

The Coach Parking and Guidance System of the City of Dresden – Continuity and Further Development



photo: Ziesch, city of Dresden

IRU City Trophy 2015
Application from the City of Dresden

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Introducing the City of Dresden

Dresden – A city at the heart of Europe

Dresden, the capital of the Free State of Saxony, stands astride the River Elbe, only a short distance from the borders to both Poland and the Czech Republic, and against the backdrop of a unique natural landscape formed by the Saxon Switzerland and the Eastern Erzgebirge Hills. It occupies a territory of 328 km² and counts approx. 530,000 citizens.



The City of Dresden boasts excellent connections to all relevant forms of long-distance transport. This applies equally to land routes via rail and road, to the Elbe as a major waterway and to air traffic via the airport in Dresden-Klotzsche. The urban traffic system is characterised above all by its dense tramway and road networks. Dresden operates 12 tram lines with a total length of 200 km, in addition to 27 bus routes covering a further 290 km. This local public transport system, alone, carries 400,000 passengers every day.

The road network in Dresden possesses a length of approx. 1,200 km.

The number of tourists visiting the city each year has grown continuously. The record to date is held by 2013, with 12 million guests. Experience shows that some 11 % of these guests arrive in the city by coach – reason enough for the City of Dresden to undertake efforts to ensure that coach tourists, too, are guaranteed a friendly welcome and pleasant stay in Dresden.

Perfect harmony of urban architecture and magnificent natural beauty

The Elbe valley in Dresden represents a unique symbiosis of valuable natural and cultural heritage. The Baroque splendour of the world-famous city centre ensembles is further enriched by innumerable architectural pearls: the parks and palaces of the Saxon kings, the grand villas of the bourgeoisie, and centres of art, science and industry. This historical treasure is embedded in the natural landscapes of the Elbe valley – landscapes whose charm is the product of magnificent gardens, rocky slopes, secluded gorges, vineyards and meadows. And that all within the boundaries of a pulsating modern city.

Technical monuments, high-tech and microelectronics are integral to the face of the city, in the same way as exhibitions, congresses and events of world renown, such as the annual Dixieland Festival, the

Dresden Music Festival or the Striezelmarkt Christmas market. Together, they have all helped to make the city a popular travel destination.

Historical impetus

The intimate interweaving of the natural beauty of the river valley and local architectural mastery can be traced back to Augustus the Strong. It was the idea of the Saxon elector and later king of Poland that the showpiece facades of the city's representative buildings should face to the river.



Dresden River-Palaces and steamship „Diesbar“
(photo: Dr. Lerm, City of Dresden)

This orientation to the Italian Canale Grande was maintained throughout the 18th and 19th centuries. What evolved over the years is today's famous skyline and Elbe water-front, which blends so inimitably into its natural setting.

Cautious further development

The most important treasures have already been protected monuments and landscape preservation areas for many decades. The objective is both to safeguard the character of the individual locations and to cultivate and develop the city of Dresden responsibly and cautiously.



Towers of Dresden (photo: Dr. Lerm, City of Dresden)

Tasks, Objectives, System

The coach parking and guidance system of the City of Dresden is understood as a system able to react individually, flexibly and dynamically to the needs of coach traffic in the city.

This conception is founded on the implemented system components and functions.

Tasks, objectives, system

The **tasks** of the coach parking and guidance system are firstly to guide coaches to the boarding and alighting points at their tourist destinations without unnecessary detours and, where possible, avoiding sensitive areas of the city, and secondly to direct the drivers to the nearby waiting and parking areas provided specially for tourist coaches. At the same time, a careful choice of routes should serve to keep the unavoidable emissions along the major traffic routes to a minimum.

The declared **objectives** are to reduce problematical roaming searches by coach drivers, in the interest of the tourists and of the Dresden traffic situation in general, to prevent false parking and thereby to guarantee orderly and safe alighting and boarding for the passengers at the main points of tourist interest around the city.

Simply speaking, the coach parking and guidance **system** of the City of Dresden constitutes a city-wide station system of parking and waiting areas specially for coaches, linked and interconnected by means of appropriate signposting. The parking and waiting areas are assigned to various sights and tourist destinations, and are designated in accordance with the individual intended length of stay for the coaches.

The **system components** are thus categorised on the basis of traffic management requirements into:

- coach parking areas,
- coach waiting points,
- coach stopping places,
- coach terminals,
- coach service centres,
- coach routing.

The background to this differentiation of the various locations is the aim of effective utilisation of the available parking space through coordination of the time spent by individual coaches at the tourist sights and destinations, in order to guarantee that an acceptable number of coaches is able to stop at each of the places concerned.



Coach parking area Blüherstraße (photo: Dr. Mohaupt, City of Dresden)

The defined maximum parking durations are determined by the nature of the particular location (duration of guided visits, typical length of time spent by tourists in a certain area, starting points for walking tours) and in accordance with other aspects of traffic management. The coach driver is not expected to make such distinctions himself. For the driver, the coach parking and guidance system is to be perceived as a chain of parking arrangements with different lengths of permitted stay and different levels of facilities, as a basis for maximum clarity and user-friendliness.

The coach routing system, finally, provides recommendations as to the most favourable choice of route from the point of view of time and distance, in order to avoid unnecessary searches, complicated turning manoeuvres or passages through sensitive (residential) areas of the city.

The system of routes and stopping places is supplemented by *service centres* with facilities for coaches, which are able to offer the drivers technical assistance in the case of a breakdown or other difficulty.

System function

The coach parking and guidance system is intended to function by directing the arriving coaches from the motorway junctions or incoming trunk roads to the city centre coach terminals (e.g. "Am Zwingerteich") or to another nearby stopping place. At this stopping place or terminal, either the passengers alight, or else a city guide joins the party to commence a planned city tour. Information is similarly available at these locations regarding the routes to other parking and waiting areas.

In the first case, the coach stops for at most the designated maximum parking duration at the stopping point or terminal concerned, and then moves on without delay to the planned or nearest coach parking area. The most convenient route to this parking area is signposted.

The vehicle remains at the coach parking area, during which time the driver is able to perform any necessary minor maintenance or cleaning. The coach driver waits for a telephone request to collect his tourist group again at the coach stopping point or terminal and proceeds to the agreed meeting point. The group will already have gathered there and can board the coach to continue its journey without delay.

One alternative to this function principle is for the driver to head for a so-called coach waiting point. In this case, it is possible to park the coach for a defined period of time and to wait at the same place for the travel group to return and continue its journey.

Overall, it remains the decision of the tour or city guide, how a Dresden tour is planned, which points of interest are to be visited and in which order they are to be combined. It is precisely this high degree of individuality and flexibility which characterises the Dresden coach parking and guidance system. The system in Dresden is not a system of arbitrary control, but rather an instrument to offer optimum and freely available support for coach-borne visitors.

The particular dynamic character of the Dresden coach parking and guidance system is to be seen above all in the possibility to provide temporary coach stopping points and parking areas at tourism focal points both quickly and by simple means. A similar principle is already implemented each year for visitors to the "Striezelmarkt" Christmas market.

If more extensive repairs or maintenance are required, the driver can in the meantime take his vehicle to one of the above-mentioned coach service centres, where comprehensive technical assistance is available.

Coach parking areas

... are areas designated specifically for the parking of tourist coaches over a longer period of time, which distinguishes them from the previously mentioned stopping and waiting points. They provide parking for coaches during a day visit (or even longer) and offer a basic level of services for the coach drivers and for passengers remaining with their coach.



Coach parking area at the Carolabrücke bridge (photo: Ziesch, City of Dresden)

Facilities:

The coach parking areas are to be provided with adequate (mobile or stationary) toilet and waste disposal facilities, insofar as no such facilities are present in the immediate vicinity and expressly available for use by the described clientele. In the latter case, information is to be provided in suitable form for users of the coach parking area (e. g. information boards).

Coach parking areas must provide appropriate areas protected from wind and weather for the drivers and any passengers remaining with their coach

(rest and relaxation areas, where possible with facilities for snacks/refreshments). The provision of corresponding information boards, furniture (possibly covered seats or benches) and ticket machines for the local public transport system is desirable (possibility for drivers and remaining coach passengers to leave the parking area, e.g. for shopping or other errands). Coach parking areas should generally be provided with sufficient illumination, as well as water and electricity supply points. If there are not already trees providing adequate shade at a particular location, then appropriate new plantings are to be planned.

Coach waiting points

... in the sense of the present concept are less extensive parking facilities which available at certain points around the city to enable coaches to park for a number of hours (recommended limitation to 2 - 3 hours), but not for all-day parking, as well as to enable tourists to be set down and picked up. These waiting points should provide adequate shade where possible. If necessary, new or additional trees are to be planted.



Coach waiting point at Palaisplatz (photo: Ziesch, City of Dresden)

Facilities:

If there are not already trees providing adequate shade at a particular location, then appropriate new plantings are to be planned.

