income	20	7	(13)	207	126	(81)	113		297	(184)
Total Operating Revenue	17,067	16,137	(930)	165,676	155,248	(10,428)	199,020		201,180	(2,160)
OPERATING EXPENDITURE										
Human Resource	975	1,034	(59)	9,731	8,590	1,141	11,011		11,671	660
Prof Services - Project Delivery	668	685	(17)	5,969	4,564	1,405	5,898		7,295	1,397
Prof Services - Customer Services	691	688	3	6,798	6,850	(52)	8,995		8,519	(476)
Prof Services - Others	182	686	(504)	2,083	2,911	(828)	4,399		2,420	(1,979)
Support Services	200	185	15	2,000	1,845	155	2,214		2,400	186
Materials	31	4	27	303	146	157	214		417	203
Printing and Office	111	84	27	1,181	1,007	174	1,467		1,498	31
Communications	25	20	5	248	166	82	206		302	96
Information Systems	81	48	33	908	552	356	826		1,211	385
Bus Contract	8,603	8,106	497	83,055	78,067	4,988	96,236		99,408	3,172
Rail Contract	4,738	3,952	786	44,734	40,136	4,598	55,614		55,559	(55)
Ferry Contract	331	309	22	3,210	3,188	22	4,059		4,438	379
Staff Time Cost	(332)	207	(539)	(3,206)	40	(3,246)	(398)		909	1,307
Other Expenditure	256	164	92	2,783	1,927	856	3,691		2,880	(811)
Depreciation	901	910	(9)	8,679	8,779	(100)	10,648		10,557	(91)
Investigations Expenditure	383	215	168	4,657	3,684	973	4,413		5,329	916
Total Operating Expenditure	17,844	17,297	547	173,133	162,452	10,681	209,493		214,813	5,320
Net Operating Surplus/(Deficit)	(777)	(1,160)	(383)	(7,457)	(7,204)	253	(10,473)		(13,633)	3,160

Statement of Financial Position

As at 30 April 2008

	June 07 \$000s	ARTA			June 07 \$000s	ARTA		
		Apr-08 \$000s	Mar-08 \$000s	Movement \$000s		Apr-08 \$000s	Mar-08 \$000s	Movement \$000s
Liabilities								
Current Liabilities								
Trade payables	4,401	5,091	10,564	(5,473)				
Employee benefit liabilities	621	752	660	92				
Income in advance	15	3,082	4,616	(1,534)				
Accrued expenditure	19,871	22,601	21,944	657				
Transport grants payable	47,527	12,798	14,611	(1,813)				
Total current liabilities	72,435	44,324	52,395	(8,071)				
Non-current Liabilities								
Transport grants payable	7,700	18,092	18,092	0				
Total non-current Liabilities	7,700	18,092	18,092	0				
Total liabilities	80,135	62,416	70,487	(8,071)				
Equity								
Retained earnings	5,318	6,591	6,861	(270)				
Transport ring fence reserve	83,137	109,340	103,687	5,653				
Total equity	88,455	115,931	110,548	5,383				
Total equity and liabilities	168,590	178,347	181,035	(2,688)				
Assets								
Current assets								
Cash and cash equivalents	323	117	192	(75)				
Trade receivables	436	500	541	(41)				
GST receivable/(payable)	439	(157)	(245)	88				
Accrued income	5,321	8,365	7,955	410				
Prepayments	0	3,095	4,643	(1,548)				
Related party receivables								
Operating account	21,504	24,913	30,278	(5,365)				
Transport grants	47,527	12,798	14,577	(1,779)				
Total current assets	75,550	49,631	57,941	(8,310)				
Non-current assets								
Property, plant & equipment	85,340	110,624	105,002	5,622				
Related party receivables								
Transport grants	7,700	18,092	18,092	0				
Total non-current assets	93,040	128,716	123,094	5,622				
Total assets	168,590	178,347	181,035	(2,688)				

Statement of Cash Flows
For the Period Ended 30 April 2008

Full Year Ended 30 June 2007		Year to Date
<u>\$000</u>		<u>\$000</u>
	Cash flows from operating activities	
	Cash was provided from:	
60,699	ARC opex distributions	63,315
21,014	ARC capex distributions	35,661
21,523	ARC grant distributions	24,337
8,293	LTNZ capex grants	3,706
79,307	LTNZ opex grants	67,930
1,339	Other grants and subsidies	4,214
13,681	Rail fare revenue	13,585
2,229	Bus fare revenue	2,508
0	Ferry revenue	1,043
162	Other sundry operating income	126
208,248		216,425
	Cash was applied to:	
156,376	Payments to Suppliers	149,772
8,324	Payments to Employees	8,459
19,878	Payments to Grant recipients	24,337
184,578		182,568
23,670	Net Cash from Operating Activities	33,857
	Cash Flows from Investing Activities	
	Cash was provided from:	
0	Realisation of Other Investments	0
0	Proceeds from Sale of Fixed Assets	0
0		0
	Cash was applied to:	
0	Purchase and Development of Fixed Assets	0
23,493	Investments in Rolling Stock	34,063
0	Other Investments	0
23,493		34,063
(23,493)	Net Cash applied to Investing Activities	(34,063)
	Cash Flows from Financing Activities	
	Cash was provided from:	
0	Increase in loans	0
	Cash was applied to:	
0	Repayment of Loans	0
0	Net Cash from Financing Activities	0
177	Net (Decrease)/Increase in Cash & Investments Held	(206)
146	Cash & Investments Balances at Beginning of the Period	323
323	Cash & Investments Balances at the End of the Period	117
	Cash & Investments Balances Consist of:	
0	Bank Overdraft	0
323	Cash	117
0	Short Term Investments	0
323		117

1.2. STATEMENT OF FINANCIAL PERFORMANCE

OPERATING RESULTS - MONTH OF APRIL 2008

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

Revenue

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

ARC Opex Grants are \$0.6m less than budget and Land Transport NZ Opex Grants are \$0.6m less than budget due to less expenditure than budgeted.

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

Rail Fare Revenue is \$0.2m less than budget due to an accrual of \$0.3m of income for April being missed. This will be corrected in the May month figures.

Expenditure

Major variances to budget are:

- a) Professional services – Other - \$0.5m more than budget due to costs for the Waitemata Harbour crossing study not included in the original budget, but subsequently approved by both the ARC and LTNZ, professional fees spent in the ferry wharf operation area (see note under year to date revenue regarding this cost) and the timing of IT initiatives which have been budgeted for later in the year.
- b) Bus and ferry contract is \$0.5m less than budget due to miscellaneous small underspends across all sectors including special events and school services. Total mobility and concessionary fares are also underspent due to less demand than anticipated for the month. These underspends are partially offset by an increase in the demand for tertiary concession fares which have increased due to introduction of the 40% discounted fare.
- c) Rail contract \$0.8m less than budget due to a lower cost for fuel than budgeted.
- d) Staff time cost is \$0.5m more than budget due to higher actual staff hours allocated to projects than budgeted.
- e) Investigations expenditure is \$0.2m less than budget due to a phasing difference for investigation spend from the budget.

Net Operating Surplus/(Deficit)

Net Operating Deficit for the month is \$1.1m. This deficit arises mainly because depreciation is unfunded.

OPERATING RESULTS – YEAR-TO-DATE - PERIOD ENDED 30 APRIL 2008

Revenue

ARC Opex Grants are \$6.8m and Land Transport NZ Opex Grants are \$6.1m less than budget due to less expenditure than planned.

Rail Fare Revenue is \$0.4m (but due to the temporary error in April accruals should be \$0.7m more than budget, this will be corrected in the May month figures) and Bus Fare Revenue is \$0.8m more than budget.

Ferry Wharf Revenue (\$1.1m year-to-date) was not provided for in the budget as at the time of setting the budget for 07/08 very little was known about how much revenue would be generated by the ex ARTNL Harbour Berths operation. The revenue profile established this financial year will form the basis of budget assumptions for the 08/09 financial year. Total expenditure year to date on this project is \$0.9m.

Expenditure

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

- a) Human resource is \$1.1m less than budget due to lower than budgeted staff salaries during the first half of the financial year as a result of staff vacancies not filled.
- b) Professional services – Project Delivery - \$1.4m less than budget due to a delay in a number of projects.
- c) Printing and office is \$0.2m less than budget due to less timetables, consultation documentation and marketing material required than budgeted.
- d) Information systems are \$0.3m less than budget due to significantly lower information costs for the real time system than anticipated.
- e) Bus contract is \$5.0m less than budget due to less bus contract inflation and indexation, delay of one month expenditure on the Northern Busway (originally budgeted to begin in January), reprioritisation of service changes and some service rationalisation.
- f) Rail contract is \$4.5m less than budget.
- g) Other expenditure is \$0.8m less than budget due to related advertising, repairs and maintenance for wharves, budgeted as an ARTA cost but since the ARTNL transfer offset by revenue charged to ferry operators and small organisation wide savings on catering and subscriptions and membership.
- h) Investigations expenditure is \$1.0m less than budget due to timing differences between actual expenditure and the original budget, this will result in an amount of approximately \$1m that will not be spent this financial year and will be the subject of a request to the ARC to carry forward to the 08/09 financial year.

Net Operating Surplus/ (Deficit)

Net Operating Deficit for the year-to-date is \$7.2m. This deficit arises mainly because depreciation is unfunded.

STATEMENT OF FINANCIAL POSITION

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

Current Liabilities

The total trade payables have decreased by \$5.5m from March mainly due to the payment of the Veolia invoice for the final quarter of the year received in March paid in April.

Income in advance has decreased by \$1.5m from March due to the regular monthly expensing of one third of the Veolia invoice for the fourth quarter.

Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – Apr 08	\$ 1,627,492	\$ 0	-\$1,483
Accounts Payable – Mar 08	\$ 5,465,288	\$ 3,576	\$283,634

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

Current Assets

Trade Receivables

Detail	Current	30-60 Days	More than 60 days
Accounts Receivable–Apr 08	\$339,316	\$ 23,684	\$ 84,463
Accounts Receivable–Mar 08	\$151,607	\$ 85,275	\$299,449

Public Equity

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

2 STRATEGY AND PLANNING

2.1. STRATEGIC TRANSPORT PLANNING

Auckland Transport Plan

The development of the next Auckland Transport Plan (ATP) is continuing. The second Governance Steering Group meeting included presentations from Manukau City, Waitakere City, Franklin District and Rodney District Councils on their key strategies, projects and initiatives. Current work is focussing on assessing the Auckland Transport Plan prioritisation process against the Auckland Sustainability Framework and the development of appropriate key performance indicators for monitoring the Auckland Transport Plan.

The ATP is planned to be released for consultation in December 2008.

CBD Rail Loop Project

ARTA is continuing to develop the CBD Rail Loop project, with ONTRACK, to identify and protect the preferred option for the CBD Rail Loop, which will ultimately open up Britomart station to through trains and extend through to the Western line. The current work is also investigating the location of new inner city stations along the route of the rail loop, with the intention that a Notice of Requirement to protect the first stage of the route be lodged with Auckland City as soon as reasonably possible.

By turning Britomart into a through station and providing new inner CBD stations, the loop would make it possible for 400,000 Aucklanders to reach the central business district within 30 minutes by rail, doubling the existing catchment

Integrated Transport Assessments - Training

ARTA, in conjunction with Flow Transportation Specialists and Urbanista, has developed a training programme for undertaking Integrated Transport Assessments which is currently being rolled out through the local authorities and made available to transport and planning professionals. The first training session was held at Waitakere City Council, with the next two scheduled for North Shore City and Manukau City Councils. The purpose of the training is to provide an understanding of the benefits of integrated transport assessments, how they fit within policy and planning requirements and how integrated transport assessments should be applied to different situations.

Hobsonville Ferry Terminal and Services

ARTA is working with Hobsonville Land Company, and its consultants, in the early stages of developing a ferry terminal and services for the developments at Hobsonville.

