



Kiss and ride (K&R)

This ReVeAL building block fact sheet is one of a series of 33, each describing one Urban Vehicle Access Regulation (UVAR) building block and providing an example of its use in a city. The ReVeAL building blocks can be combined with one another to create a structured UVAR package for a city. Try out the ReVeAL online tool, www.AccessRegulationsForYourCity.eu, to receive suggestions of appropriate UVAR building blocks for your city as well as guidance in their implementation.

The EU-funded research and innovation project, CIVITAS ReVeAL, aims to add Urban Vehicle Access Regulations and associated policies and technologies to the standard range of urban mobility measures in cities across Europe. The project mission is to enable cities to optimise urban space and transport networks use to improve urban accessibility, sustainability, and liveability.

For more information, please visit: www.civitas-reveal.eu.

Spatial Interventions

Spatial interventions are where the road layout has been altered to favor more sustainable mobility and prevent vehicles entering. Examples of these are removing road and parking space taken for vehicles and using the space for sustainable mobility or amenities (bus lanes, logistics hubs, parklets, restaurants and more)

Speed reduction

Traffic filter:

- Recirculation of traffic
- Road block
- Capacity restraint

Reallocating parking space:

- Parklet
- Drop-off zone shared mobility
- Logistics bay (mini-hub)
- Kiss & Ride (K&R)

Reallocating road space for pedestrians:

- Widen pavement
- Pedestrian priority street or zone

Reallocating road space for cycling:

- Cycle lane
- Cycling street

Reallocating road space for public transport:

- Bus or tram priority lane

Pricing Aspects

Pricing aspects are when the entry to an area or to the entirety of the city is given a price tag to encourage more sustainable transport. Pricing aspects also include the (differential) levels of penalty fees to encourage (and enforce) compliance.

Road charges / tolls:

- Charge applied to a perimeter or an area (congestion charge)
- Charge applied to specific points
- Distance-based charge
- Time-based charge
- Permit charge
- Charge based on emission standards (pollution charge)

Parking charge:

- Dynamic price (real time)
- Fixed price
- Charge based on emission standards (pollution charge)
- Workplace levy
- From on-street to off-street parking

Regulatory Measures

Regulatory measures are those where there is a legal instrument that states who can and cannot enter an area. They could often also be called "bans" and include Zero Emission Zones, Low Emission Zones, and Limited Traffic Zones.

Regulation by emissions:

- Euro standard
- Zero-emission vehicles

Regulation by vehicle type and dimensions:

- Vehicle type
- Dimensions

Regulation by trip purpose:

- Delivery and logistics
- Through traffic ban

Regulation by permit:

- Permit to travel
- Parking permit
- Planning permit conditions



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Definition of the building block

Parking space is converted to an area where motor vehicles can only stop for a limited time (limited to the time needed to drop off children, hospital patients, etc.).

Timing, phasing, scaling and replication

This building block has no-timing related issues requiring specific attention.

Time windows

- Allowing vehicle access at particular times of day
- Allowing vehicle access on given days of the week (e.g., weekends)
- Having no time differentiated vehicle access

Enforcement options

- Manual enforcement through visual inspection
- Road sign

Gender and equity

There are no specific concerns to be aware of.

Future considerations

No specific effects are foreseen for this building block from future technologies.

Further guidance

- Communicating the aim of the scheme
- Enforcement options

Complementary measures

Organisational support

A city can support which shared mobility systems are implemented (and in which way; uniformity, infrastructure, ...) and they can support the dialogue between stakeholders (e.g., citizens, companies, providers, etc.).

Consider combining with:

Spatial Interventions

Traffic filter: Road block



The Kiss and Ride area next to Nijmegen Central Station (2022).

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*Example: Nijmegen, the Netherlands*Description

In Nijmegen there is a Kiss and Ride area next to the main entrance of the central railway station. The area can accommodate up to ten cars and is meant for pick-up and drop-off of passengers of the public transport network.

The K&R area is a paid parking area with a maximum 30-minute stay, the first 10 minutes being free. For longer waiting times, there is a Park & Ride facility next to the station and many options for on-street paid parking.

Plans for the renovation of the station foresee a second Kiss and Ride area on the other side of the tracks.

Enforcement methods

Parking inspectors

Time windows

No time differentiation for access

Phasing and upscaling

- 2012. Introduction of the Kiss and Ride area next to central station
- 2028. Expected completion of the central station renovation, with an additional Kiss & Ride area

Other building blocks put in place

Pricing Aspects

Parking charge: Fixed price

Complementary measures

Increased mobility options

Park & Ride, with discounts for train seasonal tickets holders

References

- ProRail. (n.d.). *Extension of Nijmegen railway station*. Retrieved June 14, 2022, from <https://www.prorail.nl/projecten/uitbreiding-station-nijmegen>
- RN7. (2021, April 6). *Meer duidelijkheid bij Kiss + Ride station Nijmegen*. <https://www.rn7.nl/12040-meer-duidelijkheid-bij-kiss-ride-station-nijmegen-eerste-10-minuten-gratis-daarna-altijd-betalen>

