



2024 INRIX Global Traffic Scorecard

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KEY FINDINGS

- Istanbul, Turkey tops the list of the most-congested urban areas in the INRIX 2024 Global Traffic Scorecard. Traffic delays surged 15% since 2023, besting New York and Chicago's 102 hours lost to traffic.
- The typical U.S. driver lost 43 hours to traffic congestion, equivalent to a full work week, which resulted in \$771 worth of time lost. In the U.K., drivers lost an average of 61 hours commuting to work, or about £581 in lost time, whereas in average German driver lost 43 hours in traffic jams, equal to 470 € per driver.
- Congestion cost the U.S. more than \$74 billion in 2024, a 1.7% increase from 2023. Comparatively, U.K. drivers lost nearly £7.8 billion, up by 11%, while German drivers saw 3.6 billion € in time lost, up 14% from the prior year.
- Telecommuting dropped 8% in the U.S. while remote & hybrid work stayed relatively stagnant in the U.K. Of the large urban metro areas, tech-heavy San Jose, San Francisco, and Seattle saw the largest drops in telecommuting. The number of people telecommuting in San Jose Metro Area dropped 33% between 2022 and 2023, citing the latest data available.
- The influx of workers may be having an effect during off-work hours as well. Trips to U.S. downtowns grew faster on weekends, and especially weekend nights, than weekdays. This could indicate a shift toward increased downtown viability and vibrance in the wake of COVID-19's damaging effect on office-heavy downtowns.

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INTRODUCTION

The 2024 INRIX Global Traffic Scorecard includes transportation data and trends among the 946 urban areas analyzed worldwide. The findings provide road authorities, transportation planners, engineers, policymakers, and the public the ability to monitor and measure traffic in their respective areas.

Traffic can also be seen as a barometer for the economy. The movement of people, goods and services creates demand for road travel, but when demand exceeds the supply of road space, it results in congestion. This means that while traffic congestion has a negative impact to the economy, it's a symptom of economic activity.

Of the urban areas studied, 55% (520) saw increased traffic delays compared to 2023, while 28% (268) experienced a reduction in delay. About 17% (158) of urban areas observed no significant change in traffic congestion levels compared to 2023.

In the U.S., these delays cost the typical driver more than \$771 in lost time. Across the country, this means more than \$74 billion was lost to traffic congestion.

The typical driver in the U.K. and Germany, on the other hand, lost £581 and 470 € to traffic jams, respectively. Congestion cost the U.K. as a whole £7.8 billion, while Germany lost 3.6 billion €.

TREND: As workers return to the office, especially in tech-heavy metro areas, congestion is likely to build further. The San Jose Metro, San Francisco Metro and Seattle Metro saw the largest shifts away from telecommuting, according to the Census Bureau.

Working from home fell 33% in 2023 in San Jose, while 42% more commuters used transit and 13% more commuted via car in 2023. San Francisco and Seattle follow, where working from home fell 24% and 19% respectively. Across the country, 15% more people commuted via transit year over year while 3% more drove to work.

Figure 1: Key Statistics



Figure 2: Mode Share Changes in the United States

Period	Change in Mode Share					
	All	Car	Transit	Bike	Walk	WFH
YOY	2%	3%	15%	5%	3%	-8%
vs. 2019	5%	-4%	-26%	-7%	-4%	163%

More bus and rail commuters in tech heavy metros helped boost transit ridership across the United States by about 6% year over year. However, transit boardings are stubbornly down 24% from 2019 levels.¹ In the U.K., national rail ridership sits about 87% of its pre-COVID level, while Tube ridership sits at about 90%. London buses are about 87% of 2019 levels.² In Germany, public transit use increased about six percent in the first half of 2024 versus 2023. Long-distance rail was affected by strikes, while short-distance rail jumped by 12%.

1. "Complete Monthly Ridership (with adjustments and estimates)," National Transit Database, 12/9/2024, at <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>.
 2. "Daily domestic transport use by mode," GOV.UK, updated 12/11/2024, at <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>.
 3. "Enterprises, passengers carried, passenger-kilometres (passenger transport by bus, coach and rail): Länder, quarters, type of transport," DESTATIS, December 22, 2024, at <https://www-genesis.destatis.de/datenbank/online/url/e771c382>.

U.S. & Europe Downtown Travel Trends

During the onset of COVID-19, many downtown areas saw an immediate reduction in traffic due to mandated business closures, a large shift to remote work and adherence to health regulations on group gatherings. While the drastic changes that occurred in Spring 2020 still impact transportation today, a “new normal” continues to be established.

Since 2020, the INRIX Global Traffic Scorecard has revealed the latest trip trends into downtown areas in the U.S., U.K. and Germany to better understand a downtown’s role in recovery. In addition, it also tracks how people are commuting to employment hubs as it pertains to hybrid working.

Table 1 shows downtown regions in the U.S. saw trips increase into the city core, capped by a sharp 25% increase in trips to Downtown Houston, followed by Chicago (+13%), Dallas (+12%) and Atlanta (+10%).

Both the U.K. and Germany saw many more people return to Downtown in 2024 versus 2023, led by Hamburg (+31%), Berlin (+27%) and Birmingham at +27%.

