

New Forest Local Cycling and Walking Infrastructure Plan (LCWIP).

This report is a summary only of the issues raised within the public document. The descriptions are as the document portrays. The full document can be viewed at

<https://www.hants.gov.uk/aboutthecouncil/haveyoursay/consultations/newforest-lcwip>

Section one sets the scene for the project and gives vital information, section two adds to that with specific route information and potential enhancements.

SECTION ONE

Introduction

Hampshire County Council as highway authority for the area, is lead in this partnership with New Forest District Council and the National Park Authority in their planning role, and Forestry England which manage over 50% of the National Park for the Crown public forest estate. This plan sits alongside a Waterside version which was adopted in 2022. It will compliment those in other areas of Hampshire, Dorset, Bournemouth Christchurch and Poole.

The aim is to provide safer journeys on foot and while cycling, to be a realistic alternative to the car for short journeys and give the variety of environmental benefits that would provide.

Currently only 41% of short journeys are completed sustainably (2018-19) and the desire is to increase this to 46% by 2025, in line with government targets. It plans to double cycling 'stages' as measured and increase rates of children aged 5-10 to walking to school, from 49% in 2014 to 55% in 2025. Beyond 2025, these sustainable journeys to increase to 55% in 2035 and provide a world class cycling and walking network by 2040. To reach these targets, Hampshire County Council must demonstrate an approved LCWIP so they can bid for central government funding to make the improvements.

Declarations of *Climate and Nature Emergency* in recent years have amplified the need for this project, with only 7% of journeys to the New Forest being car-less currently. The National Park gets an estimated 16-million-day visitors per year and with the expected housing growth in surrounding areas, this number will certainly increase, along with their impacts. Creating an easy-to-use network of footpaths in the forest and greater connectivity for the off-road cycle paths is expected to help matters.

Definition of Routes and Zones

- Primary utility – these link main towns and villages that relate closely to those towns, or to key destinations such as the National Cycle Network. They tend to be main roads as taking the most direct routes. It is yet to be assessed if these and Secondary utility routes are deliverable; if not quieter roads will be used.
- Secondary utility – these important routes feed the primary ones, leading to smaller centres and places that attract visitors.
- Leisure – these link settlements or seasonal destinations like campsites via the highway, countryside rights of way or Forestry England managed estates used for leisure and therefore more seasonal. Not all leisure routes are included, however.
- Core Walking Zones – these are places with several 'trip generators' close together, such as town centres or shopping parades. These show areas for investment in pedestrian infrastructure over a larger area rather than specific route.

Local Access Plans

This is localised strategy to improve sustainable modes to small and medium sized settlements. It focusses on detailed discussions with town and parish councils on transport matters for their community. Each one will be developed on principles of supporting the local economy, creating healthy streets as HCC policy LTP4 and contain walking zone proposals from the LCWIP. Each will detail a 3–5-year programme of feasibility study, detailed design and scheme delivery action plan.

LCWIP network components

- Primary and secondary all-purpose cycle route network, identifies proposed routes for investment
- On road leisure cycle route network, giving routes for leisure trips and linking of trips from car parks and campsites.
- Off road local or leisure walking, cycle and horse-riding network, using Forestry England permitted trails and designated public and permission rights of way for cyclists.
- Additional routes for consideration – feedback required on whether these should be included in the LCWIP.
- Core Walking Zones for places deemed to meet the criteria. This starts the development of Local Access Plans in consultation with representative bodies. **New Milton is included.**

Proposed primary and secondary utility cycle network has been assessed against government guidance LTN1/20 Cycle Infrastructure Design. These are in Section 2. Where appropriate in the National Park, these will include measures to reduce traffic levels and removal of through traffic, reducing traffic speeds and creating passing places to make walking, cycling and horse riding safer (where local community agrees) and redressing the balance on the highway in line with the current highway code, by giving the most vulnerable users priority.

Ecological and Environmental Designations

The National Park has the highest level of planning protection possible and has the highest proportion of land covered by international nature conservation designations of any other national park in England. There are Special Areas of Conservation, Special Protection Areas, Ramsar sites and Sites of Special Scientific Interest. There are specific tests within the Habitats Regulations that ensure no development will harm the integrity of these sites. The LCWIP passes through land of ecological and environmental sensitivity, so some routes may not be feasible once assessed.

Proposed Cycle Network and Core Walking Zone overview

Each route has been given a 3-digit number and divided into the 4 categories shown on page 1 of this report.

The LCWIP consultation outlines a full description of the New Forest, including statistics for context, naming the main settlements, vehicle routes and train stations. The existing permitted cycle routes on gravel tracks were created by the Forestry Commission (now Forestry England). There are off road circular routes around the campsites. It is noted that the verges on unfenced roads have specific protection status and are not part of the adopted highway. While following government policy it is recognised that its more applicable to urban and suburban areas, rather than dispersed settlements in a rural environment. Active Travel England are currently creating guidance for rural areas, but none was available at the timing of this LCWIP.

Stakeholders in this process include – Town and Parish Councils, The Court of Verderers, Commoners Defence Association, National Trust, Natural England and private landowners.

Policy Framework

This process is in support of Hampshire County Council's Local Transport Plan 4, with its aims of creating a carbon neutral resilient and inclusive transport system, and its guiding principles. It is also supportive of the Healthy Place and Rural Transport policies. Hampshire Countryside Services are currently developing a Public Rights of Way Improvement Plan. The Local Plan and Neighbourhood Plans also play an important link with this document, with relevant policies and strategic sites for housing development being key to considerations within it.

Methodology

Outputs of the LCWIP are

- A network plan for walking and cycling, which identify preferred routes and core zones for development
- A prioritised programme of infrastructure improvements for investment
- A report which shows underlying analysis conducted and supportive information.