Coach stopping places

... are boarding and alighting points to enable tourists to be set down and picked up, (preferably) with a minimum of delay, close to points of tourist interest. It is intended that the coaches are stopped here for no more than 15 - 20 minutes, and that merely to set down or pick up tourist groups which have already gathered in full numbers. Such stopping points are not provided – and are also not suitable – to serve as places to wait over longer periods for “missing” passengers, and in doing so to hinder subsequently arriving coaches or produce unnecessary queues. The locations are to be selected such that, on the one hand, short and attractive walking access to the tourist sights can be offered, but at the same time must ensure that the waiting coaches do not hinder the remaining traffic and/or detract from the tourist experience of the historical architectural ensembles through their relatively large size (e. g. disturbance of integral lines of sight between individual buildings).

Facilities:

Seating and provision of information



Coach stopping place “Theaterplatz” (photo: Ziesch, City of Dresden)

Coach terminals

... are central congregating points for tourist coaches with places for short-stay parking (duration of parking should be limited to max. 30 minutes), which in addition to their function as boarding and alighting areas for tourist groups also offer an incoming service to arriving tourists. This incoming service is understood to mean a location (pavilion or rooms integrated into a local building) serving to welcome tourists to the City of Dresden.



Coach terminal "Am Zwingerteich" (photo: Fiedler, City of Dresden)

Facilities:

The facilities of a terminal should correspond to those of a tourist information centre: Coach passengers should be able to purchase tourist articles (city plans and brochures, but also tickets, etc.) and possibly also a small range of travel snacks and refreshments, meet their city guide or wait to be picked up again by their coach. Toilet facilities are to be considered an essential element. Further-more, it should be pos-

sible to provide the coach drivers with information relevant to their needs (e. g. information regarding the coach parking and guidance system, the Dresden road network in general, etc.). If there are not already trees providing adequate shade at a particular location, then appropriate new plantings are to be planned.

Coach service centres

... are understood to be technical service facilities for coaches and their drivers, performing above all technical maintenance services and minor repairs, as well as permitting refuelling of the vehicles (insofar as this is not already possible at publicly accessible service stations).



Truck station Washingtonstraße (photo: SVG)

Facilities:

The facilities are to be based on those of the (motorway) service areas for commercial vehicles and the fleet centres/workshops of the coach operators themselves. Personal services for the coach drivers – including toilets, showers, relaxation lounges, etc. – are essential.

Coach routing

... in the context of this concept refers to the signposting of routes for coaches (static guidance system) to the coach terminal and then from the coach terminal to the designated coach parking. The coaches are to be routed to the terminal and parking facilities exclusively via the network of main roads.

System evaluation

In 2005 and 2013, the coach parking/signage system set up in 2002 was subjected to thorough testing. The aim was to gather information for its constant improvement and development.

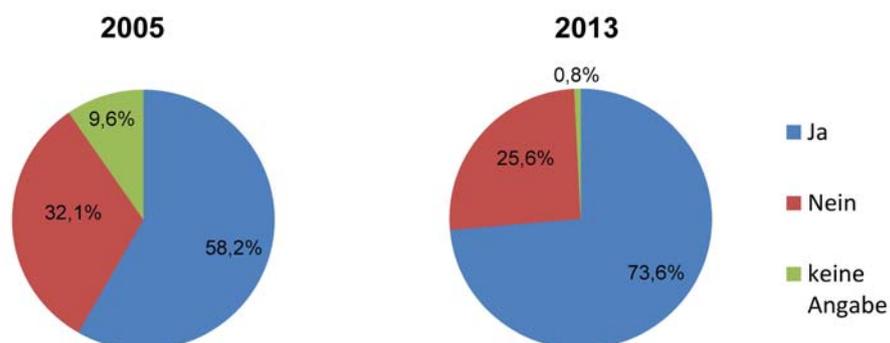
The following aspects were examined/evaluated:

- Checking the concept for the system elements at each site,
- Checking the individual sites (capacity, structural condition, equipment),
- Counting coaches and determining how much each site was used,
- Asking coach drivers about Dresden coach parking and signage system
- Special survey and analysis of coach traffic during Striezelmarkt (Christmas market) events.

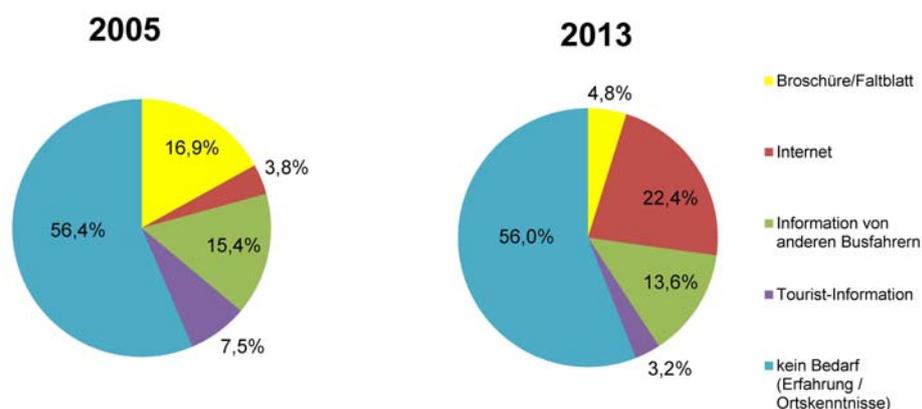
The results of these surveys, which were carried out by external (independent) planning offices, were evaluated along with key partners from the coach travel and tourism sector, as well as relevant City of Dresden administrative offices (see section on communication). Steps were established for perfecting and improving the system. These have been, or are being, systematically implemented (see section on new system aspects).

The following looks into examples of coach drivers' opinions about certain aspects, always comparing the years 2005 and 2013:

Question: Are there enough parking spaces on the coach parking areas you use?

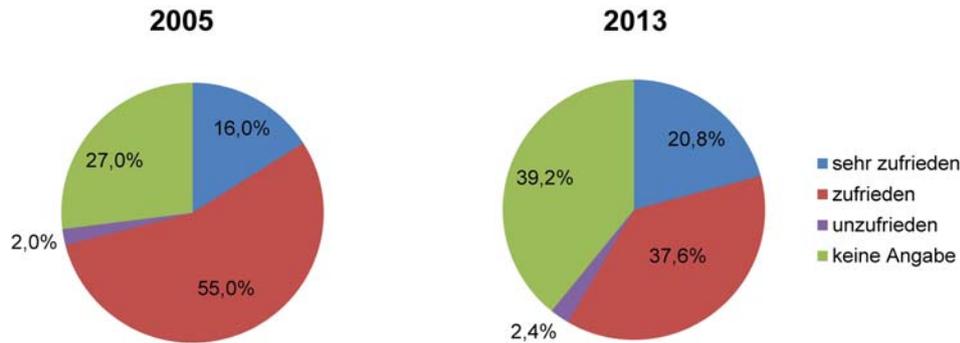


Question: How did you come across information on the Dresden coach parking/signage system?



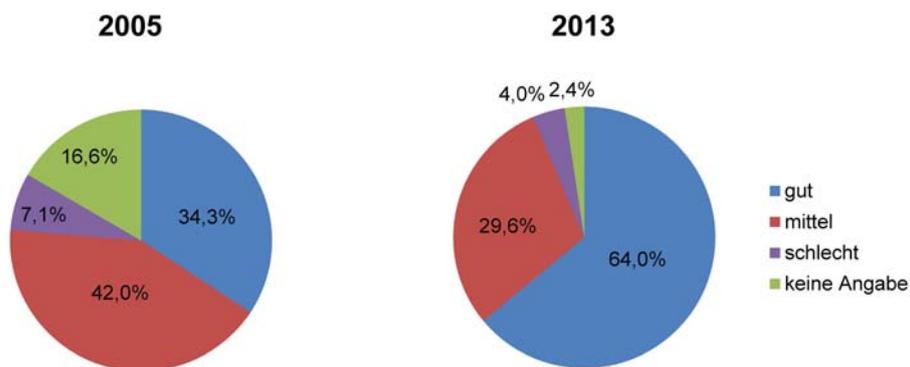
Answer categories: leaflet; online; heard about it from other coach drivers; tourist information; no need (know the area well enough myself).

Question: How satisfied are you will the information on coach parking in Dresden (leaflets, Internet, etc.)?



Answer categories: very satisfied; satisfied; unsatisfied; no answer

Question: What do you think of the Dresden coach parking/signage system as a whole?



Answer categories: good, medium; bad; no answer

Another point of interest was the findings from the year 2013, according to which 87 % of all coach drivers asked did not require any regular information on coach parking, and 97 % did not see any need for them to make use of technical services with the recommended local service providers.

The results of the entire assessment are available on request; please use the address given at the start. As this is only of local interest, however, it is only available in German.