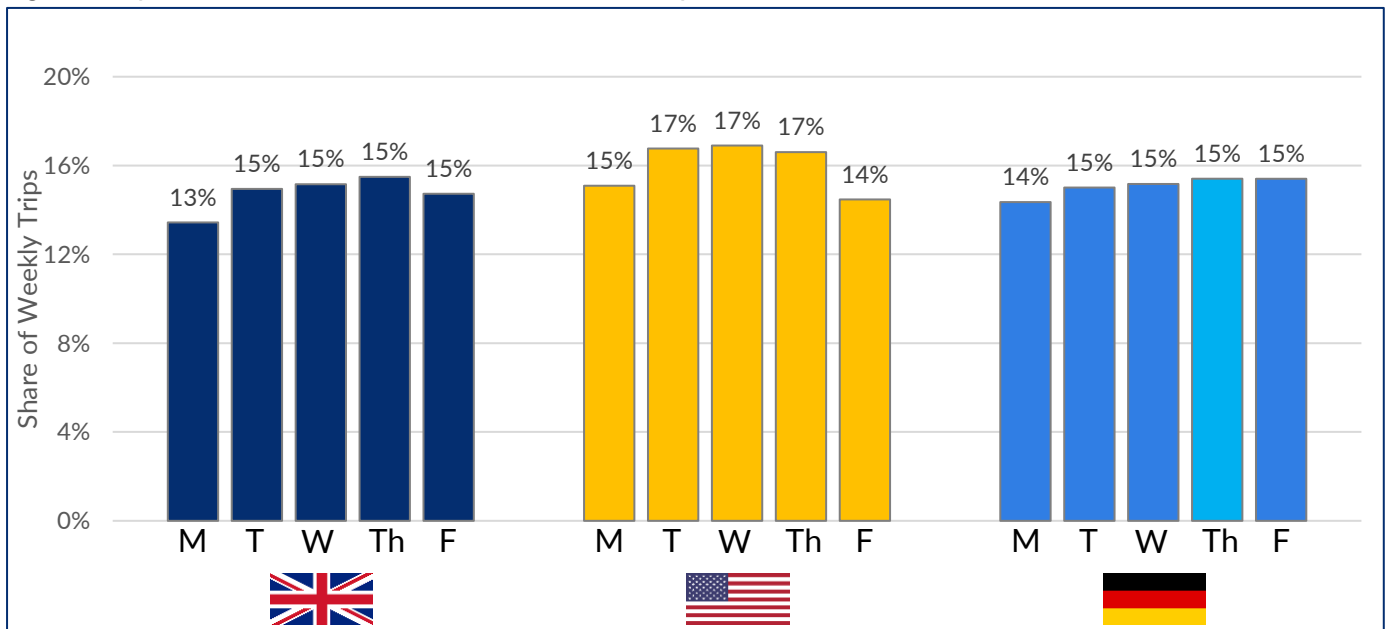
Day of Week Travel to Downtown

While some major employers have announced plans in 2025 for the five-day, in-office work week, it appears many have already initiated this transition. While Mondays and Fridays generally see fewer vehicular trips to the city center than mid-week, Figure 3 reveals both the beginning and end to the work week are seeing more trip activity, closing the gap between the mid-week.

Table 1: Year-Over-Year Trips to Downtown / City Center

Country	Downtown/City Center	Change
U.S.	Atlanta	10%
	Chicago	13%
	Dallas	12%
	Houston	25%
	Los Angeles	-3%
	Miami	3%
	New York	0%
	Philadelphia	0%
	Phoenix	8%
	Washington DC	6%
U.K.	Birmingham	27%
	Leeds	25%
	London	13%
	Manchester	20%
	Sheffield	27%
Germany	Berlin	27%
	Cologne	20%
	Frankfurt	26%
	Hamburg	31%
	Munich	10%

Figure 3: Day of Week Share of Travel to Downtown - Weekdays



U.S. & Europe Downtown Travel Trends (cont.)

To further analyze growth in day-of-week travel to city centers, Table 2 provides insight into year-over-year trip changes to Downtowns in the U.S. One central theme is the growth in trips on Fridays, where they grew 9% year-over-year. Tuesdays barely edged out Mondays with the second-most gains in trips. Lastly, Wednesday and Thursday saw less growth than others, as evidenced by the 3% trip growth on Thursdays.

While hybrid and in-office working patterns will continue to develop, it appears drivers in the U.S. prefer Friday as the “Fourth day” in office.

Table 2: Growth in Trips to Downtown, U.S., Weekdays

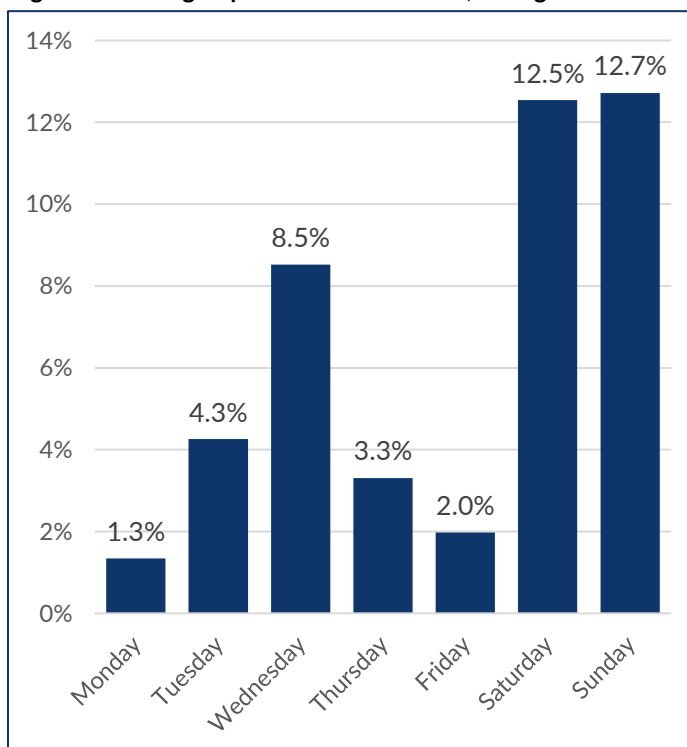
	Monday	Tuesday	Wednesday	Thursday	Friday
Atlanta	10%	16%	17%	5%	23%
Chicago	13%	14%	14%	9%	14%
Dallas	12%	10%	12%	11%	18%
Houston	25%	31%	29%	22%	43%
Los Angeles	-3%	-3%	-4%	-4%	-3%
Miami	3%	2%	0%	0%	1%
New York	0%	0%	0%	0%	5%
Philadelphia	0%	4%	3%	1%	5%
Phoenix	8%	-2%	-19%	-14%	6%
Washington DC	6%	0%	3%	2%	7%
U.S. TOTAL:	6%	6%	5%	3%	9%

Leisure Travel To Downtown

During COVID-19, downtowns and city centers also saw a sharp decrease in trips as people worked from home, avoided crowds, shopped and dined locally or at home, and periodically avoided nightlife. Yet some early indicators show a small revival in leisure activities in dense urban cores.

Weekend visits are a key signal that a city center may be attracting tourists, leisure/shopping trips, and others. Weekend trips overall skyrocketed in the U.K. by 30%, Germany by 26% and the U.S. by 9%. Interestingly, in the United States, bigger jumps were seen Saturday and Sunday evenings after 8:00 PM, also providing further evidence of rebounding nightlife. However, it should be noted that Friday night trips only grew at 2%.

Figure 4: Evening Trips to U.S. Downtowns, Change from 2023



Telecommuting drops most in tech-heavy metros

In 2019, COVID-19 related shutdowns and restrictions led to a significant increase in working from home seemingly overnight. According to the U.S. Census Bureau, telecommuting was already the third-highest commute mode share in 2019, behind car alone commuting and carpooling, with about six percent of workers working from home.⁵ This surged to 18% of workers in 2021, until ultimately dropping to 14% in 2023.