Its 6 stages are determining scope, gathering information, network planning for cycling, and walking, prioritising improvements and integration/application.

Implementation

Inclusion of a specific route within the plan cannot be guaranteed, as there are competing demands. Road space reallocations need to consider implications across other modes but expect to reduce motor vehicle dominance.

Government vision for cycling and walking

In 2020, the Department for Transport released 'Gear Change: A bold vision for cycling and walking' and predicted that cycling and walking would be the natural first choice for many journeys, with half of all journeys in towns and cities by 2030. Cycle design guidance has been created, and an update to Manual for Streets is due to provide guidance on walking. This includes separating cyclists from volume traffic at junctions and sections of roads and must be treated as vehicles in their own right. Routes and schemes must account for how users actually behave and **routes should be designed only by those who have experienced the road on a cycle.**

Liveable Neighbourhoods

Through traffic can create health difficulties for residents as certain roads become traffic rat-runs, with noise and air pollution, speed and volume. They aim to provide safer neighbourhoods, whilst the vehicle still has access by alternative means. Recent studies have shown the Liveable Neighbourhood approach increases children playing outside, lowers air pollution, and cycling and walking becoming a natural travel choice. Modal filters create these neighbourhoods, via planters or cycle stands. Some areas have become one way so pavements can be widened and allow seating areas outside local businesses. These areas have seen an increase in cyclists from 12% (2015) to 17% (2016) and two thirds of these cycling more than once per week. There are already liveable neighbourhoods that have strong networks for sustainable travel and no through roads. New ones will need careful assessment and community involvement.

SECTION TWO

Introduction

Methodology survey was conducted by HCC in 2022/3. Local stakeholders helped identify where new routes and improvements were needed, with routes surveyed on foot or bicycle, but sometimes car and desktop study. Information was then gathered, including traffic count data, road traffic collision figures, school and

public amenity locations and other plans exploring new networks. Trip generators were identified and initial network mapped out.

There were no datasets available for walking routes, so detailed mapping has not been completed. A stakeholder workshop was conducted instead with focus on trip attractors. Improvements to cycling routes also assists walkers, such as safer crossings or segregating facilities. Walkers should not miss out; any addition to the footpath for cycling (whilst segregated) must see widening to that route. Walking zones selected were audited using the DfT tool and Healthy Streets framework.

The cycle network was mapped using data analysis with reference to the 'Propensity to Cycle' tool which shows which routes provide the greater uplift of cycling numbers. Due to the rural nature of the forest and its limited road network, many of the cycle routes follow main roads. More quiet roads have been chosen if not too indirect. At time of print, only the 'utility' routes had been audited by Hampshire County Council.

The report includes maps of the rail infrastructure and major vehicle routes, trip attractors such as employment areas and secondary schools, shopping areas, hospitals and leisure centres, plus high density of population and workplaces. Further mapping shows trip attractors with desire lines, where journeys are under 10km long. The highest level of desire lines were between Christchurch, New Milton and Lymington, suggesting considerable modal shift was possible between these points. This suggestion was evident from the Propensity to Cycle tool and stakeholder workshops.

Propensity to Cycle tool

This uses two key inputs being Census 2011 (The 2021 one had displaced results due Covid) and Cycle Streets routing (cyclestreets.net) Commuter and school travel data by zone was then considered on this backdrop. The model is useful but is limited to work and school trips which account for only 27% of journeys. It also doesn't consider multistage trips such as walking to catch the train.

The percentage of adults travelling by cycle three or more days a week in Hampshire is 3%, national average 3.1% compared to the Netherlands of 28.4%.

Walking Audit

Methodology – the core principles set from the Walking Route Audit Tool and Healthy Streets check are the routes should be

Attractive / comfortable / direct / safe / coherent / inclusive / easy to cross / have shade and shelter / have places to rest / not too noisy / choice is easy / things to see and do / relaxed and in clean air.

A variety of interventions are available including dropped kerbs, signposting, raised tables, signal crossings, zebras, visual improvements such as planters, traffic calming, one-way systems, 20mph speed zones, continuous footways and modal filters.

New Milton Core Walking Zone

The zone is shaped a bit like a bat! Tip is the junction with Manor Road with the body covering the Recreation Ground and several central residential streets, ending at the junction with Barton Court Road. The eastern 'wing' extends to Lower Ashley Road and almost reaches Carrick Way, with the western wing reaching down to the A337 and past the Eaglewood School.

Considerations

- Wide pavements are noted but so too are barriers such as the junctions across main and side roads.
- Avenue Road/Manor Road/Station Road to north of the rail line to be investigated for better crossing options, as the current one is not on the desire line.
- Continuous pavement across Station Approach to be considered.

- Potential gateway sign 'Welcome to New Milton' to the south of the railway station.
- Signals or Zebra crossing (depending on traffic flows) installed right at the junction Station Road / Whitefield Road / Osborne Road to be considered. As a minimum refuges and dropped kerbs/tactile paving should be provided.
- Better access and signing to the Memorial Centre from Station Road
- Informal crossing on Station Road, between Osborne and Ashley Road
- Crossing on Old Milton Road to be investigated between Station Road and Elm Avenue to enable ease of access between the Recreation Ground and shops
- Old Milton Road south of Gore Road junction gives less favourable pedestrian environment than Station Road, with longer vehicular access points and intermittent/poor quality pavement on northwest side. Pavement could be replaced and informal crossing facility with kerb build outs, but likely to result in loss of on street parking.
- Review of bus shelter provision in the town centre and approach needed at Waverley Road.
- Better signing needed from railway station and within town centre, to local facilities and coast.
- Pedestrian and cycle facilities should be upgraded in line with proposals for route 200 at the Ashley Road/Old Milton Road junction.
- Seats and trees in town centre should be added to, plus narrowing road and rationalising on street parking. Cycle facilities as indicated in route 220 should be considered.
- Controlled crossing over the A337 near to New Milton Infant School, widening pavements with rationalisation of on street parking.
- Crossing and safety facilities including potential closure of some arms, for A337 Old Milton Road junction to provide safer crossing for schools.
- Further parking restrictions on Lower Ashley Road to give more space for those walking to Infant School. Informal crossing to be converted to raised table. 20mph zone on Lower Ashley Road to be considered, as also cycle route 200.
- Crossing arrangements to be reviewed on Ashley Road in vicinity of Normans Way for Ashley Junior School.

