



Adlington Parish Plan 2006

INTRODUCTION

The purpose of a Parish Plan is to “set out a vision of what is important, how new development can best be fitted in, the design and quality standards it should meet, how to preserve valued local features and to map out the facilities which the community needs to safeguard for the future.” Plans should “identify key facilities and services, set out the problems that need to be tackled and demonstrate how distinctive character and features can be preserved.” (Government Rural White Paper, November 2000 – ‘Our Countryside – The Future’)

The previous plan, issued in the Millennium year, laid out the Town Council’s hopes for the coming five years. Many of these hopes have been fulfilled including - the creation of the skateboard park for the youth of the area; the demolition of the derelict Royal British Legion building and development of the site into housing; the year on year increase in the hanging baskets and the planting of thousands of bulbs brightening up the whole environment of Adlington; a major improvement is the provision of youth and community facilities with the completion of the Fairview Youth and Community building on Highfield Road North, a project of partnership with the Borough Council and Westbury Homes.

Adlington is a very old community with a history dating back to Anglo-Saxon times. The two endings “ing” and “ton” indicate an early Anglo-Saxon date for the first naming of the settlement when Northumbrians and Mercians were invading the lands between the Ribble and the Mersey to drive out the Britons. There is no mention of Adlington, or indeed of Chorley, in the Domesday Book compiled in 1086, but this means little as the survey of Lancashire was cursory. The first written reference to Adlington is “Edeluinton” in 1190 in the Chartulary of Cockersand Abbey and “de Hedelintona” also in 1190 in early Lancashire charters and the Lancashire Pipe Rolls (1130 – 1216). The name probably derives from the settlement of Eadwulf, an early Anglo-Saxon landowner.

Adlington flourished as a small market town with water mills on the River Douglas. Indeed the market in Market Street only closed with the outbreak of the 1939 – 45 war. The canal, the southern end of the Lancaster canal from Haigh to Preston, reached Adlington in 1795 and promoted the easy transport of coal from the Haigh pits. By the first National Census of 1801 the population was 470 but it had risen to 1,043 in the Census of 1821 in the early days of the Industrial Revolution. With better transport via the new railway, and good supplies of coal, the cotton industry grew and the population had more than doubled to 2,606 by the National Census of 1871. The population continued to grow rapidly and by 1891 it has reached 4,190. Thereafter growth was much slower and it only reached 5,626 in 1981. Since then it has been a relatively stable population and was 5,270 in the 2001 Census. The building of nearly 400 new houses since 2001 is likely to increase the population towards the 6,000 mark.

The Town Council recognises that Adlington is growing and that the new population of commuters will have to be accommodated. These new Adlingtonians have increased the requirements from the community in terms of housing, shopping, leisure activities and transport services that need to be addressed.

Whilst Chorley Borough has the overall authority and issues a plan to cover the full Borough requirements it is up to the residents of ADLINGTON and the TOWN COUNCIL to put forward what is required in ADLINGTON for the residents of ADLINGTON. There will be an overlap in the two plans but there will be areas where the people of ADLINGTON will require action to be undertaken by the Town Council. There will also be items that the Town Council will be pressing for inclusion in the Chorley Borough Local Plan

Population changes in Adlington and the surrounding Parishes

By the end of the 18th Century Adlington was a small village which, since 1795, had been served by the new Lancaster Canal. This canal was built to provide quick and easy transport of coal from the Haigh pits to the newly developing cotton mills both along its route and more particularly in Preston and further north the flourishing port of Lancaster. With improved transport Adlington expanded and its population over the succeeding decades increased steadily, despite a slight reduction recorded in the 1851 census. Surprisingly, the arrival of the two railway lines - the Bolton to Preston line and the Wigan to Blackburn line - have not had a significant impact on the population of either Adlington or the surrounding Parishes.

It was not until the Great War of 1914 - 1918 that a reduction in population was again recorded in the 1921 Census followed by a further reduction recorded in the 1931 Census as a consequence of the economic depression of the late 1920s and early 1930s.