Larger metropolitan areas appear to be eschewing working from home in favor of the office, especially in tech-heavy cities. Table 3 reveals the top 10 large metros ranked by change in working from home percentage. Note that San Jose, San Francisco and Seattle Metro Areas saw significant declines in telecommuting, with commuters opting for both car and transit commuting. New York, with a more diversified economy than the top three, also saw a 17% decrease in working from home. This is likely to increase as some major employers have announced plans in 2025 to resume a five-day work week.

Table 3: Changes in commuting modes between 2022 – 2023, U.S. Census Bureau B08301, ACS 1 Year Estimates

Metro Area	Total Commuters	Mode: Car	Mode: Transit	Mode: Work from Home
San Jose, CA	2%	13%	42%	-33%
San Francisco, CA	0%	6%	30%	-24%
Seattle, WA	1%	7%	24%	-19%
New York, NY	0%	1%	12%	-17%
Memphis, TN	0%	3%	30%	-16%
Providence, RI	-1%	0%	42%	-16%
Buffalo, NY	0%	2%	-6%	-16%
Hartford, CT	-6%	-5%	7%	-15%
Detroit, MI	1%	4%	11%	-15%
Washington, DC	0%	1%	35%	-14%

However, despite the recent decrease in telecommuting and shift to other modes for commuting, large metro areas in general continue to see transit ridership short of pre-COVID times, along with car use to a lesser degree. Shown in Table 4, in San Francisco, for example, commuting via transit is up 30% between 2022 and 2023, but still sits at about half of pre-COVID norms. Transit in New York bucks the trends of these larger cities, sitting just 15% below pre-COVID norms.

Table 4: Changes in commuting modes between 2019 – 2023, U.S. Census Bureau B08301, ACS 1 Year Estimates

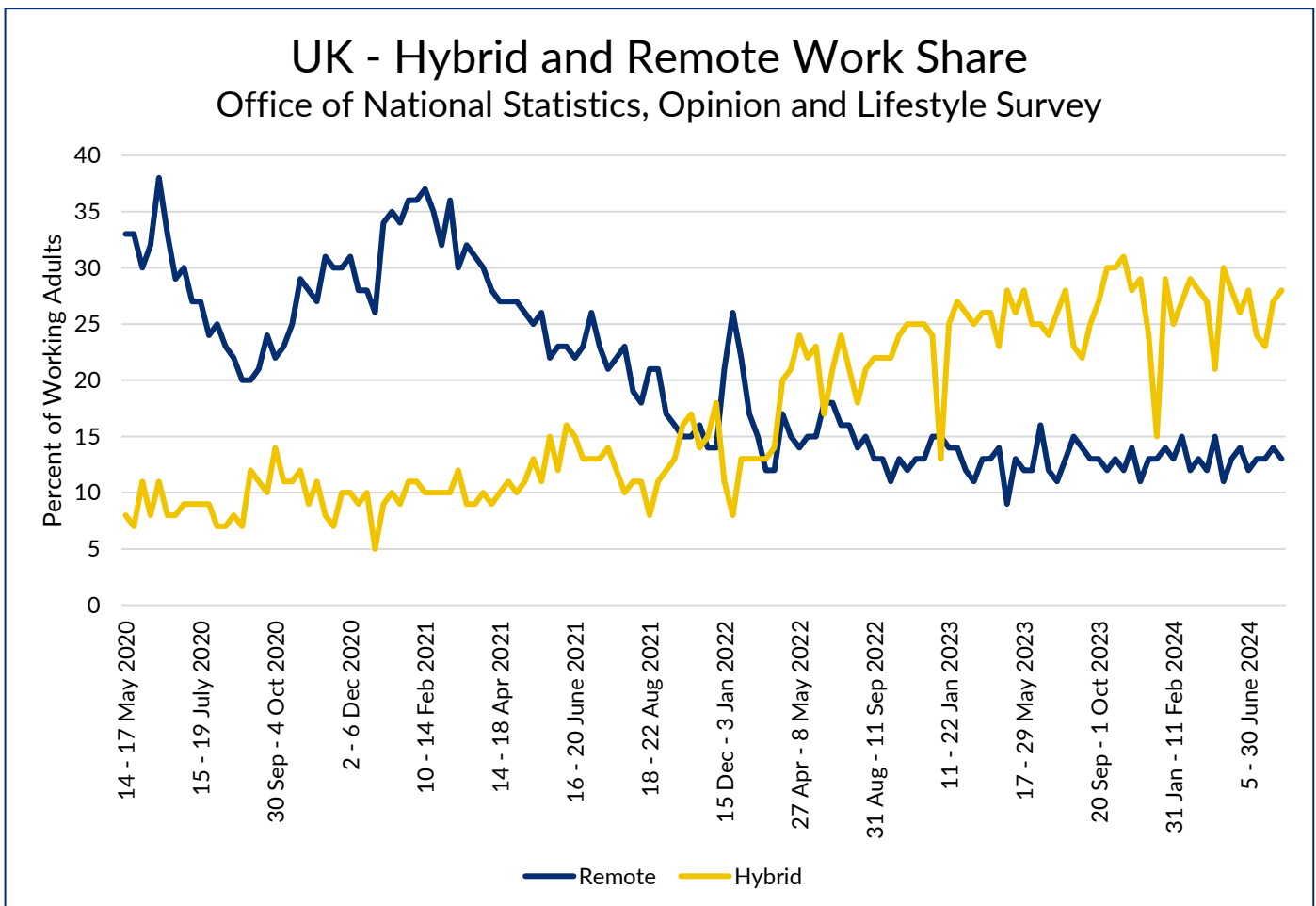
Metro Area	Total Commuters	Mode: Car	Mode: Transit	Mode: Work from Home
San Jose, CA	-1%	-11%	-40%	234%
San Francisco, CA	-4%	-9%	-49%	176%
Seattle, WA	2%	-8%	-46%	220%
New York, NY	1%	-6%	-15%	185%
Memphis, TN	0%	-6%	10%	156%
Providence, RI	3%	-5%	-30%	176%
Buffalo, NY	2%	-6%	-13%	215%
Hartford, CT	-4%	-14%	8%	173%
Detroit, MI	1%	-9%	-36%	213%
Washington, DC	1%	-13%	-37%	248%

5. "Means of Transportation to Work," U.S. Census Bureau ACS 2019-2023 1-year Estimates, at data.census.gov

Telecommuting in tech-heavy cities plummets (Cont.)