There are plans to continue monitoring the coach parking/signage system. The next assessment of selected key issues will take place this year during the Christmas market. This will focus especially on checking conditions for coach travel during peak periods.

New aspects of the system

As a result of the evaluation of the coach parking / signage system, over recent years a series of improvements and additions have been made which can be sorted into the following categories:

- Adding to local coach stops and parking facilities,
- Opening a reception pavilion (station) for coaches,
- Thorough restoration of a central short-stay coach park,
- Planned restoration and building of other coach parks,
- Reorganisation of coach connections to Dresden Christmas market,
- Addition of coach service provider,
- Revamped information system, especially the Internet page on coach parking in Dresden.

Adding to local facilities

The City of Dresden coach parking and signage system started out with 2 coach stops and 6 long- and short-term coach parks.

The number of sites has since risen. The following facilities have now been available for some time:

- Dorfplatz Altloschwitz (near “Blaues Wunder” bridge: one parking space)
- Fideleo-F.-Finke-Straße near “Blaues Wunder” bridge: two parking spaces)
- Blüherstraße (capacity doubled to 10 parking spaces),
- Am Parkhaus Mitte (10 parking spaces, privately managed).

A large theatre complex with several accompanying institutions is currently being planned (and construction is partly underway) in Dresden on the grounds of an old thermal power station very close to the city centre. Among other things, this will house the State Operetta and the “Junge Generation” theatre. Here, too, there are plans for the area to feature a space for several arriving and departing coaches, as well as a signage system guiding them to the nearest coach parks.

Opening a reception pavilion

In 2014 an important addition was made to the City of Dresden’s existing coach parking / signage system: a central reception pavilion for tourists travelling by coach and their drivers.

This was made possible thanks to a private investor, who set up (and now operates) a bistro right by the central coach arrivals area at the “Am Zwinger-teich” street, mainly with the idea of providing a suitable reception for tourists arriving in the city by coach.



Coach terminal Straße “Am Zwinger-teich” (photo: Dana Hildebrand)

The pavilion offers tourists and drivers not just snacks and drinks but also a small selection of souvenirs and information material. Coach parties can meet their local travel guides here, find plenty of toilets after a long coach journey or can wait in a pleasant atmosphere for their coach to leave after their sightseeing tour. The building is of course wheelchair-friendly and thus easily accessible to passengers who have difficulty walking. An information sign near the pavilion shows the way to the nearest tourist attractions.



Thorough restoration of a central coach park

One of the City of Dresden’s most central coach parks is at the heart of the city, on Terrassenufer. Right by the spot where the historical paddle steamer fleet are moored, by the entrance to Brühl’s Terrace, it has always been one of Dresden’s most popular coach parks, with plenty of users.

However, conditions there were out of date in terms of its structure and the layout of the parking spaces. For this reason, the position and structure of the site were changed, and it was equipped with public toilets.



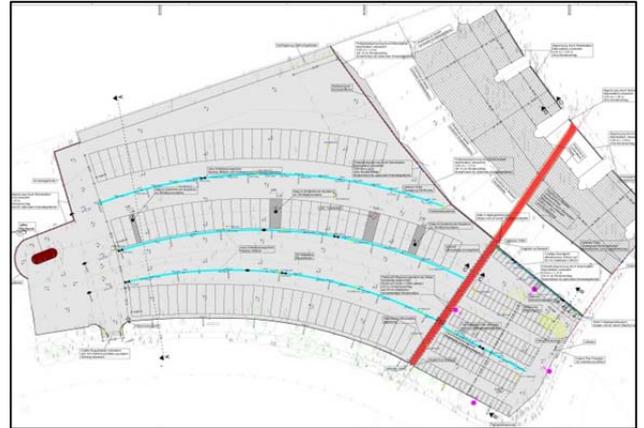
Planned restoration and building of other coach parks

Dresden's most important coach park is at the "Marienbrücke" site. This currently provides parking spaces for over 70 coaches, and is almost always full, especially for major events or the Christmas market.

This, too, is due to be fully restored in the foreseeable future, with roughly 20 new spaces being added to its capacity by changing the coach park layout.



Parking area "Marienbrücke" today (photo: Ziesch, City of Dresden)



Parking area „Marienbrücke“
planing; plan: VIAPLAN

Pillnitz Palace is a visitor magnet which attracts thousands of tourists every year, many of whom arrive by coach. Here, the Free State of Saxony is planning to build a new coach park to add to and replace existing parking facilities.



Parking area "Pillnitz" today (photo: Dr. Mohaupt, City of Dresden)



Parking area „Pillnitz“
planing; plan: BLUMELANDSCHAFTSARCHITEKTEN

Addition of coach service provider

For coach drivers, it is sometimes a problem to carry out minor repairs, refuel, wash their vehicle or even just find a snack (not to mention a hot meal). In Dresden, however, this is not the case. As well as offering these services at the city sanitation department, which has the necessary facilities and welcomes coaches, there is now also another provider of this kind of services. This is a truck stop at Washingtonstraße, right by the Dresden-Neustadt motorway junction. Originally designed for trucks, for some years now it has also welcomed coaches. The city also provides this information on its Internet platform for coaches.

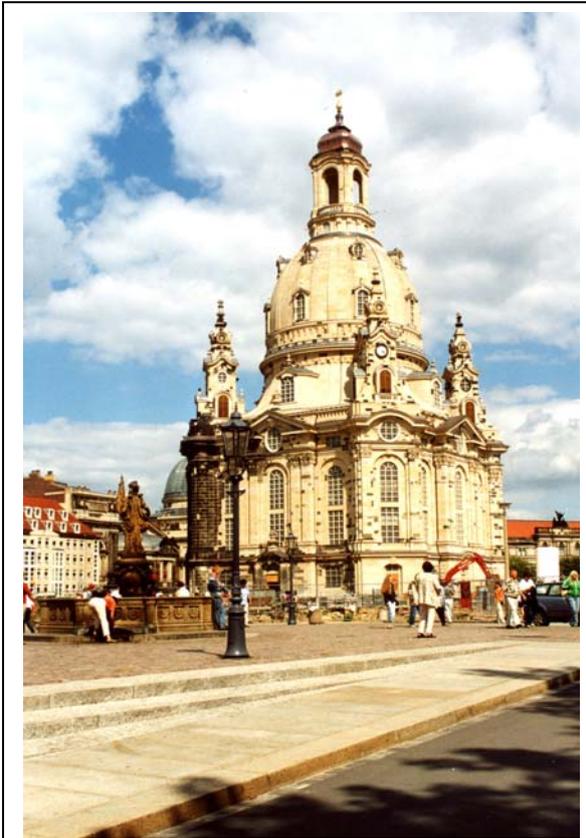


Truck station Washingtonstraße (photo: SVG)

Revamped information system

The goal of the City of Dresden's special Internet page for coach companies is to remain up to date and report on coach management news in Dresden with a modern design. For this reason, the City of Dresden is currently fully revamping its Internet site, which will go online in July/August 2015. Details on information for coach companies and drivers are presented in the "information system" chapter.

Communication , balance of interests, partnerships



Frauenkirche zu Dresden
(photo: City of Dresden, Stadtplanungsamt)

On 27. May 2004 the City Council of the City of Dresden adopted the extended concept for the coach parking and guidance system, and in the name and on behalf of the resident population of the City of Dresden gave its “go-ahead” for expansion of the system.

The first step towards this system expansion was an analysis of the functional capabilities of the basic system which had been in place since 1996, parallel to elaboration of detailed proposals for expansion of this basic system.

The material resulting from this initial step served as a foundation for the subsequent broad discussion of the concept.

With the objective of adapting the coach parking and guidance system optimally to the needs of the travel operators, coach tourists and the tourism branch in the city itself, while at the same time nevertheless giving due consideration to the concerns of the residents of Dresden, the next step was to organise a workshop bringing together representatives of all interests affected by the concept.

The workshop participants included, among others:

- Representatives of the various party groups at the City Council of the City of Dresden,
- Representatives of the Dresden city guides
- Tourismusverein Dresden e. V. ,
- Dresden-Werbung und Tourismus GmbH,
- Local coach and travel operators,
- Representatives of the tourist attractions and their administration offices
- Academic representatives of the traffic sciences.

The path chosen, namely to integrate as many as possible of the institutions involved in coach tourism into the search for a generally accepted and functioning system, proved to be exceptionally useful. It was in this way already possible to reconcile conflicting interests before elaborating the final draft of the concept.

Especially during the City of Dresden’s evaluations of the coach parking/signage system in 2005 and 2013, workshops were carried out with the regular set of participants to analyse shortcomings, find shared solutions and build upon existing advantages.

For the City of Dresden's coach parking / signage system to live up to its self-chosen goal of remaining flexible, individual and dynamic, it is absolutely necessary for the partners to work together constantly in this way; this will be kept up in future.