The second World War of 1939 - 1945 again resulted in a reduction in the population of Adlington in the 1951 Census when the population fell to its lowest recorded level in the 20th or 21st Centuries. However, with increasing economic prosperity and improved transport networks the population of Adlington continued to grow through the rest of the 20th Century. Though the number of houses in Adlington grew the occupancy rates fell as families became smaller and a small decline in population was recorded in the 2001 Census. Since then house building has continued apace and the population has at least stabilised.

Adlington has flourished since the last World War with a wide range of industries - Civil Engineering and Mechanical Engineering have largely replaced the cotton industry with only one Bleachworks as the sole survivor of a once flourishing industry. However, over the years, good communications by rail and road have increasingly meant that Adlington has also become a commuter village with a high proportion of its households travelling to work elsewhere in Chorley and further afield throughout the North West and beyond. One resident of Adlington travels every week to work in Lincolnshire, returning to his home at weekends!

In addition, Adlington also provides a wide range of services for the adjacent Parishes of Anderton and Heath Charnock. The Anglican, United Reformed and Methodist Churches are all located in Adlington and only the Catholic Church is located in Anderton. Adlington is also home to both the Adlington and District Community Centre in Railway Road, owned and run by a flourishing Community Association, and the new Fairview Youth and Community Centre in Highfield Road North owned by Chorley Borough Council and administered by a local group of volunteers. Other important services located in Adlington, but serving a wider community, are both Post Offices, the only Bank, the Railway Station, the Public Library, the Health Centre, a large medical practice, two dental practices and an optician. There is a Church of England Primary School in Railway Road and Highfield Road, Adlington, and a state primary School in Park Road, Adlington and another in Babylon Lane, Anderton. There is also a Catholic Primary School in Anderton. There is also a significant range of shops in Adlington with a Co-op Store, a butcher, baker, two chemists, a flower and vegetable shop, ladies dress shop, newsagents and many others. Anderton does have a Co-op Store but Heath Charnock no longer contains any shops.

It is clear that a flourishing Adlington is important not only in its own right but as a service provider for surrounding communities.

**St. Paul's Church,
Railway Road,
Adlington**

**This is the Church
of England Parish
Church serving
Adlington, Anderton
and Heath Charnock**



Adlington & District Census Population Data

Census Year	Adlington	Anderton	Heath Charnock	The District
1801	470	354	565	1,389
1811	640	408	536	1,584
1821	1,043	432	823	2,298
1831	1,082	343	841	2,266
1841	1,130	339	1,062	2,531
1851	1,090	284	799	2,173
1861	1,975	243	772	2,990
1871	2,606	262	1,034	3,902
1881	3,258	317	916	4,491
1891	4,190	454	1,062	5,706
1901	4,253	819	1,101	6,173
1911	4,457	973	1,239	6,669
1921	4,390	956	1,252	6,598
1931	4,180	969	1,381	6,530
1941	No census- War	No census- War	No census- War	
1951	3,998	909	1,513	6,420
1961	4,276	992	1,406	6,674
1971	4,995	1,334	1,652	7,981
1981	5,626	1,274	1,580	8,480
1991	5,653	1,272	1,631	8,556
2001	5,270	1,206	2,065	8,541

The **ADLINGTON TOWN PLAN** covers -

- **TRANSPORT**
- **ROADS**
- **HOUSING**
- **EMPLOYMENT**
- **ENVIRONMENT**
- **COMMUNITY REQUIREMENTS**
- **SPORTS, ARTS & RECREATIONAL FACILITIES**

In order to go forward it is important that we identify what today's Adlington has to offer its residents and visitors.

In the National Census of April 2001 Adlington had a population of 5,270. Since then planning permission has been granted and nearly 400 dwellings have been built. With a Chorley Borough occupancy rate of approximately 2.7 this would imply a population increase over the 2001 figure of approximately 1,000. However the township of Adlington provides many services for the two adjacent Parishes of Anderton (2001 population of 1,206) and Heath Charnock (2001 population of 2,065) so that the total population requiring services largely provided by Adlington township is approaching 10,000.

Adlington has great employment opportunities. Historically, Adlington was a cotton town and it has never lost the roots of its industrial past. The development of the Adlington South Employment Area has brought substantial opportunities for the expansion of employment. There is still a connection to the textile industry through Pincroft Print & Dye Works. The civil engineering business built by Adlington's own son Leonard Fairclough (now AMEC) has recently left Adlington and the premises have been acquired by a Debt Advisory Company. Another substantial local enterprise is the building company of Naylor and Walkden which employs some 250 people. We have metal fabricating works in the village, a large removals and storage company in Andrew Porter and a veritable cornucopia of shops, offices and take away and eating out establishments.