In the U.K., hybrid work continues to overtake remote work, though the gap has leveled out, as shown in Figure 7. According to the Office of National Statistics U.K., in October of 2024 (the latest data available) about 13% of working adults reported working fully remote, unchanged since the same time period last year.⁶ However, adults who say they worked a hybrid schedule dropped from 30% in Oct 2023 to 28% in Oct 2024.

Figure 7: UK Remote and Hybrid Work Share



In summary, commuters in metro areas with a strong technology industry presence have increasingly adopted hybrid or in-office work models. This trend is expected to continue into 2025, fueled by recent announcements from companies like Amazon, Dell and others, as well as the industry's growing push for a five-day in-office work week.

Though congestion levels have only slightly increased overall in the U.S., U.K. and Germany, if 2025 heralds the return of the in-office five-day work week, we would expect an uptick in traffic congestion, especially on commute routes, as well as an increase in transit ridership.

However, it's likely that working from home will continue to be a major mode share moving forward, as it sits just second to car commuting, placing further strain on public transport budgets still reeling from COVID-19.

6. "Who are the hybrid workers?" Office for National Statistics, <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/whoarethehybridworkers/2024-11-11>.

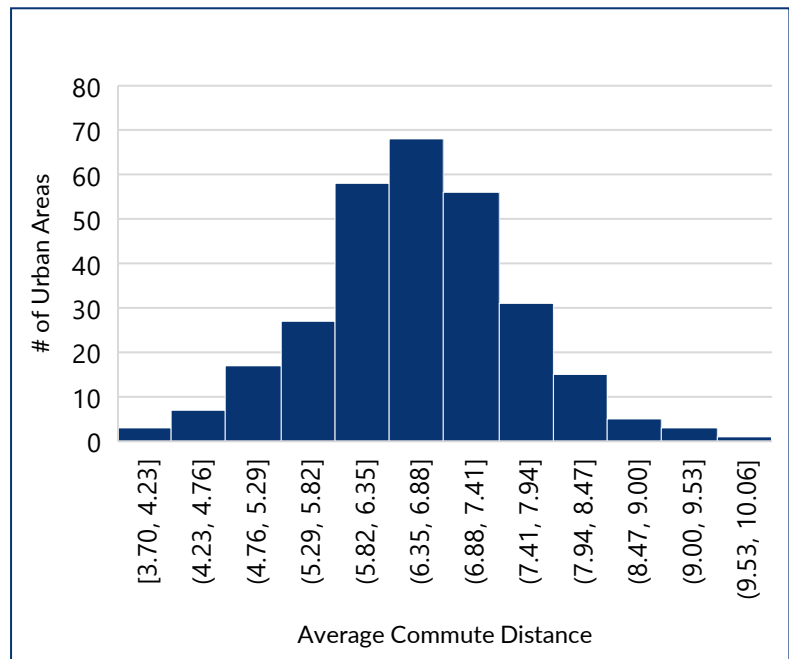
DATA & METHODOLOGY

The 2024 Global Traffic Scorecard provides the most up-to-date methodology to better understand movement in urban areas across the world. The 2024 Scorecard continues to include travel delay comparisons, last mile speeds and travel trends based on the unique commuting patterns within each metro area, providing unique insights into each urban area’s unique commuting characteristics.

Commute times are calculated by looking exclusively at the time it takes to get to and from major employment centers within an urban area from surrounding commuting neighborhoods. Our newest methodology includes accurate estimates of commuting distances using actual, observed trips. Unlike other calculations that assume a certain distance or summarizes all roads in an area, the 2024 Global Traffic Scorecard utilizes precise calculations to determine the most popular commute routes and their travel speeds, reflecting the typical commuter’s experience on the roadway.

Figure 8 displays the distribution of actual, observed, commute distances of urban areas in the U.S. INRIX estimates the average U.S. commute is about 7.2 miles one-way, while U.K. and German drivers average 8.8 – 9.0 miles.

Figure 8: U.S. Urban Area Commute Distance Distribution (Miles)



Economic costs are calculated based on the following hourly values of time, which were based on U.S. Federal Highway Administration’s *Revised Departmental Guidance on Valuation of Travel Time for Economic Analysis, 2016*, adjusted for inflation: \$17.90 per hour in the U.S., £9.33 per hour in the U.K. and 10.88 € per hour in Germany. Individual urban areas may have higher, or lower, values of time depending on local economic conditions.

The 2024 Scorecard values time loss by analyzing peak speed and free-flow speed data for the busiest commuting corridors and sub-areas as identified by origin and destination patterns unique to that area. Employing free-flow data enables a direct comparison between peak periods and serves as the basis for calculating time loss. Total time lost is the difference in travel times experienced during the peak periods compared to free-flow conditions on a per driver basis. In other words, it is the difference between driving during commute hours versus driving at night with little traffic.

Data used to complete the 2024 Scorecard spans more than 22 months. The Scorecard incorporates multiple years of data for a complete and comprehensive look at congestion and mobility. A multi-year approach enables the identification of trends in the world’s largest urban areas and provides a basis for comparison.

Updated in 2024, our “Busiest Corridors” list incorporated observed trip volumes along those corridors, allowing INRIX to scale delay to determine which roads not only have the most congestion for the typically driver, but also how many travelers are affected by that congestion. Selection of the busiest corridors is based off scaled delay, while time lost at peak periods is the height of delay at the peak hour.

KEY DEFINITIONS

Delay: The difference in travel time between overnight and the peaks.

Hours Lost: The total number of hours lost in congestion during peak commute periods compared to off-peak conditions.

Impact Rank: The primary INRIX rank, based on the severity of congestion (hours lost) weighted by city size.

Last Mile Speed: The speed at which a driver can expect to travel one mile into the central business district during AM peak hours.

Peak: The absolute worst portion of the morning and afternoon commute.

Pre-COVID Period: Interchangeable with 2019, though in some contexts it differs from a 2019 average to a comparable day in 2019, depending on data source.

Urban Area: The geographic scope of a city as defined by its road network density, more akin to a metropolitan area.

GLOBAL ANALYSIS & RANKING

Istanbul, New York, Chicago, Mexico City and London are the top five most congested urban areas in the global congestion Impact Ranking for 2024. The Impact Rank captures the aggregate influence of congestion relative to population.

These results are due to their large populations and the increasing vehicular demand on their respective road networks. As the demand for vehicular travel continues to grow faster than the supply of roadway, traffic congestion and delay tend to grow.

