

Construct an outer metropolitan road and rail corridor

Recommendation 66



- \ The Outer Metropolitan Ring Road and Rail Corridor (OMR) is a major orbital high-speed transport link through Melbourne's outer north and west, connecting the Metropolitan Ring Road, Hume, Calder, Western and Princes Freeways.
- \ The project supports economic development and projected population growth in Melbourne's outer-western and northern suburbs, which have underdeveloped road networks and do not have equivalent road options compared to the well-developed road network in the city's established areas.
- \ Sections of the project, including in the north-west growth areas surrounding Melbourne Airport, and in the south-west surrounding Werribee, address critical constraints of the current road network.
- \ Infrastructure Victoria's assessment indicates that the project provides strong benefits in reducing road network congestion, reducing freight congestion, increasing access to the labour force and improving freight connectivity.
- \ The project will also:
 - provide strong traffic flow
 - allow for better travel times and reliable movement of people and freight
 - improve access to jobs for people living in growth areas helps keep supply chains efficient
 - support economic and jobs growth in the outer north and west
 - link current and future industrial and logistics precincts with international transport terminals including Melbourne Airport, Port of Melbourne, a potential future port at Bay West and intermodal freight terminals proposed at Truganina and at Beveridge.
- \ The project also benefits regional Victoria by allowing more direct access to major international and interstate transport gateways by bypassing Melbourne's growing suburbs and established areas. Direct connections from the OMR to proposed intermodal freight terminals, Melbourne Airport and key industrial precincts also support faster and more direct journeys for travellers from regional Victoria.
- \ Our strategic assessment indicated a compelling case for the road component of the project, assuming that it would be progressively developed from the north-east (building the E6 corridor between the Metropolitan Ring Road and Hume Freeway first) to the south-west.



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