Proposed Cycle Network

Route 110 – New Milton to Brockenhurst via Sway

Secondary utility unit to connect these including their rail stations. The route is a mixture residential frontages and rural lanes, with majority of route aligned with the B3055.

This route meets both the utility route 220 for New Milton and leisure routes 117 and 216 around Sway. No bus stops and road isn't part of strategic road network but intersects with National Cycle Network route 2 in Brockenhurst.

The first section runs from Durnstown to Brockenhurst.

The second section runs from Brockhills Lane to Durnstown/Pitmore Lane junction. It travels along the B3035 which is 40mph and a section of 30mph between Valley Farm and Arnewood Manor Farm. It carries 9000 vehicles per day. There is not enough available width to provide consistently segregated cycle facilities so a 20mph zone with traffic calming and filters could be implemented instead. Vaggs Lane junction needs to be reviewed so that cycle continuity through the junction is possible.

Brockhills Lane traffic flow is approx. 2000 vehicles per day, speed limit 30mph. Footpaths cover only 25% of road length and there is no cycle specific provision. Property frontages with occasional rural access. The speed limit and lack of current infrastructure are barriers. The junction with Sway Road to be improved for cycle

continuity and public right of way upgrades to create new links. Measures to reduce traffic volume and 20mph zone with traffic calming could be implemented.

Fernhill Lane section follows Manor Road and Oakwood Avenue to Brockhills Lane. Traffic flow is approx. 2,200 vehicles per day with 30mph speed limit. Footpaths are along both sides, with no dedicated cycle infrastructure. There is a lack of priority over side roads, with lack of dedicated facilities. On road parking also presents a hazard. Priorities could be changed to help safety. A 20mph mixed traffic street could be considered, with a cyclops junction.

Route 200 – New Milton to Holbury via Lymington and Beaulieu

Several buses operate along this route. The cycle route connects with a Waterside LCWIP route 260, and the proposed Bournemouth Christchurch and Poole network at Walkford Brook.

Walkford to New Milton – This section follows A337 Christchurch Road from the boundary to Old Milton Road junction. This road takes 14,000 vehicles per day with speed limit of 40mph then to 30mph near Moore Close. The existing shared cycle route is inconsistent, with cyclist repeatedly needing to rejoin the road.

High traffic speeds and flow are a barrier to cycling, plus lack of crossing facilities at key junctions such as Old Milton Road. Options include cantilever cycle track over Walkford Brook, plus floating bus stops to enable continuous cycle tracks. There is enough road width on most of this subsection to provide fully kerbed cycle track if either side of the land can be purchased. Same of the Christchurch Road /Park Road junction to Lymington Road/Old Milton Road junction. Rationalisation for on street parking needed. Old Milton Road/Lymington Road junction could be upgraded to a signalled crossing.

Old Milton Road to Ashley Road – Subsection goes through residential and retail areas, with numerous vehicle access onto highway and parking bays. Speed limit 30mph. Bus also uses this route. Pavements are present on both sides, advisory cycle lanes to the east of Whitefield Road mini roundabout. Improvements are required along Old Milton Road. Limited width on A337 to Furze Croft. Mixed traffic approach if speed reduced to 20mph and rationalised on street parking. Hobart Road to Gore Road with rationalisation of on street parking would allow for segregated cycle tracks. Between Hobart Road and Gore Road, cycle tracks would be possible but investigation needed on effect to vehicle deliveries to stores. Crossing point required as per walking plan, with parallel cycle crossings if highway width is sufficient. Mini roundabout redesign along with Old Milton Road/Gore Road to provide parallel cycle crossing.

Ashley Road to Hordle – Existing advisory lines in place until High Ridge Crescent. 30mph. Morebus use the route, and footpaths are present along most of the stretch until Ashley Lane section. The road is narrow in places which is considered a barrier, and there are no crossing points. Signalled junction at Ashley Road/Spencer Road to be improved with early cycle release phases. Mandatory lines have insufficient width to upgrade to light segregation. Continuous footways or a minimum of dropped kerbs and tactile paving to be installed at side roads. 20mph zone with bus gate modal filters if land is not available for light segregation. 20mph zone to extend from High Ridge Crescent and Lower Ashley Road junctions. Further investigation needed on traffic flows to see if cycle gates required (reservoir with entry points separately for cycles and cars). 20mph extension to Vaggs Lane junction or mini roundabout changed to cycle friendly version.

Route 220 – Bashley to Lymington via New Milton and Milford on Sea

This route follows B3058 and A337 throughout. Strategic housing sites 5, 6 and 7 are close to this route (out of NM boundary) and serves employment areas in the town.