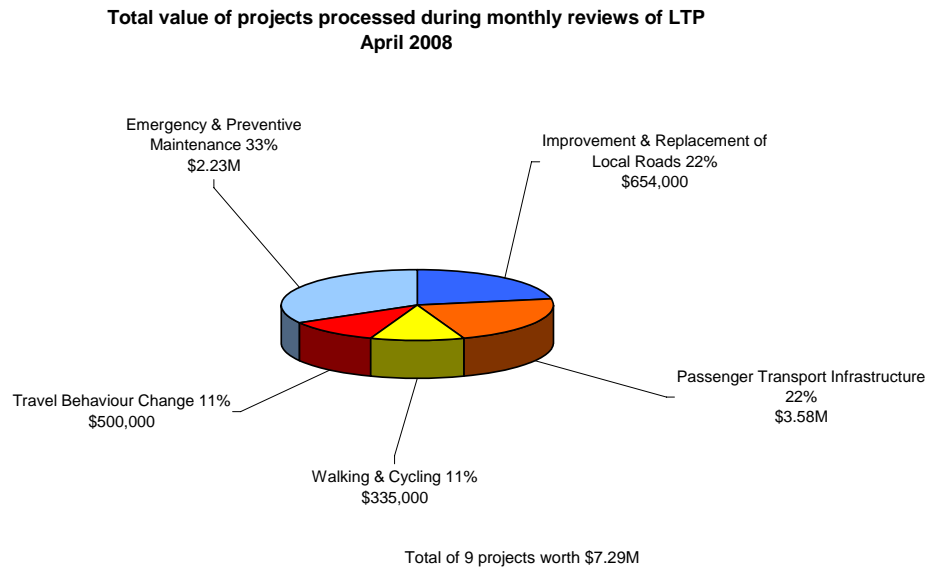
2.2. PLANNING AND PROGRAMMING

2007/2008 Auckland Land Transport Programme (LTP)

During the April monthly review, 9 funding applications totalling \$7,294,081 were submitted to ARTA for consideration.

Of the 9 submissions, 7 applications worth \$2,576,906 have been approved for funding while the remaining 2 projects worth \$4,717,175 are deferred pending Land Transport NZ approval.

Figure 1 Shows the breakdown of scheme type.



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

Figure 1. April LTP Review, ARTA processed.

Table 1 - April Recommended Schemes to Land Transport NZ

Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (Land Transport NZ National office)	
April 2008							
ACC	Bus Priority Implementation (2007/08) - Remuera	Construction of approximately 3.5km of citybound and 1.5km outbound bus lanes along Remuera road.	Passenger Transport Road Improvements	Construction	\$740,000	Recommended	Approved
ACC	School Travel Plan Infrastructure 2007/08 - Auckland City	This investigation phase is to undertake investigation and option designs for school travel plan infrastructure. The scope includes accident analysis, preliminary site investigation, site visits and observations and producing option plans.	System Use	Investigation	\$500,000	Recommended	Approved
ACC	Maintenance Programme 2007/08	This request is for level crossings warning devices.	Maintenance	Construction	\$53,000	Recommended	Approved
ACC	Maintenance Programme 2007/08	Pavement Rehabilitation and associated works on Waiheke Island, previously unsubsidised, recommended in recent Technical audit that this work requires addressing on Waiheke Island.	Maintenance	Construction	\$1,877,000	Recommended	Declined as Land Transport NZ requires extra costs claimed to be accommodated by re-prioritising work within the current block maintenance allocation to ACC.
ARTA	Auckland Integrated Fares System	Investigation, preliminary design, procurement, design and implementation of a regional automated fare collection system solution for rail, bus and ferry services.	PT Infrastructure	Design	\$2,840,175	Recommended	Deferred to resolve the final conditions of funding related to this activity and it is likely the remaining issues can be resolved in time for the close of the May review.
FDC	Fallow Bridge Widening	This cost increase is due to the cost of the relocation of Telecom services being higher than originally expected and for some minor design changes being necessary following the discovery of weaker than expected ground conditions.	Improvement & Replacement of Local Roads	Construction	\$33,586	Recommended	Approved
RDC	Cycleway- Orewa West Walkway/Cycleway- Stage 1	Construction of 455 metres of shared walkway/cycleway including a 25m long bridge connecting Jelas Road to Kingsway Primary schools and Silverdale primary school via existing Croix bridge.	System Use	Construction	\$335,000	Recommended	Approved
RDC	Preventive Maintenance - Sandspit Road Slip Repair RP2120	Reconstruction of culvert that has been undermined and rebuilding of embankment slope that has slipped.	Maintenance	Construction	\$295,320	Recommended	Approved
WCC	Te Atatu Road Integrated Development 2006/09	Activity involves investigation funding for a multi-modal connection between North Western Motorway and Henderson CBD via Te Atatu Road.	Improvement & Replacement of Local Roads	Implementation	\$620,000	Recommended	Approved
Total New Schemes Approved for Funding					\$7,294,081		

2.3. 2008/09 AUCKLAND LAND TRANSPORT PROGRAMME

Recommended changes to the Draft 2008/09 Auckland LTP have been incorporated into the final 2008/09 Auckland LTP. The final release of the document is planned for 30 June 2008.

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

2.4. WALKING AND CYCLING STRATEGY DEVELOPMENT

The cycle map project is progressing well with a draft North Shore map produced for comment. Data collection is complete for the Western map and commencing for the Eastern Bays map. The maps are proving very popular with the first print run of the new Central map almost completely gone. Liaison with Auckland, Manukau and Waitakere City councils on walking and cycling projects funded by IA grants is ongoing. April has been a busy month for information requests, particularly with the regional cycle monitoring exercise now complete and the data being analysed. ARTA has also supplied information and advice to Transit for the Auckland Harbour Bridge walking and cycling project. The lack of a regional focus on walking has been discussed at several meetings and ARTA staff are working on a regional approach to walking.

2.5. REGIONAL ROAD SAFETY COORDINATION

A draft Regional Road Safety Plan is being prepared for targeted stakeholder consultation in July 2008.

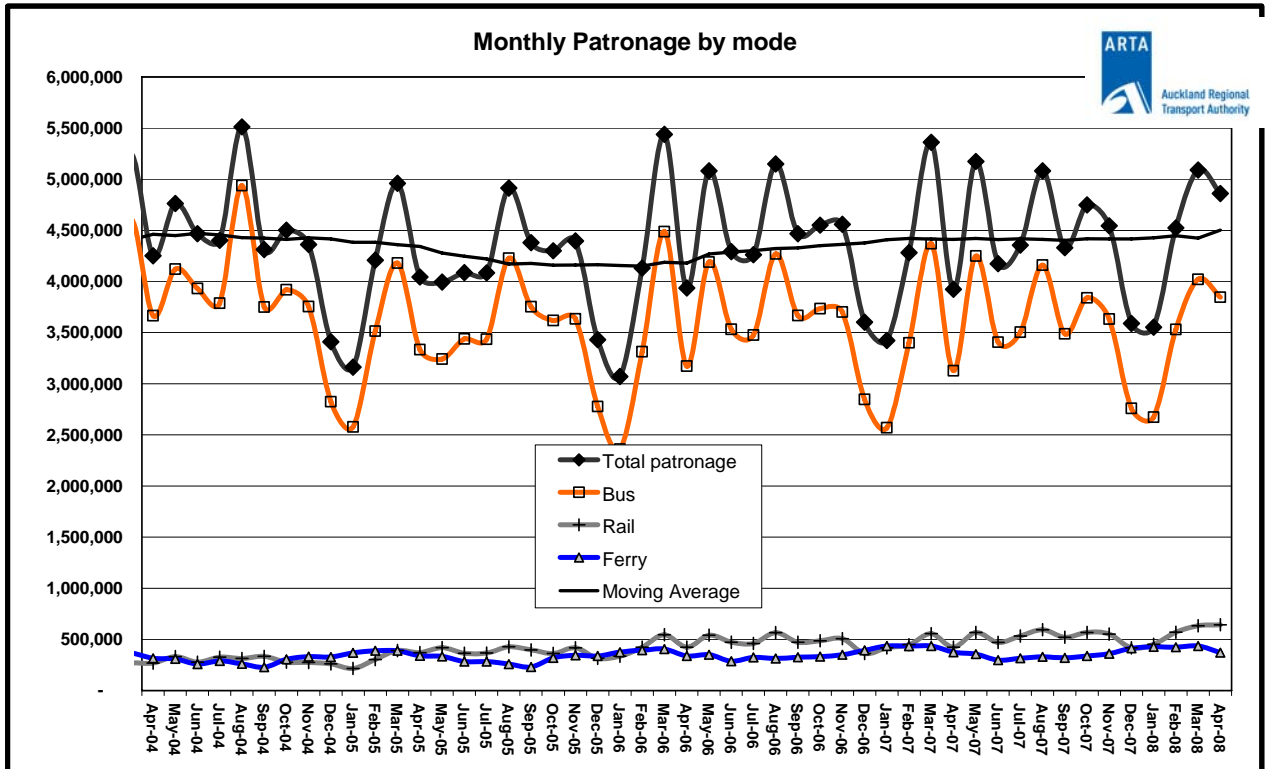
2.6. REGIONAL ARTERIAL ROAD PLAN

A draft Regional Arterial Road Plan is being finalised for targeted stakeholder consultation in June 2008.

3 CUSTOMER SERVICES

3.1. PASSENGER TRANSPORT PATRONAGE - NETWORK WIDE

The total combined bus, ferry, and rail cumulative patronage for the ten months to April is 44,673,807. Patronage year to date is 2.52% higher (1,098,888 boardings) than at the same time last year. Total patronage for April is 24% higher than last April (941,995 boardings). The apparent “loss” of patronage (-272,879 boardings) in March was more than regained with a net gain of 669,116 boardings over March and April. April 2008 is the first month since June 2004 that patronage exceeded 54m for the 12 month rolling average.



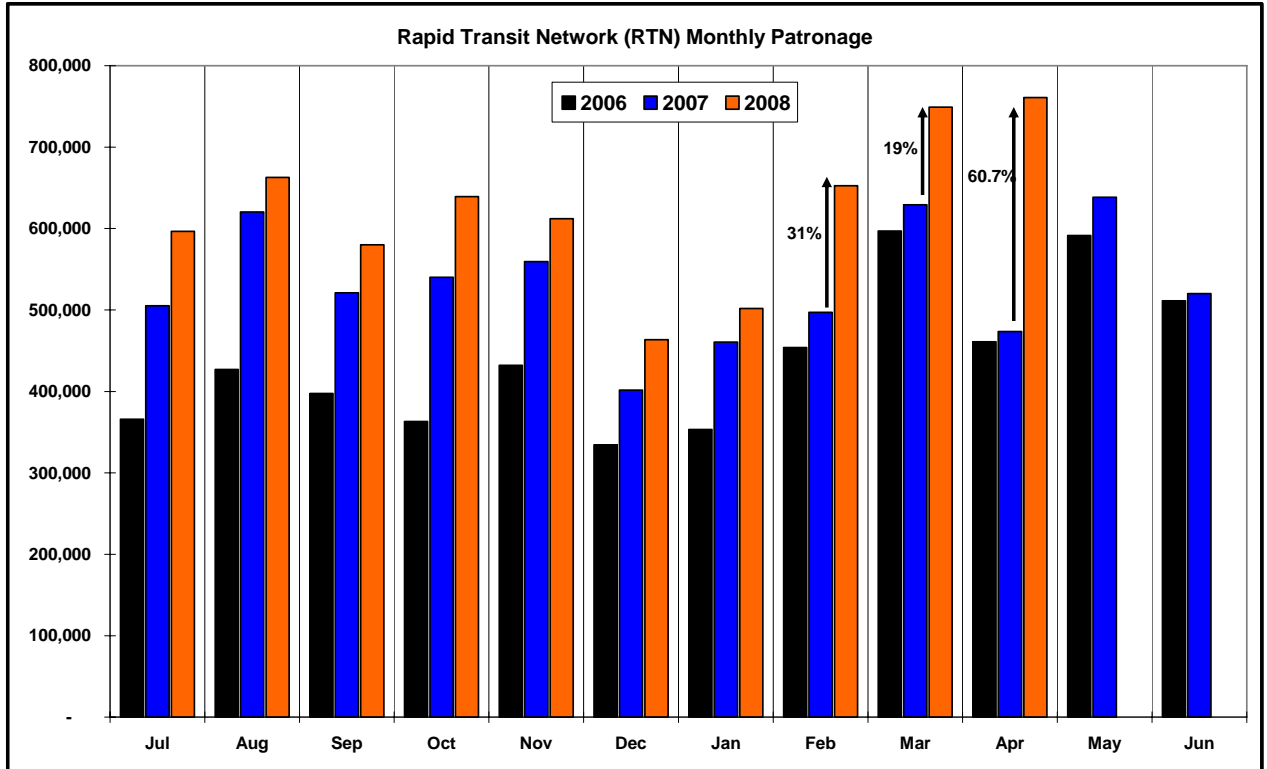
April patronage growth of 24% or +941,995 boardings can be attributed to:

- Easter fell in April 2007 and March in 2008 which resulted in April 2007 having 18 working days, with 21 April in 2008. This would account for between 9% and 12% patronage change in April depending on whether people also took extended leave around Easter.
- Rail double tracking on the Western line in early 2007 saw a patronage downturn. Rail growth on the Western line was 85,050 higher and the southern line was 135,309 so in total rail patronage was 220,359 higher.
- New North Shore bus services introduced in February continue to attract new patronage with a 20% increase. This accounts for 14.4% of April patronage growth. North Shore patronage for the ten months YTD is up 5.7% (421,817 boardings)
- Tertiary ticket sales have increased by 64% (82,213) in April 2008 compared to April 2007 following the fare reduction in February. This would account for approximately 8.7% of April patronage growth.
- Completion of Queen St streetscape works has ended the negative impact on Queen St bus services. The City Circuit (+26%) and Western bays services (+31%) growth equated to 49,143 boardings in April.
- The contracted trips on the LINK service have seen a 9% growth since its relaunch in September 2007.
- Patronage growth will also be due in part to rising fuel and living costs.

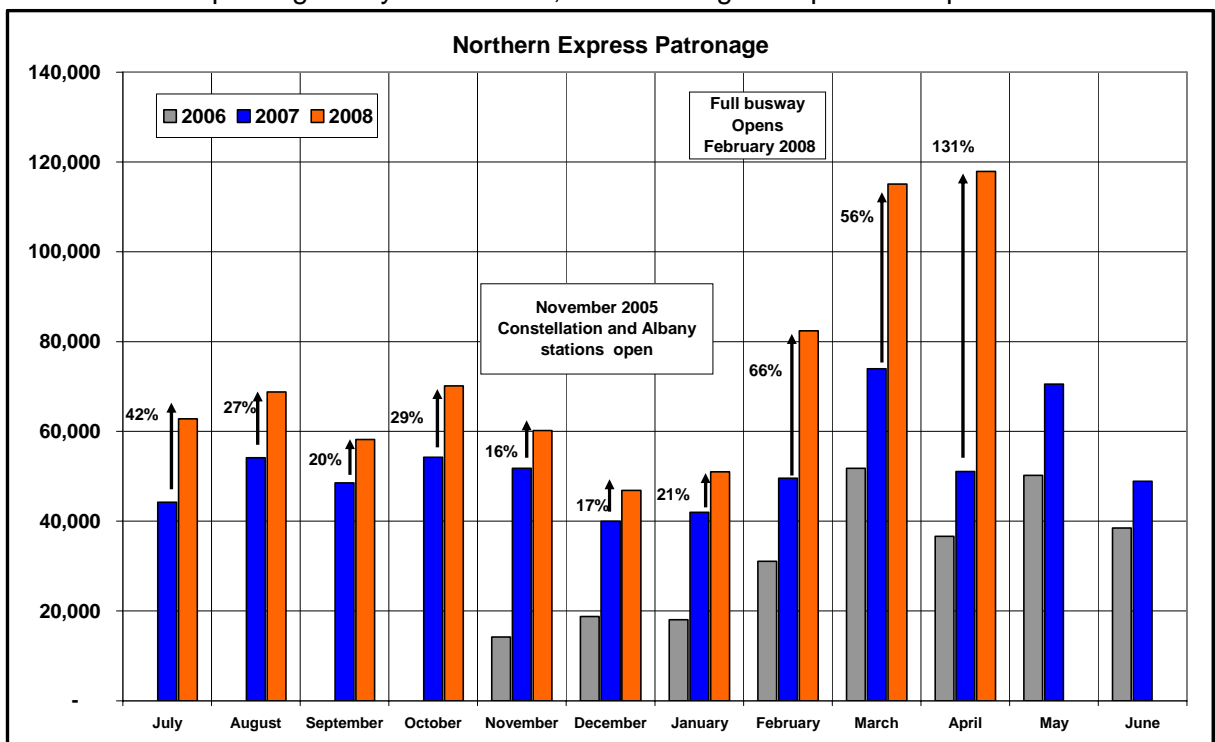
- Marketing campaigns were also undertaken across services during school holidays to encourage use of passenger transport.

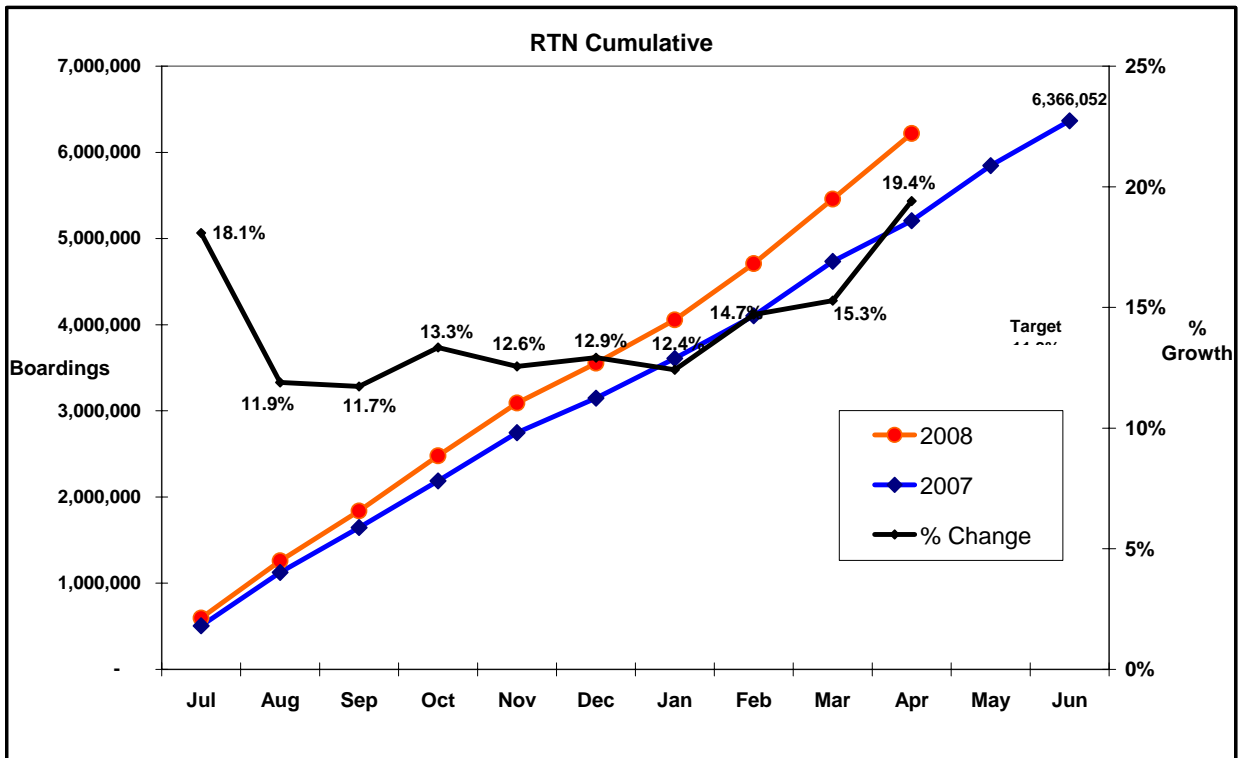
Network Patronage Analysis:

For the month of April 2008 the Rapid Transit Network (RTN) grew by 60.7% (287,231 boardings) compared to April 2007. For the ten months to April 2008, the RTN patronage grew by 19.4%.



The Northern Express grew by 131% or 66,872 boardings compared to April 2007.

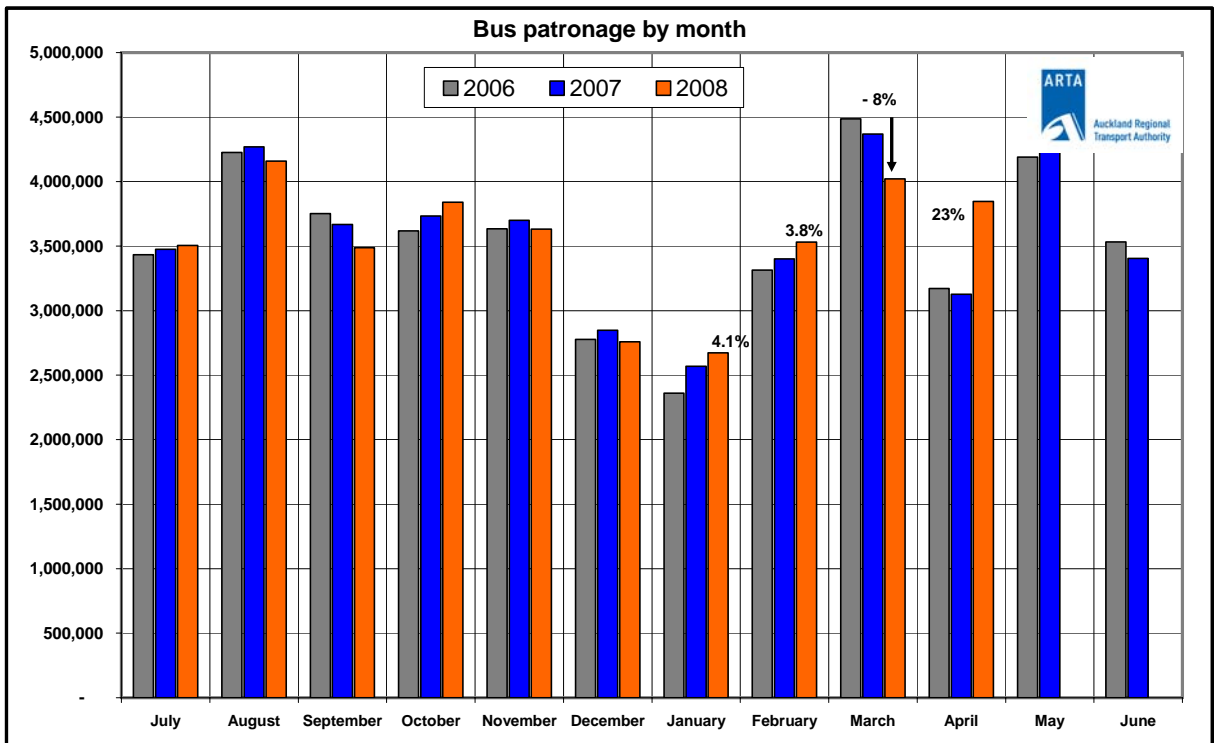




Bus Patronage

Bus patronage is 0.84% (295,774 boardings) higher than at the same point last year.

The Easter change from April 2007 to March 2008 caused the fluctuation in patronage with March dropping by -348,293 and the gain of April was 719,291 which is a net gain of 370,368.