On the individual commuter level, hours lost reflects the impact of congestion on the typical commuter on the roadway. In terms of hours lost, Istanbul, New York, and Chicago top the list at 105, 102 and 102 hours lost to the typical driver.

Most of the top-ranked metro areas from 2023 still appear on the most-congested list for 2024, though many moved positions, including Istanbul taking the top spot for the first time. Out of the Global Top 100 Rankings, 69 experienced more delay than in 2023, 22 saw fewer delays, and 9 had nearly no change in delay.

Top 100 By the Numbers:

- Out of the top 100 urban areas, year-over-year delay increased in 69 while 22 saw fewer delays
- Twenty-three urban areas out of the top 100 experienced double-digit growth in delays



2024 Impact Rank (2023 Rank)	Urban Area	Country	2024 Delay per Driver (hours)	2023 Delay per Driver (hours)	Change from 2023	Downtown Speed (mph)
1 (6)	Istanbul	TUR	105	91	15%	15
2 (1)	New York City NY	USA	102	101	1%	13
3 (5)	Chicago IL	USA	102	96	6%	14
4 (2)	Mexico City	MEX	97	96	1%	13
5 (3)	London	GBR	101	99	2%	13
6 (4)	Paris	FRA	97	97	0%	13
7 (10)	Jakarta	IDN	89	65	37%	13
8 (7)	Los Angeles CA	USA	88	89	-1%	22
9 (9)	Cape Town	ZAF	94	83	13%	14
10 (12)	Brisbane	AUS	84	74	14%	21
11 (14)	Bangkok	THA	74	63	17%	16
12 (8)	Boston MA	USA	79	88	-10%	13
13 (13)	Philadelphia PA	USA	77	69	12%	14
14 (11)	Miami FL	USA	74	70	6%	20
15 (16)	Dublin	IRL	81	72	13%	15
16 (15)	Rome	ITA	71	69	3%	15
17 (19)	Houston TX	USA	66	62	6%	17
18 (20)	Brussels	BEL	74	68	9%	12
19 (21)	Atlanta GA	USA	65	61	7%	18
20 (28)	Warsaw	POL	70	61	15%	17
21 (22)	Melbourne	AUS	65	62	5%	18
22 (18)	Washington DC	USA	62	63	-2%	12
23 (27)	Seattle WA	USA	63	58	9%	18
24 (25)	Milan	ITA	64	60	7%	18
25 (17)	Toronto ON	CAN	61	63	-3%	13

UNITED STATES ANALYSIS & RANKING

For 2024, New York (102 hours lost), Chicago (102), Los Angeles (88), Boston (79), and Philadelphia (77) took the top spots in the United States Impact Ranking. Despite Boston's 10% decrease in delay between 2023-24, it still ranked in the top five most congested cities.

Denver remained the biggest mover on the list, moving up seven spots to take the #15 ranking. Delays grew 19% around the Mile High City, the highest growth in the top 25. Notably, delay increased in all but four metros in the top 25, with Denver, Stamford (18%) and Nashville (13%) growing the most. Denver's traffic growth finally pushed the region closer to its pre-COVID norms, falling short by just 7%. Similarly, other urban areas that were 'falling behind' their peers in terms of traffic pushed toward more 'normal' levels of traffic delay.

For example, delays in Reno, Nevada increased about 36% while delays in Detroit, Michigan jumped 25%, putting it within 16 percentage points from its 2019 highs.

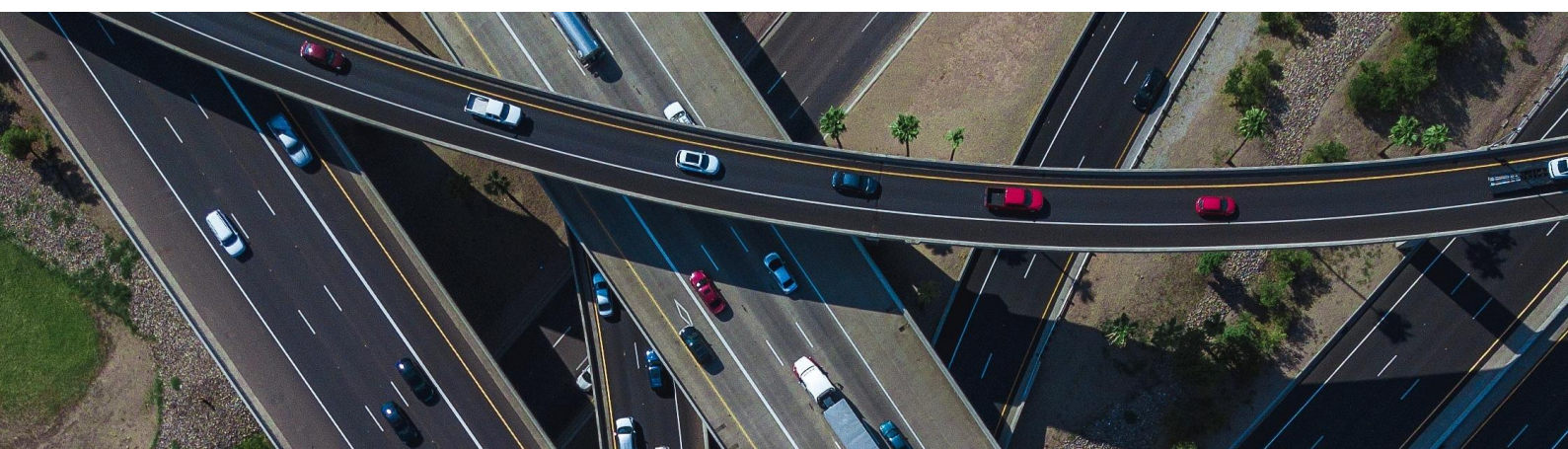
Overall, congestion resulted in drivers losing an average of 43 hours to traffic jams in 2024, equal to about one work week, costing \$771 in lost time and productivity. Drivers around New York had it especially difficult at 102 hours lost, costing more than \$1,800, while Cumberland, MD drivers lost just \$18 to traffic jams. Nationwide, this sums to more than four billion hours lost, costing \$74 billion in lost time.

As workers return to the office, telecommuting in tech-heavy cities dropped significantly, with San Jose Metro leading the charge with a 33% drop in working from home, followed by San Francisco and Seattle at -24% and -19% respectively.⁷ More transit commuters in tech heavy metros helped boost ridership across the United States by about 6% year over year. However, transit boardings are stubbornly down 24% from 2019 levels.

