Park+Ride is seen as a useful way to reduce the number of cars entering a city. Sites established at existing railway stations have had varying amounts of success, many being in conjunction with new Parkway stations where they are linked to longer distance travel.

- Attention has been paid to provision of sites on the outskirts of cities in conjunction with a dedicated bus service. Their success depends in part on security arrangements at the site, and the frequency of service.
- Although generally considered successful Park+Ride does have its problems. Foremost among these is a tendency to cause passengers who would have used the bus for their whole journey, to drive to the Park+Ride site instead.
- This can cause local bus services to deteriorate, and in the longer term harm those who do not own a car. It is because most Park+Ride services in Britain are separate undertakings with fare levels set to attract the motorist, and may often be below the standard bus fare.
- Also it is likely that the Park+Ride service will not stop between the site and the city centre while the local services although benefiting from any bus lanes installed for the Park+Ride service, still have to make frequent stops. The larger the city, the greater the problems are to ensure that the service is regular, with bus lanes being required on both inward and outbound legs.
- Despite the undoubted success of Park+Ride schemes, there is little evidence of any reduction in congestion within the cities they serve. Instead, studies show that they do attract more people to City centres. With locations on the edge or just outside the built up area, the distance travelled on public transport may be short compared to the length of the car journey. It may be that the benefits of Park+Ride come more from helping to achieve a change of attitude towards public transport than in direct environmental benefits.
- Light rail is a mode ideally suited to providing Park+Ride services in a way that can overcome some of the problems. It is sometimes said that due to the size of the vehicles it would not be economic to provide the frequent enough service required. Light rail can however combine the Park+Ride passengers with the general passenger load and with its high quality of ride accommodate standing passengers in reasonable comfort when sudden surges occur.
- The ideal fare structure enhances the properties of the mode, allowing interchange at both ends on a single ticket. This reduces the abstraction from local services, using them as feeders to the direct service to a city.
- It is quite practical and common to have more than one Park+Ride site serving a light rail line and bus service interchanges can occur at the

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