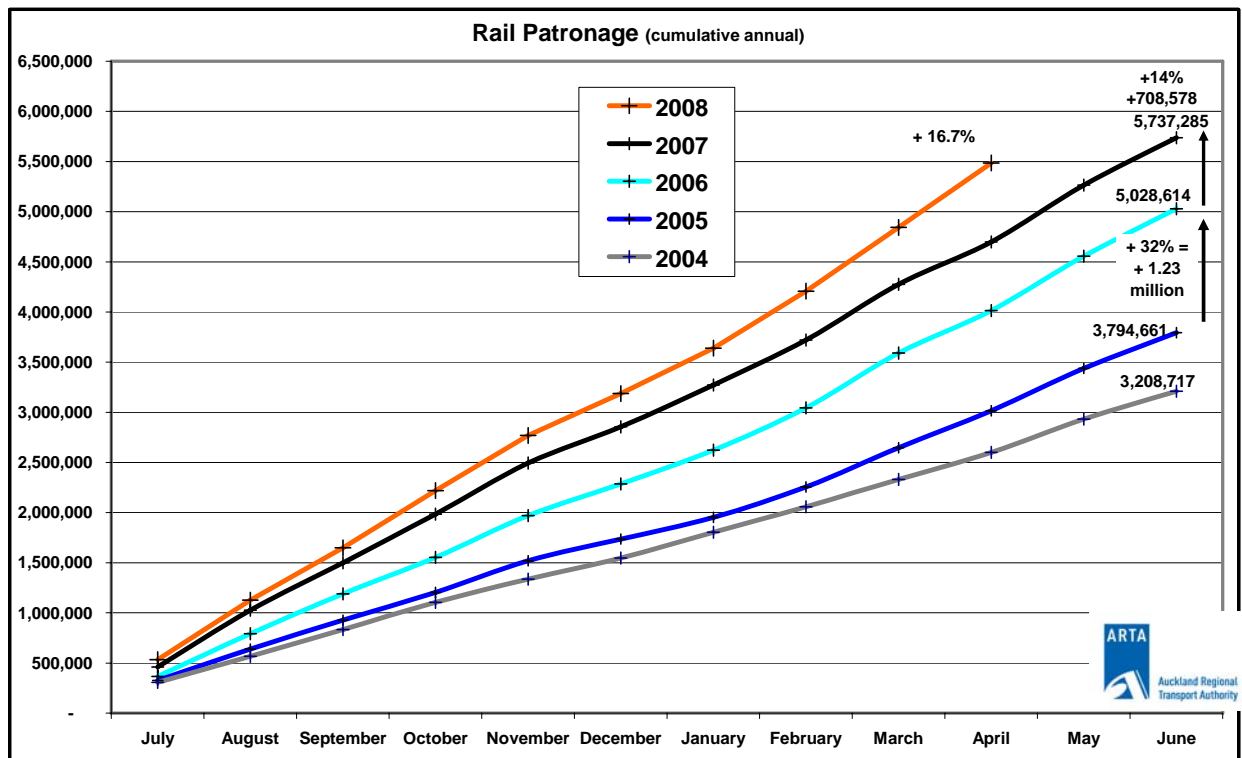


Analysis of where growth has happened in April. Bus patronage growth has primarily occurred on the following routes/corridors:

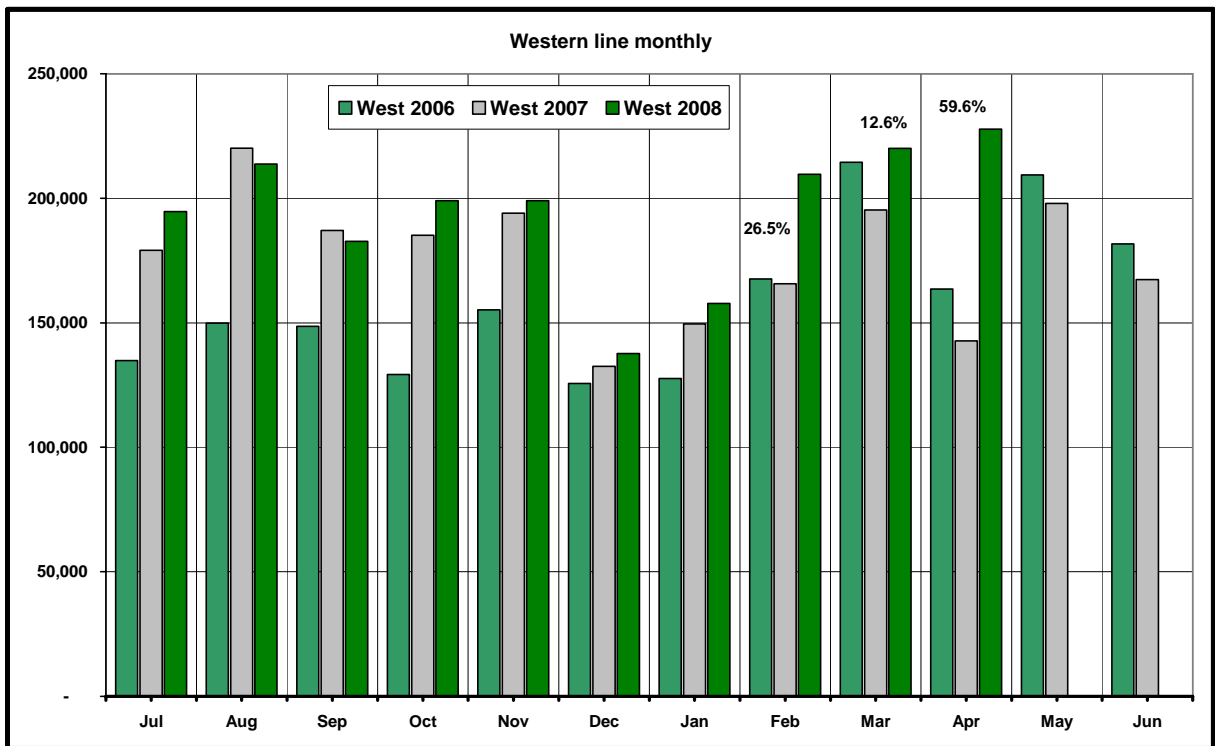
- Northern Express +131% (66,872 boardings)
- Hibiscus coast express buses via busway +44%
- City Circuit +26% (23,570 boardings)
- Western bays services +31%
- Botany to CBD Route 68 +39.5%
- Richmond park cross town Route 66 +40%
- Orakei to Sylvia park routes 715, 717 +30%
- South Isthmus cross towns routes 008, 009 +38%
- Sandringham Rd +36%
- New North Rd +34%
- Pt Chevalier to St Heliers route 007 +30%

Rail Patronage

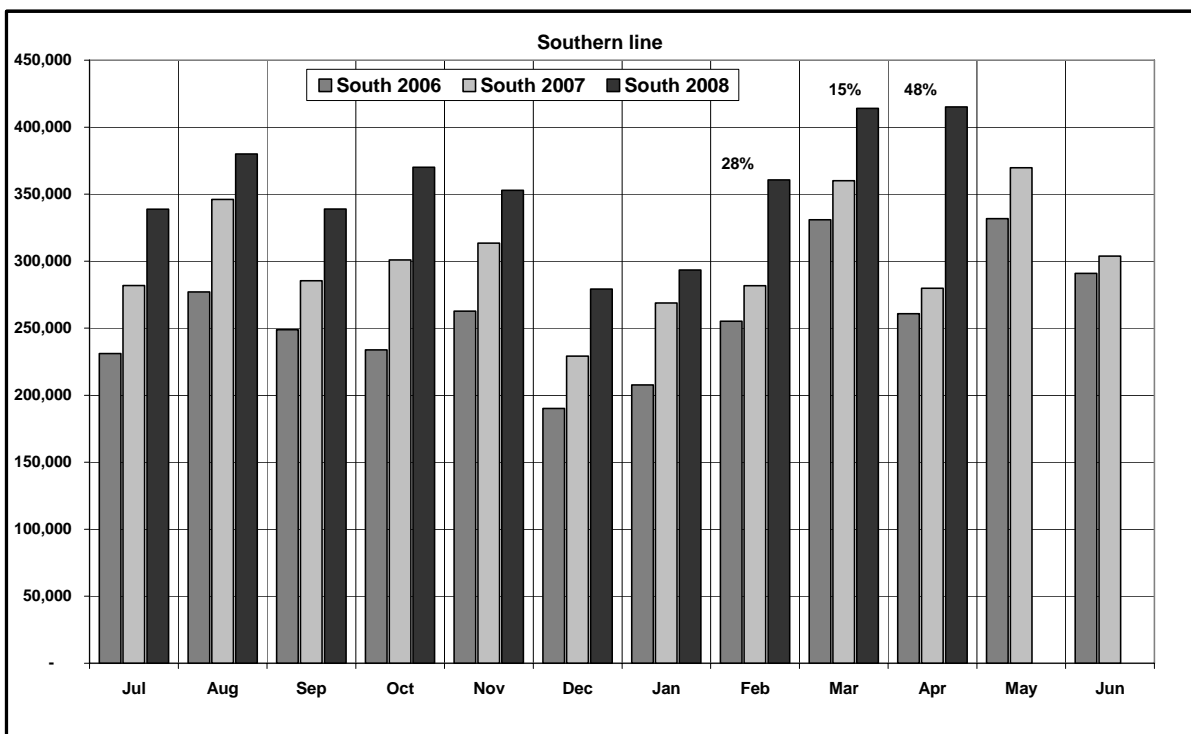
In April there were 642,881 passengers recorded using trains which is 16.7% more than last year. For the year to date there have been 5.485 million passenger journeys recorded on rail which is 16.7% more than the corresponding period last year.



The western line grew by 59.6% compared to April 2007, which is a recovery from the decline associated with double track construction works in April 2007. This is 10.9% growth for the year to date.