Other modes, like cycling, saw an increase as well. In Boston, for example, 8,000 more people biked to work than in 2022, per the U.S. Census Bureau's latest data. The number of cycling commuters jumped nearly 30% in Portland, OR, which saw about 4,200 more people cycle to work. In sum, cycling nationwide jumped four percent heading into 2024, but still rests about 5% below pre-COVID level.

United States Findings

- Time Lost: 43 hours, up 1 from 2023
- Cost to Driver: \$771, up \$38 from 2023
- Cost to Country: \$74.0 billion



7. "Means of Transportation to Work," U.S. Census Bureau ACS 2022-2023 1-year Estimates, at data.census.gov

2024 Impact Rank (2023 Rank)	Urban Area	2024 Hours Lost (2023)	Delay Change	2024 Cost per Driver	2024 Cost per City	Downtown Speed (mph)
1 (1)	New York City NY	102 (101)	1%	\$1,826	\$9.5 B	13
2 (2)	Chicago IL	102 (96)	6%	\$1,826	\$6.6 B	14
3 (3)	Los Angeles CA	88 (89)	-1%	\$1,575	\$8.5 B	22
4 (4)	Boston MA	79 (88)	-10%	\$1,414	\$2.7 B	13
5 (6)	Philadelphia PA	77 (69)	12%	\$1,378	\$3.3 B	14
6 (5)	Miami FL	74 (70)	6%	\$1,325	\$3.4 B	20
7 (8)	Houston TX	66 (62)	6%	\$1,181	\$3.5 B	17
8 (9)	Atlanta GA	65 (61)	7%	\$1,164	\$2.9 B	18
9 (7)	Washington DC	62 (63)	-2%	\$1,110	\$2.8 B	12
10 (10)	Seattle WA	63 (58)	9%	\$1,128	\$1.8 B	18
11 (12)	Nashville TN	63 (56)	13%	\$1,128	\$1.0 B	23
12 (11)	San Juan	58 (57)	2%	\$1,038	\$109 M	22
13 (14)	Baltimore MD	48 (44)	9%	\$859	\$1.0 B	14
14 (13)	San Francisco CA	46 (45)	2%	\$823	\$1.3 B	14
15 (22)	Denver CO	44 (37)	19%	\$788	\$1.0 B	15
16 (17)	Dallas TX	41 (38)	8%	\$734	\$2.4 B	18
17 (20)	Stamford CT	47 (40)	18%	\$841	\$300 M	15
18 (15)	Pittsburgh PA	43 (43)	0%	\$770	\$700 M	20
19 (18)	Honolulu HI	45 (42)	7%	\$806	\$300 M	18
20 (16)	Charlotte NC	41 (41)	0%	\$734	\$800 M	19
21 (25)	San Antonio TX	39 (35)	11%	\$698	\$700 M	18
22 (21)	Austin TX	39 (38)	3%	\$698	\$700 M	17
23 (19)	Portland OR	38 (39)	-3%	\$680	\$700 M	16
24 (24)	New Orleans LA	39 (37)	5%	\$698	\$400 M	17
25 (28)	Tampa FL	34 (32)	6%	\$609	\$800 M	25



Top 25 Busiest Corridors in the U.S.

Interstate 95 Southbound through Stamford, CT takes the top spot for the busiest corridor in the U.S. Busiest Corridor rankings for 2024. The stretch between Westport and Indian Field Road resulted large traffic delays for travelers during the 8:00 AM commute hour in 2024. Taking that road every weekday during the peak hour would result in a driver losing about 150 hours to traffic congestion in 2024 alone.

I-93 Southbound in Boston took the #2 spot, with the traffic hotspot reaching from the Charles River to Pilgrim's Highway. A driver taking that road at 3:00 PM every weekday would spend about 109 extra hours on the road due to traffic jams.

Other notables follow, including seven major hotspots in New York, five in Chicago and four in Los Angeles.

Rank	Urban Area	Road Name	From	To	Peak Hour	2023 Peak Minutes Lost	2023 Hours Lost
1	Stamford, CT	I-95 SB	Westport	Indian Field Road	8:00 AM	38	151
2	Boston, MA	I-93 SB	Charles River	Pilgrim's Highway	3:00 PM	27	109
3	Dallas, TX	US-80 EB	I-635	Forney, TX	5:00 PM	22	88
4	New York City, NY	I-278 BQE WB	I-495 I'Chnge	Tillary Street	4:00 PM	21	85
5	Chicago, IL	I-55 SB	I-90	S Cicero Ave	4:00 PM	20	79
6	Chicago, IL	I-90 EB	Cicero Ave	W Fullerton Ave	8:00 AM	20	79
7	Chicago, IL	I-90 EB	Cicero Ave	Ohio Street	8:00 AM	19	76
8	New York City, NY	Cross Bronx Expy SB	Bruckner Expy	Walter Gladwin Park	4:00 PM	17	67
9	Chicago, IL	I-290 EB	S Wolf Road	Harlem Ave	5:00 PM	13	66
10	Chicago, IL	I-90 WB	W Ontario Street	W Irving Park Rd	4:00 PM	13	64
11	Los Angeles, CA	I-605 SB	Pomona Freeway	Firestone Blvd	4:00 PM	13	64
12	Los Angeles, CA	US-101 SB	Santa Monica Blvd	North Alvarado Street	4:00 PM	13	63
13	Atlanta, GA	I-285 SB	Chamblee Tucker Road	I-20 I'change	5:00 PM	15	61
14	Washington, DC	Anacostia Fwy SB	DC Border	I-695	8:00 AM	12	61
15	Lexington, KY	Nicholasville Road NB	Cobblestone Rd	Downtown	5:00 PM	12	59
16	New York City, NY	FDR Drive NB	Manhattan Bridge	RFK Bridge	4:00 PM	12	57
17	Los Angeles, CA	La Cienega Blvd NB	I-405	Washington Blvd	8:00 AM	10	56
18	New York City, NY	Belt Parkway WB	Brookville Blvd	Erskine Street	7:00 AM	10	55
19	New York City, NY	Atlantic Avenue	Schenectady Ave	I-278	2:00 PM	9	55
20	Concord, CA	Ygnacio Valley Rd NB	I-680	Cowell Rd	5:00 PM	14	54
21	New York City, NY	First Avenue	E 53rd St	Dr MLK Blvd	4:00 PM	8	54
22	Miami, FL	US-1 SB	I-95	SW 42nd Street	8:00 AM	8	53
23	Los Angeles, CA	US-101 SB	Sepulveda Blvd	Tujunga Ave	5:00 PM	8	52
24	New York City, NY	Van Wick Expy SB	Grand Central Pkwy	Rockaway Blvd	1:00 PM	7	50
25	San Rafael, CA	Sir Francis Drake Blvd NB	US-101	Red Hill Ave	8:00 AM	7	50

EUROPE ANALYSIS & RANKING

Across Europe, 315 (55%) urban areas of the 572 analyzed saw increased traffic delay over 2023, while 170 (30%) areas observed decreases in delay. The remaining 87 (15%) saw no significant change in delay over the prior year. Variation was present across EU countries in terms of delay. In France, for example, just half of the urban areas analyzed saw delays rise, while in neighboring Spain 65% of areas saw more delay. Delays rose even more in German areas, as delays grew in 53 of the 73 areas studied.