Bashley to Ballard Lake – approx. 9,000 vehicles per day, speed limit 30mph. No footpath to Sway Road roundabout and no cycling provision. General rural character including woodland, served by buses. Ballard Lake mitigation scheme in progress, improving drainage, footpaths, signage etc. High traffic volume and limited

walking facility. Major barriers to cycling include larger junctions as the Sway Road roundabout, plus limited street lighting and natural surveillance. Insufficient width of highway to provide segregated option therefore 20mph limited route for mixed traffic needed. Includes traffic calming measures and bus gate modal filters. Investigation required for a Dutch style roundabout.

Ballard Lake to Barton Common Road via Railway Station – Follows B3058, average traffic flow 13,000 vehicle per day, speed limit 30mph until Milford Road Cemetery where 40mph commences. Footpaths on both sides up to roundabout, no cycling provision. Urban with business and property frontages, more rural south of the roundabout with A337. High traffic volumes and unsignalled junctions with no pedestrian refuges. 20mph mixed traffic solution from Brook Avenue to Osborne Road as there is insufficient width to segregate. Accessibility improvements at the Railway Station required and will be undertaken with Network Rail and operator. Osborne Road to A337 sufficient width enables segregated cycle tracks on either side. On street parking to be relocated. B3058/A337 roundabout investigation needed, potentially Dutch style.

Barton Common Road to Cliff Road – this route follows off-road footpath (PROW) which dissects Barton on Sea Golf Course running parallel to beachfront until Hordle Cliffs car park. No vehicles allowed and no cycle infrastructure. All rural/coastal with golf course. Poor quality footpath with no natural surveillance or lighting, no cycle infrastructure.

Officer Recommendation – Whilst the intentions are laudable, the plan lacks reality in places. Suggestions to move to a mixed traffic approach by reducing speed to 20mph on routes such as Old Milton Road is very unlikely to gain public support. This is a main route into the town so we expect traders from the centre to also be bemused by the plans, should they ever come to fruition. This form of change will also be extremely costly, making it highly unlikely to provide a coherent cycle network across the district.

The reopening of the debate around the Station Road/Whitefield Road/Osborne Road junction is concerning. The Town Council having campaigned for residents, have withstood decades of HCC advice that there are not sufficient fatal/serious collision stats to support any change here, with ‘options’ having been fully assessed previously. We understand criteria have now changed but fail to see how this could be to such a significant level to enable real ground level change at this junction.

Inappropriate mention of lighting on Barton Common Road to Cliff Road stretch page 139. SSSI and need for dark sky.

Para 200.2.5 on page 113 – text appears incomplete at the bottom of page, paying reference to existing advisory lines.

There is an error on the map for Route 220 (page 134) as it does not follow the textual route.

There is already a signalled crossing on Station Road between Ashley Road and Whitefield Road and fail to see the need for an informal one within this stretch.

There are already two informal crossings on Old Milton Road to gain access to shops and the Recreation Ground, between Station Road and Elm Avenue. They are both pedestrian refuges, at Parkland Place (SW corner of the Recreation Ground) and from the County Council ‘Community Link’ building across to the shops.

We strongly support suggestions for alternative routes as promoted by Transition Lymington, to be supported by our upcoming Neighbourhood Plan Review, which include the following

ROUTE 3, 5a, 10 and 11. See table.

The routes have not been audited by the Town Council as this is the responsibility of HCC as Highway Authority. Similarly, it is a matter for HCC to identify the full scope of the interventions required to minimise risks and hazards for cyclists (in particular) using these routes. There is only one ‘known’ major

intervention on these routes as follows:- Route 5a. Subject to HCC transport survey data, new crossing point to A337 at Downton.

These are safer as a starting point, therefore encourage novice cyclists more readily and will cost far less to provide adequate/further infrastructure. This in turn will make a full network more deliverable which will benefit cyclists, walkers, motorists, residents and visitors alike.



Ballard Lake Access and Enhancement Project Update

Further to our last meeting, how has the design progressed?

- **Addressed footpath connection between meadow and lake**

Changes to surfaced footpath route to connect meadow to lake, creating a legible route

