

Planning access for coach transport in European cities

László Sándor Kerényi

Head of Transport Strategy

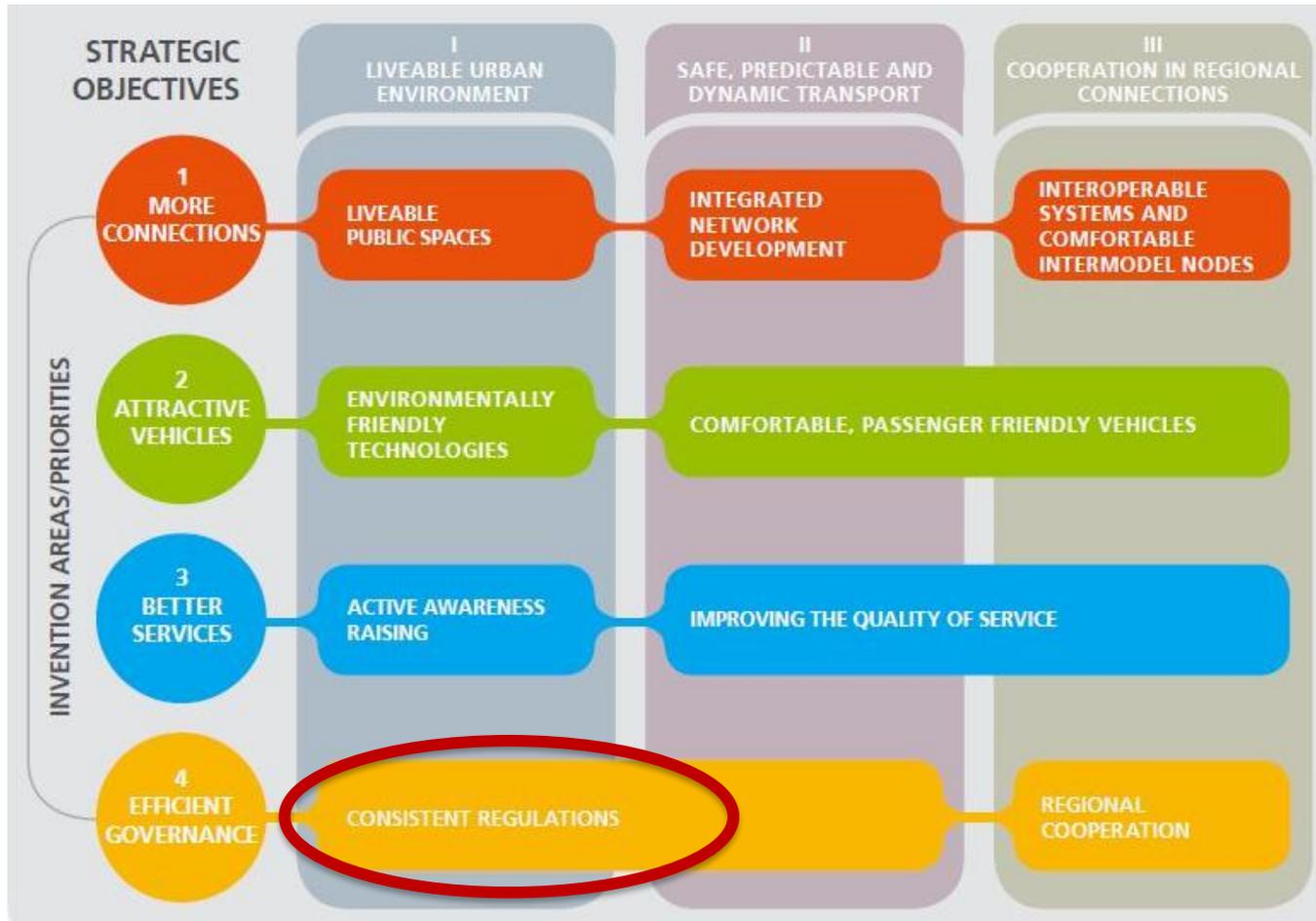
BKK Centre for Budapest Transport, Hungary

29 May 2015

International Transport Forum, Leipzig, Germany



Nature and scale of the issues – the strategy



Trends, and causes of the trend

In order to create a livable city, it is essential to achieve a **balance** between the needs of the tourists, the inhabitants and the commuters to the city.

Current trends:

- High demand on tourist buses in the **city center**.
- Streets are **overcrowded** with road transport.
- There are several **conflicts** between residents and tourists.

Current problems:

- **Circulation and stop** usage of the sightseeing buses is only partially regulated.
- Tourist and sightseeing buses have a significant **air pollution** in the city center.
- Tourist buses **hinder** city buses and other road users.
- Particular areas of the city are overflowed with sightseeing buses and circumstances are **chaotic** (Erzsébet tér, Astoria).
- **Parking** of the tourist buses is problematic due to the lack of space.
- Few **stop** possibilities and restricted areas for tourist buses.
- Lack of long term parking **facilities** and terminals.

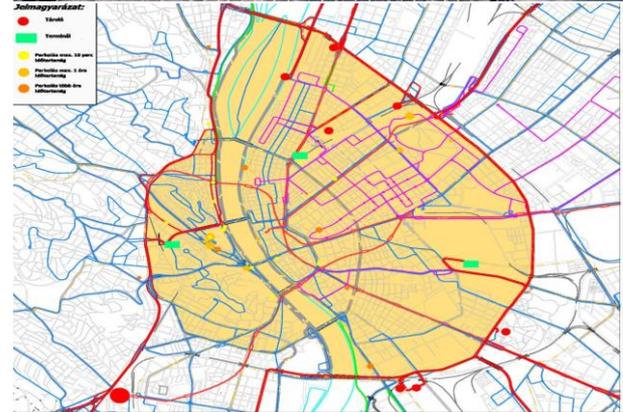


Current policy approach

In order to handle problems with coach traffic, BKK prepared a **concept** for tourist and sightseeing buses. The concept was discussed with local stakeholders and suggestions were taken into account wherever possible. A **cooperation agreement** is being prepared between BKK and Federation of National Private Transporters – NIT Hungary to coordinate future regulatory work on coaches.

Main elements of the concept:

- An integrated **regulation** of tourist and sightseeing bus traffic in the city
- Introduction of **emission limits** for coaches, access fee for high emission vehicles
- Dedicated **sightseeing bus-stops**, regulation of their usage
- Revision and improving of current stops, **short and long term parking** of tourist buses
- Building new **terminals** for coaches
- Preferred **routing** based on agreement of the sector
- Route **licensing**
- **Access restrictions**
- Regulation of access of sensible areas e.g. the Castle as world heritage



Barriers for Success

ROOT CAUSE

FRAGMENTED REGULATION WHICH MAKE CONSISTENT SOLUTIONS MORE DIFFICULT

SECTOR-CENTRED TRANSPORT PLANNING APPROACH

FALLACIES OF THE GOVERNANCE SYSTEM (METROPOLITAN AREA/BUDAPEST/DISTRICTS; LOCAL/REGIONAL)

INADEQUATE LEGISLATIVE BACKGROUND



PROBLEMS APPEARING IN TRANSPORT

SUBSECTORS, URBAN AND REGIONAL TRANSPORT ORGANISED IN FRAGMENTED SYSTEMS

LACK OF SYSTEM INTEGRATION

LACK OF AN INTEGRATED TRANSPORT APPROACH

PIERS INCAPABLE OF ADJUSTING TO THE FLUCTUATION OF THE DANUBE'S WATER LEVEL

Thank you for your kind attention!