



Sandylands and West End, Morecambe

Safer, Greener and Healthier Streets

Co-discovery Report

May 2024



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Executive Summary

Lancashire County Council recently carried out a co-discovery exercise for those who work, live or study in or near to the Sandylands or West End area of Morecambe. Letters were sent to addresses in the immediate area with a copy of the letter also sent to stakeholders such as local councillors, bus companies, emergency services, utility companies and other key organisations such as the Royal National Institute of Blind People (RNIB) and deaf awareness groups. The letter and any related documents were also available on the council's website [Sandylands and West End, Morecambe - Lancashire County Council](#). There was an online survey open from 15th January 2024 until 3rd March 2024 and two drop-in sessions were held at Morecambe Library on 30th January 2024 from 4pm until 7pm and 23rd February 2024 from 2pm until 5pm.

The aim of the survey and the drop-in sessions has been to gather information to help bolster the data already collected for the area. We want to better understand the public's concerns, what the barriers are to walking, cycling, and wheeling and what suggestions the community and local stakeholders have for improving the area to make it safer for people to make journeys by these travel choices and also how to make the area more inviting for leisure activity.

Some high-level messages to come out of this co-discovery exercise are:

- 161 responses via the online survey and in excess of 40 people attended the drop-in sessions.
- There were no responses from the under-25s. The highest response (66%) came from the 25-64 age range, then 24% from the 65+ age range. The remainder preferred not to say or chose not to answer the question.
- The male and female gender split is broadly in line with the local comparison data (49% male and 51% female) which can be found here [Male and female populations - GOV.UK Ethnicity facts and figures \(ethnicity-facts-figures.service.gov.uk\)](#) Out of the 161 respondents, 148 selected male or female. This equates to 46% male and 54% female.
- English, Welsh, Scottish, Northern Irish or British was the highest response at 88.2%, any other white background was 1.86%, as was White and Asian. Any other Mixed or Multiple backgrounds was 0.62% and 7.46% preferred not to say or didn't answer the question. These figures are broadly in line with local Census data. This gives us confidence that the data we have collected is from a cross section of the local community.
- Of those in full or part time employment, travelling by car as a driver or passenger was their most common choice of transport.
- The main issues are visibility at junctions, speed of traffic, quality of road & footpath surfaces and vehicle parking.



Introduction

Lancashire County Council is embarking on a programme of Safer, Greener and Healthier Streets schemes throughout Lancashire with this scheme and similar projects across East Lancashire. These schemes will identify and prioritise future improvements to local areas. They are being developed through engagement with our partners, stakeholders, and local communities.

This report summarises the feedback we received from this engagement exercise, alongside other recently collected data. There were 161 respondents to the online survey and where totals don't total 100%, this is due to respondents not answering the question or selecting more than one answer.

Some issues highlighted through the survey and drop-in sessions aren't Lancashire County Council's responsibility, such as dog fouling. However, we will ensure the information is forwarded on to the relevant agencies to try to find a solution.

We would like to thank everyone who responded via the survey and also those who attended the drop-in sessions. This feedback will help to ensure that we deliver a well-developed safer, greener, and healthier streets scheme.



AtkinsRéalis Data

In 2022, Lancashire County Council commissioned AtkinsRéalis to collect various data including, traffic counts, vehicle speeds and additional data analysis. Data has been collected through various channels including ANPR cameras.

Some of the data captured has been used to examine volume of traffic, vehicle & motorcycle speeds and establish locations where vehicles were entering and exiting the area.

Volume of traffic and speeding

The table below shows the main locations where issues were recorded, and these findings are consistent with the information received through our previous on-line survey, emails, letters, social media comments and drop-in sessions held at Morecambe Library.

LOCATION	NUMBER OF VEHICLES DURING A 12-HOUR PERIOD (travelling both ways)	PERCENTAGE OVER THE POSTED SPEED LIMIT (rounded up or down)
Balmoral Rd	4157	25%
Regent Rd	4785	11%
Westminster Rd	1308	21%
Alexandra Rd	1150	15%
Heysham Rd/Marine Rd West	1203	8%
Fairfield Rd	1662	33%*
Stanley Rd	918	10%

*It should be noted, at one particular location on Fairfield Rd, almost 83% of vehicles were exceeding the posted speed limit. Further to that, over 5% were travelling at more than 15mph over the posted speed limit.



Collisions

The data analysis was taken from the Lancaster and Morecambe postcode areas.

Collision casualty postcodes

Only 11* of the 190 collisions where there were casualties were from within the boundary of the focus area.

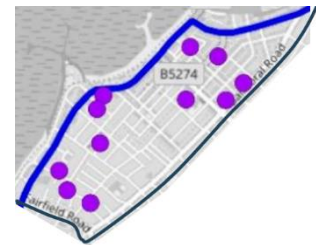
*where full postcodes were provided



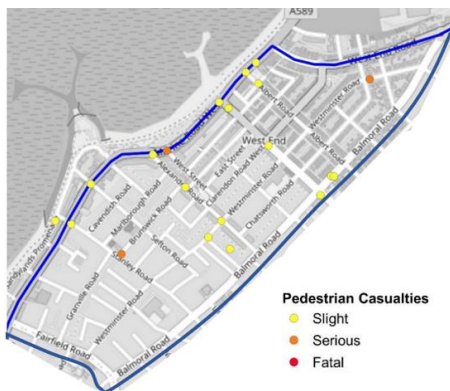
Collision Vehicle Postcodes

Only 21* of the 251 vehicles involved in collisions were vehicles that were registered within the boundary of the focus area.