Adlington's position is such that it is a magnet for the commuting population with good links to two motorways, trains to Manchester and Preston and good bus services to Chorley and Bolton. This, combined with available housing at often somewhat lower prices than in surrounding towns, has greatly increased the level of commuting activity.

Families moving into the area have the choice of several highly commended nurseries and four good primary schools within the area and at least seven excellent secondary schools and colleges to choose from in the area.



**The
United Reformed
Church,
Railway Road,
Adlington
which also
houses the
Methodist Church**

On the recreational side, there are two playing fields with equipment for a wide range of age groups. There are several beautiful walks within the bounds of the village, which include the Adlington Circular Walk and the breathtaking West Pennine Moors only minutes away. The Leeds Liverpool Canal runs through Adlington and is home to a Marina that offers all the facilities the boating fraternity could require.

The community of Adlington has the choice of two community centres in Railway Road and Highfield Road North and a variety of other meetings rooms such as the Ambulance Hall and the United Reformed Church in which meetings and entertainments can be held.

At the Adlington and District Community Centre in Railway Road they can come together either to voice their opinions at Council meetings; enjoy the talents of the local Music and Arts Society & St. Paul's Players productions; hold weekly practices with the karate or archery groups or just have a good night out at one of the many organised social events which are put on during the year.

Fairview Youth and Community Centre caters for the youth of the village with Lancashire County Council (LCC) youth workers present on two nights a week. A drop in session for young people also takes place on Tuesday evening. The Town Council would wish to see this facility available to the youth of Adlington more frequently both during the week and at weekends. On Tuesday morning the flourishing Art in Adlington group holds two courses at the centre. Karate classes and music sessions for babies and toddlers take place twice weekly.

This is just a small insight into why people like to live in Adlington and indeed move into Adlington. We are a community with a lot going for it and a Council that cares enough to fight for more.



**The Library
and
Health Centre
in Railway Road,
Adlington
which serves a
wide area.**

TRANSPORT

ADLINGTON is fortunate to have good road and rail links to the larger towns and cities in the North West, but is the local community served adequately enough? The Town Council considers that there are matters which could be improved significantly.

RAIL LINKS

The station at ADLINGTON is not fully manned and at certain times of the day is not a pleasant environment in which to be. There is a severe lack of parking spaces to enable the community to Park & Ride. Commuters from several parishes use Adlington Railway Station and parking on the busy Railway Road and nearby streets can cause congestion. The facilities at the Railway Station are of a very poor standard in respect of surface, overgrowth and illumination. The reduction in service at Adlington Station is greatly deplored. It appears retrograde to reduce the levels of services and eliminate direct trains to Manchester Airport, apart from a limited service in the early morning and evening, at a time when the population of Adlington and the surroundings Parishes is growing rapidly. This has meant a substantial increase in taxi journeys from Adlington to Manchester Airport, adding to existing road congestion.

SUGGESTED RAIL IMPROVEMENTS

The level of service is inadequate. Recent reductions in the services from Adlington to Preston and Bolton at crucial times for the working population have had residents up in arms. The loss of frequent direct rail access to Manchester Airport only increases road traffic. Adlington Town Council will continue to fight to have these services re-instated at the earliest opportunity.

The Strategic Rail Authority needs to be pressurised into improving the maintenance of the station facilities, especially the cleanliness and lighting both on and around the platform and approach areas.

In an age of increased pressure to use public transport it defeats the object if there is not enough room to 'Park and Ride'. To increase the parking facility land could be purchased from the Conservative Club, which is adjacent to the station, or the farmland at the rear of the club.

Information to passengers needs to be improved considerably. The new system that is installed at Chorley could be extended to Adlington, or at the very least an improved loud speaker system introduced.

Safety at the station is of paramount importance and the SRA should be asked to consider installing CCTV at the station or make a contribution to the Adlington Town Council CCTV initiative which covers the approaches to the Railway Station.