Over the past three years, London and Paris have topped the European ranking despite falling in the global ranking, with drivers losing 101 and 97 hours in congestion, respectively.

The biggest move onto the top 25 ranking was Dusseldorf, Germany, which jumped 29 spots from 47th in the ranking in 2023 to 18th in 2024, as drivers spent 11 more hours in traffic congestion over 2023. Other big movers include Budapest, Hungary (+21) and Cologne, Germany (+13).

As some urban areas were added to the top 25 ranking, others fell. Leiden, Netherlands fell 24 spots to 37th in the 2024 European rankings and Birmingham, U.K. fell 15 spots to 27th.



2024 EU Rank (2023 EU Rank)	Urban Area	Country	2024 Delay per Driver (hours)	2023 Delay per Driver (hours)	YOY Change	Downtown Speed (mph)
1(1)	London	UK	101	99	2%	11
2(2)	Paris	FRA	97	97	0%	11
3(4)	Dublin	IRL	81	72	13%	11
4(3)	Rome	ITA	71	69	3%	13
5(5)	Brussels	BEL	74	68	9%	10
6(9)	Warsaw	POL	70	61	15%	14
7(8)	Milan	ITA	64	60	7%	14
8(6)	Rotterdam	NLD	63	62	2%	15
9(7)	Prague	CZE	64	64	0%	16
10(11)	Berlin	DEU	58	55	5%	13
11(15)	Bristol	UK	65	62	5%	13
12(10)	Utrecht	NLD	63	65	-3%	18
13(25)	Ljubljana	SVN	67	59	14%	17
14(19)	Leeds	GBR	60	59	2%	16
15(16)	Amsterdam	NLD	55	55	0%	18
16(29)	Manchester	UK	61	54	13%	13
17(18)	The Hague	NLD	58	58	0%	18
18(47)	Dusseldorf	DEU	60	49	22%	16
19(40)	Budapest	HUN	55	47	17%	14
20(24)	Lisboa	PRT	60	57	5%	10
21(27)	Munchen	DEU	55	52	6%	11
22(17)	Zurich	CHE	58	60	-3%	16
23(36)	Cologne	DEU	56	50	12%	16
24(23)	Bath	UK	68	67	1%	12
25(31)	Stuttgart	DEU	58	53	9%	17

The United Kingdom

Traffic delays across the U.K. held relatively steady in 2024, though traffic congestion varied in urban areas across the country. Sixty-six of the 111 saw an upward shift in congestion while traffic delays fell in 35.

London retained the top spot and represented half of the entire country's delay. Bristol and Leeds both moved up a spot while Birmingham and Wigan fell. Sheffield and Edinburgh were added to the top 10 list this year, as delays grew to 53 hours lost per driver in both places.

Manchester has continued its rise to the 4th ranked spot in the country, after moving from 11th to 8th from 2022-2023, and from 8th to 4th in 2024.

The typical driver in the U.K. lost 62 hours due to traffic jams in 2024, up one hour from 2023. The 62 hours equates to £581 in lost time due to delays, a £22 increase over 2023 mostly due to inflation. Congestion cost the U.K. as a whole nearly £7.8 billion, a £200 million increase over the prior year.

Other modes of transport across the U.K. performed similarly as they did in 2023, with the exception of national rail, which grew more than 8%.⁸ Other modes gained ground between 1-2% over the prior year. However, light commercial vehicle travel continued its post-COVID surge, jumping from 116% of pre-COVID level to 119%, vastly surpassing growth in other modes and likely adding to traffic delays in dense urban areas.

United Kingdom Findings

- Time Lost: 62 hours, up 1 hours from 2023
- Cost to Driver: £581 up £22 from 2023
- Cost to Country: £7.8 billion

2024 U.K. Rank (2023 Rank)	Urban Area	2024 Hours Lost (2023 Hours Lost)	Delay Change	2024 Cost per Driver	2024 Cost per City	Downtown Speed (mph)
1 (1)	London	101 (99)	2%	£942	£3.85 B	13
2 (3)	Bristol	65 (62)	5%	£606	£125 M	17
3 (4)	Leeds	60 (59)	2%	£560	£204 M	19
4 (8)	Manchester	61 (54)	13%	£570	£129 M	17
5 (6)	Bath	68 (67)	1%	£634	£26 M	15
6 (2)	Birmingham	54 (60)	-10%	£504	£300 M	20
7 (5)	Wigan	57 (61)	-7%	£532	£87 M	18
8 (7)	Chelmsford	59 (60)	-2%	£550	£46 M	22
9 (11)	Sheffield	53 (52)	2%	£494	£133 M	18
10 (12)	Edinburgh	53 (50)	6%	£494	£125 M	15

8. "Daily domestic transport use by mode," GOV.UK, updated 12/11/2024, at <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>.

Busiest Corridors in the U.K.

Due to the concentration of population, employment and economic activity, London holds most of the top corridors for traffic delays in the UK. The busiest corridor was the A40 Westbound from A320 to A406. At the 5:00 PM peak hour, a driver taking this corridor every day could expect to lose 17 minutes per day, or 68 hours over all of 2024.

The busiest corridor in Bristol, the second most-congested urban area in the UK, was the A420 EB from the Lawrence Hill Roundabout to Hollow Road. At 4:00 PM during weekdays drivers lose about five minutes a day, or 21 hours annually.

Leeds's busiest corridor is Southbound on the A650, from Queen's Road to All Saints Road. Drivers traveling on that corridor during the 4:00 PM rush hour lose around 10 minutes per day, or 38 hours annually.

