

Name: _____

Level 3 Geography
Achievement Standard 91431
Analyse aspects of a contemporary geographic issue
Credits: 3 (Version 1)

Traffic Congestion in Auckland



Achievement Criteria

Achievement	Achievement with Merit	Achievement with Excellence
<ul style="list-style-type: none">Analyse aspects of a contemporary geographic issue.	<ul style="list-style-type: none">Analyse, in depth, aspects of a contemporary geographic issue.	<ul style="list-style-type: none">Analyse comprehensively aspects of a contemporary geographic issue.

Student instructions

Introduction

This assessment task requires you to analyse aspects of the following contemporary geographic issue: *Traffic Congestion in Auckland*.

Choose a method to present your analysis. For example you might use: a report, a poster, a magazine article, video, powerpoint presentation, website etc. Make sure that the method you choose will enable you to show an in-depth and comprehensive analysis.

This is an individual assessment task. Use resources provided on the Geography Weebly site, as well as your own research and relevant notes.

The assessment task will take place over 1 week of class time, using the computers. You can also work on this in your own time.

You will be assessed on how comprehensively you are able to analyse the issue, not on the quality of your presentation.

There are 3 key parts to this assessment.

Issue

Traffic congestion has long been an issue in Auckland. As the population continues to grow the traffic becomes more congested, especially in the CBD. By 2041 there will be an extra 700,000 people in Auckland.

People have responded to the issue of traffic congestion in various ways. There are also varying suggestions on how to solve the issue around the city.

You may use annotated diagrams and/or maps or other visuals within your submission.

Incorporate geographic terminology and concepts throughout your report.

Use your own words in all your work.

Cite your sources where necessary.

Due Date: _____

Tasks:

Research and analyse the issue of Traffic Congestion in Auckland.

Prepare a report that includes:

Part A: The nature of the issue

An explanation of the nature of the contemporary geographic issue of traffic congestion in Auckland (this could be visual) including:

- * Where and what is the spatial extent of this issue?
- * Is it a growing issue? Why?
- * Who is involved?
- * What are the natural and/or cultural features of this issue?
- * What is the effect on people and the environment?

Part B: Values and perceptions

Fully explain how/why a range of people's values and perceptions of the issue of traffic congestion in Auckland, have led to their response(s). This could be individuals and/or groups of people. You might need to interview people or use resources online that relate to the Mayor of Auckland or the Minister of Transport.

Part C: Suitable course of action

Propose suitable courses of action to solve Auckland's traffic issues (it might be best to focus on one area e.g. city centre, rail, Southern motorway etc)

Choose which course of action you think is best.

Fully justify why this particular option is appropriate for Auckland by outlining its strengths.

In your justification you need to explain, in depth, why this preferred option is better than other options (look at the weaknesses of the alternatives). Reference must be made to other viable options. Focus on short/long term impacts or economic, environmental, social, political impacts etc.

RESOURCES

Article: Auckland traffic worsens - 'it's just bad all the time'

12:49 PM Wednesday Jun 10, 2015

Choked roads and worsening congestion have led to an "increasing sense of desperation" for Auckland motorists, with rush-hour traffic jams now spilling over to off-peak times, the Automobile Association warns.

"There's this sense that the peak is just getting wider and wider," AA Auckland issues spokesman Barney Irvine told the Herald.

"Arguably that's when congestion gets really bad, when the off-peak just gets smaller and smaller until eventually you don't have one - it's just bad all the time."

His comments follow today's release of a biennial OECD New Zealand economic survey report that calls for tolls and congestion charges to counter growing traffic gridlock that is estimated to cost the Auckland economy \$1.25 billion each year in lost productivity.

The report blames decades of under-investment in critical infrastructure for the city's severe roading problems. It calls for a mix of tolls and congestion charges to alleviate peak-hour traffic pressure and help fund new roads and more public transport.

"Placing a cost on travel during peak periods could incentivise drivers to travel at different times (off-peak), if they are not required to be on the roads, or could encourage more carpooling and use of public transportation," the report says.

Mr Irvine said the majority Auckland commuters were prepared to pay more to fix the city's roading problems and were sick of sitting in endless queues on clogged motorways or arterial routes.

"There certainly appears to be a recognition that if we're going to deal with this congestion issue we are going to have to pay a bit more.

"[Congestion's] something that affects everybody, it's something you feel powerless in the face of and it's something that is and feels like it is continually getting worse."

Auckland Council proposed a motorway toll last year or a regional fuel tax to plug a \$12 billion transport funding gap over the next 30 years.

A toll of \$2 was estimated to cost the average household \$350 a year. But the Government does not support the move. The council has now introduced a targeted rate.