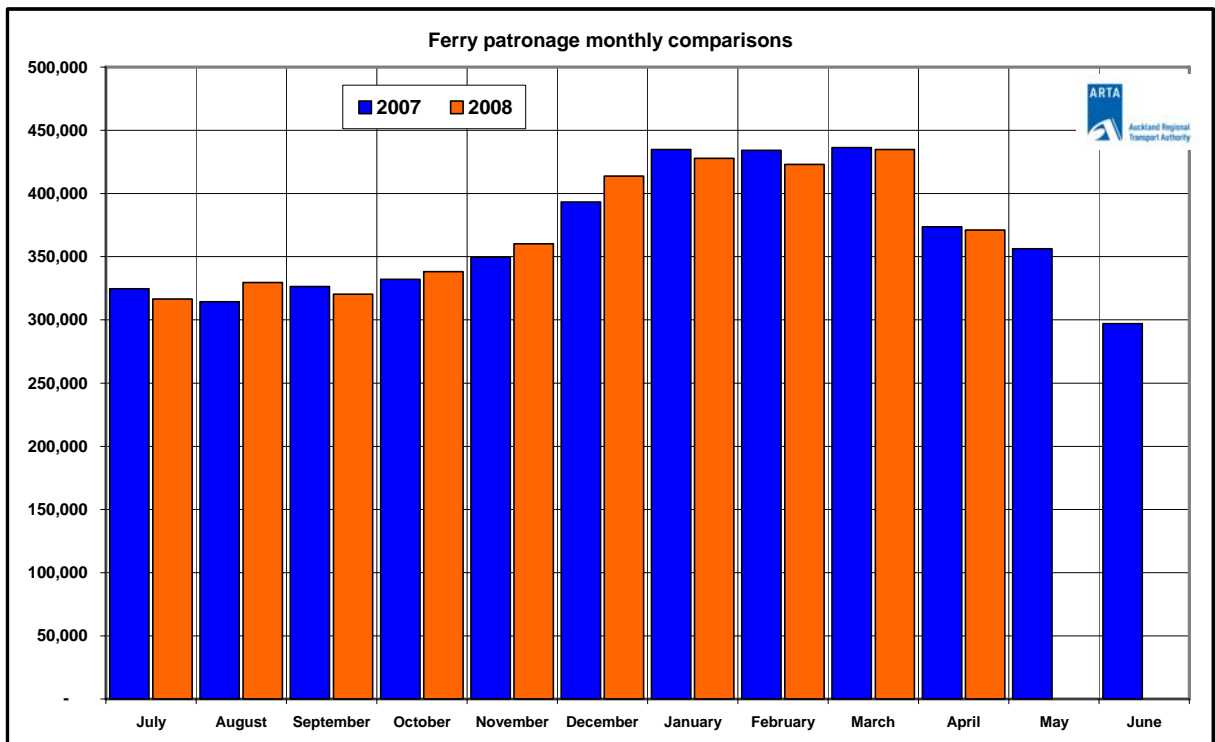
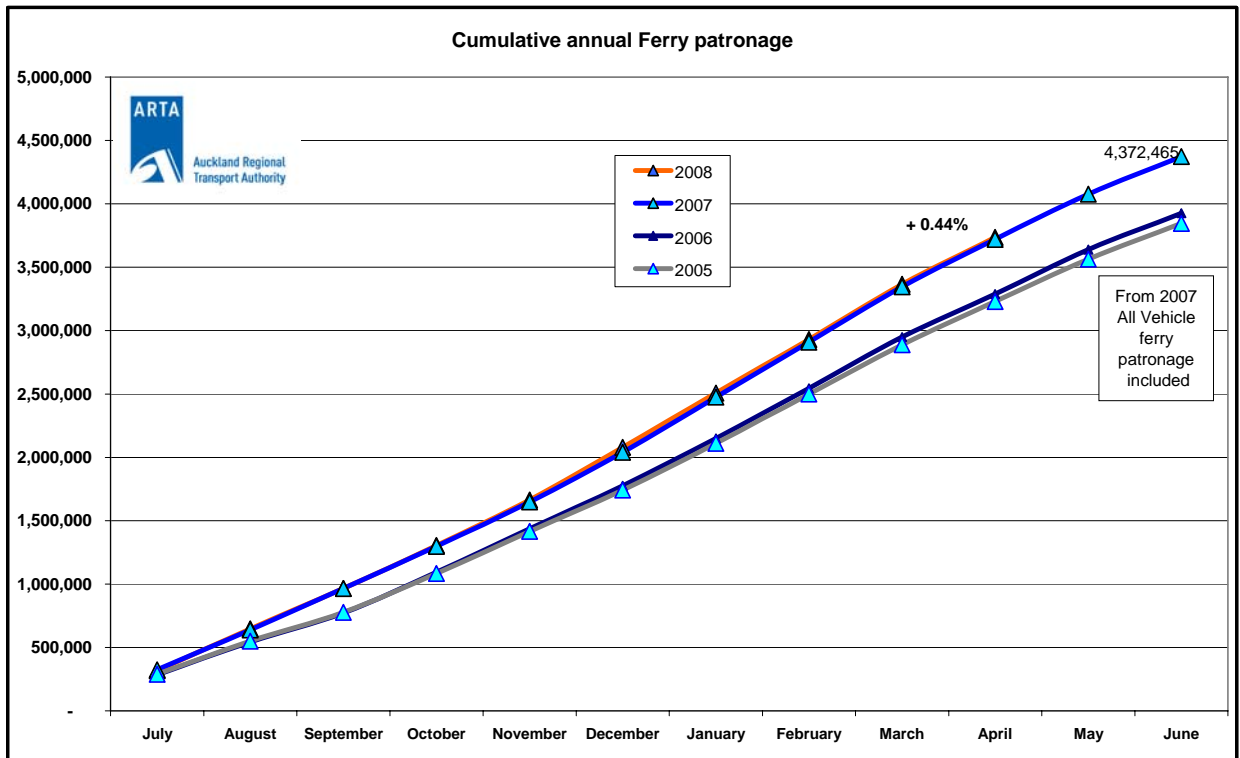


The southern and eastern lines recorded a 48% growth compared to April 2007 and are 20.2% higher than at the same point after ten months last year.



Ferry Patronage

Ferry patronage now includes more ferry services as data has now been made available for services that previously were not reported to ARTA. Data for 2008 can be compared to 2007 but is a different data set than in 2006. Ferry patronage for April is -0.7% (- 2,547 boardings) lower than last April. Cumulative ferry patronage for the ten months July to April is 0.44% higher than at the same time last year (16,244 boardings).



The contracted routes performance year to date is as below:

- Pine Harbour July -April 08 vs. July -April 07 21% growth
- West Harbour July -April 08 vs. July -April 07 12.2% growth
- Half Moon bay July -April 08 vs. July -April 07 -1% decline
- Bayswater July -April 08 vs. July -April 07 -14% decline
- Birkenhead July -April 08 vs. July -April 07 +9.3% growth
- Gulf Harbour July -April 08 vs. July -April 07 -5.4 % decline

3.2. PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY

Rail Services

The high level of speed restrictions across the network continued to impact on service performance during the month. ONTRACK has programmed maintenance activities to improve track conditions that will allow many of the temporary restrictions to be removed. The first of these planned activities was performed over Anzac weekend. After an improvement in March, when delays resulting from points and signal failures were at the lowest level for this financial year, April saw an increase in delays through these factors.

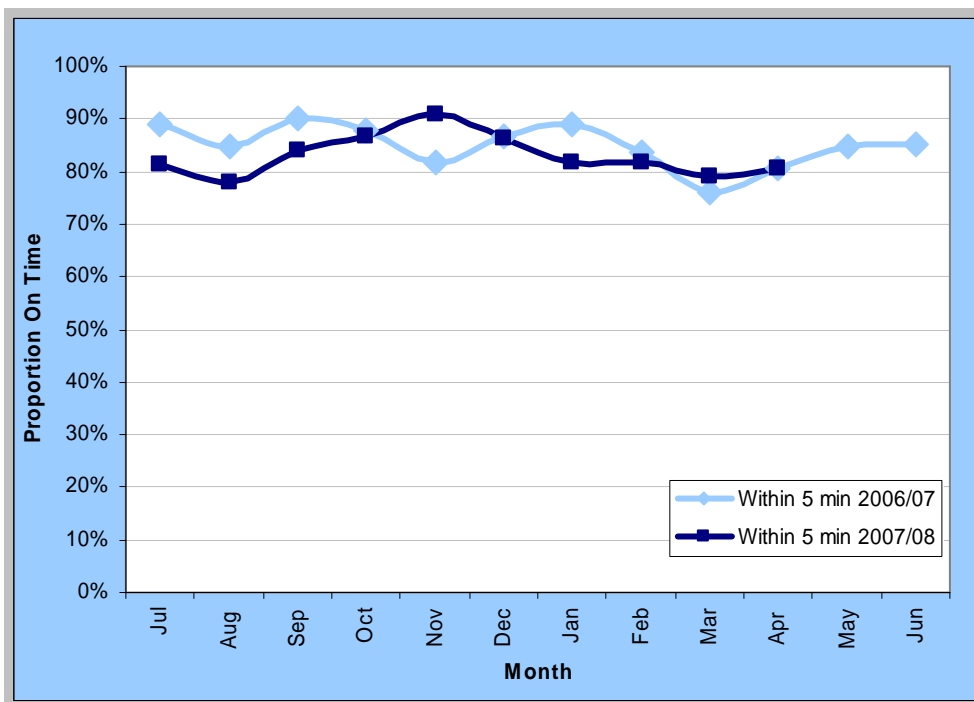
Overall 80.5% of services operated during April ran on-time or within five minutes of schedule compared to 79.0% in March and 77.6% in April last year.

Although subject to construction-related delays, the performance on the western line has stabilised and during April punctuality was 81.0% compared to 78.9% in March and 71.2% for the same month last year. The southern and eastern line performance showed little change compared to recent months, operating at 80.2% on-time during April compared to 79.0% last month and 80.6% last year

Seven major incidents that resulted in a significant delays and service cancellations were recorded during April:

- Signalling and points failures – signal faults through the DART 8 worksite between Swanson and Henderson disrupted services on three days. The first occurred on the morning of 7 April and affected morning peak services. Another fault affected morning peak services on 21 April. An intermittent fault at Swanson occurred on 30 April during the interpeak period and the impacts ran through to the evening peak. Although principally affecting western line services, the impacts of these failures also flowed to the southern and eastern lines due to trains and crews being out of position in time to take up the running of services on these lines. On the early morning of 15 April, a major failure occurred at Otahuhu with multiple signal and points failures disrupting the departure of trains from the Westfield yard prior to the commencement of their daily operations. As a result substantial delays and service cancellations were experienced on all lines during the morning peak period.
- Mechanical faults – a compatibility issue between two units coupled together caused by a maintenance failure that affected door operations resulted in delays to western line evening peak services on 10 April. Service recovery was hampered by a signal fault at Ranui.
- Operational – a derailment in the Westfield yard in the early morning of 22 April prevented the movement of trains from the yard to commence their daily operations. As a result severe delays and service cancellations were experienced on all lines through the morning peak period.
- Other – a fatal accident at Mangere disrupted southern and eastern line services for a period during the afternoon of 3 April and the consequential delays flowed through to the evening peak.

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



In April the number of scheduled trips that were not cancelled and completed their trip to the planned destination was 98.5% compared to 98.2% last month and 97.6% in April last year. The majority (55%) of cancellations were a consequence of the major incidents listed above, particularly those on the 3rd, 15th, 21st and 22nd April. 41% of cancellations were caused by infrastructure faults.

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

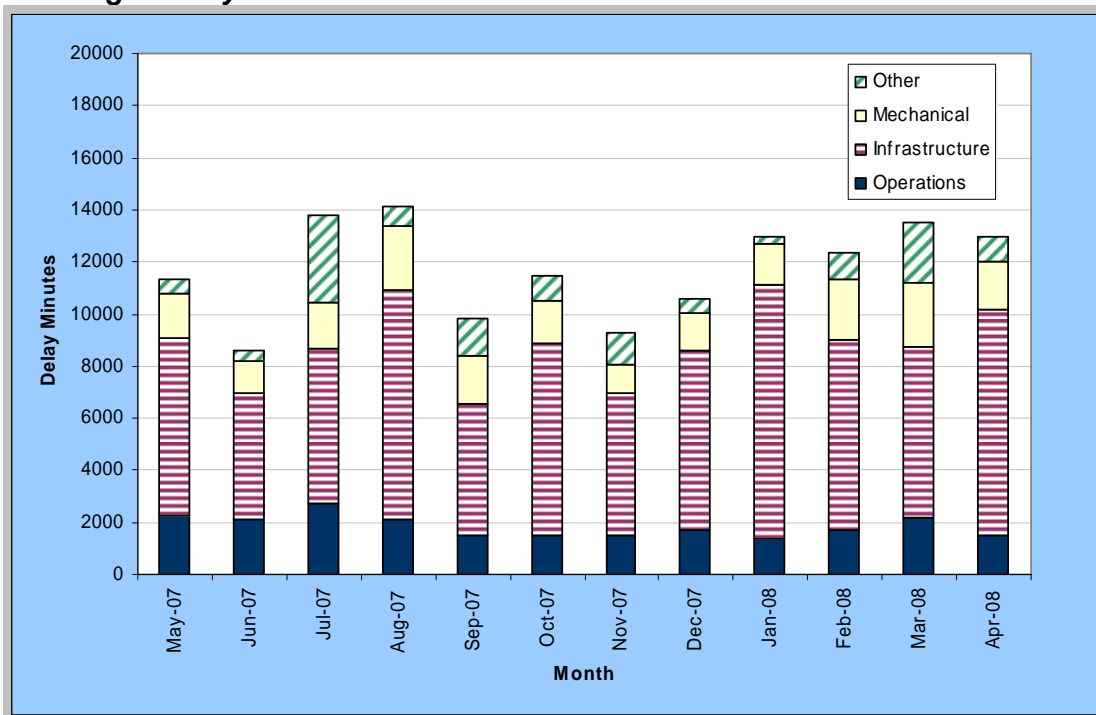
- Every Saturday and on Anzac Day between Waitakere and Henderson for Swanson to Henderson track duplication work;
- On the weekend of 18-19 April buses replaced trains between Newmarket and Otahuhu to allow work to progress on the Newmarket upgrade project.
- Over Anzac weekend, 25-27 April, services were replaced by buses between Papatoetoe and Papakura for major track maintenance requirements, including improving track conditions to remove speed restrictions.