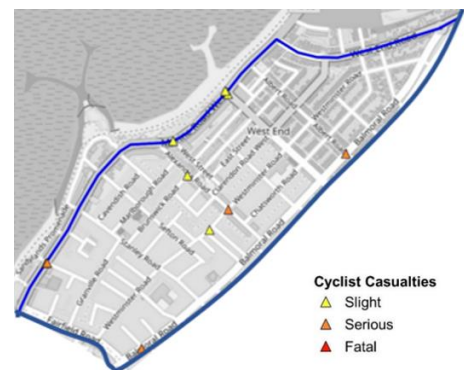
*where full postcodes were provided



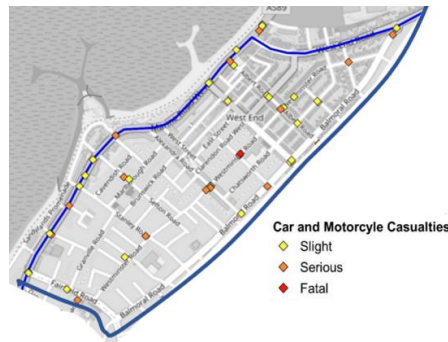
Pedestrian Casualties



Cyclist Casualties



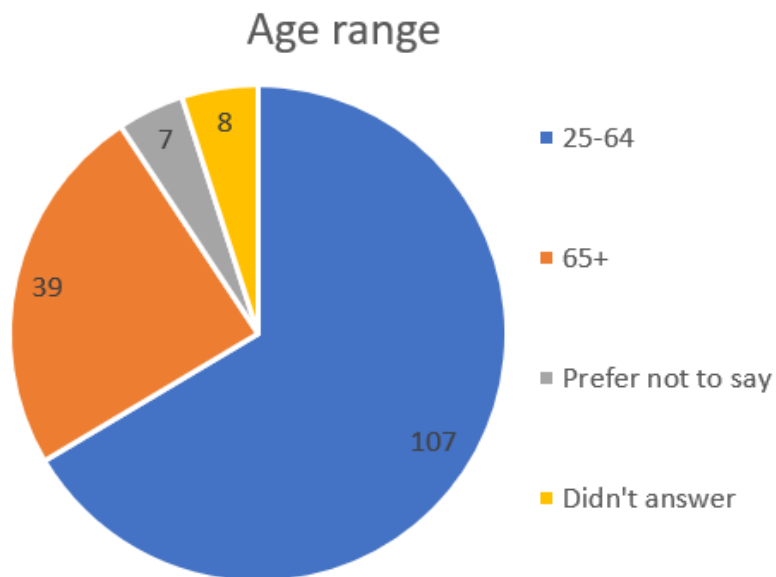
Car and Motorcycle Casualties



Profile of respondents

What is your age range?

The highest number of responses, 107 (66.46%) came from those in the age range 25-64, followed by 39 (24.22%) from those aged 65+ and 7 (4.35%) selected 'prefer not to say'. Nobody selected age range 0-17 or 18-24. 8 respondents (4.97%) didn't answer.

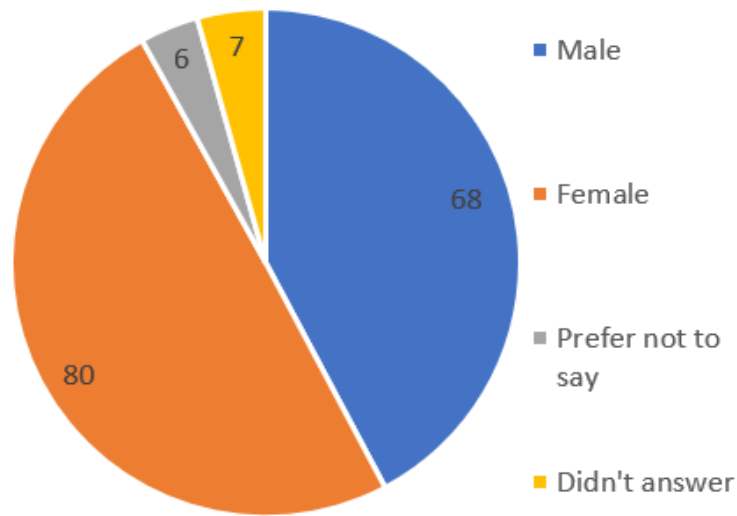


What gender do you identify as?

The highest response, 80 (49.69%) was from those who selected female, closely followed by 68 (42.24%) who selected male. 6 (3.72%) selected 'prefer not to say'. Nobody selected 'non-binary' or 'other' and 7 (4.35%) respondents didn't answer.



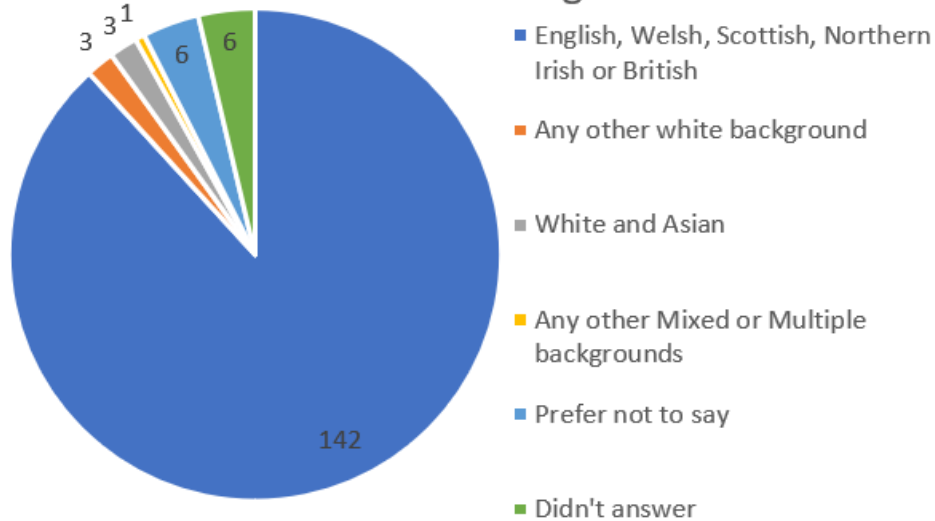
Gender identity



Which best describes your ethnic background?

142 (88.2%) responses were from those who selected English, Welsh, Scottish, Northern Irish or British as their ethnic background. Any other white background was 3 (1.86%), White and Asian was 3 (1.86%) and Any other Mixed or Multiple backgrounds was 1 (0.62%). 6 (3.73%) preferred not to say and 6 (3.73%) didn't answer.

