

Technical Note

To	Auckland Transport	From	
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Subject	A2B and 20Connect Maintenance and Renewal Cost Technical Note		

A2B and 20Connect Maintenance and Renewal Cost Technical Note

The implementation of the project will result in additional assets requiring ongoing maintenance.

Annual maintenance costs have been assessed [REDACTED] based on recent records available from the ASM. The estimated periodic maintenance costs cover pavement, bridges, lighting, shared use paths, retaining, structures, traffic signals and stormwater ponds/wetlands.

The resulting annual maintenance costs for the additional lanes recommended for the project are indicated in Table 1. The rates are based on 2019 estimates.

[REDACTED]

*Note: The length included here only includes SH20B from SH20 to Orrs Road (the road controlling boundary). The remainder of the route between the Airport and Orrs Road falls within Auckland Airport's RCA area and hence maintenance and renewal costs are excluded and assumed to be addressed by Auckland Airport.

Periodic maintenance costs are primarily pavement and surfacing replacements and occur approximately every 8 years for traditional surfacing and 25+ years for Epoxy modified OGPA.

Cost estimates developed for motorway upgrades (based on 2019 estimates) include an upgrade to the existing pavement as well as newly constructed pavement as part of the project costs. The costs associated with the upgrade to the existing pavements would be required whether the project progressed or not therefore this assessment is considered conservative.

The cost estimates for 20Connect include construction of full width pavements as EMOGPA resulting in significantly lower periodic maintenance requirements.

[REDACTED]

[REDACTED]

Auckland Transport will take the responsibility for the operation and maintenance of the new busway, stations, and areas within the station perimeter, excluding infrastructure within Auckland Airport's RCA area. All public transport stations require regular and preventative maintenance. As the recommended option is a new asset, it will have an impact on the maintenance and renewal budgets of Auckland Transport.

General station maintenance includes Building Warrant of Fitness, trial evacuations, security, cleaning, landscaping as well as maintenance of facilities (painting, seat refurbishment and line-markings). Security and cleaning are generally the highest cost.

All systems and technical components of stations also require regular preventative maintenance. This includes aspects such as CCTV, customer help-points, HVAC and plumbing, electrical components and Passenger Information Displays.

While an exact annual maintenance cost cannot be determined at this stage due to the level of detail of the station design, maintenance costs have been provided by Auckland Transport, and is based on existing stations of similar size and layout. The rates are based on 2019 estimates. [REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]

Note, the Airport and The Quad stations are excluded.

A detailed maintenance cost forecast needs to be developed during the preliminary design phase.

Approvals:

	Author	Reviewer
Name	[REDACTED]	
Signature		
Designation		