ROAD LINKS

Adlington is a compact area, with two major roads passing through the village - the A6 and the A673. The A6 is the major trunk road from Manchester to Preston and the north and goes through the Lower Adlington area. The A673 connects Bolton, via Horwich, with Chorley and runs through Higher Adlington with Railway Road joining the two.

ROADS

The roads are the responsibility of LCC. These roads are in a 'reasonable' state; however if they are not maintained to a satisfactory standard, they will deteriorate rapidly over the next few years. There are also a number of 'unadopted' roads, which are of concern. Whilst these are the responsibility of the residents, it could also be assumed that as a certain amount of the Council Tax is allocated to the roads, the Borough Council and the LCC would also have some responsibility. We should also challenge LCC in its bid to downgrade the A673. Any 'downgrading' can and will result in a reduction of the maintenance levels currently experienced.

It may be appropriate for LCC to publish their maintenance programme for the roads of Adlington, with a view to discussion at Town Council. Any amendments could then be discussed and agreed with the Borough Council.

Maintenance of the roads in general during the winter months is also of great concern. Whilst there are currently measures in place to treat the main roads with salt, there are many other well used roads in Adlington which also require treating in extreme weather conditions. This extra maintenance should not be viewed as a luxury for Adlington residents and visitors as this is no different to the service currently provided for Chorley itself!

Higher Adlington

**The junction of the
A673 with Railway
Road to the left and
Babylon Lane to the
right**



ROAD SAFETY

The A6 in Lower Adlington is a major link between Chorley and Exit 6 on the M61. As a consequence there is heavy traffic particularly of commercial vehicles. Concern is frequently expressed at road speeds, especially due to vehicles approaching Adlington from the south on the fast stretches of the Blackrod Bypass. Measures to reduce these high speeds are essential.

With the development of the Adlington South Employment Area on Huyton Road, which is a road off the A6, there is a significant increase in heavy goods vehicle movements. There is a particular need for notices warning of a junction with heavy vehicles turning at the intersection of the A6 and Huyton Road.

The A673 in Higher Adlington is matter of concern as many householders on Chorley Road have nowhere to park their cars other than the main road. This creates serious problems of congestion. The mini roundabout at the entrance to the Fairview estate has created problems because of poor sight lines and the unwillingness of drivers on the A673 to slow down and acknowledge the presence of a roundabout.

Vehicle speeds within the township are frequently excessive particularly within the housing estates. Railway Road and Babylon Lane, as it approaches the traffic lights in Higher Adlington are especial areas of concern. A general policy that residential roads should have a 20MPH speed limit is highly desirable given the very narrow road widths being permitted on the newer housing estates. Adlington Town Council has frequently requested the introduction of such speed limits but to no effect.



Lower Adlington
The A6 junction with
Railway Road;
a particularly busy road
junction

UNADOPTED ROADS

Unadopted roads pose a problem as they are unsightly and can be dangerous. Property owners need to be aware of the responsibilities and liabilities regarding their road. Visitors to their property are entitled to have safe passage. Wherever it is possible or practical the Borough Council should have a 'standard' surface requirement which residents should be encouraged to adopt.

DROPPED KERBS & PARKING ETC

Dropped kerbs should be introduced on a programmed basis to assist residents with disabilities. Wheel-chair access around the township is inhibited by the frequent high kerbs that are encountered.

The access to the estates via Park Road needs to be investigated as approximately one third of Adlington residents are 'cut off' when a problem occurs between the Bridge Inn Public House and the junction of Park Road and Market Street.

Off road parking is inadequate at the main shopping areas in both Upper and Lower Adlington. Additional car parking areas need to be created. There is no off-road parking available in the shopping area of Lower Adlington. In Higher Adlington Harding Street car park should be extended and adequately signposted.

Concern has been expressed over the lack of consideration given by Borough and County Council to problems experienced at local level regarding road schemes. An example of this, which has previously been referred to on page 8, is Adlington South Employment Area, where the number of vehicles entering and exiting the site poses many difficulties. Despite the representations of Adlington Town Council and alternative suggestions a scheme has been introduced which does not take into consideration local experience. It needs to be adequately signposted.

A 'wait and see' policy has been adopted which may result in loss of life, which could be avoided. More weight should be given to local opinion otherwise what is the use of consultation?