Ethnic background

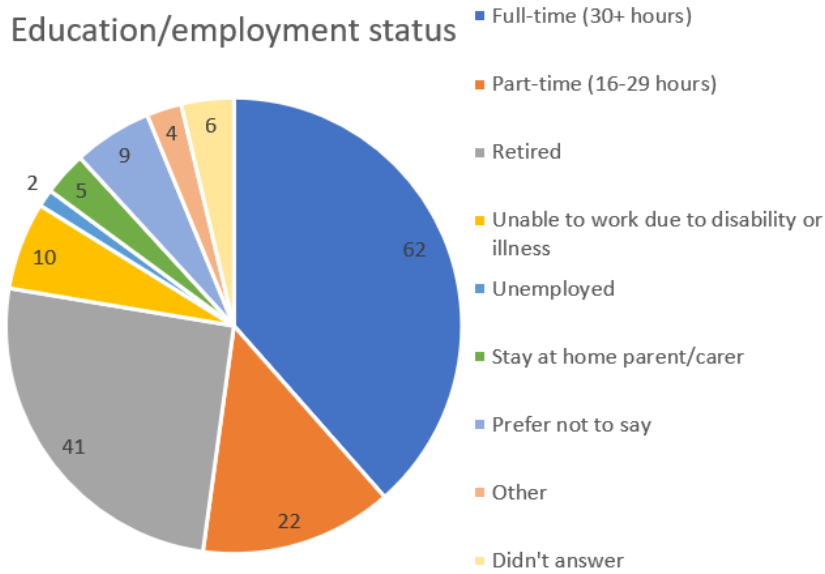


What is your education/employment status?

The highest response 62 (38.51%) was from those in full time employment (30+ hours), followed by 41 (25.47%) who were retired. 22 (13.66%) were in part time employment (16-29 hours), 10 (6.21%) were unable to work due to disability or illness, 5 (3.11%) were stay at home parent/carer, 2 (1.24%) respondents were unemployed, 9 (5.59%) preferred not to say, 4 (2.48%) selected 'other' with semi-



retired, working from home and working less than 16 hours being the reasons. No respondents selected 'Apprenticeship' or 'Education' and 6 (3.73%) didn't answer.

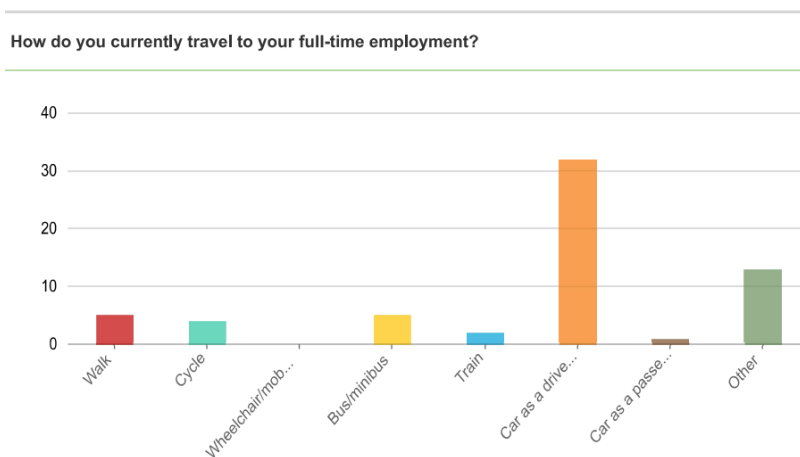


Travel behaviour

How do you currently travel to your full-time employment (30+ hours per week)?

NB, this question only appeared if the respondent had selected they worked full-time for the 'what is your education/employment status?' question.

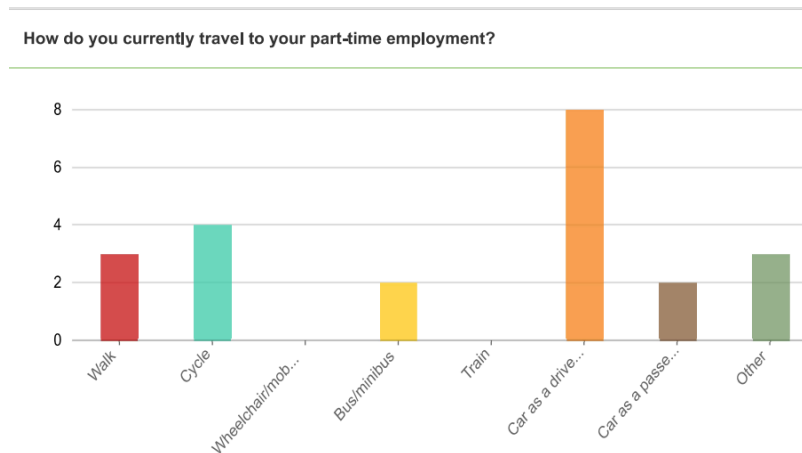
32 respondents travelled in a car as a driver, 5 walked, 5 travelled via bus/minibus, 4 cycled, 2 used the train, 1 travelled in a car as a passenger (included taxis), 13 selected 'other' with more than one type of transport, working from home, and living on the premises being some of the reasons.



How do you currently travel to your part-time employment (16-29 hours per week)?

NB, this question only appeared if the respondent had selected they worked part-time for the 'what is your education/employment status?' question.

8 travel in a car as a driver, 4 cycle, 3 walk, 2 travel on a bus/minibus, 2 travel in a car as a passenger (includes taxis), no respondents selected 'wheelchair/mobility scooter' or train and 3 selected 'other' with work from home, motorcycle and more than one type of transport being some of the reasons.

