Planning access for coach transport in European cities

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Nature and scale of the issues – the strategy

1. More connections - Liveable public spaces
2. Attractive vehicles - Environmentally friendly technologies
3. Better services - Active awareness raising
4. Efficient governance - Consistent regulations

I. Livable urban environment
   - Integrated network development
II. Safe, predictable and dynamic transport
   - Comfortable, passenger-friendly vehicles
III. Cooperation in regional connections
   - Interoperable systems and comfortable intermodal nodes

Invention areas/priorities:

- Strategic objectives
- Nature and scale of the issues
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 overflown 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 AN INTEGRATED TRANSPORT APPROACH
PIERS INCAPABLE OF ADJUSTING TO THE FLUCTUATION OF THE DANUBE’S WATER LEVEL
LACK OF SYSTEM INTEGRATION
Thank you for your kind attention!