Auckland Mayor Len Brown told the Herald today's OECD report confirmed what we already knew.

"Decades of under-investment in our transport infrastructure is costing our businesses and impacting how we move around and enjoy our city. I am pleased to see we have independently arrived at the same solution to this problem, that the most effective way to reduce congestion would be through a motorway user charge."

Mr Brown said Auckland Council had just completed its largest conversation with Aucklanders about the options for improving the transport network across the region.

"The majority of the more than 30,000 respondents agreed that they were willing to pay extra, preferably through a motorway charge, to invest in a more effective transport network that would decongest roads and provide faster, more reliable public transport options."

He was now in discussions with central government to find agreement on how Auckland could raise its alternative transport funding.

"... we know Aucklanders want us to start investing now, particularly in public transport, so we have introduced an interim transport levy to pay for an Accelerated Transport Programme that includes additional investment of \$523 million over the next three years to help us finally get this city moving."

Mr Irvine commended the council for "starting the debate" but said AA could not support a plan that did not have the backing of central government.

"The idea of developing a 30-year transport programme for Auckland where central government is at a fundamental level in disagreement with local government, that's just not the right platform."

He said sufficient "lead in time" was necessary to garner public support and ensure the strategy achieved the best outcomes. He cited London, which took 30 years to reach the stage Auckland was at now of proposing a congestion charge system.

"The idea that we might be able to achieve something like this in two or three years, we're just not comfortable with that at all."

He added that London had much better public transport than Auckland, giving its commuters better options if they chose to ditch vehicles to dodge congestion charges or tolls.

The report says Auckland is the second most congested city in Australasia behind Sydney.

Source: <http://www.nzherald.co.nz/>

Article: New data shows Auckland motorway traffic worsening

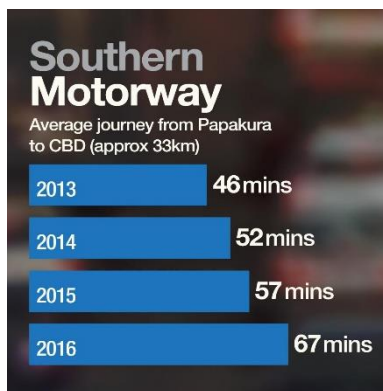
By Briar Marbeck

Saturday 9 Apr 2016 5:14 a.m.

If you live in Auckland, you'll be well aware how painstakingly slow it can be to travel anywhere -- in fact almost everything we do revolves around how long it will take to get from A to B.

The New Zealand Transport Agency (NZTA) says the increase in travel times over the years is due partly to infrastructure and construction -- but mainly the huge growth of population and special housing areas.

Fresh data shows in the 12 months from February last year, 42,986 additional private vehicles were registered in Auckland alone.



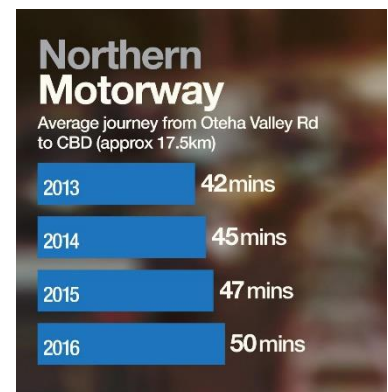
"It definitely has an impact on Auckland traffic, all that growth can't not have an impact," says NZTA Highways Manager Brett Gliddon. "It has meant that on some routes across Auckland over the last period, it's definitely been a heavier congestion than we had seen in previous years." Mr Gliddon says the NZTA plan around models which look at potential traffic growth over a 30 year period.

"It's hard to keep up with the growth, it's very fast at the moment -- but we've got a lot on the go to respond to that growth so we're confident that we've got a lot of

things happening that will make a difference over time."

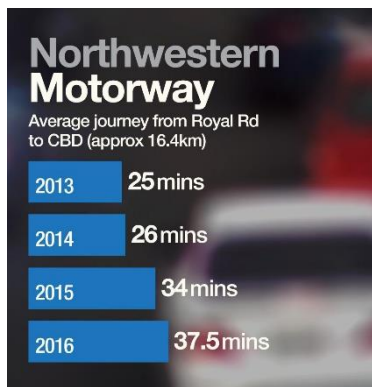
Knowing the traffic's only getting worse might be of little comfort to those with a lengthy morning motorway commute.

Four years ago on the Southern Motorway, a February morning journey from Papakura to the CBD took 47 minutes -- this year data shows that increased to 67 minutes, a difference of 20 minutes.