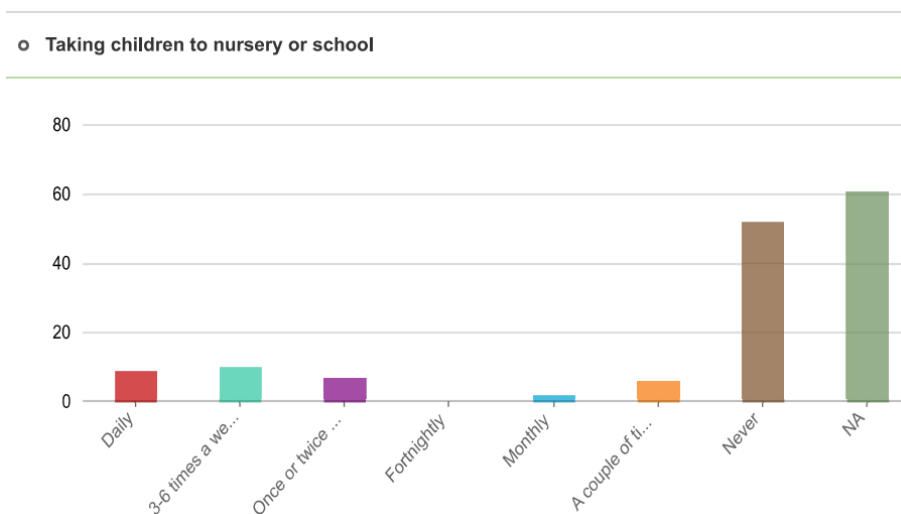


How often places are visited

Thinking about the following places, how often do you visit?

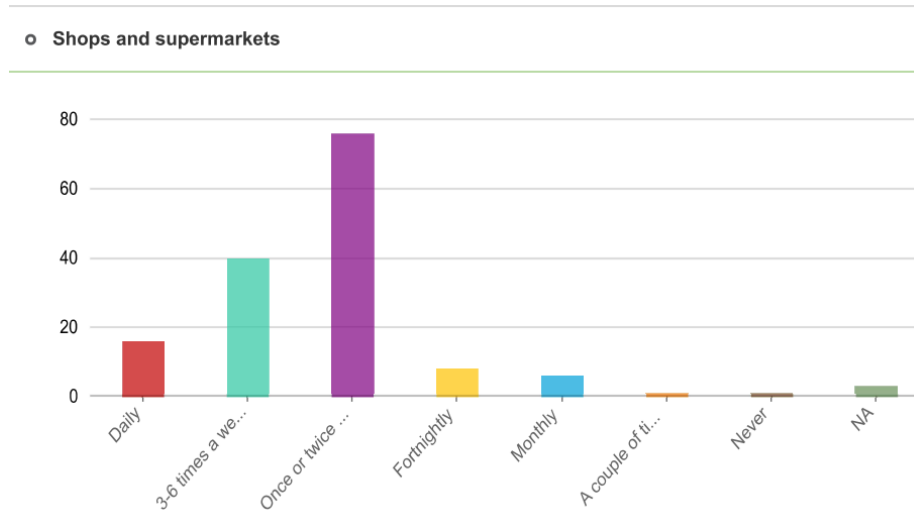
Taking children to nursery or school

52 respondents never visit schools or nurseries, 10 of visit a school or nursery 3-6 times a week, 9 visit daily, 7 go once or twice a week, 6 visit a couple of times a year, 2 go monthly. No respondents visited fortnightly, 61 selected N/A and 14 didn't answer.



Shops and supermarkets

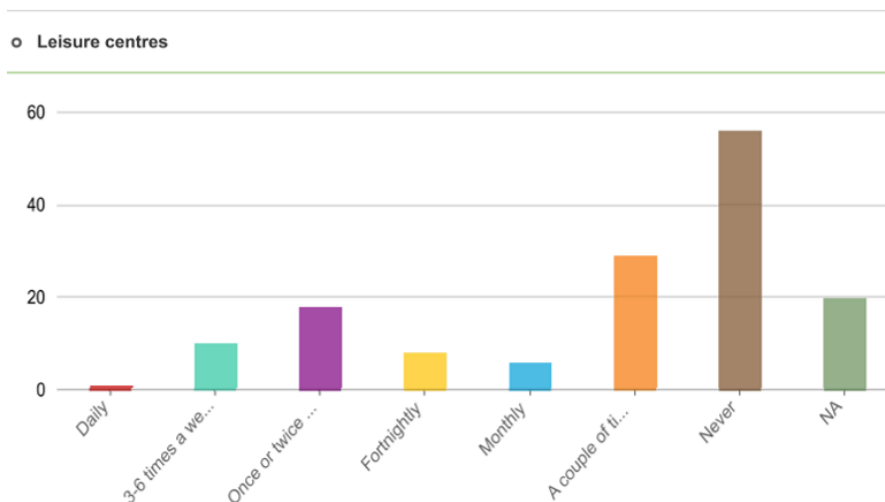
76 visit once or twice a week, 40 visit 3-6 times a week, 16 visit daily, 8 go fortnightly, 6 monthly, 1 visit a couple of times a year and 1 never visits, 3 selected N/A and 10 didn't answer.



Leisure Centres

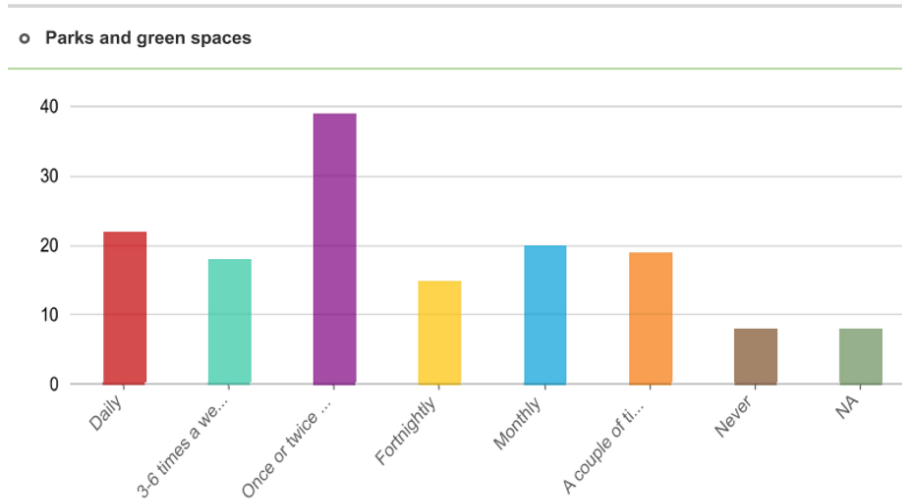
NB, It should be noted some respondents perceived leisure centres for to include theatres and cinemas.