- **Focus investment on quality materials, that reflect and enhance character**

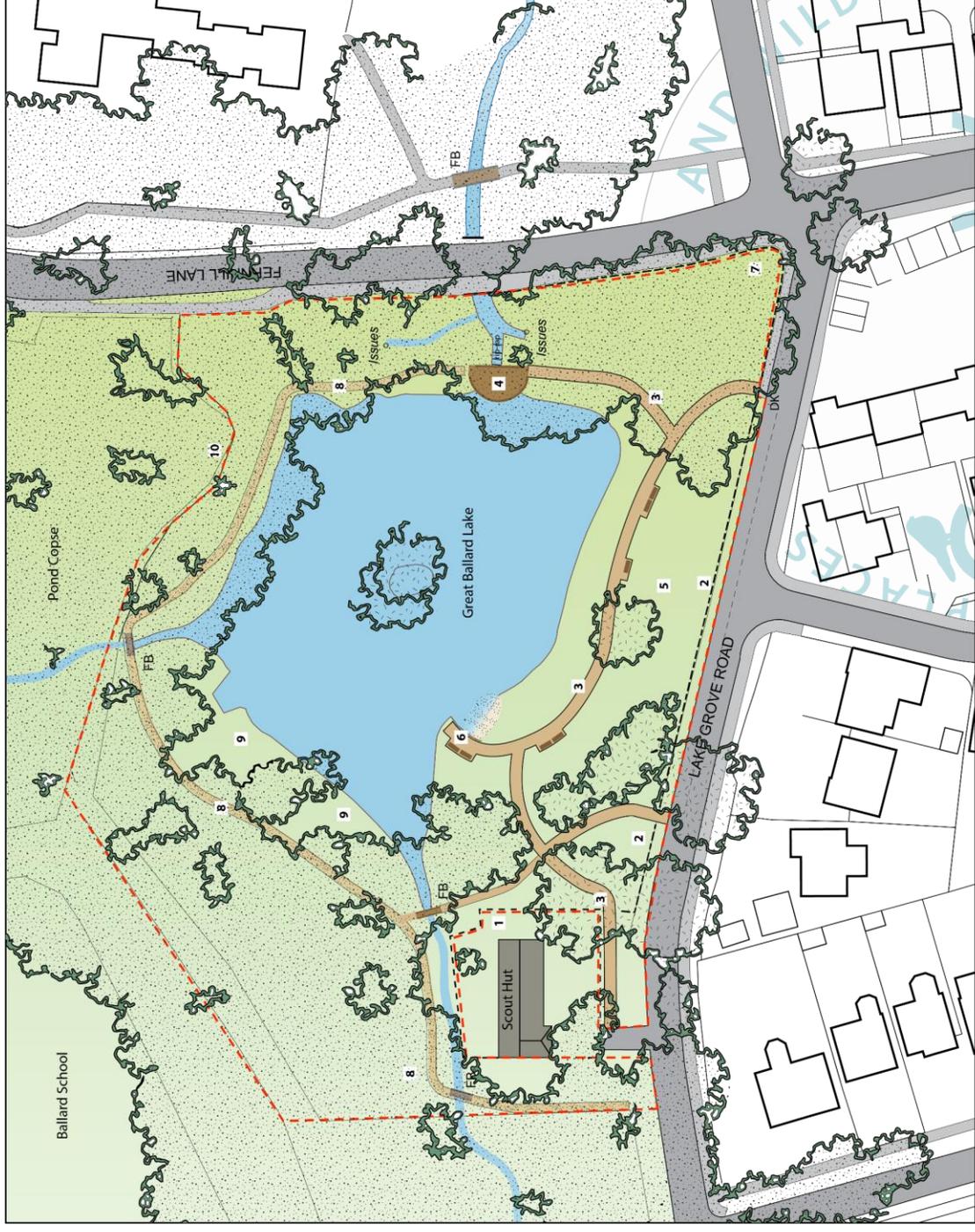
Using robust materials for longevity, such as edging tarmac path with setts, hardwoods for timber features, site built horizontal bar railings

- **Retain existing features that are still valuable**

Such as the seating along the western shore and the bridges, which are in good condition

- **Create new seating area on south side of lake**

To provide a new feature (potential for bespoke bench, for example)



