

DMT - 21 AUGUST 2001

CMT – 11 SEPTEMBER 2001

ECONOMY & PLANNING REVIEW PANEL - 19 SEPTEMBER

CABINET - 3 OCTOBER 2001

TRANSPORT INITIATIVES - POSITION STATEMENT AUGUST 2001

1. INTRODUCTION

- 1.1 Members received a report on 28 March 2000 regarding a number of transport initiatives.
- # 1.2 The purpose of this report is to review these schemes and, in conjunction with the annual review of the Council's Expenditure Plan, suggest changes that would make the Council's input more effective, particularly Partnership Working. This will meet a key corporate target set for 2001/2, please see below. Appendix 1 lists these schemes and their costs.

2. CORPORATE AIMS AND TARGETS

- 2.1 ***Heart of the Forest - The Council's Corporate Plan*** includes the following corporate aims which are relevant to this report:
- Working with Partners
 - Social Well-Being – priorities include:
 - Road Safety
 - Health (local Health Improvement Plan)
 - Young People
 - Older People
 - Social Inclusion
 - Environmental Well-Being - Transport
- 2.2 The aim for Transport is to “*work with our partners to enhance transport availability and choices because good access to schools, jobs and all community facilities is a key ingredient for a healthy community and a successful and sustainable local economy*”.
- 2.3 A key corporate aim for 2001/2 is to “*Report on the scope to improve transport links for young people, including the extension of the young person's concessionary fare*”.

scheme to additional rural parishes and implement any schemes as agreed".
Financial provision for the extension of the young person's concessionary fare scheme and the Calshot youth links scheme was made in the 2001/2 Expenditure Plan.

- 2.4 The District Council has worked with its partners in order to complement, not duplicate, the works and funding provided by others. Through Joint Member Panels and Joint Officer Groups, the Council has formed a number of effective partnerships with others to make best use of available resources and promote measures that have a good degree of local support. The report received on 28 March 2000 outlined how this was proceeding and, unless otherwise stated in this report, this work is continuing as previously indicated.
- 2.5 When considering the introduction of new features, changes to the highway and prioritising many types of maintenance work, one of the prime concerns is road safety. Casualty reduction or reducing the fear of injury or crime, especially amongst vulnerable road users, are objectives for highway improvements. All improvements involving engineering works referred to in this report will be designed with the aim of making a positive contribution to road and/or community safety.

3. CONCESSIONARY FARES SCHEME FOR YOUNG PEOPLE

3.1 Summary of Current Scheme

- 3.1.1 Eligibility: Aged 14 - 16.
- 3.1.2 Concession: £38 vouchers for use on most forms of local public transport.
- 3.1.3 Linkage: The scheme was developed as part of this Council's "Improving Transport Links for Young People" initiative. Vouchers can be used on public bus services and taxis. This benefits households suffering "transport poverty" and promotes the use of public transport.
- 3.1.4 Area/Funding: Parishes covered include:
- | | |
|----------------|----------------------------|
| Breamore | Damerham |
| Ellingham | Fordingbridge |
| Godshill | Hale |
| Hyde | Martin |
| Rockbourne | Sandleheath |
| Whitsbury | Woodgreen |
| Milford-on-Sea | Hordle |
| Sway | New Milton (Northern part) |
| Boldre | East Boldre |
| Beaulieu | Exbury & Lepe |
| Denny Lodge | Minstead |
| Bramshaw | Lyndhurst |
| Ellingham | Burley |
| Sopley | Bransgore |
| Copythorne | Fawley (Calshot area) |

3.1.5 The £42,410 allocation was based on 60% take up, 10% administrative and printing costs and £1,000 initial costs for publicity, etc. The take up to end of June 2001 is 260 and, as a rough guide it is expected that the likely take up will be in the region of 800 this year increasing to possibly 900 in following years as the scheme gets more established and well known. It is therefore anticipated that there will be an under spend in the region of £11,000 this year and £6,300 in 2002/3.

3.1.6 This expansion of the Young Persons Concessionary Fares Scheme was an important part of the HImP action plan.

4. CALSHOT TRANSPORT LINKS

4.1 The original proposals were previously agreed with our County and HImP partners that action be taken to improve links for young people.