**Difficult parking in
Higher Adlington**

BUS SERVICES

Adlington is a divided town for public transport provision, especially with the bus service. The Higher Adlington area is well serviced with buses running approximately every 10 to 20 minutes, dependant on the time of day, to Chorley and Bolton.

However Lower Adlington is not as fortunate. There is only an hourly service and this does not cover the whole of the area as it misses out the entire Church St. and Westhoughton Road part of the A6.

Another problem with the bus services is that the major area of employment in Adlington is based in Lower Adlington along with the Adlington South Business Development. The existing bus services are far from adequate to encourage a workforce to travel by Public Transport and reduce the level of vehicles on our roads.

Over the last few years the number of houses in Adlington has increased dramatically. The bus service operators and LCC, have failed to acknowledge this and provide a service to the residents of the area.

We need to look at the possibility of providing a Chorley/Adlington circular. This circular would not only service the residents of Adlington, but would include Anderton, Heath Charnock and the outlying areas of Chorley.

Possible Routes

- A.** Leaving Chorley Bus Station, it would travel using the A6 to:-
Park Road, turning round at the Common, returning via
Church Street (A6)
Westhoughton Road
Joining the A673 at Skew Bridge
Chorley Bus Station
and return.

- B.** Leaving Chorley Bus Station, it would travel using the A6 and A673 to:-
Higher Adlington Traffic Lights
Babylon Lane
Limbrick
Eaves Lane
Chorley Bus Station
and return.

The timing would be linked/adjusted to provide services to suit the needs of the commuters.

HOUSING

In general terms the housing stock in Adlington is of good quality and provides the whole spectrum of requirements from sheltered accommodation through low cost housing to 4/5 bedroomed houses. There has been a significant addition to the new stock of housing in recent years but there are still areas of poor quality housing, particularly in Lower Adlington in roads leading off the A6. There remains a significant shortage of low cost housing for both starter families and the low waged. However there are concerns that Adlington is becoming 'over crowded'. Any further development within the boundary of Adlington should be directed towards brownfield sites. The Green Belt is drawn tightly around Adlington.

The integration of any low cost housing is an important planning concern so as not to create 'ghetto areas'. In any development that contains 'low cost' units these must be spaced out throughout the development to create a more integrated community. It is increasingly difficult for young couples to acquire affordable housing.

RECYCLING

To improve recycling targets any new development must have 'Recycling Areas' conveniently placed for maximum usage, with appropriate screening for environmental considerations. Such areas need to be serviced frequently to avoid becoming untidy eyesores.

EMPLOYMENT

Adlington has five major employers -

FAIRPORT
ANDREW PORTER
W.S.T. ENGINEERING
PINCROFT DYEING & PRINTING
NAYLOR & WALKDEN

with a range of smaller employers.

The opening of the Adlington South Employment Area has brought several new jobs to the town. This should benefit the 'service industries'. The Adlington South Employment Area is now fully occupied and there is a demand for further development of a similar nature.

Adlington must continue to attract and develop employment opportunities both for its residents and workers travelling in from outside. **We do not wish Adlington to be overwhelmingly a home for commuters.** We have a favourable geographical position, only 5 minutes from the national motorway network, which must be attractive to employers looking for possible relocation to sites which are less expensive than city areas.

New industrial development should contain some small start up units for new and existing smaller businesses. It may be that these units could be let on a subsidized rent for an initial "start-up" period.

We should investigate the possibility of support for the smaller businesses to set up and prosper in Adlington.

ENVIRONMENT

Adlington, a small industrial market town, is within very easy reach of open countryside. The West Pennine Moors, where substantial parts of the moors are now open access areas, is within walking distance. It has a pleasant environment with the canal and Adlington Circular Walk providing good recreational activities. New developments and improvements in building facades have contributed to an improved look in Adlington.

There are several matters that need to be addressed:

The Green Belt around Adlington must be maintained, to stop urban sprawl and maintain farming and wildlife. Development should be limited to brownfield sites. Residents and Landlords with run down properties should be encouraged to improve the look of their property and gardens.

Any areas with overhanging shrubbery should not be tolerated and the residents/owners of the property should be reminded of their legal responsibility. If no action is taken to

cut back the shrubbery then the Borough Council should take the necessary action and invoice the resident / owner to recover the cost.