1:500 Concept Layout



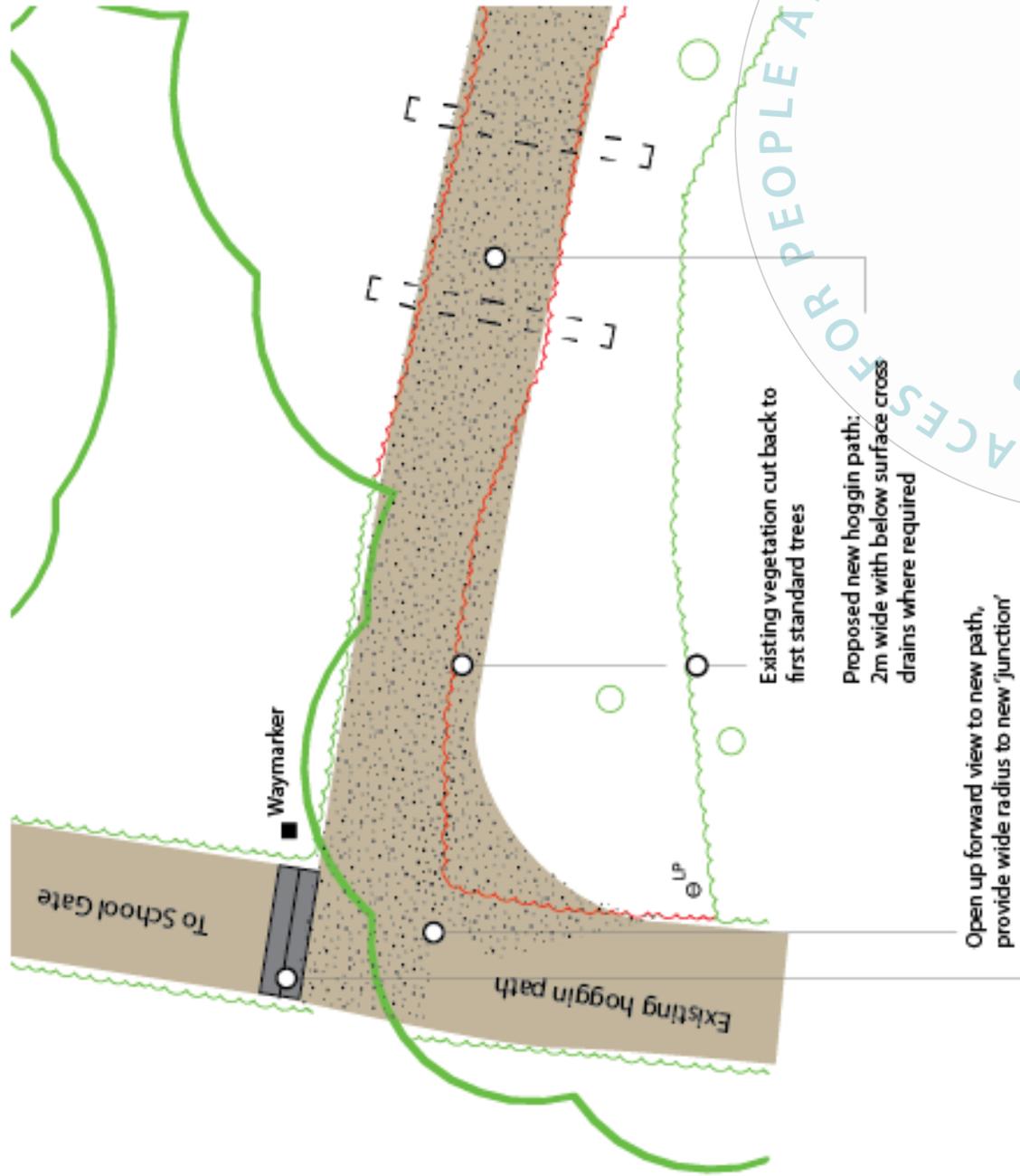
Proposed buff coloured tarmac footpaths



- KEY**
- Existing features retained
 - Existing fences
 - Existing vegetation and woodland
 - Existing footbridges
 - Existing hogg in footpaths, repaired and resurfaced where required
 - Existing lamp post
 - Existing dropped kerb
 - Existing benches retained, ground repaired and re-seeded
 - Existing notice board relocated or replaced
 - Existing cycle lines
 - Proposed features
 - Proposed buff coloured tactile footpaths 2m wide with sett edging
 - Proposed hogg in footpath
 - 3m wide, unedged with suitable drainage
 - Replacement seating and picnic tables set in bays with space for wheelchair/buggy
 - New sitting area on 'picnometry'
 - Form elevated seating area by reshaping retained edge of lake, with new planting, see detail 2
 - Proposed boundary fence
 - 1.2m high traditional estate fencing to Ferrin Hill Road
 - 0.3m high to Lake Grove Road
 - 1.2m high Timber post and rail to Guddo hut
 - Existing concrete and metal posts removed
 - Proposed planting

1:500 Layout

Detail 1
School Gate Junction
1:100

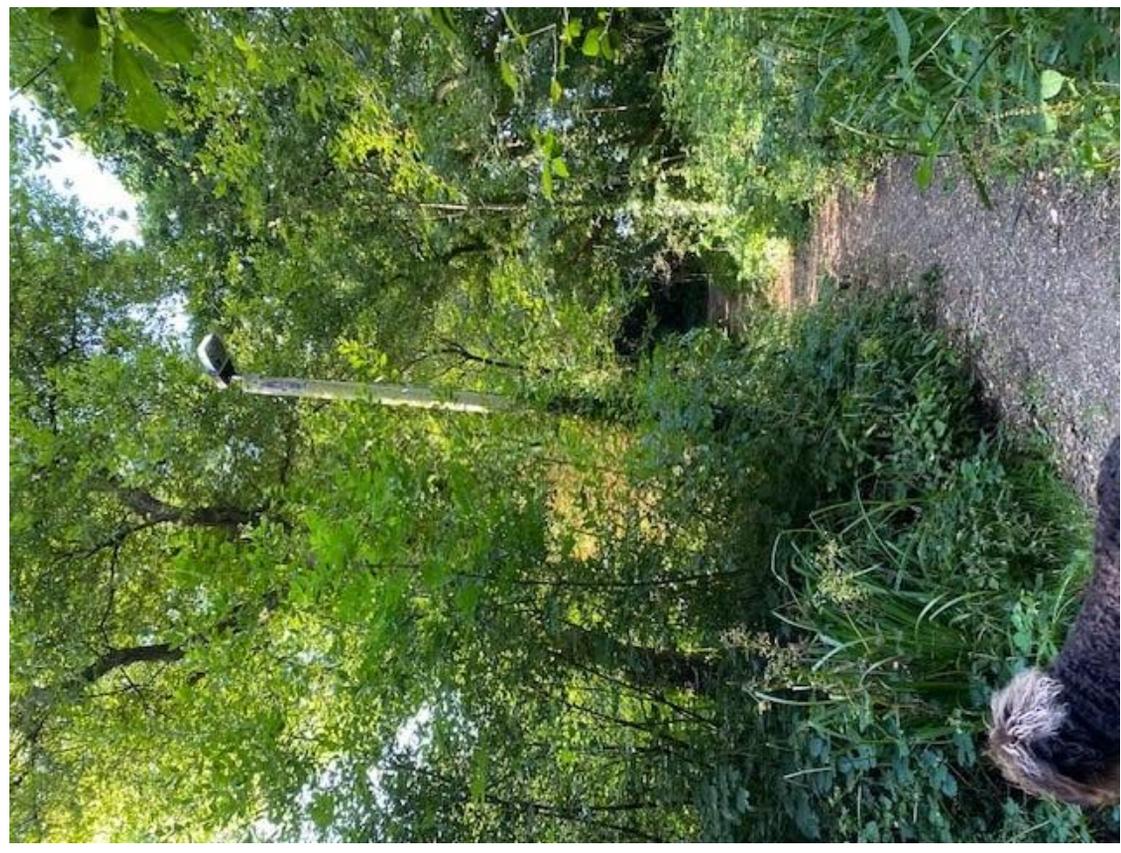


Open up forward view to new path, provide wide radius to new 'junction'

Form 'threshold' feature with 2 courses of setts, or similar

Existing vegetation cut back to first standard trees

Proposed new hoggin path: 2m wide with below surface cross drains where required



Looking back from school gate along existing surfaced path

Detail 2
Seating Detail
1:100

Existing ground form unchanged:
gentle or short slope to edge of lake

Proposed buff coloured tarmac footpath
with sett edging, setts used to create
'threshold' to space

Timber sleepers on end with gaps and
various heights between 450mm - 1200mm high
to define space but maintain visibility from the rear
Curved seat, offering views over the lake