4.2 Existing Calshot to Local Youth Clubs Scheme

4.2.1 £1,000 was made available by NFDC up to 31 March 2001. This allowed the brokered mini bus service suggested by our partners to start running in January 2001. The budget was increased to £3,020 in 2001/2 to enable the scheme to operate for 12 months a year.

4.2.2 The target age group is 9 – 14 year olds. The existing mini bus service (driver has youth work experience) is very well used. There is a demand for it to operate more frequently. The New Forest Voluntary Service Council (NFVSC), who operate the service on behalf of this Council, have suggested that additional funding be provided. It is suggested by your officers that the current £3,020 budget be increased to £4,000.

4.3 Existing Calshot – Southampton (a fortnightly Friday night service) Link

4.3.1 Target age group was 15 – 19 year olds. The Boldre/Beaulieu service did include a pick up point in Calshot. However, as set out elsewhere in this report, this service was poorly used and, following discussion with your officers, was terminated at the end of July. This was disappointing as no registered public transport serves Calshot in the evening.

4.4 Proposed Alternative Scheme

4.4.1 The Calshot Project Worker has confirmed the need for improved transport links for a wide range of groups. Services which demand pre booking, without someone to locally promote the service, are often poorly used. A better way to provide improved transport links is address the demands of existing groups, or those that may be formed, could be to make available a mini bus through the NFVSC brokerage scheme. The Project Worker knows of groups who are likely to be interested. In addition a project to provide football coaching may benefit. Given the savings identified above for 2001/2 it is suggested that your officers be given delegated authority to make up to £1,000 available to implement the scheme in 2001/2 and that £1,000 be made available in future years.

5. SPECIAL TRANSPORT INITIATIVES TO REDUCE SOCIAL EXCLUSION

5.1 Existing Initiatives

- 5.1.1 A number of pilot schemes that benefit this area were introduced as part of the Rural Transport Partnership (RTP). RTP schemes are part funded by Central Government through the Countryside Agency but are also dependent on contributions from this Council. RTP funding is dependent on regular review by the SW Hampshire Local Transport Forum and the (Hampshire) LTP Steering Group. This Council has officer representation on both of these.
- 5.1.2 The pilot schemes that benefit this District are set out below with the 2001/02 costs. Contributions will be made in 2001/02 using the allocated funds as part of this Council's initiative to improve transport links for young people. The two columns of figures are not directly comparable as the annual running costs relate to periods starting 1 October:

Initiative	Estimated Annual Costs	District's Contribution (2001/2)
Shared moped scheme for young people	£7,900	£2,510
Evening mini-bus trips for young people	WITHDRAWN	£ 0
Youth taxi-sharing for leisure journeys	£1800	£450

5.1.3 Shared Moped Scheme

This scheme got off to a very good start and continues to be well used. The scheme is almost fully subscribed with most mopeds allocated. Referrals are made by partners, particularly Social Services and NFVSC operate the scheme. This Council funded two additional mopeds in 2000/1.

5.1.4 Evening Mini-Bus Trips for Young People

This service was very poorly used despite attempts to raise the profile of the service and improve pre-booking arrangements. When the service was reviewed by HCC in consultation with the Countryside Agency, this Council and other stakeholders, it was reluctantly decided to withdraw it. There was a view that young people were not keen on having to pre-book (this has not been the case with a daytime service aimed at older people which is very well used) and that input by Youth Workers etc was important to make such schemes a success. HCC are considering setting up a registered service (that does not need to be pre-booked) but there are no firm proposals at this time.

Rural Parishes (defined by Government as those with a population of less than 20,000 persons) have access to grants up to £10,000 to introduce new rural transport schemes. Your officers plan to contact the Parishes about this grant but the grant rules mean that some local money has to be found. It is therefore suggested that this Council make available £1,500 to support such Parish schemes that provide new travel links for people living in the District.

5.1.5 Youth Taxi-Sharing Scheme

The Fordingbridge service is running approximately fortnightly, with one or two passengers each time; the Lyndhurst service is not really being used. Patronage is showing no signs of improving and it may well be withdrawn. Fortunately the service has been set up so that if it does not run then the costs are minimal. It is therefore suggested that this Council reduces its contribution towards the service as set out in Appendix 1.

