

Background information on the Northern Central City Corridor Strategy

The draft Northern Central City Corridor (NCCC) Strategy is an integrated strategy to address transport needs of Melbourne's inner northern suburbs over the next 20 - 30 years and reflects the development and growth that is likely to take place in that time. The strategy aims to improve the amenity and sustainability of the inner north while meeting the travel needs of people and goods. It has evolved out of the Northern Central City Corridor Study, an investigation of transport and land use issues in Melbourne's inner northern suburbs.

Minister's message

The draft strategy presents a number of options we could adopt to address the transport and land use needs of Melbourne's inner north over the next three decades – and clearly indicates that there's a great deal more work to be done.

Major proposals – such as building a rapid public transit link to Doncaster, or an east-west tunnel between the Eastern Freeway and City Link – have been considered in the strategy, and weighed up against other options that would require less time and funding to complete. I'm pleased to note that some Bracks Government initiatives already underway – such as Melbourne 2030 – promise to deliver real improvements to transport conditions in the inner north.

I'd like to take this opportunity to thank everyone who has contributed to the development of the draft strategy. The input we've received from many individuals and interest groups has been invaluable. More than 1,100 people have offered us their opinions on transport and land use issues in the area, by attending public meetings and sending in submissions. I would particularly like to thank all the members of the NCCCS Community Reference Group.

This strategy will play a part in the ongoing growth and improvement of the inner north, and I strongly encourage you to read the draft strategy.

Peter Batchelor MP
Minister for Transport

Why do we need a strategy for the NCCC?

It is clear that, without intervention, traffic in and through the area will continue to grow – although it will be hampered by growing congestion. Forecasts suggest that, by 2021, the number of inner north vehicle trips will increase by about 18%, distance of travel will increase by 21% and time taken by about 46%.

This will give rise to an additional 6.3 million hours of travel time a year, which would cost around \$55 million a year in lost time and reduce daily average vehicle speeds in the inner north from 34km/h to 28km/h.

Melbourne 2030 – the Government’s blueprint for the future of metropolitan Melbourne – lays out directions for future land use and transport right across Melbourne, and includes significant changes in the location of growth areas and the way transport is provided throughout the metropolitan area.

The changes include improvements to public transport services and measures to promote large increases in public transport use, walking and cycling.



Alexandra Parade

Reports available online

[Scenario Appraisal Report \(pdf, 1.1Mb, 62pp.\)](#)

This report is a precursor to the draft NCCC Strategy, and presents the results of an appraisal of strategy options for transport and land use to cover the area’s needs over the next 20 to 30 years.

The results were used to develop the draft strategy detailed and assessed in the [Draft NCCC Strategy \(pdf, 993kb, 49pp.\)](#)