



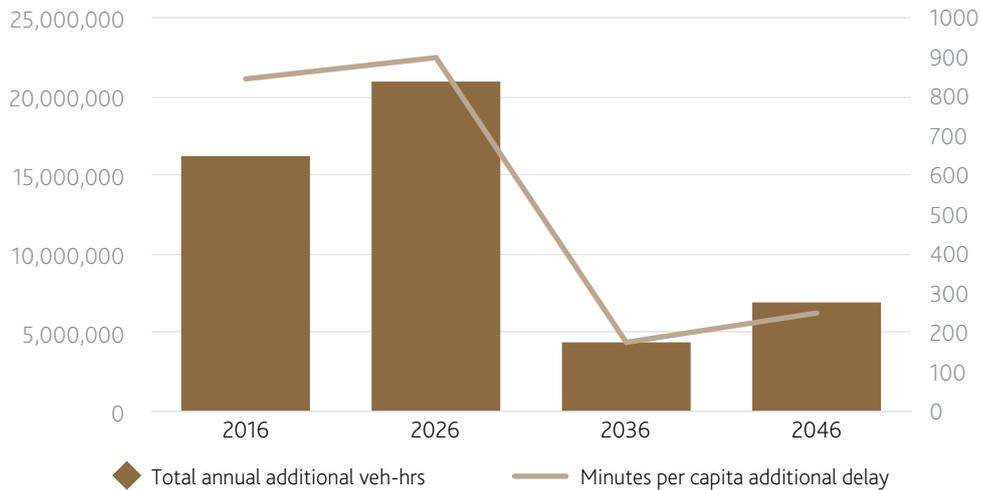
Outcome

Transport and Access

Measure 2

Delay from congestion (Development Strategy)

Per capita additional delay (minutes)



Data

Per capita annual delay from congestion (minutes).

Source

Auckland Regional Transport model outputs, Auckland Forecasting Centre.

Frequency

Variable – An updated version of the model is dependent on 2018 census data not yet available.

Availability

Data can be sourced from the Auckland Forecasting Centre.

Note

ART model uses a combination of real data and various assumptions to predict the level and rate of change across different areas and components of the transport network. The use of modelling enables targeted interventions to be made and understood within the context of the broader network now and into the future. The model output was prepared for the 2016 Auckland Transport Alignment project (ATAP). Further refinement to the model outputs was carried out through the revised ATAP in 2018.

As at May 2019 a real time measure that would monitor congestion levels on motorways and key arterials was under consideration by the ATAP measures working group which could replace this measure.

Relevance

Traffic delays constrain economic productivity so moving people and goods efficiently through Auckland is a key transport objective. This measure shows the total and per capita delay across the network based on the projected volume of traffic divided by its theoretical capacity (VC ratio).

Congestion is defined by combining the two worst levels of service measures for measuring network performance:

- Significant delay and low average speed (Level of service E).
- High delay and extremely low speeds (Level of service F).

Baseline (2016)

841 minutes per capita annual from congestion.

Analysis

Delay from congestion, measured as per capita additional delay, is expected to peak in 2026 before reducing heavily from 2026 and rising again from 2036.

(?) Trend

A trend cannot be determined.