56 respondents never visit leisure centres, 29 go a couple of times a year, 18 visit once or twice a week, 10 visit 3-6 times a week, 8 go fortnightly, 6 visit monthly, 1 visits daily, 20 respondents selected N/A and 13 didn't answer.



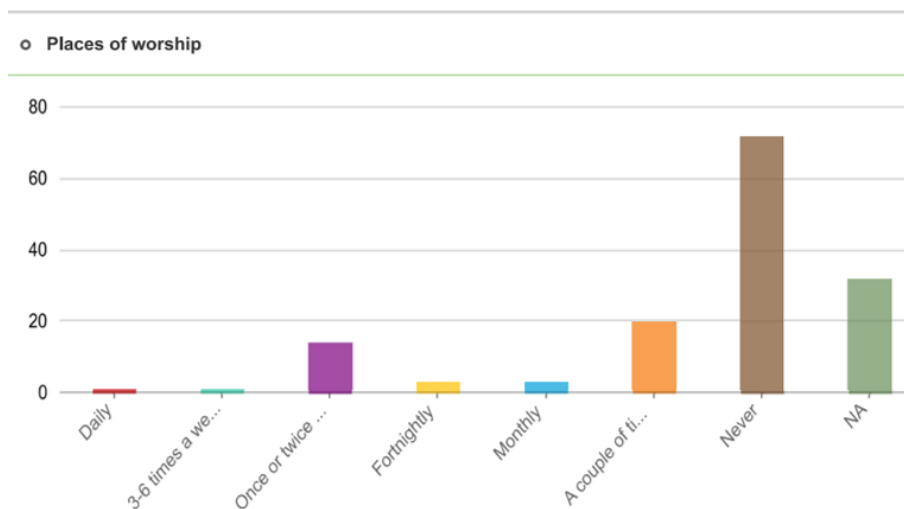
Parks and green spaces

39 visit once or twice a week, 22 visit daily, 20 go monthly, 19 visit a couple of times a year, 18 go 3-6 times a week, 15 go fortnightly and 8 never visit, 8 selected N/A and 12 didn't answer.



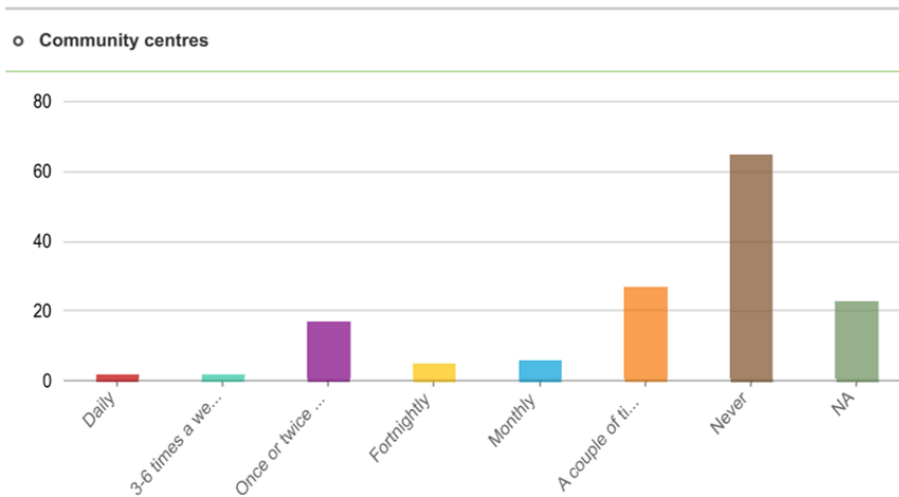
Places of worship

72 respondents never visit places of worship, 20 visit a couple of times a year, 14 go once or twice a week, 3 visit monthly, 3 visit fortnightly, 1 goes 3-6 times a week, 1 visits daily, 32 selected N/A and 15 didn't answer.



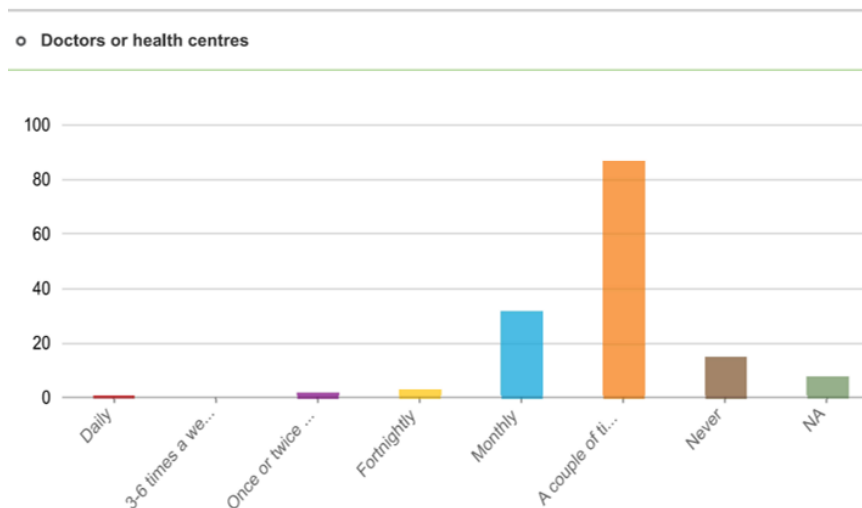
Community Centres

65 never visit community centres, 27 visit a couple of times a year, 17 visit once or twice a week, 6 visit monthly, 5 go fortnightly, 2 visits 3-6 times a week, 2 visit daily, 23 selected N/A and 14 didn't answer.



Doctors or Health Centres

87 visit a couple of times a year, 32 go monthly, 15 never go to the doctors or health centre, 3 visit fortnightly, 2 go once or twice a week, 1 goes daily, 8 respondents selected N/A and 13 didn't answer.



Choice of transport used

Depending on what places respondents said they visited in the previous section, determined which of the following questions they were then asked.

How do you travel to nursery or school?