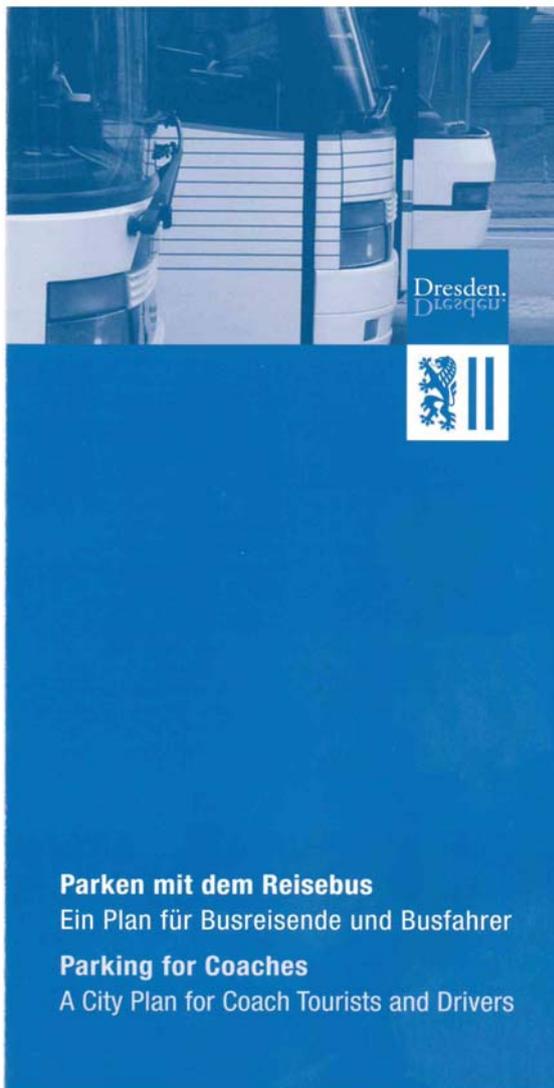
Only in this way can it be guaranteed, that the project "Coach parking and guidance system" will actually bring benefits to all those it is intended to serve: Coach tourists, coach drivers, the tourism branch and the local residents of the City of Dresden.

Information system

Communication in a flexible, dynamic and individually effective system cannot be treated as a one-way street, but must always incorporate opportunities for feedback. Recognising this fact, the City of Dresden has concentrated on three essential avenues of communication, which can be summarised under the keywords:

- *flyers,*
- *Internet,*
- *trade press and*
- *targeted contacts*

Flyers



“Parking for Coaches – A Plan for Coach Tourists and Drivers” is the title of a pocket-format flyer containing pointers to the most important tourist destinations in the city on the basis of a city map. It provides information on the most popularly visited sights, specifying not only conspicuous landmarks, but also nearby toilet facilities and naturally the stopping, waiting and parking places for coaches. A tabular overview includes facts such as the number of parking places, the maximum parking duration and the charges applicable for coach parking. Small arrows indicate to the coach driver the recommended access to a particular location from the main road network.

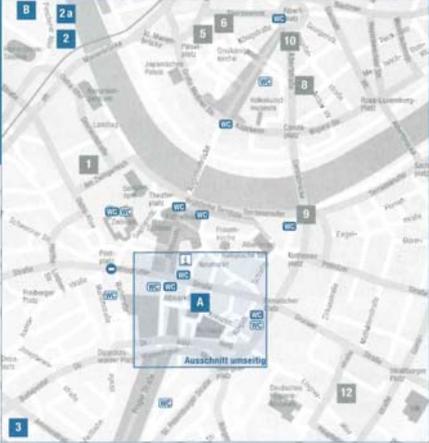
The flyer has proved – and continues to prove – valuable in two respects. Firstly, it serves as orientation for the coach drivers, containing all the necessary information on individual parking situations. At the same time, however, it is equally useful for coach passengers. It provides a simple and clearly laid out guide to the city, and also helps them to find their way back to their coach pick-up point.

Orders for the flyer have so far been received from France, the Netherlands, Austria, Italy, Switzerland and the Czech Republic. This free bilingual leaflet (German/English) has been continually updated over the last 13 years. Since December 2002, 57,000 copies have been published. Despite the comprehensive online presentation, the leaflet

remains extremely popular and is still in great demand. It is used not only by coach operators but also by tour guides, hotels, tourist information centres and organisers at sightseeing spots.

For some years now, an insert has been published along with the leaflet in time for the Dresden Striezelmarkt (Christmas market). This contains key information on temporary coach parking areas and routes to the Striezelmarkt. This insert is also in great demand.

Empfohlene Bushalte- und Busparkplätze während des Striezelmarktes 2014 am Altmarkt



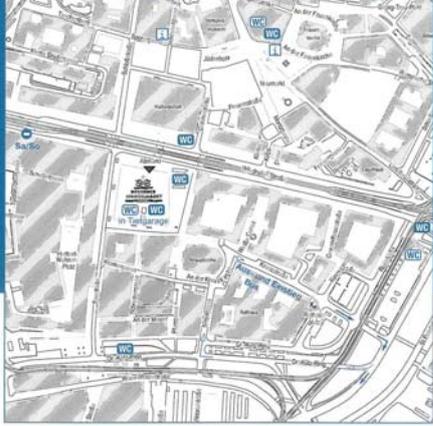
● Wildruffer Straße ab Postplatz Richtung Pirnaischer Platz Sa und So gesperrt

Standort zum Halten	Tarif	Plätze
A Kreuzstraße Süd nur zum Aus- und Einsteigen, gültig vom 27.11. bis 24.12.2014	gebührenfrei	7
Standorte zum Parken		
B Pieschener Allee gültig vom 8.12. bis 24.12.2014	gebührenfrei	18
2 Marienbrücke eingeschränkt vom 8.12.2014 bis 10.1.2015	B 2	78
2a Pieschener Allee/Volkfestgelände	B 2	35
3 Ammonstraße	B 2	45

B 2 je 1 Stunde/Mindestgebühr 1,50 €, Tageskarte 7,00 €

Die Bushalteplätze sind sofort nach dem Aus- und Einsteigen der Fahrgäste zu verlassen. Für Wartezeiten muss ein Busparkplatz (empfohlene Standorte 2, 2a und 3) aufgesucht werden. Ab 8.12. gibt es Kapazitätseinschränkungen am Standort 2, für die am Standort B Ersatz angeboten wird.

www.dresden.de/reisebus



Gebührenfreies Halten Kreuzstraße Süd!

- Zufahrt für Reisebusse
- ← Abfahrt für Reisebusse
- ▶ Hauptzugang Striezelmarkt
- ≡ Fußgängerzone
- WC öffentliche Toilette
- WC Behindertentoilette

In Richtung Zentrum sollten vorwiegend genutzt werden:
 A 4 Anschluss Dresden-Altstadt – B 6
 A 17 Anschluss Dresden-Südvorstadt – B 170

Der Striezelmarkt 2014 findet auf dem Altmarkt statt. Für die Reisebusse sind gebührenfreie Aus- und Einstiegsplätze an der Kreuzstraße Süd (Rathausseite) eingerichtet. Diese erreichen Sie über die St. Petersburger Straße, Dr.-Külz-Ring, Schulgasse.

Im Stadtzentrum gibt es zusätzliche Verkehrszeichen zur Orientierung:



Führung zu den Aus- und Einstiegsplätzen (am Striezelmarkt)



Führung zu den Busparkplätzen Marienbrücke, Pieschener Allee und Ammonstraße

Internet

The clearly organised Internet page on coach parking can be found at www.dresden.de/reisebus. This page sums up all the key information. It offers:

- General map of all coach parking and stopping places,
- Detailed information on all sites (for examples, see enclosures)
- Parking fees (see enclosures),
- Information on technical services provided for coaches.

One important part of this page is the “News” section. This offers information about major construction sites or coach parks which have to be closed, etc.

Committee work/workshops/other

At regular intervals, workshops are held on the subject of coach parking, usually linked to the evaluation. Forums of this type, as well as cooperation on research about coach parking, are other means we apply to pass on information and receive it ourselves.

A wide range of other means of providing information are used as required (e.g. press releases, etc.).