No significant delays to services were recorded as a result of these arrangements.

Passenger Delay Minutes

Passenger delay minutes during April were 12,963, a slight (4%) reduction on last month. Delays due to infrastructure issues made up two-thirds of the total reflecting both the level of speed restrictions and the number of signal/points faults during the month. The delay minutes recorded against the other categories all reduced during the month compared to last month.

Passenger Delay Minutes – Last Twelve Months



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

	Delay Minutes	Proportion
Network Control	804	9.3%
Signal/points failure	2,856	30.8%
Speed restrictions	3,147	36.4%
Track protection measures*	2,030	23.5%
Total	8,637	

*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 April 2008, 99.94 % of contracted service trips were operated (reliability measure).

Service punctuality for April 2008 was 99.88 % of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

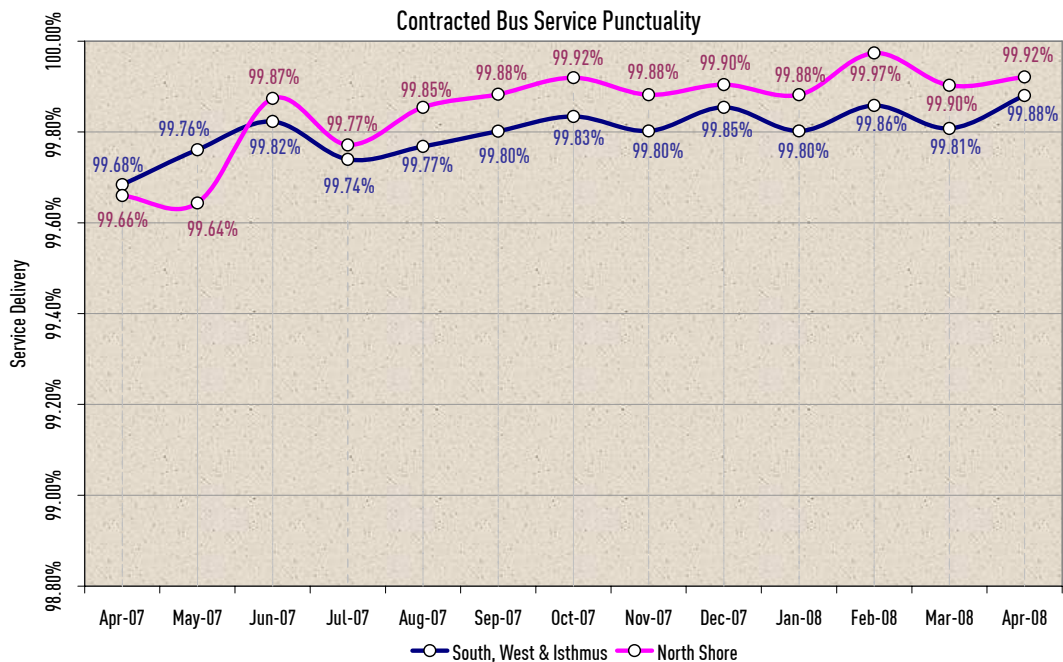
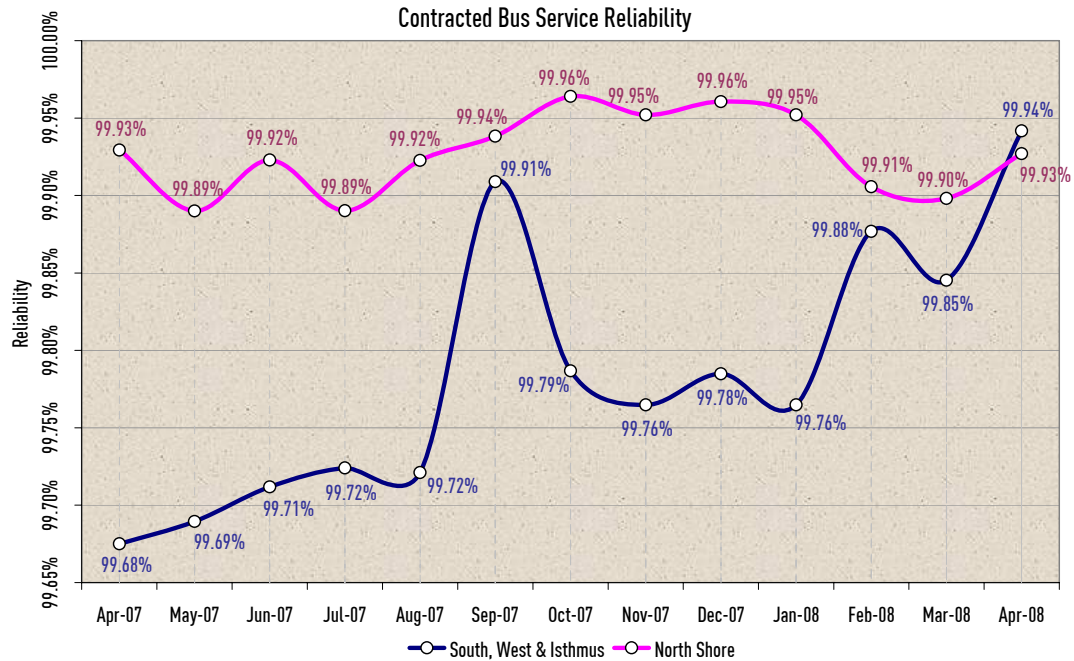
Service punctuality and reliability is self reported by the bus operators.

North Shore Contracted Bus Services

For April 2008, 99.93 % of contracted service trips were operated (reliability measure).

Service punctuality for April 2008 was 99.92 % of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

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



3.3. SERVICE DEVELOPMENTS

Airport to Manukau Bus Service

Work is continuing to take place with Manukau City Council, Auckland Airport and the operator (Tranzit Group) to enable implementation of this service on 15 June 2008.

West Harbour Ferry

ARTA and LTNZ have approved the proposed service increase to address the overcrowding problems. The operator is due to take possession of a new vessel (requiring modifications before entering service). Two morning peak, two afternoon peak and two off peak return journeys will be added. It is anticipated the additional services will be introduced from mid June, with a small fare increase to offset some of the subsidy increase.

Rakino Ferry Services

Tenders have closed and evaluation of tenders are underway, with a planned start date of 7 June 2008 for the new service.

3.4. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

Mt Smart Stadium: Warriors vs. Knights, Sunday 6th April

An additional train service was provided before and after this match, with an estimated 120 additional passenger journeys counted for people using trains to get to and from the game.

Vector Arena: Matchbox 20 Tuesday 8th April

An additional train per line and a midnight ferry sailing (Fullers Commercial) was run to cater for patrons returning home after this concert. 291 patrons were carried by train and 45 passengers on the additional sailing to Devonport.

Eden Park: Super 14 Game Blues vs. Brumbies, Saturday 12th April

This game was the fourth integrated ticketing initiative for the Super 14 season at Eden Park. All games this season will allow patrons with match tickets to travel for 'free' on bus and train services to and from the park. Special bus services allow travel direct from Takapuna, North Shore Busway Stations and Midtown to Eden Park and return with a valid match ticket. These services were building in popularity. 4,285 passenger journeys were undertaken by bus and rail combined. 10.29% of the crowd was carried before the match, and 10.42% of the crowd carried after the match.

Mt Smart Stadium: Warriors vs. Bulldogs, Sunday 13th April

An additional train service was provided before and after this match, with an estimated 109 additional trips counted for people using trains to get to, and from the game.

Auckland Domain: Anzac Day Dawn Ceremony, Friday 25th April

ARTA requested to NZ bus to provide a quote to run Link Services in both directions from 5am on Anzac Day to allow patrons to travel to the Dawn Ceremony in Auckland Domain by Public Transport. NZ Bus undertook this without cost to ARTA.

ARTA's Marketing/Special Events supported this effort and facilitated the promotion of this service and NZ Bus annual commitment to allow Veterans to travel for free.

3.5. MAJOR INFRASTRUCTURE WORKS

Queen Street Upgrade

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

Newmarket Streetscape Upgrade

Newmarket streetscape upgrade work had minor impact to bus services over April 2008. Whilst construction was not being undertaken in bus stops, lane reductions on Broadway caused minor delays at times outside peak hours.

Project Greenlane

The intersection of Greenlane West and Great South Rd commenced construction in April 2008, requiring the relocation of one outbound bus stop for approximately four weeks. Because of the heavy passenger usage of this stop, Auckland City arranged for a shelter at the temporary location.

Henderson Streetscape Upgrade

Streetscape construction in Henderson, Great North Rd had minimal impact on services in April 2008. Great North Rd remains open to traffic and buses, with the (main Henderson) outbound/westbound bus stop closed whilst construction in the immediate vicinity of the stops is undertaken.

Central Connector

The Central Connector Project commenced construction on 8 April 2008. The project is Auckland City Council's largest public transport initiative since Britomart and comprises of three major elements:

- bus lanes from Britomart to Khyber Pass Rd
- strengthening and repairs to Grafton Bridge
- streetscape improvements from Beach Rd to Khyber Pass

Construction has commenced in Anzac Avenue and involves kerb and service realignments to widen the road for bus lanes, upgrading footpaths, improving pedestrian crossings and removing and replanting trees. All traffic lanes remain open during construction (achieved by lane realignment and the removal of parking) which minimises the impact to public transport. Bus stops will relocate or close temporarily when required for construction in consultation with ARTA.

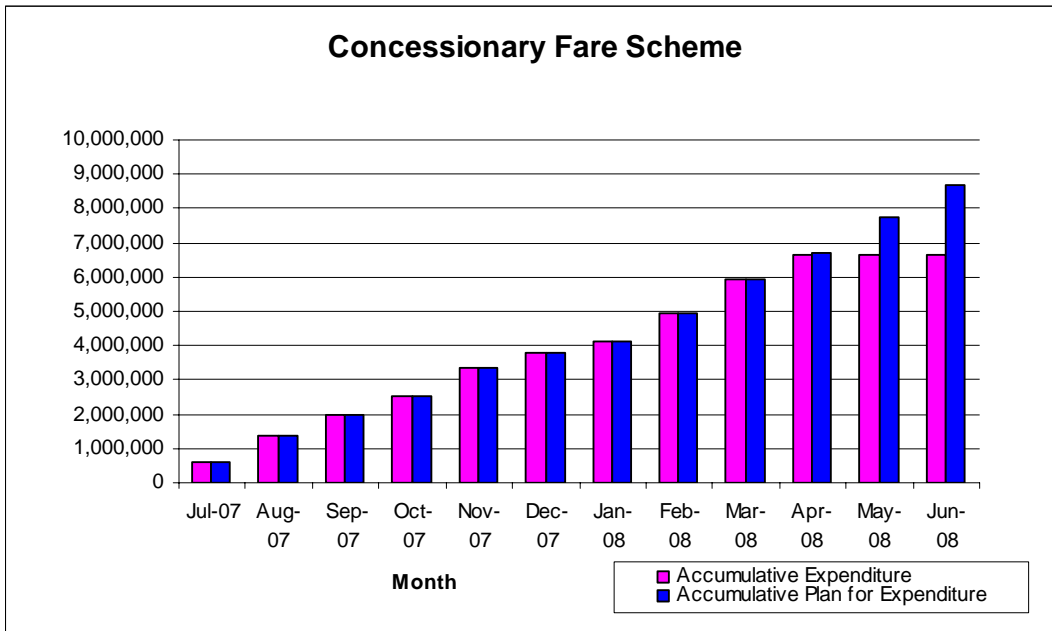
3.6. REGISTERED SERVICE NOTIFICATIONS RECEIVED BY ARTA UNDER THE TRANSPORT SERVICES LICENSING ACT 1989 PART 2

Under the Transport Services Licensing Act 1989, no applications for registered services have been approved during April 2008.