There were 37 responses to this question with 10 (27%) respondents walking, no one selected cycle or wheelchair/mobility scooter, 1 (3%) travels via bus or minibus, 21 (57%) travelling in a car as a driver, no one selected car as a passenger (includes taxis) and 5 (13%) respondents selected 'other'.

Answers	Count	Percentage
Walk	10	27%
Cycle	0	0%
Wheelchair/mobility scooter	0	0%
Bus/minibus	1	3%
Car as a driver	21	57%
Car as a passenger (includes taxis)	0	0%
Other	5	13%

How do you travel to shops and supermarkets?

NB, Some respondents commented, depending on whether they are doing a small shop, or a larger shop may affect the type of transport used. For example, they may walk to the local shop but use their car to travel to the supermarket.

146 respondents answered this question. 38 (26%) walk, 6 (4%) cycle, 1 (*1%) travels via wheelchair or mobility scooter, 9 (6%) travel via bus or minibus, 81 (55%) travel in a car as a driver, 4 (3%) travel in a car as a passenger (this includes taxis) and 7 (5%) respondents selected 'other' which respondents stated includes motorcycle and more than one type of travel.
(*rounded up).

Answers	Count	Percentage
Walk	38	26%
Cycle	6	4%
Wheelchair/mobility scooter	1	1%
Bus/minibus	9	6%
Car as a driver	81	55%
Car as a passenger (includes taxis)	4	3%
Other	7	5%

How do you travel to leisure centres?

76 respondents answered this question. 7 (9%) walk, 10 (13%) cycle, no one selected wheelchair or mobility scooter, 8 (11%) travel via bus or minibus, 48 (63%) travelling in a car as a driver, 2 (3%) travel in a car as a passenger (this includes taxis), and 1 (1%) selected 'other'.

Answers	Count	Percentage
Walk	7	9%
Cycle	10	13%
Wheelchair/mobility scooter	0	0%
Bus/minibus	8	11%
Car as a driver	48	63%
Car as a passenger (includes taxis)	2	3%
Other	1	1%

How do you travel to parks and green spaces?

132 respondents answered this question. 92 (70%) walk, 8 (6%) cycle, 1 (*1%) travels via wheelchair or mobility scooter, 2 (1%) travel via bus or minibus, 22 (17%) travel in a car as a driver, 2 (1%) travel in a car as a passenger (this includes taxis), and 5 (4%) selected 'other' which respondents stated included more than one type of travel.
(*rounded up)

Answers	Count	Percentage
Walk	92	70%
Cycle	8	6%
Wheelchair/mobility scooter	1	1%
Bus/minibus	2	1%
Car as a driver	22	17%
Car as a passenger (includes taxis)	2	1%
Other	5	4%



How do you travel to places of worship?

49 people responded to this question.

16 (33%) walk, 3 (6%) cycle, 1 (2%) travels via wheelchair or mobility scooter, 3 (6%) travel by bus or minibus, 20 (41%) travel in a car as a driver, 3 (6%) travel in a car as a passenger (this includes taxis), and 3 (6%) selected 'other'.

Answers	Count	Percentage
Walk	16	33%
Cycle	3	6%
Wheelchair/mobility scooter	1	2%
Bus/minibus	3	6%
Car as a driver	20	41%
Car as a passenger (includes taxis)	3	6%
Other	3	6%

How do you travel to community centres?

65 people responded to this question.

24 (37%) walk, 5 (8%) cycle, no one selected wheelchair or mobility scooter, 9 (14%) travel via bus or minibus, 21 (32%) travel in a car as a driver, 2 (3%) travel in a car as a passenger (this includes taxis), and 4 (6%) respondents selected 'other'.

Answers	Count	Percentage
Walk	24	37%
Cycle	5	8%
Wheelchair/mobility scooter	0	0%
Bus/minibus	9	14%
Car as a driver	21	32%
Car as a passenger (includes taxis)	2	3%
Other	4	6%

How do you travel to doctors or health centres?

126 respondents answered this question.

57 (45%) walk, 4 (3%) cycle, 1 (1%) travels via wheelchair or mobility scooter, 4 (3%) travel via bus or minibus, 53 (42%) travel in a car as a driver, 2 (2%) travel as a passenger in a car (includes taxis) and 5 (4%) respondents selected 'other'.

Answers	Count	Percentage
Walk	57	45%
Cycle	4	3%
Wheelchair/mobility scooter	1	1%
Bus/minibus	4	3%
Car as a driver	53	42%
Car as a passenger (includes taxis)	2	2%
Other	5	4%



We then asked how people rated the following statements,

In the mapped area shown, how would you rate the following types of transport for ease of use? 1 being extremely poor and 10 being excellent.

(It should be noted that percentages were round up or down up to three decimal places in order to equal 100%)

Walking

146 respondents (91%) of those who took part in the survey answered this question whilst 15 skipped the question.

33 (22%) stated walking for ease of use was excellent whilst 11 (8%) said it was extremely poor.

9 (6%) respondents selected N/A.

Ease of use	Count	Percentage
1 – extremely poor	11	8%
2	1	1%
3	3	2%
4	11	8%
5	22	15%
6	8	5%
7	14	9%
8	23	16%
9	11	8%
10 – excellent	33	22%
N/A	9	6%

Cycling

142 respondents (88%) of those who took part in the survey answered this question whilst 19 skipped the question.

7 (5%) said cycling for ease of use was excellent whilst 8 (6%) said it was extremely poor.

45 respondents (32%) selected N/A.

Ease of use	Count	Percentage
1 – extremely poor	8	6%
2	6	4%
3	10	7%
4	4	3%
5	19	13%
6	11	8%
7	13	9%
8	15	10%
9	4	3%
10 – excellent	7	5%
N/A	45	32%

Wheelchair or mobility scooter

140 respondents (87%) of those who took part in the survey answered this question whilst 21 skipped the question.

5 (4%) said travelling by wheelchair or mobility scooter for ease of use was excellent whilst 15 (11%) said it was extremely poor.

71 respondents (50%) selected N/A.