Appendixes

Appendix 1 – System components city centre 2015

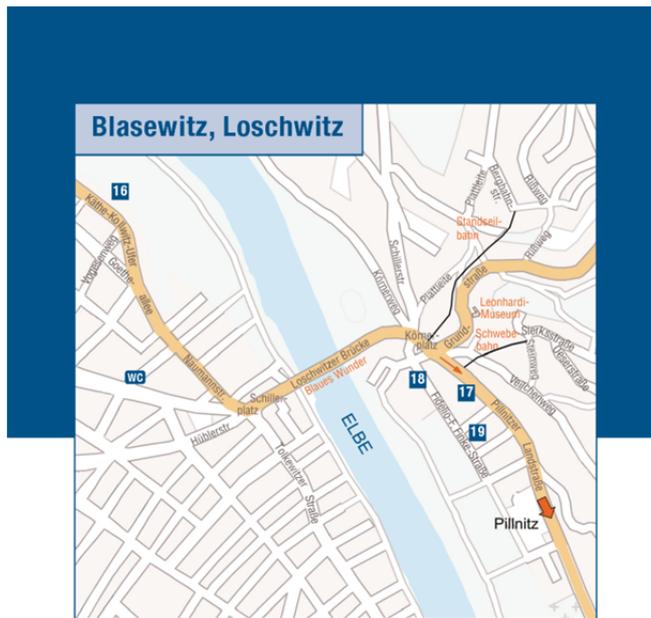
Appendix 2 – More system components Blasewitz/Loschwitz, Pillnitz, parking charges

Appendix 3 – „Wandet“ poster for coach parking (3 examples)

Appendix 4 – Flyer „parking for Coaches“ and information for parking during the Christmas market

Standorte Locations	Tarif Charges	Plätze Places
1 Am Zwingerreich (Halten stopping), nur zum Aus- und Einsteigen set-down and pick-up only Kurzzeitparken maximal 15 Minuten short stay only, max. 15 Minuten	K 1	9
2 Marienbrücke (Parken parking)	B 2	78
2a Pieschener Allee am Volksfestgelände (Ausweichparkplatz stand by parking)	B 2	16
3 Ammonstraße (Parken parking)	B 2	45
4 Altmarkt/Wilsdruffer Straße (Halten stopping), nur zum Aus- und Einsteigen set-down and pick-up only		3
5 Palaisplatz (Parken parking)	B 1	2
6 Theresienstraße (Parken parking), Kurzzeitparken 2 Stunden, 10–18 Uhr short stay only, max. 2 hours, 10 am–6 pm		2
7 Theaterplatz (Halten stopping)		2
8 Archivstraße (Parken parking)		1
9 Carolabrücke (Halten und Parken stopping and parking)	B 1	28
10 Albertstraße (Halten stopping)		1
11 Glasloisstraße, Georgenstraße (nicht aktiviert, not in use), Kurzzeitparken 2 Stunden, 8–18 Uhr short stay only, max. 2 hours, 8 am–6 pm		2
12 Blüherstraße (Parken parking)	B 2	12
13 Tannenstraße (Parken parking)		2
14 Am Parkhaus Mitte (Parken parking) * P = privater Anbieter, gebührenpflichtig	P*	10
15 Radeberger Straße (Parken parking) Kurzzeitparken 2 Stunden, 9–18 Uhr short stay only, max. 2 hours, 9 am–6 pm		4
16 Käthe-Kollwitz-Ufer (Parken parking) Kurzzeitparken 1 Stunde short stay only, max. 1 hour		5
17 Pillnitzer Landstraße/Schwebebahn (Parken parking) Kurzzeitparken 1 Stunde, 10–17 Uhr short stay only, max. 1 hour, 10 am–5 pm		2
18 Dorfplatz Altloschwitz nur zum Aus- und Einsteigen set-down and pick-up only		1
19 Fiedelo-F-Finke-Straße (Parken parking)		2
20 Pillnitzer Landstraße (Parken parking)		5
21 Pillnitz Leonardo-da-Vinci-Straße (Parken parking)		3
22 Schloß Pillnitz, Schloßhof (Parken parking) Kurzzeitparken 1 Stunde, 10–17 Uhr short stay only, max. 1 hour, 10 am–5 pm		5





Charges

Tarife Charges		
K 1	je 15 Minuten per 15 minutes	1,00 €
B 1	je 1 Stunde per 1 hour	4,00 €
	Mindestgebühr minimum charge	4,00 €
B 2	je 1 Stunde per 1 hour	1,50 €
	Mindestgebühr minimum charge	1,50 €
	Tageskarte day ticket	7,00 €

1 Am Zwingerteich [Last revised on 1 August 2014]		Coach stop and coach terminal
Space for 8 coaches to stop	Local public transport connection: Am Zwingerteich tram stop, about 50 m away	Driving distance to coach parking area on Pieschener Allee / Marienbrücke bridge: 900 m Ammonstraße: 2.200 m
Managed by the City of Dresden		



Comments:

The street Am Zwingerteich is linked to the main travel routes via Terrassenufer, Ostra-Ufer, Devrientstraße and Ostra-Allee. Key tourist destinations in the Altstadt (Zwinger, Semper Opera House, Royal Palace) can be reached on foot.

The signage system guides coaches to the coach parking areas on Ammonstraße and Marienbrücke bridge/Pieschener Allee.

These shady coach stops may only be used for passengers to get on and off. The glass pavilion at Am Herzogin Garten houses toilets, information, a bistro, a souvenir stand and a lounge for travel guides and coach drivers.

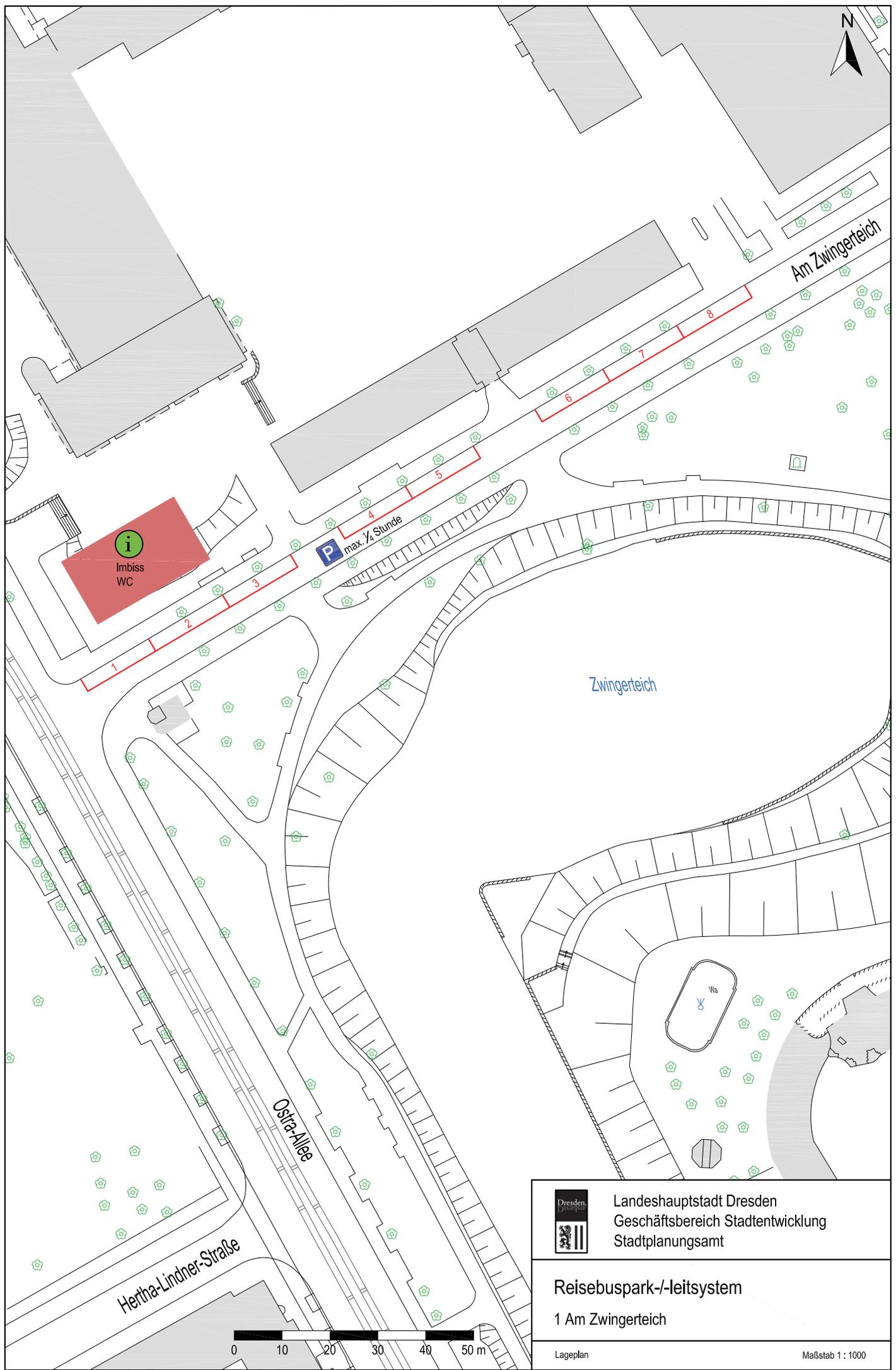
Once the passengers have left the coach, drivers are requested to leave the area quickly and drive the coach to the parking areas.

The tram stop “Am Zwingerteich” is directly attached to the end of the short-term parking area. This is served by Route 11 and offers a direct connection to the Postplatz and Prager Straße stops in the city centre.