London

Road Name	From	To	Peak Hour	Peak Minutes Lost	Hours Lost
A40 WB	A320	A406	5:00 PM	17	68
N Circular Road NB	Falldon Way	A1110	4:00 PM	10	40
M25 SB	M3	A3	5:00 PM	8	34

Bristol

Road Name	From	To	Peak Hour	Peak Minutes Lost	Hours Lost
A420 EB	Lawrence Hill Rndbt	Hollow Rd	4:00 PM	5	21
Portway/A4 SB	Portway Rndbt	Bristol Gate	5:00 PM	5	21
A3029/A4174 EB	A38	A37	4:00 PM	5	18

Leeds

Road Name	From	To	Peak Hour	Peak Minutes Lost	Hours Lost
A650 SB	Queen's Road	All Saints Rd	4:00 PM	10	38
A657/Leeds Rd WB	Cross Road	Bingley Rd	4:00 PM	8	30
A65/New Road SB	Park Road	Horsforth New Rd	4:00 PM	7	26

Germany

Delay grew in 53 urban areas in German urban areas analyzed, equal to about 73% of those studied. As a result, traffic congestion grew more than their European and American counterparts.

The typical driver in Germany lost 43 hours to traffic congestion in 2024, up three hours from 2023, equating to a cost of 470 € per driver. In the entirety of Germany traffic congestion cost drivers 3.6 billion €, up more than 300 million € over 2023.

Wuppertal saw the biggest jump onto the Top 10, where drivers spent nine more hours in traffic over 2023. Bremen was the only urban area to fall off the top 10 in 2024, as delays fell 11% compared to 2023.

Year-over-year trips to downtown jumped in 2024 over 2023, bolstering arguments that workers are returning to the office and City Centers are recovering from the COVID-19 pandemic. Hamburg saw the biggest increase in trips to the city center, a 31% jump over last year. Berlin followed with a 27% increase, followed by Frankfurt (+26%), Cologne (+20%) and Munich (+10%).

Germany Findings

- Time Lost: 43 hours, up 3 hours from 2023
- Cost to Driver: 470 €, up 43 € from 2023
- Cost to Country: 3.6 Billion €

2024 DE Rank (2023 Rank)	Urban Area	2024 Hours Lost (2023 Hours Lost)	Delay Change	2024 Cost per Driver	2024 Cost per City	Downtown Speed (mph)
1 (1)	Berlin	58 (55)	5%	€ 631	€ 828 M	16
2 (5)	Dusseldorf	60 (49)	22%	€ 533	€ 119 M	18
3 (2)	Munchen	55 (52)	6%	€ 566	€ 300 M	13
4 (4)	Cologne	56 (50)	12%	€ 544	€ 213 M	19
5 (3)	Stuttgart	58 (53)	9%	€ 577	€ 132 M	20
6 (6)	Frankfurt	48 (46)	4%	€ 500	€ 128 M	19
7 (7)	Hamburg	44 (43)	2%	€ 468	€ 310 M	18
8 (9)	Hanover	47 (41)	15%	€ 446	€ 86 M	18
9 (10)	Bonn	46 (40)	15%	€ 435	€ 51 M	20
10 (23)	Wuppertal	43 (32)	34%	€ 348	€ 44 M	17

Top 10 Busiest Corridors in Germany

In Germany, the busiest corridors were mostly concentrated in Duisburg and Munchen, with those two urban areas accounting for half of the top 10 busiest corridors. The A3 Northbound from Stockweg to the A40, was the most-congested corridor, where at 3:00 PM drivers would experience about 11 minutes of delay, equaling 44 hours lost in 2024 alone.

Munchen immediately followed with two busy corridors, the E54 Northbound from Bruckenfischerstraße to the B11, and the B2R Eastbound from Lerchenauer Str. to Schwabinger Bach.

Interestingly, one mid-day traffic jam in Duisburg made its way into the top 10. At 1:00 PM heading Southbound on the A3, drivers lost about seven minutes per day, or 26 days annually, to traffic jams.

Rank	Urban Area	Road Name	From	To	Peak Hour	Peak Minutes Lost	Hours Lost
1	Duisburg	A3 NB	Stockweg	A40	3:00 PM	11	44
2	Munchen	E54 NB/NW	Bruckenfischerstraße	B11	4:00 PM	11	42
3	Munchen	B2R EB	Lerchenauer Str.	Schwabinger Bach	4:00 PM	8	32
4	Essen	A52 NB/NE	Kahlenbergsweg	A40	4:00 PM	8	30
5	Duisburg	A40 EB	Krefelder Str.	A3	3:00 PM	7	27
6	Duisburg	A3 SB	A42	A40	1:00 PM	7	26
7	Hanover	B5/B6/B65 EB	Landwehrkreisel	Messeschnellweg	7:00 AM	6	25
8	Bremen	A1 WB	Uphuser Heerstraße	Arster Heerstraße	3:00 PM	5	20
9	Stuttgart	B10 SB/SE	A81	Heilbronner Str.	8:00 AM	5	18
10	Berlin	B96 NB	Rathaus Templehof	Hallesches Ufer	8:00 AM	4	18

CONCLUSION & COMMENTARY

Traffic congestion around the globe grew in 2024 as workers returned to the office in the U.S. and Western Europe and fuel prices declined. In the U.S., the latest telecommuting data reveals a massive shift in working from home to commuting to the office, led by tech-heavy metro areas like San Jose, San Francisco, and Seattle. The return to office has boosted use across all modes (sans work from home), yet many still sit below pre-COVID level. Transit use in the U.S. grew at 6%, while commuting via cycling and car grew 4.2% and 2.3%, respectively.

520 out of 945 urban areas studied saw growth in traffic versus 2023 (268 went negative, 157 saw no change), however, that growth has slowed in many places. For example, between 2022-2023, 74 of the top 100 urban areas saw double-digit traffic delay growth. However, between 2023-24, just 23 urban areas in the top 100 had double-digit growth.

Both the Brits and Germans traveled heavily into downtown in 2024 versus the year prior, while the U.S. showed moderate growth overall, with some variation from area to area. However, drivers in the U.S. seemed to heavily favor Fridays as the “Fourth Day” in office, as trips grew more that day than any other weekday.

As workers continue returning to the office, New York is set to adopt London’s model of congestion pricing by placing a cordon zone below 60th in Manhattan. The toll program faces lawsuits and political pressure, but as of this writing is on track to begin in January 2025. Other cities in the country will likely be keeping a close eye on the results, as they look to remove cars from downtowns and city centers to promote livability.

Therefore, cities are likely to experience continued growth in trips in 2025, barring economic, political, or social outcomes. Cities are likely to be handling many more commuters in new modes, on different days, and at different times than in years’ past. Utilizing the latest technology in traffic, safety and incident planning can help Departments of Transportation to manage the road network in improve the quality of life in their city.