6. HEALTH IMPROVEMENT (HImP) TRANSPORT ACTION PLAN

6.1 Existing Situation

6.1.1 The plan has been agreed by the HImP Transport Group. Many of the initiatives requiring action by this Council are now being delivered as they were included in 2001/02 allocations. The highest priority of this group was the need to ensure retention of the "tokens" scheme, which it is hoped will be funded in future years, because tokens are used by the many people who use community transport schemes (dial-a-ride etc). This demonstrates the value of partnership working and the commitment of the Council to "Public Health in Partnership". Joint officer working has enabled a number of schemes to meet the original objectives as well as to contribute towards the HImP whilst keeping within agreed budgets.

6.2 Implementation of Action Plan

6.2.1 The Action Plan has 12 objectives to be achieved by the end of 2003. These have been put in priority order and seven need action by this Council (Action Plan priority shown in brackets):

- Continue Token Scheme for those unable to use buses. (1)
- Increase access opportunities for young people. (2)
- Expand Mini-bus services in rural areas. (2)
- Expand Young Persons Concessionary fares scheme to all rural areas. (3)
- Improve accessibility, commission training for bus, taxi and private hire drivers in disability awareness. (4)
- Improve lighting at bus stops. (7)

6.2.2 Continue Token Scheme for disabled and those unable to drive for medical reasons

The scheme agreed for 2001/02 will meet the new legal requirements of a half price fare scheme for those above retirement age and retain the previous benefits of the tokens scheme for those categories previously eligible. This will fully satisfy this highest priority HImP objective.

6.2.3 Improve access opportunities for young people; Expand mini-bus services in rural areas; and Expand young persons concessionary fares scheme

The Council's contributions towards the shared moped scheme, and shared taxi service will help towards meeting this objective as will the Calshot Youth and Club links and the expanded young person concessionary fares scheme. It is also hoped to work in partnership with Parish Councils to improve rural travel opportunities.

6.2.4 Improve accessibility, commission training for bus, taxi and private hire drivers in disability awareness

It is hoped that HImP Partnership Grant funding, possibly £10,000, will be available for increasing accessibility through a range of measures. It is anticipated that this will include commissioning training and that the Council's Hackney Carriage Licensing Officer will be able to successfully coordinate this. The introduction of extra accessible taxis is more problematic. Issues such as cost of accessible taxis and uncertainty about the regulations accessible taxis will have to comply with could make it difficult to meet this objective at this time. However, it is intended to involve the taxi trade, through the Council's Hackney Carriage Licensing Officer, in order to explore how the obstacles can best be overcome.

6.2.5 Improve lighting at bus stops

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The Council has a budget for lighting improvements and some of it can be used to meet this objective. However, it does need to be recognised that light pollution in rural areas has environmental implications and this may conflict with the County's lighting policy. The sites detailed in Appendix 2 are currently being considered for inclusion in this years lighting improvements programme.

6.3 Proposed Scheme to Address Transport Issues

6.3.1 Participatory needs assessments have identified concerns about transport as important to local people. To demonstrate this Council's commitment to Partnership Working it is suggested a small budget be made available to implement minor measures to either:

- address identified concerns without undue delay were no other funding is available from other sources; or
- allow others to implement a proposal that is dependent on either a small contribution and/or design resource.

6.3.2 Measures could include the expansion of existing schemes to cover a wider area but it is suggested that be lead by the results of the assessments.

7. TRANSPORTATION WORK

- 7.1 The Best Value Action Plan identifies the increasing importance that transport issues have for the local community. In particular health service providers and businesses highlight the particular significance, in terms of health and economy issues, that transport has for them. Appendix 1 summarises suggestions to address a number of issues causing concern.
- 7.2 Implicit in the Best Value review is the need for more resources to unlock the opportunities becoming increasingly available to improve transport provision in its widest sense. It is clear that our partners expect the District to actively assist with implementing new programmes such as Cycle Route planning, Safer Routes to Schools, as well as related schemes to assist pedestrians and public transport users.
- 7.3 Developing and implementing the Young People, Green Transport and HImP initiatives referred to in this report has, with regard to District employees, been done using existing staff resources which are very stretched. This continues to cause some operational problems with competing work priorities and some of our partners are also experiencing similar problems. This has meant delays and, if the situation continues, opportunities could be lost to the detriment of the area.

