

- Parking Facilities
- Integrated Freight Complexes .

7.1.2 While framing proposals priority has been given to public transport and non-motorized transport such as pedestrian facilities. For the balance travel demand, road improvement proposals have been formulated. The details of these proposals are given in the following paragraphs.

7.2 MASS TRANSPORT SYSTEM

Public/Mass Transport System will be the backbone of the city's transport system. The basic premise of the Transport Plan in terms of the National Urban Transport Policy is to create an efficient, cost effective and extensive network of public transport which could provide comfortable, convenient and affordable means of transport to the maximum number of commuters. In this direction a number of schemes are already under implementation and quite a few on the drawing board. Infact keeping in view the observations of the scenarios in Chapter-6 there exist a large requirement for additional facilities in respect of public/mass transport system for the large area proposed to be developed in the forthcoming two decades as per the Master Plan – 2015 proposals.

7.3 THE METRO NETWORK SYSTEM

7.3.1 Metro Corridors under Implementation:

Work on implementation of 36.8 km of metro, partly underground and partly elevated, has already been initiated by Bangalore Metro Rail Corporation (BMRC) along East-West & North-South corridors crossing at Majestic. These corridors will basically cover the most congested core areas of Bangalore like Peenya, Gandhinagar, M.G. Road, Vijayanagar, Indiranagar, Majestic area, K.R.Market, Jayanagar, and Basavanagudi etc. Tables 7.1 give these Phase I Metro corridors.

Table 7.1 Phase-I Metro Corridors

S.No.	Corridor	Length km
1	Baiyyappanahalli to Mysore Road (East-West Corridor)	18.0
2	Peenya to R.V terminal (North-South Corridor)	18.8
	Total length	36.8

7.3.2 Extension of Metro Corridors:

The above corridors may be able to give relief to the immediate traffic problems within the core areas and its immediate neighborhood but by the time the Master Plan proposals get implemented and development of areas beyond the outer ring road takes place in right earnest, the above system will fall short and a more extensive system will become necessary as brought out in Chapter 6. This is especially true because the Master Plan 2015 and its detailed Zonal plans propose the development of around 814.4 Sq. Kms. of area for various urban uses. This brings very large spread of area on which various urban activities will take place.