

these areas between 9 AM to 10PM. simultaneously well developed wholesale markets may be created along side the IFCs with modern transport, loading and unloading, parking and ancillary facilities. These sites can be allotted to the persons relocating their business on no profit no loss basis on priority.

The provision of PRR is itself going to help diversion of through freight traffic. Nearly 80% of the ORR has lost the sole identity of ring road, the PRR being thought of in this connection will be a boon to the city. Development of another orbital ring road as proposed by BMRDA would also help in diversion of the freight traffic. So far there is no thought regarding the shifting of the goods shed. If a ring railway is formed over the outer ring road, shifting of the goods shed to the periphery of the city can also be thought of. But this will take longer time. However, future planning of the rail facilities in and around Bangalore will need to be kept this in mind. Such shifts will have some adverse effect i.e. HCV/LCV movement from the goods sheds on the periphery and any wholesale complexes, into the city will develop. By suitable management measures like restricting these movements during particular timings of the day, problem can be suitably managed.

7.13.2 Integrated Freight Complexes (IFC)

Near the junctions of the PRR with the following radial corridors, six IFC's are proposed as indicated in Figure 7.4:

1. Hosur Road
2. White Field Road
3. Old Madras Road
4. Bellary Road
5. Tumkur Road
6. Mysore Road

In addition to acting as nodes for handling the HCVs traffic and diverting it on the PRR they will also act as center for wholesale trade. Quite a few wholesale markets to be shifted outside the central area can be located as part of the IFC for efficient handling for bulk goods.

7.14 DEMAND CONTROL

7.14.1 Reducing Private Vehicle Use

There are two ways to restraint the growth of private vehicles on road to either by pricing policy or by providing better level of service on public transport. Road pricing is difficult to achieve in a city like Bangalore particularly since its enforcement would be very difficult. It should be possible to put constraints in some areas by restricting private vehicles entering into the congested roads particularly during the peak hours. Providing good public transport with feeder