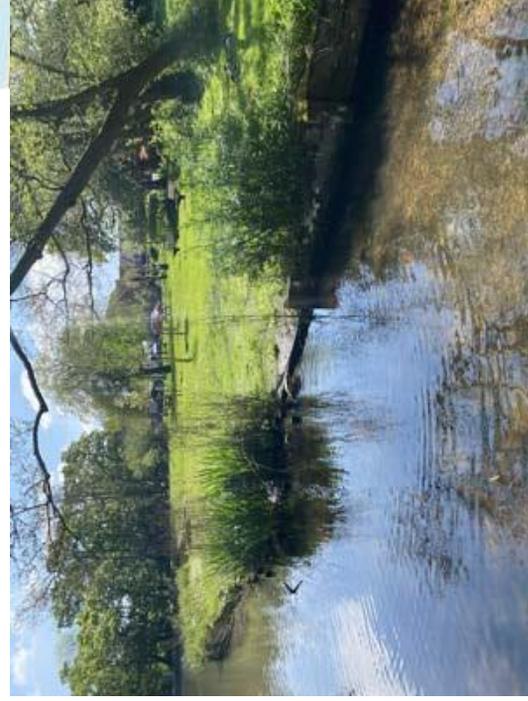
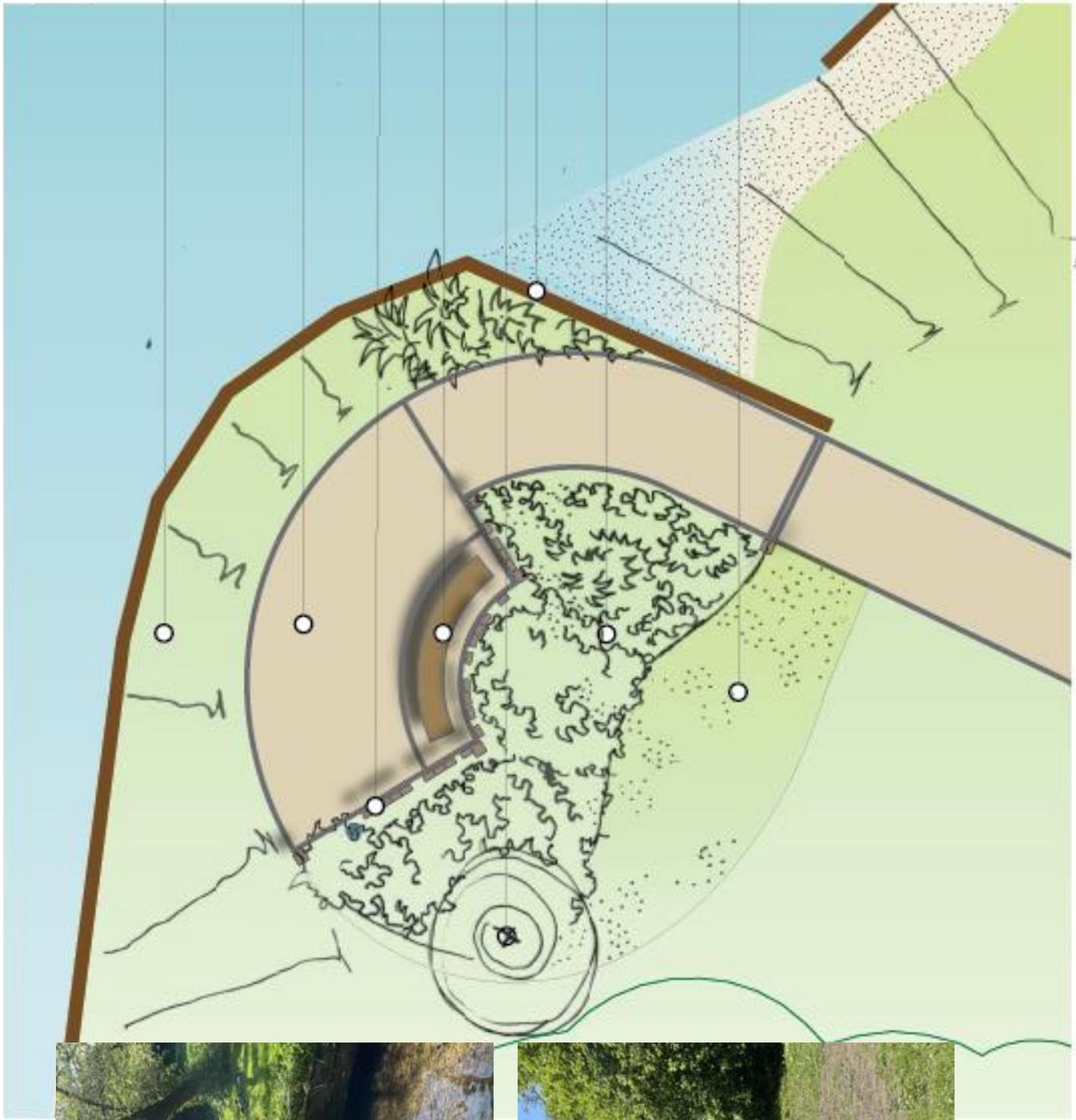
New weeping willow

Reformed lake edge to create 'beach' below and
a sense of elevation from footpath

New ornamental planting to help create enclosure
but maintain clear views over.

