

## MELBOURNE OUTER METRO COMMUTE THE WORST OF THE PACK: INFRASTRUCTURE PARTNERSHIPS AUSTRALIA AND UBER REPORT

[Infrastructure Partnerships Australia's](#) Australian Travel Time Metric - Australia's regular measurement of actual road network performance using anonymised and aggregated Uber data - shows Melbourne drivers travelling from the outer metro into the CBD spend the most time stuck in traffic of the four largest cities, strengthening the case for ongoing investment and reform.

The 2020 edition uses city-wide travel time data available from Uber Movement platform until the final quarter of 2019 – enabling analysis of the road performance trends right up until the COVID-19 crisis hit Australian cities.

### **Melbourne Key Stats (2015 - 2019)**

- Melbourne saw the peak delay increase by 12 per cent as the morning off peak improved by nine per cent
- Peak travel time reliability has worsened by 22 per cent for Melbourne, and
- Commuters travelling from Melbourne's outer metro to the CBD spend 79 hours stuck in traffic annually.

“Over the past six months, transport networks have faced dramatic disruption,” Infrastructure Partnerships Australia, Chief Executive Adrian Dwyer said.

“As the impacts of COVID-19 took hold, transport networks were all but deserted – with travel demand in our cities down by up to 80 per cent.

“With the insights of Uber's data, we can see that before COVID-19 hit, ambitious levels of investment in infrastructure and real-time travel information were starting to bear fruit.

“However, the figures show there are concerning signs for Melbourne, with peak travel time reliability deteriorating by 22 per cent over the last four years.

“Commuters travelling from Melbourne's outer metro to the CBD spend 79 hours stuck in each year, making it the worst commute of the big four cities.

“The good news is the major pipeline of new projects like the Metro, the North East Link, and the West Gate Tunnel are all likely to further improve travel times when they open in the coming years.

“This is an important reminder that we cannot take our foot off the pedal on investment and reform.

“With COVID-19 having hit the reset button, governments need to seize this opportunity to reshape travel demand and lock in the positive changes from this pandemic.

“More work needs to be done on improving the quality and depth of real time data for users, integration of transport pricing across modes, and spreading peak demand.

“More broadly, governments should consider implementing a fairer and more sustainable way of paying for road use.

“Unless we act on these reforms, our daily commute won’t get any better,” said Mr Dwyer

#### **Quotes from General Manager of Uber Australia and New Zealand, Dom Taylor**

“We believe our data, when aggregated and anonymised, can help urban planners and transport officials make smarter decisions for the future of our cities. That’s why we’re glad to once again partner with Infrastructure Partnerships Australia to deliver this report,” said General Manager of Uber Australia and New Zealand, Dom Taylor.

“While we are seeing early positive signs that many cities are reopening post-COVID, the fact that private car use is rising much faster than public transport is concerning. The private car was already the most popular mode to get to work before COVID-19, making up seven in 10 trips.

“At Uber, we see our main competitor as private car ownership. For our cities to move well in the future, Australians need to reduce our over-reliance on private vehicles - with more people opting for shared transport.

“We want to work with cities to ensure we have the infrastructure and policies in place to tackle congestion. These include continuing to invest in public transport and road infrastructure, promoting shared modes and technology, and managing network demand to alleviate congestion.

“We hope that this report and sharing our data in a responsible way will help support the business cases for some of these crucial reforms,” Mr Taylor said.

**The 2020 Australian Travel Time Metric is available [here](#). The Uber Movement tool is accessible [here](#).**

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