When programming your satnav, we recommend entering the address “Am Zwingerteich 2”. The area is accessed from Terrassenufer/Devrientstraße.



The “Bistro Am Herzogin Garten” pavilion provides public toilets.



Landeshauptstadt Dresden
Geschäftsbereich Stadtentwicklung
Stadtplanungsamt

Reisebuspark-/leitsystem

1 Am Zwingerteich



Lageplan

Maßstab 1 : 1000

6 Palaisplatz		Short-stay coach park
[Last revised on 1 August 2014]		
Space for 2 coaches to stop	Local public transport connection: Palaisplatz tram stop, about 150 m away	Driving distance to coach parking area on Pieschener Allee / Marienbrücke bridge: 2,000 m Tannenstraße: 2,000 m
Managed by the City of Dresden		



Comments:

This site is linked to the main travel routes via Hainstraße and Königstraße heading towards Albertplatz.

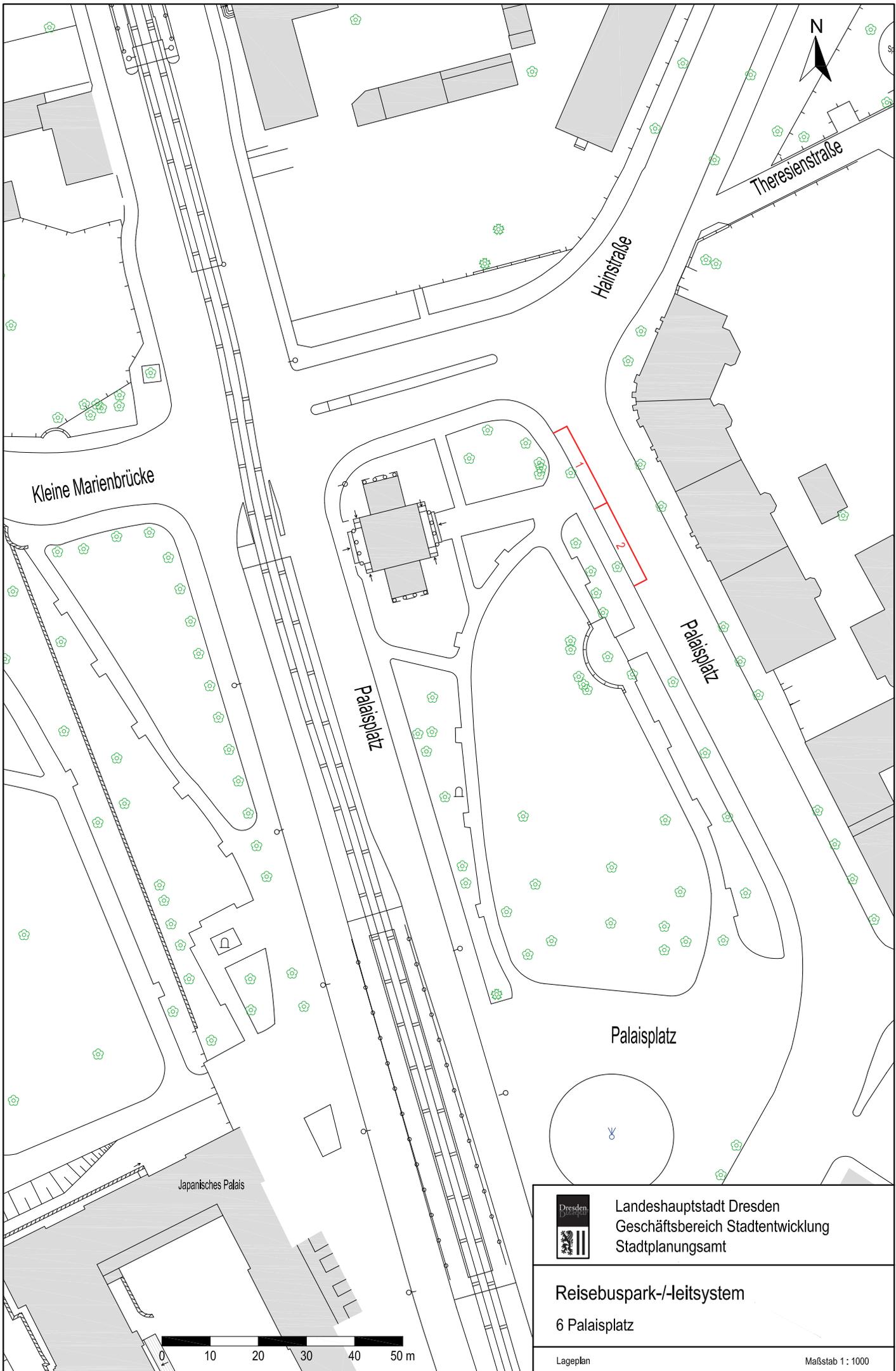
Key tourist destinations in the Inner Neustadt (Königstraße, Hauptstraße, Goldener Reiter, Japanisches Palais, Dreikönigskirche, Erich Kästner Museum) can be reached on foot.

Coaches can get to Antonstraße, then on to the coach park at Pieschener Allee/Marienbrücke bridge either via Königstraße and Albertplatz or via Große Meißner Straße, Robert-Blum-Straße, Leipziger Straße and Eisenbahnstraße (headroom beneath railway: 4.10 m).

When programming your satnav, we recommend entering "Palaisplatz" and access from Hainstraße.



The nearest public toilets are in the market at Dresden-Neustadt railway station (around 550 m).



Kleine Marienbrücke

Theresienstraße

Hainstraße

Palaisplatz

Palaisplatz

Palaisplatz

Japanisches Palais



Landeshauptstadt Dresden
Geschäftsbereich Stadtentwicklung
Stadtplanungsamt

Reisebuspark-/leitsystem
6 Palaisplatz



Lageplan

Maßstab 1 : 1000

10 Carolabrücke/Terrassenufer

[Last revised on 1 August 2014]

Short-stay coach park

Space for
22 coaches to park
5 spaces managed by the
City of Dresden

Local public transport
connection:
Rathenauplatz/Synagoge,
100 m away

Driving distance to Am Zwingerteich
coach
stop: 1,200 m;
to Pieschener Allee
coach park: 2,200 m

**Comments:**

This coach park is very central, close to the Altstadt and convenient for transport. In the summer months especially, the Carolabrücke bridge provides effective shade against the sun for some of the coaches parked there.

The coach park is linked to the main travel routes via Terrassenufer, Steinstraße, Pillnitzer Straße and St. Petersburger Straße.

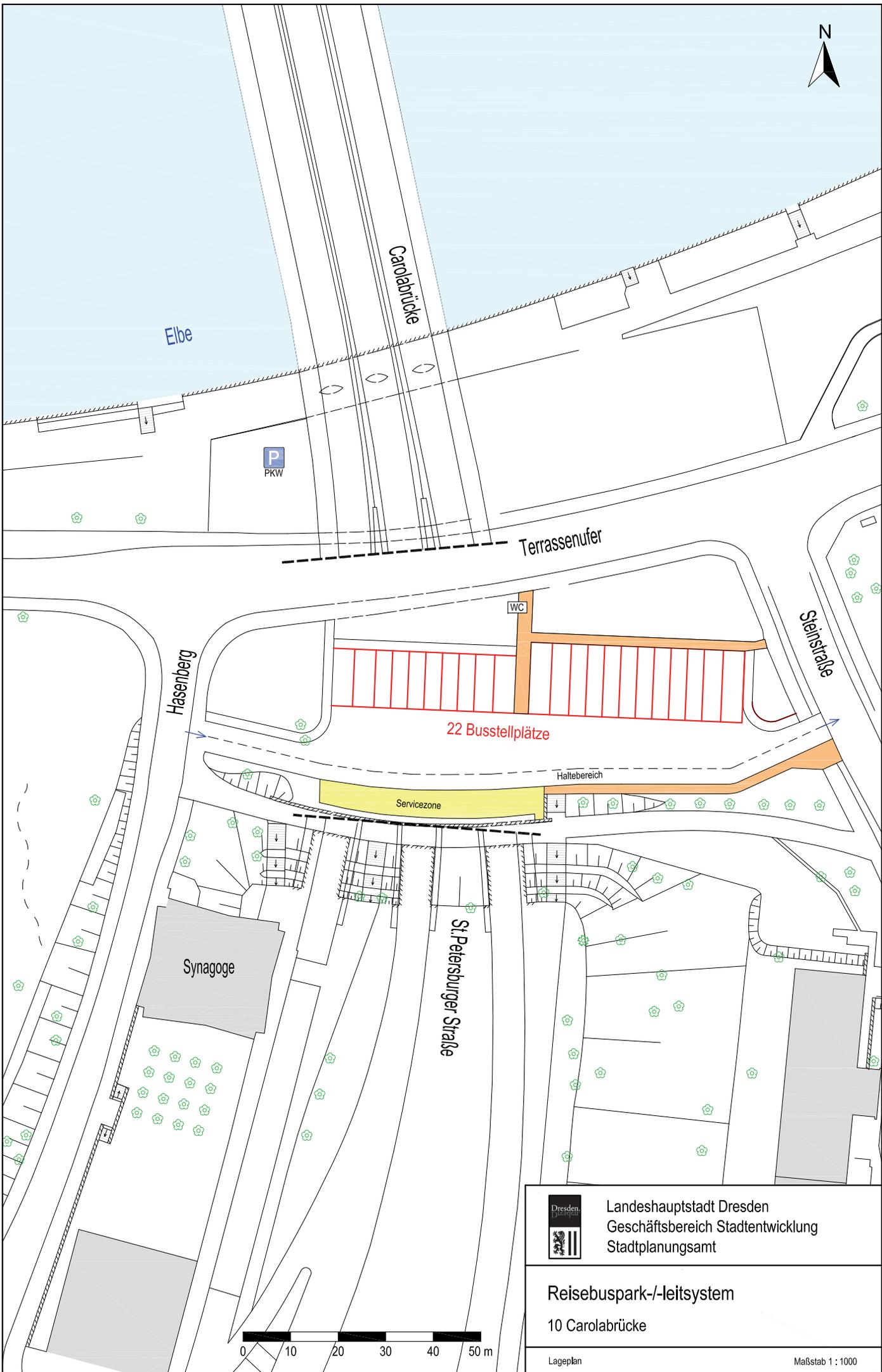
Some of the key tourist destinations which can be reached on foot include:

- Albertinum,
- Brühl's Terrace,
- Neumarkt with Frauenkirche,
- Royal Palace with Green Vault and Hausmann Tower,
- Stallhof,
- Synagogue,
- Transport Museum (Johanneum).

When programming your satnav, we recommend entering the street "Hasenberg".



There are public toilets at the coach park.



Landeshauptstadt Dresden
Geschäftsbereich Stadtentwicklung
Stadtplanungsamt

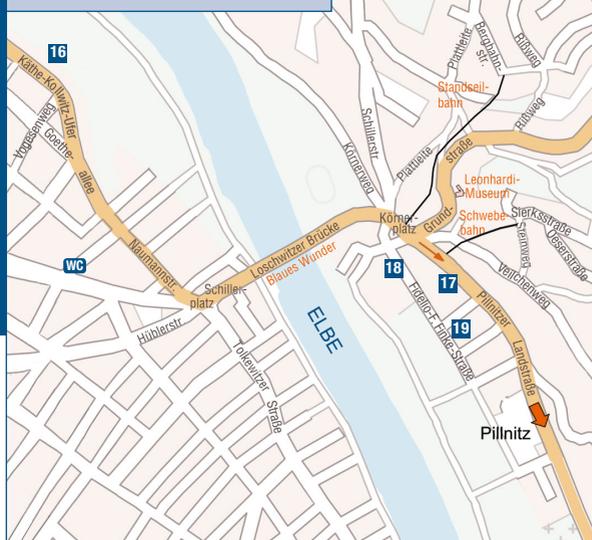
Reisebuspark-/leitsystem

10 Carolabrücke

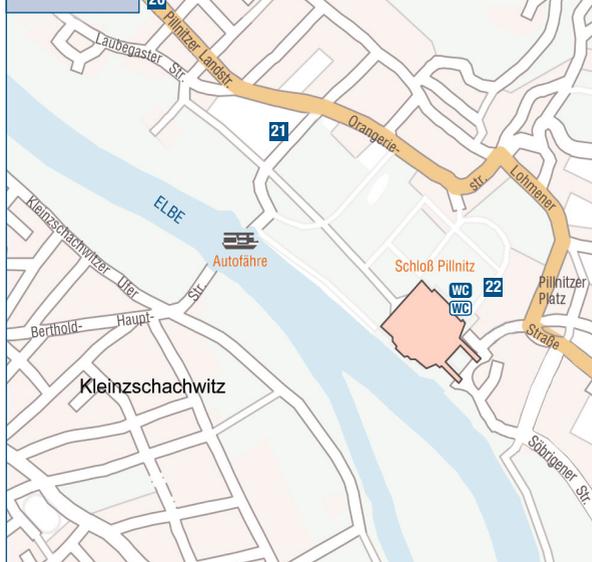
Lageplan

Maßstab 1 : 1000

Blasewitz, Loschwitz



Pillnitz



Tarife Charges

K 1 je 15 Minuten per 15 minutes	1,00 €
B 1 je 1 Stunde per 1 hour	4,00 €
Mindestgebühr minimum charge	4,00 €
B 2 je 1 Stunde per 1 hour	1,50 €
Mindestgebühr minimum charge	1,50 €
Tageskarte day ticket	7,00 €

Kontakte Contacts

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Legende Legend

	Autobahn Motorway
	wichtige Zulaufstrecken im Hauptverkehrsnetz Important traffic routes
1, 2 ...	Standorte Reisebus-Parkleitsystem Coach parking locations

www.dresden.de/parken

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Parken mit dem Reisebus
Ein Plan für Busreisende und Busfahrer
Parking for Coaches
A City Plan for Coach Tourists and Drivers



Dresden.
Dresden



Willkommen in Dresden

Welcome to Dresden

Dresden ist reich an Sehenswürdigkeiten. Zwinger, Semperoper, Dresdner Schloß, Albertinum, Brühl'sche Terrasse, Frauenkirche, Synagoge, Neustadt, Großer Garten, Blaues Wunder, Schloß Pillnitz, Dresdner Messe oder Striezelmarkt – dies sind nur einige der Anziehungspunkte, die Dresden-Besucher auf ihrem Programm haben. Von den zehn Millionen Gästen im Jahr reist ein erheblicher Teil – immerhin rund elf Prozent – mit dem Bus an. In der Hauptreisezeit zwischen Mai und September kommen durchschnittlich etwa 80 Reisebusse pro Tag nach Dresden, und im Dezember zur Striezelmarktzeit werden sogar Spitzenwerte von täglich bis zu 150 Bussen erreicht.

Die Auswahl der günstigsten Zufahrt, eine perfekt geplante Route und die genaue Kenntnis von möglichen Haltepunkten und speziellen Parkplätzen tragen zum angenehmen Aufenthalt der Bustouristen bei. Schließlich wollen sie dicht am Geschehen aus- und einsteigen und möglichst viel sehen. Die Landeshauptstadt Dresden unterstützt daher Reiseanbieter und Busfahrer bei der Organisation ihres Besuchsablaufes. Die Informationen zum Reisebus-Parkleitsystem vermeiden langes Suchen und ersparen Umwege. Sie helfen dem Chauffeur bei der Orientierung und nutzen auch seinen Fahrgästen beim Finden des Treffpunktes.

Schrittweise wird an gefragten Standorten in Dresden das Angebot an Buspark- und Halteplätzen ausgebaut und auch der dazugehörige Service verbessert. 2005 zeichnete die International Road Union das Dresdner Reisebus-Parkleitsystem mit der City Trophy aus.

Dresden boasts a unique wealth of tourist sights. Zwinger, Semper Opera House, Royal Palace, Albertinum, Brühl Terrace, Frauenkirche, Synagogue, Neustadt district, Grosse Garten park, Blue Wonder bridge, Pillnitz Palace, Dresden Exhibition Centre or Striezelmarkt Christmas market – those are just a few of the attractions which visitors to Dresden include in their itineraries. A significant proportion of the 10 million visitors every year – namely around 11 per cent – arrives in the city by coach. About 80 coaches visit Dresden on an average day during the main season from May to September, and this number can even soar to more than 150 coaches during the Striezelmarkt Christmas market in December.