Planting may consist of tall soft grasses, ferns,
low flowering shrubs and perennials

Summer flowering annuals and perennials



Location of proposed seating space

Date _____ 2024

(1) NEW MILTON TOWN COUNCIL

and

(2) NEW MILTON CRICKET CLUB

LEASE

Part of Fernhill Sports Ground
New Milton
Hampshire

Anthony Harris & Company
43 Old Milton Road
New Milton
Hampshire
BH25 6DJ

LR1. Date of lease	2024
LR2. Title number(s)	<p data-bbox="750 331 1203 362">LR .2.1 Landlord's title number(s)</p> <p data-bbox="788 427 922 459">HP844470</p> <p data-bbox="750 524 1098 555">LR2.2 Other title numbers</p> <p data-bbox="788 620 868 651">NONE</p>
LR3. Parties to this lease	<p data-bbox="750 716 874 748">Landlord</p> <p data-bbox="750 784 1251 882">NEW MILTON TOWN COUNCIL of The Town Hall 2 Ashley Road New Milton Hampshire</p> <p data-bbox="750 927 849 958">Tenant</p> <p data-bbox="750 976 1197 1052">NEW MILTON CRICKET CLUB of Fernhill Lane, New Milton BH25 5SU</p> <p data-bbox="750 1070 932 1102">Other parties</p> <p data-bbox="750 1120 820 1151">None</p>
LR4. Property	<p data-bbox="750 1200 1315 1321">In the case of a conflict between this clause and the remainder of this lease then, for the purposes of registration, this clause shall prevail.</p> <p data-bbox="750 1384 861 1415">Clause 1</p>
LR5. Statement required by statute	<p data-bbox="750 1532 1315 1715">LR5.1 Statements prescribed under rules 179 (dispositions in favour of charity), 180 (dispositions by a charity) or 196 (leases under the Leasehold Reform, Housing and Urban Development Act 1993) of the Land Registration Rules 2003</p> <p data-bbox="750 1778 820 1809">None</p> <p data-bbox="750 1872 1244 1935">LR5.2 This lease is made under, or by reference to, provisions of:</p> <p data-bbox="750 1953 820 1984">None</p>

LR6. Term for which the property is leased	The term is as follows Twenty five years commencing 1 st April 2024
LR7. Premium	£Nil
LR8. Prohibitions or restrictions on disposing of this lease	This Lease contains a provision that prohibits or restricts dispositions.
LR9. Rights of acquisition etc.	LR9.1 Tenant's contractual rights to renew this lease, to acquire the reversion or another lease of the Property, or to acquire an interest in other land None LR9.2 Tenant's covenants to (offer to) surrender this lease None LR9.3 Landlord's contractual rights to acquire this lease None
LR10. Restrictive covenants given in this lease by the Landlord in respect of land other than the Property	None
LR11. Easements <i>Refer here only to the clause, schedule or paragraph of a schedule in this lease which sets out the easements</i>	LR 11 .1 Easements granted by this lease for the benefit of the Property See clause 1 of this Lease LR11.2 Easements granted or reserved by this lease over the Property for the benefit of other property See Schedule 2 of this Lease
LR12. Estate rentcharge burdening the Property	None

LR13. Application for standard form of restriction	None
LR14: Declaration of trust where there is more than one person comprising the tenant	The Tenant is more than one person. They are to hold the Property on trust

Ashley Family Hub

Sessions for Young Families in New Milton

We are increasing services in the area to support the needs of local young families.



Our Story

Ashley Family Hub opened in September 2016 by local schools and professionals, and has evolved over the years to meet the needs of our local community. We offer regular activities and fun sessions for children 0-5 and their families at our youth building in Ashley, as well as offering support for a whole range of issues that parents face. After all, parenting does not come with a handbook! Families are welcome to join in the fun or parents can simply pop in for advice and signposting. We will also respond to all emails to signpost families to support.

Date	Activity	Time	Led By
4-Nov	Breast Feeding Group	1:30-3:00	Roxy Prior & Health Service
5-Nov	Toddler Talk	1:30-3:00	Wendy Newman
11-Nov	Breast Feeding Group	1:30-3:00	Roxy Prior & Health Service
12-Nov	Rhyme Time	2:00-2:30	New Milton Library
18-Nov	Breast Feeding Group	1:30-3:00	Roxy Prior & Health Service
19-Nov	SEN support workshop	1:30-3:00	Louise/Julie
25-Nov	Breast Feeding Group	1:30-3:00	Roxy Prior & Health Service
26-Nov	Ashley Infants	1:30-3:00	Sarah Dibben
2-Dec	Breast Feeding Group	1:30-3:00	Roxy Prior & Health Service
3-Dec	Family Foof Fun and Fitness	1:30-3:00	Wendy Newman
9-Dec	Breast Feeding Group	1:30-3:00	Roxy Prior & Health Service
10-Dec	Rhyme Time	2:00-2:30	New Milton Library
16-Dec	Breast Feeding Group	1:30-3:00	Roxy Prior & Health Service

Current Planned Schedule- Subject to Change

CONTACT





CAPEX BUDGET 2025 - 2026

Fawcetts Field

Resurfacing of the existing gravel car park, minor drainage and upgrade to car park lighting (deferred from 2024/25).

£70k

Fernhill Sports Ground

Replacement of post and rail boundary fencing, remove slabbed patio and resurface. General external upgrades. The facility is now over 21 years old.

£45k

Long Meadow

Replace existing play area equipment with latest upgrade. Provide new wetpour surfacing including sub-base and drainage and replace fencing. Construct new gravel footway from existing car park through to play area. Replace timber footbridge. Look at CIL contribution towards improved accessibility.

£90k

War Memorial Recreation Ground Play Area

Replace junior multi-play unit (this is an original piece of equipment not replaced as part of the 2016/17 scheme). The unit is now over 20 years old and becoming a maintenance and safety issue.

£25k

New Milton TC Facilities – Fire Door Replacement – Phase 1

Replace existing fire doors at various facilities statutory requirement identified in fire risk assessment and subsequent inspection and report. This work needs to be carried out in 2025/26 to comply with the Regulatory Reform (Fire) Order.

£20k