

7.8 INTEGRATED MULTI MODAL TRANSIT CENTRES -CUM- INTERCITY BUS TERMINALS

At present all the buses whether inter-city, Inter-state or Intra-city originate and terminate at the Central station in Majestic area. These not only creates congestion and heavy traffic density on all radial routes coming into the core of Bangalore but also result in substantial delay to the passengers who have to take the buses from far flung area. Though another intercity bus terminal cum integrated multi modal transit center is being contemplated at Peenya, It will not be sufficient to meet the requirements of traffic from the other direction- especially North, East & South. It is, therefore proposed that there should be at least 3 more Intercity terminals. Accordingly it is suggested that ultimately 4 intercity terminals be located at the following places:

1. Peenya
2. Hosur Road
3. Old Madras Road near ORR
4. Bellary Road near Hebbal

The above terminals are proposed to be located at the Metro and the BRT terminals and will act as Inter Modal Interchanges between regional and local traffic.

Also these would be the center for Chartered and tourist buses, with adequate parking facilities and tourist bureaus / offices etc as well as other tourist infrastructure for operation of private tour operators who are at presently located mostly around the majestic Area.

These proposals have been indicated in Figure 7.2.

7.9 ROAD INFRASTRUCTURE

The present road network consists of the Ring Roads and major radial corridors. A number of proposals have already been very broadly included in the Master Plan 2015. In addition quite a few proposals are being implemented by Govt. agencies like NHAI, State PWD, BMC, BDA, BMRDA and BMICAPA along with the private sector through PPP model. It is necessary to integrate / superimpose all these proposals in the light of projected travel demand for road traffic and confirm that they are in conformity with each other and there is neither conflict nor duplication. As the radial road corridors are expected to have high traffic volume, these corridors have been proposed to be strengthened instead of isolated improvements. The road improvement proposals include road widening, new roads (bypasses and other roads), ORR realignment, grade separators (road flyovers, ROB, RUBs), Integrated Freight Complexes etc. These proposals are explained below.