Local Transport Plan

- 7.4 District Officers are now helping with the implementation of a number of Local Transport Plan (LTP) schemes. They are also assisting HCC with annual monitoring of the LTP as, in order to attract more transport investment into the District, evidence is needed to show that the LTP strategy is working.

8. NFDC GREEN TRANSPORT PLAN

- 8.1 The need to agree and implement a Green Transport Plan (GTP) for the Council has been identified as item A15 in the Planning Service Best Value Review Service Improvement Plan. The Employee Travel Survey is nearing completion but additional resources will be needed if the target to adopt a GTP is to be met. A separate report on this agenda refers.

9. CYCLING, WALKING AND SAFER ROUTES TO SCHOOLS

- 9.1 The pedestrian and cycle routes in the District Local Plan have been reviewed. This will complement the work being done in connection with area transportation strategy cycle networks, expansion of Heritage Area Recreational cycle routes network in order to provide links to adjacent settlements and development of Sustrans routes. A New Forest Cycling Officers' Working Group is taking an overview on cycling related issues and promoting a coordinated approach with key partners.
- 9.2 HCC are developing cycle route proposals for Lyndhurst and for Water Lane, Totton. Proposals for the A36 Salisbury Road area of Totton are due for implementation as part of HCC's major maintenance scheme. The draft Totton and Waterside Transport Strategy identifies cycle routes needed in that area and HCC's consultants are preparing detailed proposals.

- 9.3 District Officers are consulting on outline cycle route/safer routes to school proposals for the Lymington Area and are preparing consultation drawings for New Milton. It is hoped to start preparing outline cycle route/safer routes to school proposals for Ringwood later this year. This work has helped identify the need for controlled crossings, a number of which have been included in the LTP capital programme.
- 9.4 The Stopples Lane – Everton Road (Eastern Section) Cycle Route, Hordle has been delayed because negotiation regarding land acquisition has not been concluded. It is hoped that this part of the route will be completed in either 2001/02 or 2002/03. The sections that the developer was required to provide have been substantially completed.
- # 9.5 This Council provides cycle parking facilities in town and village centres as close as possible to the local amenities. Appendix 3 details those provided to date and suggestions for additional sites.

10. DEMAND MANAGEMENT

- 10.1 Further development of the parking policies, demand management measures and contributions policies is needed and it is hoped that progress will be made during the coming months. Little progress has been made since February 2001. Since PPG 13 (Transport Planning Policy Guidance) was issued by Central Government the Council has had to suspend the seeking of transport related contributions from developers in respect of new development. Work on preparing a new policy that is consistent with PPG 13 has started and priority will be given to completing a draft for Member consideration.

11. NEW FOREST TRANSPORT OFFICER

- 11.1 This post plays an important role in the development and delivery of many of the initiatives referred to elsewhere in the report. The contribution towards this New Forest Voluntary Service Council based post was re-introduced in 2001/02 and remains in the base budget.
- 11.2 It is also hoped that funding will be secured from a number of agencies for the appointment of a New Forest Heritage Area Transport Officer. The holder of this post will be expected to assist with the identification, development and implementation of a whole range of transport schemes and policy initiatives within the New Forest Heritage Area. Expenditure plan proposals for 2002/03 include a £5,700 contribution for this post for the next three years.

12. ENVIRONMENTAL IMPLICATIONS

- 12.1 There are no environmental implications that directly arise from this report. Overall the initiatives referred to should reduce transport related pollution.

13. FINANCIAL IMPLICATIONS

- 13.1 The financial implications are set out in Appendix 1. The financial implications for 2001/02 (net saving of £11,000) are reported in the budgetary control report elsewhere on this agenda.

13.2 As indicated above, the Council's policy for seeking contributions towards transport related projects needs to be revised following the amendment of PPG 13. This would enable the Council, as Local Planning Authority, to seek contributions from developers towards new or expanded projects.

