

Towards a city congestion index: methodological explorations using Google's Distance Matrix API

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Abstract. All articles *must* contain an abstract. This document describes the preparation of a conference paper to be published in *Journal of Physics: Conference Series* using L^AT_EX 2_ε and the `jpconf.cls` class file. The abstract text should be formatted using 10 point font and indented 25 mm from the left margin. Leave 10 mm space after the abstract before you begin the main text of your article. The text of your article should start on the same page as the abstract. The abstract follows the addresses and should give readers concise information about the content of the article and indicate the main results obtained and conclusions drawn. As the abstract is not part of the text it should be complete in itself; no table numbers, figure numbers, references or displayed mathematical expressions should be included. It should be suitable for direct inclusion in abstracting services and should not normally exceed 200 words. The abstract should generally be restricted to a single paragraph. Since contemporary information-retrieval systems rely heavily on the content of titles and abstracts to identify relevant articles in literature searches, great care should be taken in constructing both.

1. Introduction

What are the problems with congestion? Is it mentioned in UN Habitat NUA, or SDGs e.g.11?
What are the clients of this index? Who needs such an index, and to do what?

2. Background

What congestion indices exist out there?

Practice/literature

How are others mapping congestion (or real travel time) with geodata? (edited)

3. Methodology

4. Data

The methodology detailed above The information requirements for this study are relatively low.
As explained above, as the method generates the data there

5. Results and discussion

6. Conclusion

Table 1. Descriptive Statistics

	Time Difference (mins)	Routes	N	Mean	S.D.	Min	Max
1	Amsterdam	30,564	15,282	8.22	4.54	-1.37	39.62
2	Glasgow	33,512	16,756	10.99	5.39	-0.25	34.08
3	Goteborg	29,248	14,624	4.89	2.35	-1.25	14.78
4	Lisbon	25,870	12,935	15.21	7.26	-0.33	40.67
	TTI	Routes	N	Mean	S.D.	Min	Max
1	Amsterdam	30,564	15,282	1.84	5.08	0.79	397.17
2	Glasgow	33,512	16,756	1.93	0.33	0.93	3.73
3	Goteborg	29,248	14,624	1.38	0.17	0.86	2.42
4	Lisbon	25,870	12,935	2.23	0.50	0.92	5.26

Table 2. Descriptive Statistics

	Time Difference (mins)	Cells	Mean	S.D.	Min	Max
1	Amsterdam	131	8.57	2.39	5.38	19.03
2	Glasgow	136	11.15	1.88	7.66	15.64
3	Goteborg	123	4.92	0.99	3.22	8.06
4	Lisbon	119	15.34	2.67	9.74	21.57
	TTI	Cells	Mean	S.D.	Min	Max
1	Amsterdam	131	1.74	0.23	1.36	2.61
2	Glasgow	136	1.94	0.14	1.60	2.31
3	Goteborg	123	1.38	0.09	1.21	1.69
4	Lisbon	119	2.21	0.16	1.70	2.57