

Parish Council Consultation on Public Transport Scrutiny Review

Response from **Astley Village Parish Council**:

The main issue for Astley Village is the two buses an hour that we have are only 13 minutes apart. This was introduced when the bridge work for the railway was started. However the relevant bridges have now reopened but the bus service has not reverted.

Regards, Debra

Astley Village Parish Council Clerk Debra Platt, 9 Ambleside Avenue, Euxton, Chorley, PR7 6NX

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Response from **Heath Charnock Parish Council**:

We would like to have free train passes.

After the electrification of the railway line is completed, we would like to see a more frequent service stopping at Adlington.

More buses are needed to serve Babylon Lane.

We would like to see the 10 minute bus service (125) between Adlington and Chorley (and onwards) along the A673, alternated with a service along the A6.

Thanks

Edna Woodrow, clerk

Response from **Brindle Parish Council**

Brindle Parish Council has considered this and from their point of view would wish to see a direct bus route from Brindle to Chorley .They feel that if this was given adequate publicity it would prove a viable service unlike the pilot which was trialled three years ago.

Regards

Tony Harness, Clerk

Response from **Adlington Town Council**

Adlington is the southern parish within Lancashire County Council adjacent to Greater Manchester. Over the last few years there has been an explosion in the number of properties in Adlington and the surrounding parishes of Anderton and Heath Charnock. The whole area uses transport links that are centred around Adlington. Adlington is also marketed by developers and estate agents as a commuter town for Manchester.

With the above background there has been a failure of the Lancashire County Council to address the transport requirements of Adlington residents. A large majority of people that need to travel to Manchester travel by car into the neighboring town of Blackrod and Horwich. These stations offer more frequent services and cheaper fares as part of Greater Manchester. We therefore have a situation that all the data supplied by the train operator is invalid and always on the low side.

Adlington and its surrounding parishes need an integrated transport system that will bring together road and rail and transport at competitive prices so that people do not have to travel to use the train and therefore reduce carbon emissions.

Rail

During the ongoing rail electrification Adlington lost one train an hour out of its service and there are no plans to re-introduce this service back into the schedule. A decision that was challenged by Adlington Town Council but not supported by LCC.

Adlington need additional services to stop at the station to support the travel requirements of its residents. In particular additional stopping rains need to be arranged at the peak travel times, between 7.00am and 10.00am and between 4pm and 7pm. In addition to this the train operator has to address the lack of rolling stock to meet the increase in passenger numbers.

Due to the proximity to the subsidised fares operated within Greater Manchester LCC must have a serious look to see if anything can be done to offer cheaper fares by subsidised travel for early travel both to Manchester and Preston

Road

Road travel needs to be better integrated to rail services and direct travel to the local hospital.

During the peak travel to work hours the 125 service could be redirected via Railway Road to pass the station at times to link up with the train timetable. The recent diversion was very successful at doing this.

A recent change to the 125 timetable, which was challenged by the Town Council but not supported by LCC, meant the withdrawal of the direct service to CDH. The reason given by the bus operator was totally fabricated to reduce their operating costs and the expense of the passengers. We would like to see an hourly direct 125 service that call in the hospital grounds.