CITY COACH POLICY

The Coach Bus as a Problem

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Residents FlowLayout 810.000
Hotelrooms FlowLayout 27.000
Visitors FlowLayout 17,6 million
Hotel guests FlowLayout 7,2 million
Residents FlowLayout 810.000
Traffic Policy Objectives

Overall
- Public Space
- Traffic Safety
- Traffic Circulation

Coach Traffic
1. City facilitating tourism growth with routes, stops and parking
### Present Coach Traffic Policy

#### Different Facilities for Different Coach Market

<table>
<thead>
<tr>
<th>Facility</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long distance line inbound</td>
<td>Busstop at Railstation City Border</td>
</tr>
<tr>
<td>Long distance coach outbound</td>
<td>Coach Parking City Border</td>
</tr>
<tr>
<td>Excursions outbound</td>
<td>Excursion terminal at PTA Sea Cruise Terminal</td>
</tr>
<tr>
<td>City Roundtours</td>
<td>Routes and stops</td>
</tr>
<tr>
<td>Specific destination City Center</td>
<td>Busstop near destination adres (e.g. museum, canal/river/sea cruises)</td>
</tr>
</tbody>
</table>
Touringcargebieden

Toeristisch kerngebied voor touringcars
Zoekgebieden voor touringcarplaatsen

versie 14 mei 2012
Convenant City – Tourist Market

1. Busy coach stops in city center
2. City facilitates busstop, parking and routes
3. Market is host and regulator
4. Facilities will be removed in case of nuisance or congestion

(KNV Coach Industry Association is absent)
1. Tourism growing
2. Streets are crowding
3. Low emission zone
4. Low weight vehicle zone
Coach Parking facilities

Museumplein

PTA
Coaches in a PT busstation?
Problems

1. “Group tourism = crowded streets”

2. Door-to-door service under pressure by access restrictions

3. International market vs. local regulation

4. Coach industry - weak business and organisation
Opportunities

1. Cooperation city < > coach industry

2. Cooperation coach industry < > public transport industry

3. European as regulator and administrator of coach marketplace.