Ease of use	Count	Percentage
1 – extremely poor	15	11%
2	13	9%
3	4	3%
4	6	4%
5	12	9%
6	6	4%
7	6	4%
8	1	1%
9	1	1%
10 – excellent	5	4%
N/A	71	50%

Bus or minibus

143 respondents (89%) of those who took part in the survey answered this question whilst 18 skipped the question.

20 (14%) said travelling via bus or minibus was excellent for ease of use whilst 8 (6%) said it was extremely poor.

29 respondents (20%) selected N/A.

Ease of use	Count	Percentage
1 – extremely poor	8	6%
2	1	1%
3	8	6%
4	7	5%
5	16	11%
6	19	13%
7	10	7%
8	20	14%
9	5	3%
10 – excellent	20	14%
N/A	29	20%



Car as a driver

142 respondents (88%) who completed the survey answered this question whilst 19 skipped the question.

24 (17%) stated travelling in a car as a driver for ease of use was excellent whilst 7 (5%) said it was extremely poor.

27 respondents (19%) selected N/A.

Ease of use	Count	Percentage
1 – extremely poor	7	5%
2	3	2%
3	3	2%
4	11	8%
5	21	15%
6	7	5%
7	14	10%
8	15	10%
9	10	7%
10 – excellent	24	17%
N/A	27	19%

Car as a passenger (includes taxis)

139 respondents (86%) who completed the survey answered this question whilst 22 skipped the question.

12 (9%) stated travelling in a car as a passenger (including taxis) for ease of use was excellent whilst 10 (8%) said it was extremely poor.

44 respondents (32%) selected N/A.

Ease of use	Count	Percentage
1 – extremely poor	10	8%
2	2	1%
3	4	3%
4	11	8%
5	13	9%
6	9	6%
7	9	6%
8	14	10%
9	11	8%
10	12	9%
N/A	44	32%

In the mapped area shown, how would you rate the following types of transport for safety? 1 being extremely poor and 10 being excellent.

Walking

146 respondents (91%) who completed the survey answered this question whilst 15 skipped the question.

14 (10%) stated walking for safety was excellent whilst 13 (9%) stated it was extremely poor.

5 (3%) respondents selected N/A.

Ease of use	Count	Percentage
1 – extremely poor	13	9%
2	8	6%
3	18	12%
4	18	12%
5	18	12%
6	14	10%
7	18	12%
8	12	8%
9	8	6%
10	14	10%
N/A	5	3%

Cycling

145 respondents (90%) who completed the survey answered this question whilst 16 skipped the question.

7 (5%) stated for safety cycling was excellent whilst 13 (9%) said it was extremely poor.

40 (29%) respondents selected N/A.

Ease of use	Count	Percentage
1 – extremely poor	13	9%
2	15	10%
3	13	9%
4	10	7%
5	16	11%
6	15	10%
7	9	6%
8	5	3%
9	2	1%
10	7	5%
N/A	40	29%



Wheelchair or mobility scooter

142 respondents (88%) who completed the survey answered this question whilst 19 skipped the question.

5 (4%) stated, for safety, travelling via wheelchair or mobility scooter was excellent whilst 14 (10%) said it was extremely poor. 73 (51%) respondents selected N/A.

Ease of use	Count	Percentage
1 – extremely poor	14	10%
2	11	8%
3	10	7%
4	4	3%
5	12	9%
6	6	4%
7	3	2%
8	2	1%
9	2	1%
10	5	4%
N/A	73	51%

Bus or minibus

144 respondents (89%) who completed the survey answered this question whilst 17 skipped the question.

18 (13%) said, in terms of safety, travelling via bus or minibus is excellent whilst 3 (2%) said it was extremely poor.

32 (22%) respondents selected N/A.

Ease of use	Count	Percentage
1 – extremely poor	3	2%
2	5	3%
3	9	6%
4	3	2%
5	13	9%
6	12	8%
7	15	10%
8	23	16%
9	11	8%
10	18	13%
N/A	32	22%

Car as a driver

144 respondents (89%) who completed the survey answered this question whilst 17 skipped the question.

15 (10%) said, in terms of safety, travelling in a car as a driver was excellent whilst 9 (6%) said it was extremely poor.

29 (20%) respondents selected N/A.

Ease of use	Count	Percentage
1 – extremely poor	9	6%
2	3	2%
3	10	7%
4	6	4%
5	8	6%
6	17	12%
7	15	10%
8	24	17%
9	8	6%
10	15	10%
N/A	29	20%

Car as a passenger (includes taxis)

140 respondents (87%) who completed the survey answered this question whilst 21 skipped the question.

13 (9%) stated, in terms of safety, travelling in a car as a passenger (including taxis) is excellent and 10 (7%) said it was extremely poor.

42 (30%) respondents selected N/A.

Ease of use	Count	Percentage
1 – extremely poor	10	7%
2	4	3%
3	8	6%
4	2	1%
5	7	5%
6	14	10%
7	10	7%
8	19	14%
9	11	8%
10	13	9%
N/A	42	30%

Summary of findings to the questions 'ease of use' and 'safety'

When analysing the data from this group of questions, we noticed the 'N/A' responses for walking, cycling, and wheeling were significantly higher than for some of the other types of transport. This could suggest that those who selected N/A don't use that particular form of transport. The findings of the next question also supports this theory as the top ten reasons include 'lack of complete cycle network', 'lack of cycle paths', 'obstructions on footpaths' and road and pavement surfaces.



What are the barriers that prevent you from walking, cycling, and wheeling?

Thinking about your local area, what prevents you from walking, cycling, or wheeling?

We wanted to know what the barriers are to people walking, cycling, and wheeling. Respondents could select more than one option.

153 respondents (95%) answered this question and 8 skipped the question.

The four main barriers are quality of road surfaces (44%), speeding vehicles (44%), quality of footpath surfaces (38%) and vehicles parked on footpaths (34%).

Of those who selected 'other', some of the reasons were, walking/health issues, age, anti-social behaviour, work hours, and dog fouling/issues.



What improvements would you like to see in your area to encourage more walking?

Answers varied but below are some improvements people said they would like to see.

