



**MEDIA RELEASE**

**28 June 2018**

## **Opposition road plan shows long-term vision for Melbourne**

The Victorian Transport Association has welcomed a plan from Victorian Opposition Leader Matthew Guy that would see both the North East Link and the East West Link built concurrently by a Liberal National Coalition government.

The plan commits the Opposition to building the VTA's priority North East Link project, as well as resolving congestion in Melbourne's inner east by linking the Eastern Freeway with either CityLink or the West Gate Tunnel via one of two new roads. Projects to remove 55 congested intersections are also part of the plan.

VTA CEO Peter Anderson said rampant congestion in and around Melbourne has the potential to cripple freight operators, and that seamlessly linking the freeway network would go a long way towards reducing travel times and reducing gridlock that increases costs and reduces productivity for operators and the broader economy.

"Long-term planning is precisely what we need to tackle worsening congestion in Australia's fastest growing city and we welcome the Opposition's vision for finally linking Melbourne's disjointed freeway network," Mr Anderson said.

"Melbourne's original road planners envisaged seamless orbital routes around Melbourne and with planning now in place for completion of the inner orbital route, we need to start thinking about the outer orbital route which will be needed to service growing new population centres in the outer suburbs."

Mr Anderson said congestion is one of the greatest threats to the Victorian economy because every minute or hour wasted in traffic translated into millions of dollars of lost productivity, which ultimately would impact consumers through higher costs for goods.

"Longer travel times caused by congestion translates to much higher operating costs and productivity losses for freight operators. This is evident in the higher cost per kilometre operators are experiencing across their fleets, as well as reduced capacity to earn revenue from vehicles idling in traffic instead of moving and delivering freight," he said.

"Long-term planning and delivery of road projects is precisely what we need to address a freight task that is expected to double within 10 years, and we applaud the Opposition for understanding and acting on the needs of the freight and logistics industry."

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