Pleasant shop facades should be encouraged and the proliferation of solid shutters over shop windows should be discouraged.

The Town Council should identify areas for improvement. In partnership with the Borough Council and other agencies an improvement schedule should then be timetabled.

Litter is a particular problem in certain areas within Adlington. Working in partnership with the Borough Council and local businesses a review of requirements should be undertaken to reduce the level of this problem, by education & more street cleaning.

The village has been improved with baskets and floral arrangements over the past few years. The Town Council encourages the planting of spring bulbs which the Council acquires from the Borough and will be looking to enhance the aesthetic beauty of the village wherever possible.

COMMUNITY REQUIREMENTS

The community needs to feel safe. At present there is a fear of walking the streets of Adlington because of the activities of a minority of people congregating in various areas. Recent raids on the only bank in Adlington – the Royal Bank of Scotland in Lower Adlington, together with recent raids on Bargain Booze and the Post Office in Higher Adlington have increased the sense of insecurity in the local population. It is true that Police records show Adlington to be an area of fairly low crime activity but armed raids on commercial properties appear to be on the increase.

Adlington has a Police Station, unfortunately not manned 24 hours a day. Our Community Police Officer and Support Officer are both to be seen walking the streets of Adlington, which is of considerable reassurance to the local residents.

Adlington Town Council is delighted to see CCTV installed in both the shopping and commercial areas in Upper and Lower Adlington. The advent of the CCTV will help the situation but we need to look at long term requirements. This would include more static CCTV units and more effective policing of the streets. Part funding of the CCTV has been obtained by the Town Council via the Waste Credit System under the 'improving the environment' section and from local businesses and other environment organisations. Adlington Town Council has accepted a substantial increase in the Parish Precept to pay the annual line rental for the CCTV cameras. The Town Council remains concerned that other areas in the Borough have CCTV provided from within the general Council budget and do not have the additional burden of an increased Parish Precept.

Drunkenness in the streets of Adlington and consequent damage to property is a problem in the centre of Adlington, particularly at weekends. Adlington Town Council wishes to liaise with the Police and Chorley Borough Council to tackle this problem of drunken behaviour, drinking of alcohol in the streets and petty vandalism.

SPORTS, ARTS AND RECREATIONAL FACILITIES

SPORT

Football, Rugby League and Cricket all flourish in Adlington. Adlington has an excellent cricket ground belonging to the Adlington Cricket Club and two major public-owned sports areas that are also used by the residents of both Anderton and Heath Charnock - King George V and Jubilee Playing Fields.

The Cricket Club has a recently upgraded Pavilion that is also available for some meetings and social events. Access is via Huyton Road that is frequently obstructed by parked commercial vehicles. There is a need for a sign at the junction of Huyton Road and the A6 showing the way to the Cricket Club.

There is a general lack of facilities at the two public playing fields:



**The King George V
Playing Fields in
Higher Adlington
has poor changing
facilities which are
in need of
improvement**

- Both playing areas are desperately in need of improved changing facilities. The King George V Playing Fields require improvements, particularly with the provision of showers. In these days you should not expect people to play sports and not have areas to change and shower. There is a need for provision of showers on the playing fields for the use of the football/rugby players. These grounds are well used over the Football season and this facility would benefit a great many people.
- The Jubilee Playing Fields are not used to their full extent because of a grievous lack of any changing facilities at all.
- There is no opportunity at either public playing field for catering facilities.
- Both areas need to provide specialist areas for 'Teenage Sport' such as roller blade activity. This has been addressed on the Jubilee Playing Fields but not yet on the King George V playing fields.
- Parking for vehicles adjacent to both playing areas is currently inadequate but could be provided next to new or improved changing facilities.

The Jubilee Playing Fields in Lower Adlington – there are no changing facilities



In addition to the above Fairview Youth and Community Centre has facilities for some outdoor sporting activities once perimeter railings have been installed.

We have the canal, which has been improved, with a flourishing marina but the full potential of allied recreational activities needs to be investigated. Currently it is used by many anglers and is also the site of an active canoeing group. Unfortunately there are no facilities canal side for canoeists who have to bring all their equipment with them and arrive ready changed for canoeing.