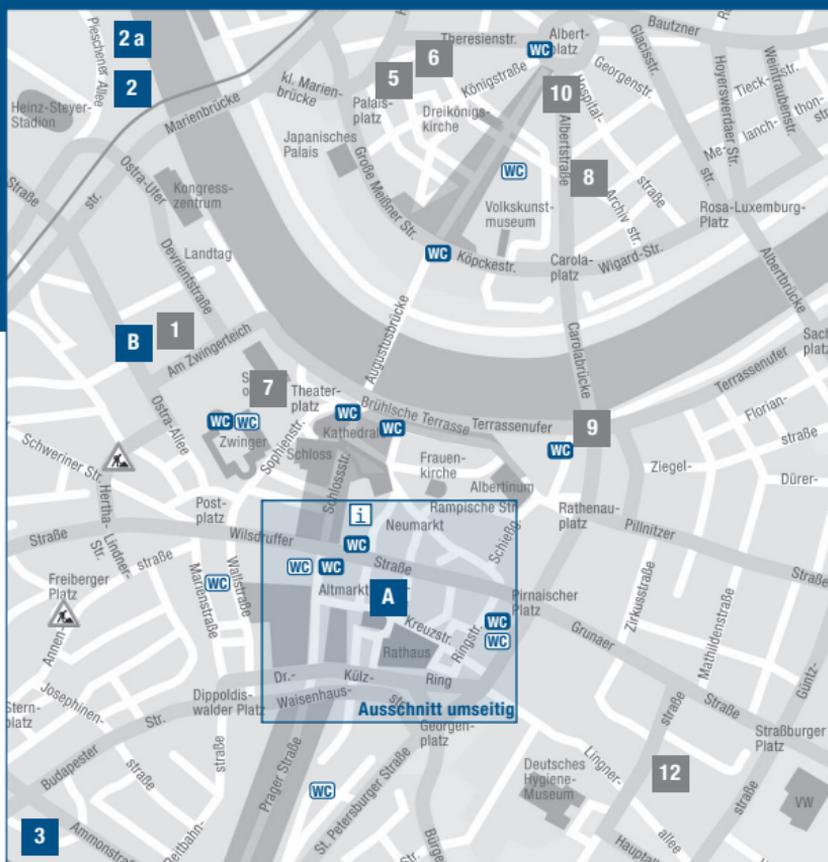
Perfect planning of the most favourable route and precise information regarding stopping places and special parking areas contribute significantly to a pleasant stay for coach tourists. After all, they want to get as close as possible to the sights they cannot afford to miss. The City of Dresden has therefore decided to assist travel operators and coach drivers with the organisation of their stay. The information provided by the “coach parking and guidance system” saves time-consuming searches and unnecessary detours. It serves as orientation for the coach drivers, and at the same time helps passengers to find the best way back to their pick-up point.

The coach parking and stopping places are being expanded step by step at the most popular locations, and the services for coach tourists are being improved. In 2005, the International Road Union named Dresden the winner of its biennial City Trophy award in recognition of its achievements in implementing the “coach parking and guidance system”.



Standorte Locations	Tarif Charges	Plätze Places
1 Am Zwingerteich (Halten stopping), nur zum Aus- und Einsteigen set-down and pick-up only Kurzzeitparken maximal 15 Minuten short stay only, max. 15 minuten	K 1	9
2 Marienbrücke (Parken parking)	B 2	78
2 a Pieschener Allee/am Volksfestgelände (Ausweichparkplatz stand by parking)	B 2	16
3 Ammonstraße (Parken parking)	B 2	45
4 Altmarkt/Wilsdruffer Straße (Halten stopping), nur zum Aus- und Einsteigen set-down and pick-up only		3
5 Palaisplatz (Parken parking)	B 1	2
6 Theresienstraße (Parken parking), Kurzzeitparken 2 Stunden, 10 – 18 Uhr short stay only, max. 2 hours, 10 am – 6 pm		2
7 Theaterplatz (Halten stopping)		2
8 Archivstraße (Parken parking)		1
9 Carolabrücke (Halten und Parken stopping and parking)	B 1	28
10 Albertstraße (Halten stopping)		1
11 Glacisstraße, Georgenstraße (in Vorbereitung in preparation), Kurzzeitparken 2 Stunden, 8 – 18 Uhr short stay only, max. 2 hours, 8 am – 6 pm		2
12 Blüherstraße (Parken parking)	B 2	6
13 Tannenstraße (Parken parking)		2
14 Bischofsweg (in Vorbereitung in preparation) Kurzzeitparken 2 Stunden, 10 – 18 Uhr short stay only, max. 2 hours, 10 am – 6 pm		2
15 Radeberger Straße (Parken parking) Kurzzeitparken 2 Stunden, 9 – 18 Uhr short stay only, max. 2 hours, 9 am – 6 pm		4
16 Käthe-Kollwitz-Ufer (Parken parking) Kurzzeitparken 1 Stunde short stay only, max. 1 hour		5
17 Pillnitzer Landstraße/Schwebbahn (Parken parking) Kurzzeitparken 1 Stunde, 10 – 17 Uhr short stay only, max. 1 hour, 10 am – 5 pm		2
18 Dorfplatz Altloschwitz nur zum Aus- und Einsteigen set-down and pick-up only		1
19 Fidelio-F.-Finke-Straße (Parken parking)		2
20 Pillnitzer Landstraße (Parken parking)		5
21 Pillnitz Leonardo-da-Vinci-Straße (Parken parking)		3
22 Schloß Pillnitz, Schloßhof (Parken parking) Kurzzeitparken 1 Stunde, 10 – 17 Uhr short stay only, max. 1 hour, 10 am – 5 pm		5

Empfohlene Bushalte- und Busparkplätze während des Striezelmarktes 2014 am Altmarkt

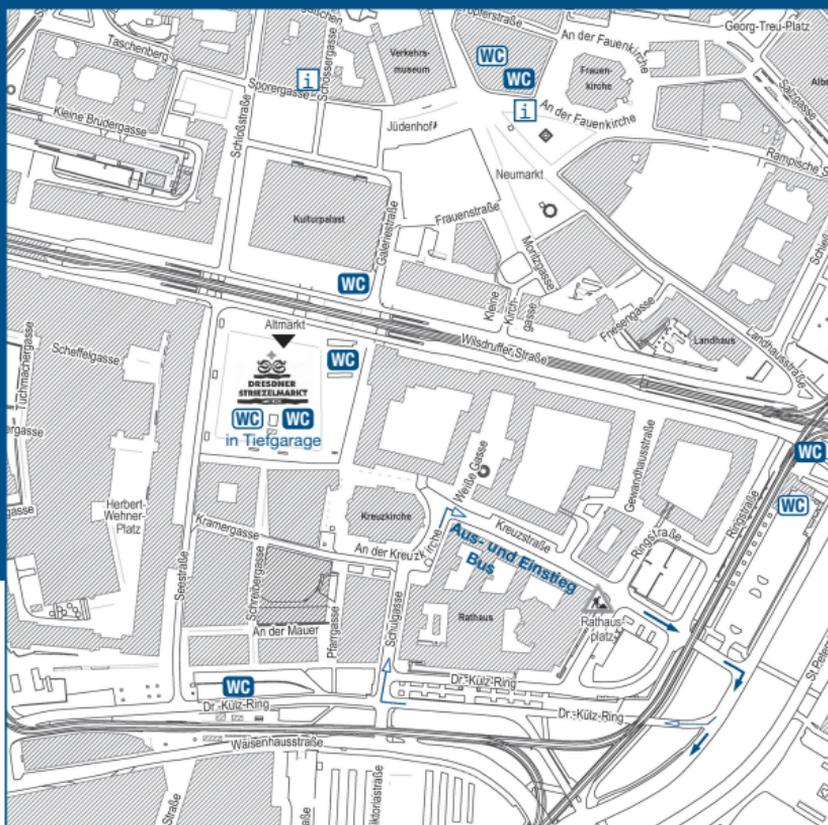


	Standort zum Halten	Tarif	Plätze
A	Kreuzstraße Süd nur zum Aus- und Einsteigen, gültig vom 27. 11. bis 24. 12. 2014	gebührenfrei	7
	Standorte zum Parken		
B	Pieschener Allee gültig vom 9. 12. bis 24. 12. 2014	B 2	18
2	Marienbrücke eingeschränkt vom 9. 12. 2014 bis 10. 1. 2015	B 2	78
2 a	Pieschener Allee/Volksfestgelände Gebührenfrei		35
3	Ammonstraße	B 2	45

B 2 je 1 Stunde/Mindestgebühr 1,50 €, Tageskarte 7,00 €

Die Bushalteplätze sind sofort nach dem Aus- und Einsteigen der Fahrgäste zu verlassen. Für Wartezeiten muss ein Busparkplatz (empfohlene Standorte 2, 2 a und 3) aufgesucht werden.

Ab 9.12. gibt es Kapazitätseinschränkungen am Standort 2, für die am Standort B Ersatz angeboten wird.



Gebührenfreies Halten Kreuzstraße Süd!

-  Zufahrt für Reisebusse
-  Abfahrt für Reisebusse
-  Hauptzugang Striezelmarkt
-  Fußgängerzone
-  öffentliche Toilette
-  Behindertentoilette

In Richtung Zentrum sollten vorwiegend genutzt werden:

A 4 Anschluss Dresden-Altstadt – B 6

A 17 Anschluss Dresden-Südvorstadt – B 170

Der Striezelmarkt 2014 findet auf dem Altmarkt statt.

Für die Reisebusse sind gebührenfreie Aus- und Einstiegsplätze an der Kreuzstraße Süd (Rathausseite) eingerichtet. Diese erreichen Sie über die St. Petersburger Straße, Dr.-Külz-Ring, Schulgasse.

Im Stadtzentrum gibt es zusätzliche Verkehrszeichen zur Orientierung:



Führung zu den Aus- und Einstiegsplätzen (am Striezelmarkt)



Führung zu den Busparkplätzen Marienbrücke, Ostra-Allee und Ammonstraße