3.7. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

83 senior citizen applications were processed in April 2008 compared with 128 in January, 107 in February and 96 in March.

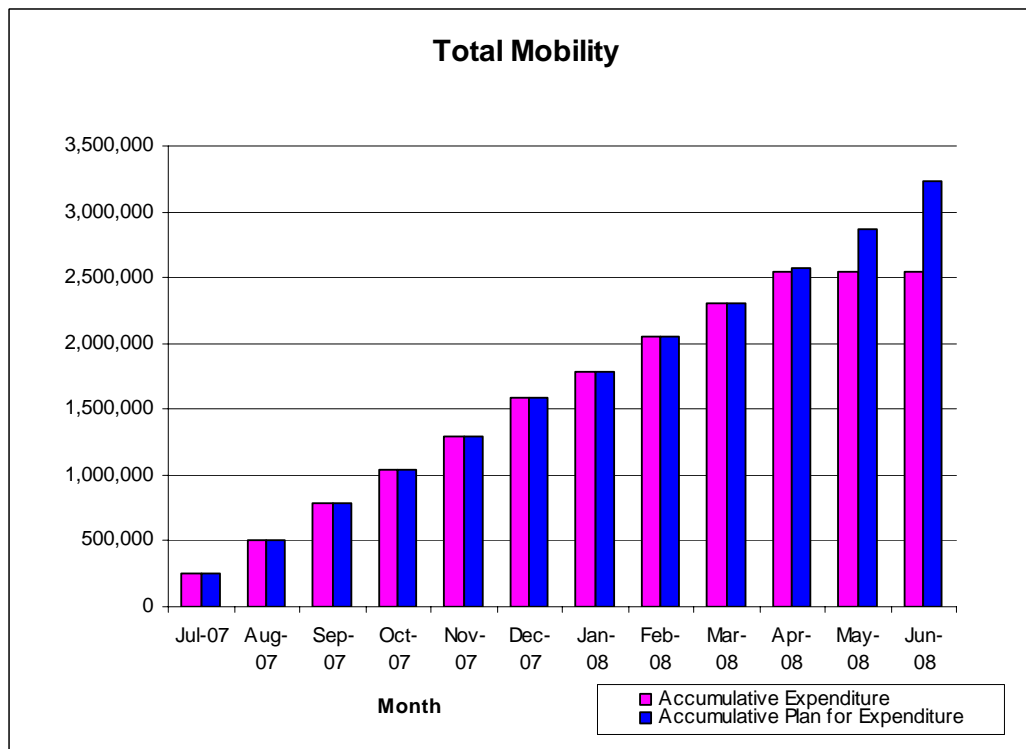
Expenditure for concessionary fare reimbursements is slightly under budget for the ten months ended April 2008. The expenditure is \$6,665,000 against a reforecast budget of \$6,680,000.



3.8. AUCKLAND TOTAL MOBILITY SCHEME

118 new Total Mobility applications were processed in April 2008 compared with 117 in January, 129 in February and 129 in March.

Expenditure for Total Mobility reimbursements is under budget for the ten months ended April 2008. The expenditure is \$2,537,000 against a reforecast budget of \$2,576,000.



3.9. TRAVEL PLANNING

TravelWise Schools

Takapuna Primary School launched their travel plan in April 2008. Music dance and poetry and of course MAXX were part of the successful launch.

Arohanui Special School who launched in March took part in some Road Safety education as part of the strategies in the schools Travel plan. Police Road Sense, ARTA and Maxx were part of the very successful 2 days.

Walking School Bus (WSB) Programme

In April the funding for WSB establishment grants transferred to ARTA, having previously been funded from an Infrastructure Auckland Grant.

Understanding of the Walking School Bus (WSB) programme, in terms of language and concept, has been identified as a major barrier to the establishment of WSBs in low decile schools. As part of the strategic plan for low decile schools, a working relationship has been established with the Auckland Regional Migrant Services (ARMS) and the Settlement Services of the Citizen Advice Bureau (CAB). This relationship is seen as a valuable tool in promoting the WSB programme to a significant group within the low decile school areas. 35,000 new migrants settle in Auckland each year, 32% do not have English language skills.

ARMS and the CAB are keen to deliver Walking School Bus information to new and longer term migrants as they appreciate the connection with creating safe, cohesive communities and the Walking School Bus programme. The Ministry of Education's Migrant Education team are also looking at how they can add value to the WSB programme as they aim to further establish links between schools and community.

TravelWise Workplaces

Progress on Travel Plans include:

- The ARTA Travel Plan has appointed two staff as champions and they are now leading the travel plan with support from the ARTA Travel Plan project manager
- The University of Auckland has contracted with Gravitass to undertake a travel survey with staff and students
- The Auckland DHB steering committee have met to consider their travel survey data. Key areas for action include DNA's (did not arrive) appointments and suburbs of outpatients, and transport and social barriers for outpatients
- Opus and AUT Student Support Services have undertaken a survey for staff and students at the Akoranga Campus.
- AUT City Campus – Student ticketing meeting held to identify what did and didn't work with the promotion of the 40% student discount. Forward planning for Semester 2 student intake and promotion of the student discount and allocation of MAXX stickers against criteria were topics considered
- The Trial subsidy for Smales Farm employees is being investigated; the steering committee is currently working with ARTA Customer Services to develop a 2 week trial pass
- Manukau City Council is preparing to launch their travel plan
- Auckland City Council is preparing to launch their travel plan
- BNZ has passed the planning phase and is preparing to launch their travel plan
- Highbrook business association is working on the research phase now of a travel plan
- Rosebank association of businesses is preparing to launch a collective survey between all the companies involved.

Following a meeting with TLA's to confirm requirements a resource kit with downloadable presentations, testimonials and resources is in production for launch in July. It is being developed to have broad appeal across all size companies, and to promote the measurable benefits for companies, individuals and Auckland's environment of the workplace TravelWise programme.

Travel Demand Management

New Initiatives

- Manukau Institute of Technology (MIT) – Manukau City and Auckland Regional Transport Authority are working towards a memorandum of understanding with Manukau Institute of Technology for the development of a travel plan at the Otara location.
- Following from the above, ARTA has developed a set of planning guidelines to progress the development of institutional travel plans in the region.
- Research work is being carried out in the AMETI area for employer Travel Demand Management initiatives.
- Investigation and research is underway for a pilot project to test feasibility of a regional Guaranteed Ride Home scheme to support the TravelWise programme.

3.10. MARKETING AND CUSTOMER INFORMATION DEVELOPMENTS

New Developments – April 2008

Northern Busway - Awareness Surveys

Surveys were conducted in October, February and April to test awareness of the Busway and other changes to North Shore bus service changes and the effectiveness of the campaigns to launch new service in February 2008. Two surveys were completed each time – one with bus users at the Busway stations and one by telephone with North Shore residents.

The Northern Busway has increased in positive perception since its launch in February.

Also, awareness and sales of the Northern Pass have grown in the last month. Northern Pass use comprises 23% of all North Shore ticket use. Some key statistics:

- Very positive perception (+8/10) of Busway and services:
 - Users: Feb 47.8% April 58.2%
 - Users and Non-users: Feb 26.5% April 52.6%
- Plan to use bus services more than at present:
 - Users: Feb 23.7% April 37%
 - Users and Non-users: Feb 14.8% April 26.8%
- Purchased Northern Pass:
 - Users: Feb 4.5% April 43.9%
 - Users and Non-users: Feb 2.7% April 17.4%

North Shore Promotional Campaigns

A mail out to 40,000 North Shore homes provided information for commuters on how to use the Northern Busway to travel to the city and back including suburb and buses - a 'pocket' express timetable was also included.

20 MAXX ambassadors distributed 30,000 flyers at North Shore shopping centres – to encourage school children to get around the shore to the movies and malls on a Northern Pass. This coincided with a similar promotion on the rail network.

Focus over the next month is on upgrading signage at Busway stations, and progressing internet kiosks.

Future Campaigns

Work is progressing on campaigns for:

- Manukau to Airport bus service in June
- Re-launch of the bus SMS text message facility
- Network representation
- World Environment Day promotion in June
- Enhanced West Harbour ferry service in June
- Enhanced rail development plan customer communications

CUSTOMER INFORMATION CHANNELS

MAXX website statistics – April 2008

	April 08
Total visits	182, 246 13.8% increase on March 08 and a 35% decrease on April 07
Unique visitors	85, 976 9% increase on March 08 and an 20% increase on April 07
Most active hour of the day	2pm to 3pm
Most active day of the week	Tuesday
Most popular pages	1. Journey planner – full enquiry 2. Journey planner – map 3. Current highlights
Most downloaded PDF files	4. Western Line train timetable 5. Southern Line train timetable 6. Howick/ Bucklands Beach/ Botany timetable 7. Dominion Road timetable 8. Northern Guide

MAXX SMS service

During April the SMS text service received a total of 20,896 requests for public bus route and stop information from 3,653 individual users.

MAXX Contact Centre – April 2008

Call Summary						Balanced Scorecard KPI		
Volumes			Average Time			MAXX	MAXX GOS	QUALITY
Offered (num)	Answered (num)	Abandoned (num)	Queued (mm:ss)	Servicing (mm:ss)	Handling (mm:ss)	Abandoned Target=5%	Target=80%	(Internal) Target=85%
59,529	58,355	954	0:08	2:06	2:13	1.60%	87.14%	83.16%

Year to Date call volumes have decreased 19% compared to the previous year. Grade of Service is back on track this month.

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

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

Britomart Information Kiosk – April 2008

Britomart Summary		
Visits Apr 08 (num)	Visits Apr 07 (num)	Change (%)
9,523	11,103	-14.23%

4 PROJECT DELIVERY

4.1. ROLLING STOCK PROCUREMENT

Renewals projects

- **SX refurbishment**

The scope and contract arrangements for the refurbishment are now complete and execution of these will be concluded in May. Refurbishment of the SX carriage bogies is continuing under a separate contract.

- **ADL Air-conditioning Upgrade**

The programme is on target. Currently 15 units have been completed.

- **ADK Diesel Generator Set Upgrade**

United Group (Toll's sub-contractor) has completed all four units. The programme ran ahead of schedule and to budget.

SA Trainset 15 – 17

The carriage refurbishment programme at Hillside is running to schedule. However, the bogie production from CNR still remains slightly behind schedule which has affected the delivery of Trainsets. However, the delivery dates advised in February 2008 are on schedule to permit the service changes to be implemented; the first being the introduction of Helensville services in July.

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

SA Trainsets 18 – 23

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

SA trains 1 to 14 X28020 bogies

Toll have been contracted to track testing of identified suspension changes over the next two months. Components have been ordered and live testing will commence in June.

4.2. INFRASTRUCTURE DEVELOPMENT

DART: Joint ARTA / ONTRACK Projects

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

Newmarket Station Capacity Improvements (DART 1)

The request for tender (RFT) process closed on 7 May and the evaluation process has commenced. The target date for award is early June.

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

Avondale Station – A stakeholder workshop independently facilitated was held in early May between ACC, ONTRACK and ARTA. The aim of the workshop was to establish organisation's expectations around the development of the Avondale Station and the adjacent level crossing. No decisions have resulted from the workshop and the Avondale Station upgrade works remain on hold pending ONTRACK's decision to recommence the "below track" works.

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

ARTA are working with WCC to define the roles and responsibilities for progressing the design of the 'above track' elements of the rail station.