The Northern Motorway from Oteha Valley Rd to the CBD isn't much better -- the average morning commute in February took 50 minutes, up eight minutes from four years earlier.

On the Northwestern motorway from Royal Rd to the CBD, the journey time is a little better -- but the delay is mostly due to extensive roadworks along the highway, which are expected to be completed next year.



Although March's figures aren't yet available, Mr Gliddon says "March-Madness" is a real thing, where more people are on the roads each year that month causing traffic chaos.

"March is the time when everyone is finished their holidays, all the university students are back at university, no one tends to be sick and so it's the worst storm of people on the network at once. It is a thing that happens every year, and what you'll see from now going through the year is that demand will slowly die down."

Source: <http://www.newshub.co.nz/>

ARTICLE: "Auckland's \$1.25b gridlock bill"

By Cherie Howie
Mar 24, 2013

Snarled-up Auckland roads are costing the country \$1.25 billion a year, new Government-commissioned research reveals.

It is commuters and businesses who pick up most of the tab, through wasted petrol, wasted time and delayed shipments.

Consultants Ian Wallis and David Lupton say getting the city's roads flowing freely is now "uneconomical, if not impossible", and the Government should instead aim to run the road network at capacity: moving relatively slowly, but still moving.

The report, commissioned by the New Zealand Transport Agency, indicates the cost of congestion has increased \$550 million since the last study in 2004, though the two studies' methodologies differed.

Takapuna's Craig Holmes was one of eight commuters to measure his travel time for the *Herald on Sunday*. He and his daughter Tracy Chubb spent 73 minutes on the road to and from Auckland's CBD - about 41 minutes longer than the return trip took him on a Sunday.

The pair spend about \$25 a week on fuel. And, given the 62-year-old investment manager earns about \$61 per hour, the cost of his wasted time is even greater. He values those 41 minutes at \$40; his daughter values them at \$20.

It doesn't sound like much, but over a year their time and petrol adds up to \$15,000.

The NZTA study does not value commuters' time so highly: by its calculations, congestion costs \$834 for each man, woman and child in Auckland.

Ellerslie Business Association manager Sally Eustace commutes from Kohimarama to Ellerslie three days a week. The 7km journey takes 12 minutes on a Sunday; 35 minutes on a weekday. "It is driving me absolutely crazy," she said. "I feel like we're trapped in."

Tina Lepou has to drive home to Weymouth from Parnell four days a week, making sure she is at her kids' daycare before it closes its doors at 5.30pm. That is important, because the daycare charges \$10 for every five minutes a parent is late. "It's been a very expensive experience for some," she said.

Labour transport spokesman Phil Twyford said everyone knew congestion was getting worse. "We've had this kind of Los Angeles-style vision for the city, with motorways and sprawl. It can't go on."

But Transport Minister Gerry Brownlee denied the cost of congestion had almost doubled since 2004.

"Over the past nine years, despite increased population of some 190,000 people, there is less congestion than in 2004 and people's journeys are quicker."

The cost of Auckland's gridlock

The cost of delays on Auckland's roads is \$1.25 billion, compared to free-flowing traffic, according to new NZTA research. Costs include lost productivity, delayed shipments, more petrol, and more damage to the environment. On the flip side, gridlock saves us \$100m in the costs of high-speed crashes.

- Time costs (peak periods) - \$766m
- Schedule delay costs - \$522m
- Vehicle operating costs - \$58m
- Environmental costs - \$5m
- Crash costs - \$100m
- TOTAL - \$1.251b

But the cost of building enough roads to ensure traffic flows freely is prohibitive - and so the report recommends authorities lower the bar to a more "achievable target": We should aim for roads that are full to capacity at peak times, but are not "hyper-congested".

The difference between slow and gridlocked traffic is \$250m - which means the government need not spend so much to fix the problem.

- 69.9 km/h - Average speed on free-flowing Auckland roads and motorways
- 45.7 km/h - Average speed on Auckland roads and motorways at capacity
- 44.4 km/h - Average speed on congested Auckland roads and motorways

Source: www.nzherald.co.nz

Authenticity (Year 13 Geography)

Name: _____ Teacher: _____

Achievement Standard number: _____ Due Date: _____

Authenticity Statement:

	The work that I have handed in for AS _____ is my own.
	Any quotations from other published works or websites have been acknowledged.
	I have not given my work to any other students who may present it as their own.
	I have not used work from another student, past or present, at this school or any other, and submitted it as my own.
	My parents, or any other people outside school, have not contributed towards this work.
	I understand that if I am found to have submitted work that is not my own, or given my work to another student, I will receive a not achieved grade for that assessment.

Signature: _____ Date: _____