**The White Bear Marina,
Lower Adlington**

**A very popular tourist
facility**

Cycling facilities, cycle ways and cycle paths need to be identified and introduced. It has been suggested that a cycle track and continuous footpath round the King George V playing fields would be of benefit to many age groups.

There is the Adlington Circular Walk, which needs to be publicised and provided with improved signposting. There are many public footpaths within Adlington some of which need improvement and all of which need promotion. A map of the Adlington and district footpaths should be produced and made widely available.

Facilities for younger children are restricted. There is a young children's' play area on the Jubilee Playing Fields in addition to the skate ramp. All major housing developments must have 'green' play areas and adequate provision of equipment for younger children.

THE ARTS

Adlington has two very active drama groups – Adlington Music and Arts Society and St. Paul's Players. Both mount several productions a year in the Adlington and District Community Centre in Railway Road, drawing audiences from far afield. Unfortunately, whilst these productions are playing, and for a period before and after each production, use of the Community Centre by other organisations is heavily restricted. Adlington Community Nursery makes full use of all the rooms, apart from the main hall, during term time, further restricting the availability of meeting rooms. Fairview Youth and Community Centre in Highfield Road North has eased this congestion. It is available for use for a variety of activities in addition to its Youth work. Regular users already include 'Art in Adlington' who run two courses on Tuesday mornings.

The Rivington and Adlington Brass Band rehearses in its own room in Anderton but utilises Adlington and District Community Centre in Railway Road for public concerts. The Band also provides a valuable community service at Remembrance Sunday and the Mayor's Civic Sunday.

SENIOR CITIZENS

There is some residential provision for the elderly in Adlington. Apart from Grove House in Highfield Road, a Social Services Department home for the elderly, there is sheltered accommodation in Harrison Road, Grove Avenue and Mill Street. A Luncheon Club meets weekly in the United Reformed Church and a senior citizens' group meets weekly on a Thursday afternoon in the Ambulance Hall in Granville Street. However the elderly 65+ are a growing proportion of our population and attention must be made to meeting their needs in the future.

**The War Memorial for
Adlington, Anderton &
Heath Charnock in
Railway Road,
Adlington**



ADLINGTON TOWN COUNCIL

“PARISH PLAN” RECOMMENDATIONS

<u>Recommendation</u>	<u>Page</u>
1. The railway station should be manned throughout the day.	8
2. The frequency of trains calling at Adlington station should be increased.	8
3. The railway station should receive better maintenance for cleaning, lighting and fences.	8
4. Reduction of the level of speed of traffic on Babylon Lane and Railway Road (B6227), the A6 and A673.	9
5. New signage for the junction of the A6 with Huyton Road and Harrison Road. Huyton Road is the entrance to Adlington South Employment Area for which there is no indicative ‘signage’ and also leads to the Cricket Club. Harrison Road is also a busy road with traffic to and from Naylor and Walkden Ltd and the Harrison Road garage.	9
6. 20MPH restrictions should be imposed in major residential areas. The Park Road area has already been accepted as suitable for such limitations; Highfield Road appears in a priority list for speed limits. However, other areas include: <ul style="list-style-type: none">• Harrison Road and the roads opening off it;• Belmont Road and the roads opening off it;• The Sutton Lane to Daisy Hill Drive area• The Highfield Road proposed limits should include all the old Council Estate and Fairview Estate roads.	10
7. There is a problem with several unadopted roads and efforts should be made to adopt these roads.	10
8. There is a need for improved dropped kerbs at road junctions to improved disabled accessibility.	10
9. Improved bus links for The Common/Park Road/ Westthoughton Road route and along the A6 to Chorley are urgently required, perhaps as part of “Network Chorley”.	11
10. There is a significant shortage of ‘low cost housing’ in the Adlington area, creating problems for those on low incomes and first time buyers.	12
11. Adlington is in danger of becoming primarily a home for commuters. The successes of the Adlington South Employment Area points to the need for further such development.	13
12. The Green Belt around Adlington must be maintained.	13
13. Adlington Police station should be manned for longer periods which would reassure the community.	14
14. The two major playing fields in Adlington need better maintenance and facilities. The Jubilee Playing Field has no changing facilities, and both playing fields would benefit from improved parking facilities.	15