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

ONTRACK are confident DART 8 will be commissioned the first working day after Queens Birthday Weekend. Progress has been made on the 'below track' elements for the Sturges and Swanson down main platforms, however previous delays to the access dates for ARTA's contractor to these stations means some elements of the 'above track' works will not be fully completed in time for the DART 8 commissioning.

Contingency strategies are being developed by ARTA and the Contractor to ensure minimal disruption to the rail passengers. It is expected that both Sturges and Swanson down main platform will be substantially complete by early June. All platforms will be made 'safe for passenger use' by means of temporary balustrade and lighting arrangements if required. All the 'above track' works is programmed to be completed by the end of July 2008.

Distributed Stabling (DART 17)

Pukekohe – Prices from Counties Power and Franklin District Council for the watermain installation have taken longer than expected to be received, delaying the installation of these works and the overall commissioning testing phase for Pukekohe. It is expected that Counties Power will commence work in May.

Papakura – The practical completion handover for Papakura was held on 1 May. A number of small items remain outstanding to be completed, but overall the project is complete and will progress into the handover phase.

The lease and licensing agreements with ONTRACK are still outstanding.

Tamaki Drive - The joint programme of ARTA and ONTRACK tasks remain on target. Detailed design is expected to be available by the end of June. A significant risk to the completion of the detailed design is the potential inadequate 'electrification' clearance between the existing track and the existing road over bridge.

ONTRACK are currently addressing these issues over the whole network and have prioritised the bridge spanning this site. Further geotechnical surveys will be commissioned to allow for the completion of the detailed design. A report detailing all the current design details and considerations for the train wash facility will be commissioned to ensure this element is further progressed.

Strand – Discussions with ONTRACK are continuing with respect to the future development plans ONTRACK have for their land on the Strand side of the NIMT. This is to define the development zones and the capacity available for train stabling. The minimum storage capacity required would be to accommodate a fleet during the change over period from diesel to electric traction. A detailed survey has been completed and is currently under review with ONTRACK.

Ranui – ONTRACK's work this month includes the access road to the site being relocated to the rear of the site. In conjunction with the re-alignment of the mainline for ONTRACK, BECA is currently revising the stabling detailed design.

As agreed by ARTA at a recent public consultation meeting, a peer review study of four possible sites for Western Line stabling facilities has commenced along with the noise study at Ranui to establish the likely noise levels generated at the stabling site based on an optimal operational sequence for start up and idling of the trains using other parked trains as shielding to minimise the noise spillage.

Group 1 Stations Upgrade (IA Grant)

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

Station	Status	Comments
Baldwin Ave	Yet to commence.	Station upgrade works are shown to be undertaken during the 2008/2009 financial year
Morningside	Yet to commence.	Station upgrade works are shown to be undertaken during the 2008/2009 financial year
Middlemore	Completion of works through additional funding from the ARC.	<ul style="list-style-type: none">• Construction works have been delayed to allow our contractor to concentrate on DART 8 works which are a higher priority. The target completion date is remains June 08.
Ellerslie	ARTA is committed to upgrading Ellerslie station by mid 2008, with additional funding from the ARC.	<ul style="list-style-type: none">• Due to the acute shortage of ONTRACK controlled rail protection personal, some additional delay is expected to occur as many other rail projects vie for the limited resources.• Construction works have been delayed to allow the contractor to concentrate on DART 8 works which are a higher priority. The target completion date is now July 08.

Helensville Trial Service

The tender for construction works has been awarded to Eastbay Construction Ltd, with works on site due to commence by mid May. The OPW and building consent has been approved by Rodney District Council.

A dawn blessing and karakia was conducted by the local iwi at all the proposed station sites. Consultation is on going with community stakeholder groups and iwi to inform and update them on progress.

ONTRACK's review of the proposed platform designs has resulted in ONTRACK advising ARTA that a change to the construction method from timber platforms to a more robust concrete platform is required.

ONTRACK has also indicated that their approval for the temporary platforms is conditional on a full upgrade being undertaken at each station to construct platforms with a certified 100 year design life by 2010/2011.

Discussions between ARTA and ONTRACK are continuing with regards to the remedial works strategy for minimising the impact of the "Heat 40" speed restrictions over the summer period as this matter remains unresolved.

4.3. FERRY TERMINAL UPGRADES

GENERAL

Beach Haven

ARTA's review of the detailed design for the ramp and pontoon has concluded and OPUS is undertaking some minor refinements and modifications. ARTA has sent the drawings to NSCC for information. The tender documents for the design and build of the pontoon and ramp are being completed.

Downtown Ferry Terminal

Working is progressing on completing the minor outstanding works with completion targeted for late May.

Downtown Upgrades

Pedestrian bridge linking Piers 1 and 2: Letters and notices have been issued to all affected parties and a meeting with the ferry building tenants has been held to update them.

The steelwork for the canopy structure has been installed with the canopy roof due to commence shortly with completion targeted for mid June. Piling for the bridge has been delayed due to the contractor having fabrication and resourcing issues. The new commencement date is early June with completion target of early July.

Downtown Renewals

A contract has been awarded for the Pier 1 and 2 structural remedial works for stage 1 works only. Site establishment is underway with scaffolding being installed in mid May.

Half Moon Bay

The building consent application for the canopy works has been issued to the Manukau City Council for approval. The physical works tender documents have been issued to the market and is due to close in mid May with the target award date being late May

A 'sod-turning' ceremony has been organised by ARTA, MCC and local stakeholders for early June to mark the start of the construction works.

The Buckland Beach Yacht Club's (BBYC) Seabed licence renewal has been delayed with amendments being discussed between BBYC and ARC. ARTA is awaiting resolution of the seabed licence discussions in order to action the signing of the sub-licence agreement with BBYC for the installation of the canopy on BBYC's boardwalk.

Gulf Harbour

First stage: – The relocation of the pontoon is complete and the design of the gangway ramp has been completed. The design of a small additional portion of the pontoon is nearly complete.

Second stage: - The contract has commenced the detailed design of the canopy structure over the proposed ramp and pontoon.

Construction is expected to commence once building consent has been received. Rodney District Council has been provided with all the additional details they have requested and we are awaiting approval.

Bayswater

Discussions have commenced with NSCC to developing a Memorandum of Understanding (MoU) for the undertaking of detailed design and later for the procurement of the construction works.

The wave, wake and seabed monitoring study that is a condition of the resource consent is being finalised with the ARC to ensure all expectations are met. We are targeting early June for the issuing of the negotiated tender for undertaking this monitoring work.

An RFT is being prepared for the detailed design services. It has been agreed in principal with NSCC that ARTA will take the lead in managing the design process for the entire project including all the land base works with NSCC providing close support. The details of the project management and governance structure will be outlined in the MoU.

4.4. NETWORK DEVELOPMENT

Rail Station Upgrades Concept Designs

ARTA has agreed with ONTRACK the scope of additional concept design investigations to confirm the configuration of accesses to the new DART 2 station between Park Road and Khyber Pass Road. This work is planned to be completed by the end of June

ARTA is leading, with input from ONTRACK and Manukau City, preliminary concept design investigations to confirm the preferred track alignment and station location/ configuration for the Manukau City rail/bus interchange. This work is anticipated to be completed by July.

The concept design/station upgrade report for Pukekohe Station is in draft form and under internal review prior to seeking feedback from stakeholders. The station upgrade reports for Puhinui, Baldwin Ave, and Mt Albert Stations are with key stakeholders for comment.

Ferry Terminal Developments

The Half Moon Bay Terminal Options report is currently with stakeholders for review. The first stage of the Downtown Terminal Development Plan is in draft form and currently under internal review.

Rugby World Cup 2011

ARTA are preparing a scope of services for the preliminary design of infrastructure enhancements required at Kingsland Station for RWC, following receipt of a previous feasibility study report commissioned by Auckland City.

Newmarket Bus Rail Interchange

The first public forum where the information on the possibility of a bus interchange at Newmarket is planned to be held in mid June as part of the regular Newmarket train station development forums. Option evaluation is now in progress and sketches of the possible locations have been produced.

Rail Real Time Passenger Information System

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

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

The tender for the installation of the Type 1 signs has now been called and will close at the end of May. It is anticipated that a contract will be awarded early July 2008.

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

4.6. ELECTRIFICATION PROJECT:

ONTRACK have produced a draft Electrification Operations specification in response to ARTA's Rail Operational Plan. There are a number of differences in scope and service level assumptions, which are being worked through with ONTRACK

5 CE UNIT

5.1. MEDIA AND COMMUNICATIONS

Media Releases

02 Apr Extra MAXX trains take league fans to Mt Smart

Rugby league fans heading to Mt Smart Stadium to watch the Vodafone Warriors take on the Newcastle Knights can travel the easy way and take the MAXX train to the game, kicking off at 4pm on Sunday 6 April.

04 Apr All I need – MAXX to Matchbox Twenty

On Tuesday 8 April 2008, fans of pop-rockers Matchbox Twenty can leave the car at home and catch a MAXX train, bus or ferry to Vector Arena, which is approximately 10 minutes' walk from Britomart Transport Centre and the Downtown Ferry Terminal.

04 Apr Changes ahead for Middlemore train users

From Monday 7 April, passengers using the Middlemore train station will catch their train from the south end of the station's footbridge, as the upgrade of the Middlemore station facilities continues.

08 Apr Free bus or train ride to Eden Park for Super 14 fans

Super 14 supporters who pre-purchase their ticket to the Blues versus Brumbies match on Saturday 12 April or present their Eden Park membership card can ride the bus or train to Eden Park for free.

08 Apr Extra trains to Warriors v Bulldogs match at Mt Smart

On Sunday 13 April, rugby league fans heading to Mt Smart Stadium to watch the Vodafone Warriors take on the Canterbury Bulldogs can avoid parking hassles and take the MAXX train to the game, which kicks off at 2pm.

09 Apr Win free public transport for a month with MAXX journey planner

Aucklanders who plan their public transport journeys using the recently upgraded MAXX online journey planner could be in to win one month of free public transport use.

15 Apr Changes to Southern Line services as Newmarket redevelopment continues

The Auckland Regional Transport Authority (ARTA) advises that on Saturday 19 and Sunday 20 April a bus replacement service will be operating for all stations between Otahuhu and Britomart on the Southern Line, as the Newmarket station redevelopment continues.

17 Apr Helensville rail service scheduled for July start

The Auckland Regional Transport Authority (ARTA) announced today that the first rail service to Helensville since 1980 will start on Monday 14 July 2008, in line with the introduction of an updated network-wide timetable. The network-wide timetable, which begins on Sunday 13 July, will reflect the completion by the New Zealand rail agency, ONTRACK, of the double tracking work from Henderson to Swanson, enabling four trains an hour to run during morning and evening peak on weekdays on the Western Line.

21 Apr Special public holiday timetable on ANZAC Day

The Auckland Regional Transport Authority (ARTA) advises that a special public transport holiday timetable will be operating on ANZAC Day, Friday 25 April 2008, including earlier Link buses to the Dawn Service, free buses for veterans and some changes to train services.

29 Apr Extra trains for Vodafone Warriors fans heading to Mt Smart

The Auckland Regional Transport Authority (ARTA) advises that a special public transport holiday timetable will be operating on ANZAC Day, Friday 25 April 2008, including earlier Link buses to the Dawn Service, free buses for veterans and some changes to train services.

29 Apr Have It All – ride MAXX to the Foo Fighters

On Monday 5 and Tuesday 6 May, Aucklanders heading to Vector Arena to see the Foo Fighters take to the stage can leave the car at home and catch a MAXX bus, train or ferry to the concert.

29 Apr New platform for Ranui rail commuters

From Monday 5 May, passengers using the Ranui train station will use a new platform – located opposite the existing station platform – to catch the train as Auckland's rail upgrade progresses further.

30 Apr Eden Park, your park

If you're interested in what's happening in and around Eden Park in the build-up to Rugby World Cup 2011 and beyond, then visit Eden Park next weekend (May 10-11)