13.3 The principal elements of this Council's spending on transport initiatives continues to be concessionary fares schemes. These schemes account for 94% of the total £0.76m transportation spending anticipated in 2001/02. It is forecast that this situation will continue in future years.

13.4 Expenditure plan proposals for 2002/03 include contributions to Parish Council's rural transport schemes (£1,500), low cost measures identified in partnership with health service providers (£5,000), additional support for Calshot (£2,000), work on implementing a green transport plan for this Council (£9,000) and a contribution to the cost of employing a New Forest Heritage Area Transport Officer (£5,700).

14. CRIME & DISORDER IMPLICATIONS

14.1 A number of measures referred to will give young people greater travel opportunities to activities and this may reduce the perception of youth nuisance.

15. CONCLUSIONS

15.1 This Council has worked effectively with HCC and its other Rural Transport and HImP partners over the last year to introduce several innovative schemes to address transport poverty in rural areas. The young person's concessionary fare scheme and the Calshot youth links scheme have both been successfully extended this year. It is suggested that the changes set out above, and in Appendix 1, would increase the effectiveness of this Council's investment in Transport Initiatives and demonstrate this Council's commitment to:

- Partnership Working
- Reducing social exclusion and transport related poverty
- Improving sustainability

15.2 Many "Rural Transport" initiatives are dependent upon the work done by the New Forest Transport Officer. This Council should continue to support this jointly-funded post.

15.3 In order to secure developers' contributions towards transport related projects the Council's policy for seeking contributions towards transport related projects needs to be revised as soon as is practical.

16. RECOMMENDATIONS:

Economy & Planning Review Panel

That the Cabinet be advised that the Panel supports the recommendations below;

That the following initiatives be supported with revised costs as set out in Appendix 1:

- Young persons concessionary fares.
- Moped loan scheme.
- Evening taxi trips for young people.
- Contributions to parish rural transport schemes.
- Low cost transport measures (health partnership working).
- Calshot youth links.
- Calshot clubs links.
- Concessionary fares scheme for the elderly etc.
- Improving public footpaths.
- Community transport / grants for dial a ride.
- Measures to encourage cycling.

That financial support no longer be given to the "Evening Mini Bus" service which has been withdrawn by HCC.

That the Council's policy for seeking contributions towards transport related projects be revised as soon as is practical.

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Background Papers

Environment Services File
DH100/19
Environment Services File
DH100/19/1
Published Papers

Appendix 1

SCHEME	PROMOTING AUTHORITY	SCHEME COSTS :		NFDC ALLOCATION/EXPENDITURE:							
		2000/01	2001/02 (REVISED)	2000/01	2001/02 ORIGINAL	2001/02 ANTICIPATED	2001/02 CHANGE	2002/03 FORECAST	2003/04 FORECAST	2004/05 FORECAST	2005/06 FORECAST
TRANSPORT LINKS FOR YOUNG PEOPLE		32,880	32,900	3,700	47,410	34,360	-13,050	41,910	46,910	46,910	46,910
YOUNG PERSONS CONCESSIONARY FARES	NFDC	8,600	24,000	8,600 #	42,300	31,400	-10,900	39,000	37,910	37,910	37,910
MOPED LOAN SCHEME	HCC	19,600	7,900	3,200 #	2,510	2,510	0	2,510	8,000	8,000	8,000
EVENING MINI-BUS SERVICES	HCC	3,400	WITHDRAWN	2,500	1,700	0	-1,700	0	0	0	0
EVENING TAXI TRIPS FOR YOUNG PEOPLE	HCC	1,280	1,000	1,200	900	450	-450	400	1,000	1,000	1,000
CONTRIBUTIONS TO PARISH RURAL TRANSPORT SCHEMES	PARISH COUNCILS				0	0	0	1,500	1,500	1,500	1,500
LOW COST TRANSPORT MEASURES (Health Partnership Working)								5,000	5,000	5,000	5,000
CALSHOT TRANSPORT INITIATIVE		1,000	5,000	1,000	3,020	5,000	1,980	5,000	5,000	5,000	5,000
CALSHOT YOUTH LINKS	NFDC	1,000	4,000	1,000	3,020	4,000	980	4,000	4,000	4,000	4,000
CALSHOT CLUBS LINKS	NFDC		1,000	0		1,000	1,000	1,000	1,000	1,000	1,000
CONCESSIONARY FARES SCHEME FOR THE ELDERLY ETC. (INC. ADMIN)	NFDC	470,200	690,800	470,200	690,800	690,800	0	690,800	690,800	690,800	690,800
IMPROVING PUBLIC FOOTPATHS	NFDC	26,250	19,410	26,200	19,410	19,410	0	19,410	19,410	19,410	19,410
NEW FOREST TRANSPORT OFFICER	NFDC	0	4,700	0	4,700	4,700	0	10,400	10,400	10,400	4,700
DIAL A RIDE	NFDC	3,570	3,660	3,570	3,660	3,660		3,660	3,660	3,660	3,660
MEASURES TO ENCOURAGE CYCLING	NFDC	6,260	6,370	6,260	6,370	6,370	0	6,370	6,370	6,370	6,370
GREEN TRANSPORT PLAN	NFDC							9,000	9,000	9,000	9,000
TOTAL		540,160	762,840	510,930	775,370	764,300	-11,070	793,050	798,050	798,050	792,350

APPENDIX 2

Street Lighting Improvement Programme 2001/2 – Provisional Sites

TOWN / VILLAGE	ROAD	COMMENT
Ringwood	Christchurch Road	Cllr Waddington support
Ringwood	Meadow Close	Residents' request
Blackfield	Chapel Lane	Cllr Maynard support
Milford on Sea	Carrington Lane	Milford Parish Council
Keyhaven	Keyhaven Road	Safety concerns
New Milton	Manor Road. Footpath to Frampton Close	Residents' request
Ashley	Andrew Lane	Residents' request
Ashley	Kings Road	Cllr Woods support
Barton on Sea	Barton Croft	Residents' request
Hythe	Hamilton Road	'Petition' request
Hythe	Southampton / Main Road. Footpath link Mountfield to Claypits Lane	Hythe Parish Council request
Hythe	Langdown Road	Hythe Parish Council request
Totton	Stannington Crescent	Totton & Eling Town Council request
Totton	Jacobs Gutter Lane	Totton & Eling Town Council request
Eling	Downs Park Avenue	Residents' request
Brockenhurst	Highwood Road	Brockenhurst Parish Council request

CYCLE PARKING FACILITIES

APPENDIX 3

TOWN	ROAD	LOCATION	STANDS	TYPE	REMARKS
INSTALLED					
New Milton	Station Road	Town Centre, eastern side	25	Sheffield	
New Milton	Old Milton Road	by toilets	2	Sheffield	
Lymington	High Street	outside Post Office	3	Sheffield	
Lymington	New Street	outside Museum	2	Sheffield	
Lymington	Quay Improvement Scheme	Car Park area	2	corkscrew	
Lymington	Quay Improvement Scheme	near Quay Hill junction	3	rings and corkscrew	
Dibden Purlieu	Beaulieu Road Improvement Scheme	near pedestrian crossing	4	Buffallo	
BEING CONSIDERED FOR POSSIBLE INCLUSION IN 2001/2 PROGRAMME					
New Milton	Gore Road	outside Cybercafe	2	Sheffield	
New Milton	Old Milton Road	outside Fish Shop	2	Sheffield	
New Milton	Old Milton Road	outside One Stop	2	Sheffield	
Burley	Burley village	by Memorial	4	special	
Brockenhurst	Brookley Road	near Public Car park ent'ce	3	special	
Brockenhurst	A337	near Police Station/shops	3	special	
Lymington	Early Court, Lymington	under review	2	Sheffield	
Lymington	High Street, Lymington	near Tesco	2	Sheffield	
Sway	Sway village	by forecourt to Shops	2	special	
Lymington	St Thomas Street	Waitrose side wall	3	rings	
Hythe	Pylewell Road	junction with The Marsh		Sheffield	

NOT YET CONSIDERED

Pennington The Square

Others identified in 1999 Cycle Parking Survey throughout District

CONSIDERED BUT PROBLEMS WITH SITE

None