- Traffic calming measures
- Reducing the speed limit
- Enforcing speed limits
- Reconsider the restricted parking notices
- More facilities to encourage people with disabilities to get about
- Dropped kerbs
- Removing trip hazards
- More dog friendly places
- Resident/permit holder only parking
- To feel safe
- Better street lighting
- Remove litter (cleaner streets)
- More public toilets
- Recycling bins and more bins in general
- Back alleys turned into community areas
- Resting places such as benches
- More dog mess bins and more signage about dog fouling
- More considerate parking
- Improvements to road surfaces
- Improvements to footpaths
- More road crossings
- Safer lanes for people to cycle in
- Speed cameras
- Stop vehicles parking partially on the footpaths
- Better visibility at junctions
- Clearer road markings
- Pedestrian only routes (bollards halfway along a road so cars can only access for each end (to prevent rat-running))



We wanted to know how you felt about your area and asked you, "On a scale of 1 – 10, with 1 being strongly disagree and 10 being strongly agree, how strongly do you agree or disagree with this statement?"

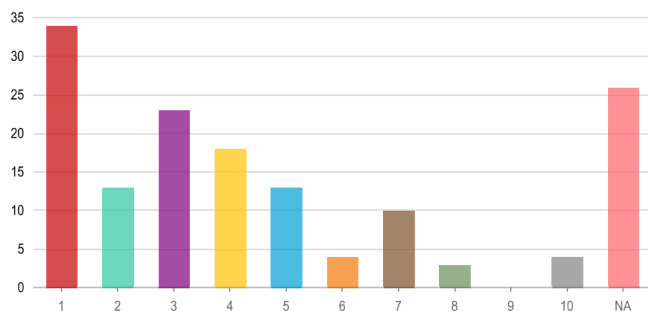
"My neighbourhood is a safe place for children to play out"

148 respondents (92%) answered this question and 13 skipped the question.

34 respondents (23%) said they didn't feel their neighbourhood was a safe place for children to play out whilst 4 (2%) respondents agreed and said they felt it was a safe place for children to play out.

26 (18%) respondents selected N/A.

"My neighbourhood is a safe place for children to play out"

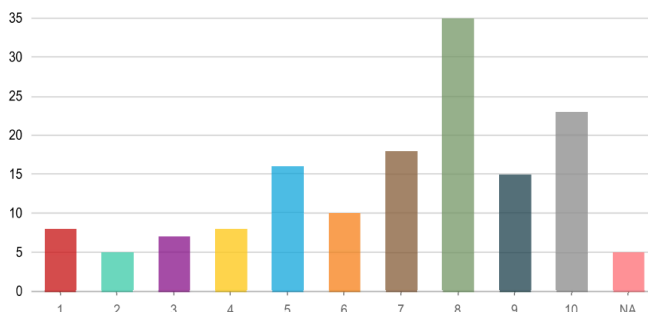


"I can easily access my local parks and green spaces"

150 respondents (93%) answered this question and 11 skipped the question.

8 (5%) felt it was extremely difficult to access local parks and greenspaces whilst 23 (15%) stated it was very easy to access local parks and greenspaces. 5 (3%) respondents selected N/A.

"I can easily access my local parks and green spaces"



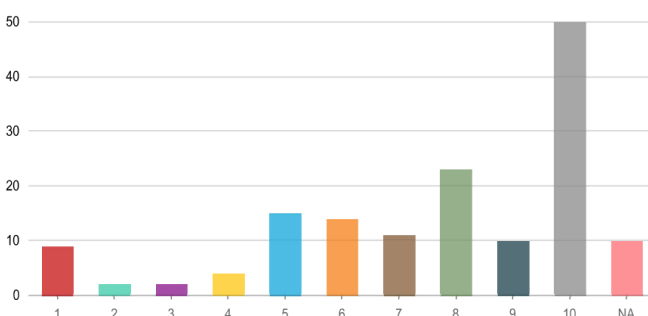
"I would like there to be more places to sit, relax and socialise in my area"

150 respondents (93%) answered this question and 11 skipped the question.

9 respondents (6%) strongly disagreed, whilst 50 (33%) of respondents agreed and said they would like there to be more places to sit, relax and socialise.

10 (7%) respondents selected N/A.

"I would like there to be more places to sit, relax and socialise in my area"



Additional Information

We asked,

Anything else you'd like to add?

We wanted to give people the opportunity to have their say.

Below are some comments,

- Don't forget about car drivers
- West End Road - speed bumps are dangerous for those who walk or cycle because cars swerve to the side to go straight over the narrower bumps
- More pocket parks
- We live on a road used as a rat run with drivers speeding all the time
- A real problem with those riding electric bikes and electric scooters removing the limiters and riding erratically and dangerously in this area
- I'm curious to know how you plan to protect pedestrians in your new scheme
- Uneven pavements
- Too much crime for my children to play out
- Glass on parks
- Airbnb's and HMOs (Homes with Multiple Occupants) impact the volume of cars in the area
- Problem with dog fouling
- Drivers go through red lights
- (Vehicles) parking as and where they want, whether it blocks the road or not



Some quotes from the online survey

"The roads in Morecambe desperately need to be made safer. The limits are flouted, and recklessness makes cycling a fearsome activity. I absolutely welcome this initiative..."

"...please do not reduce the available parking"

"...out of service buses coming down Stanley Road off the promenade and then turning right (off the bus route) onto Westminster Road"

"The prom is fantastic, and the Greenway is too. There needs to be a better link in the West End/Sandylands to prom and greenway for cycling and walking."

"Please introduce safe, linked cycling and walking routes that are clear to understand and follow. The massive increase in active travel during the pandemic clearly indicated an appetite by many. The benefits in mental and physical health are very clear and will directly help the local community and environment."

"Enforce fly tipping fines and fines for people who don't clean up after their dogs."

"...some consideration to how you can help people with disabilities get about much more easily."

"safer pavements with no trip hazards or dog mess, no cars parked on pavements forcing pedestrians to walk in the road."

"Safer lanes for cycles, and wide pavement for walking without parked cars on pavements. Better area for locals to park their cars safer. Better toilet facilities."

"...can't even push a pram on some (pavements) as so uneven.....cleaner litter free alleys that can be used instead of avoided."

"...the litter and dog mess is appalling."

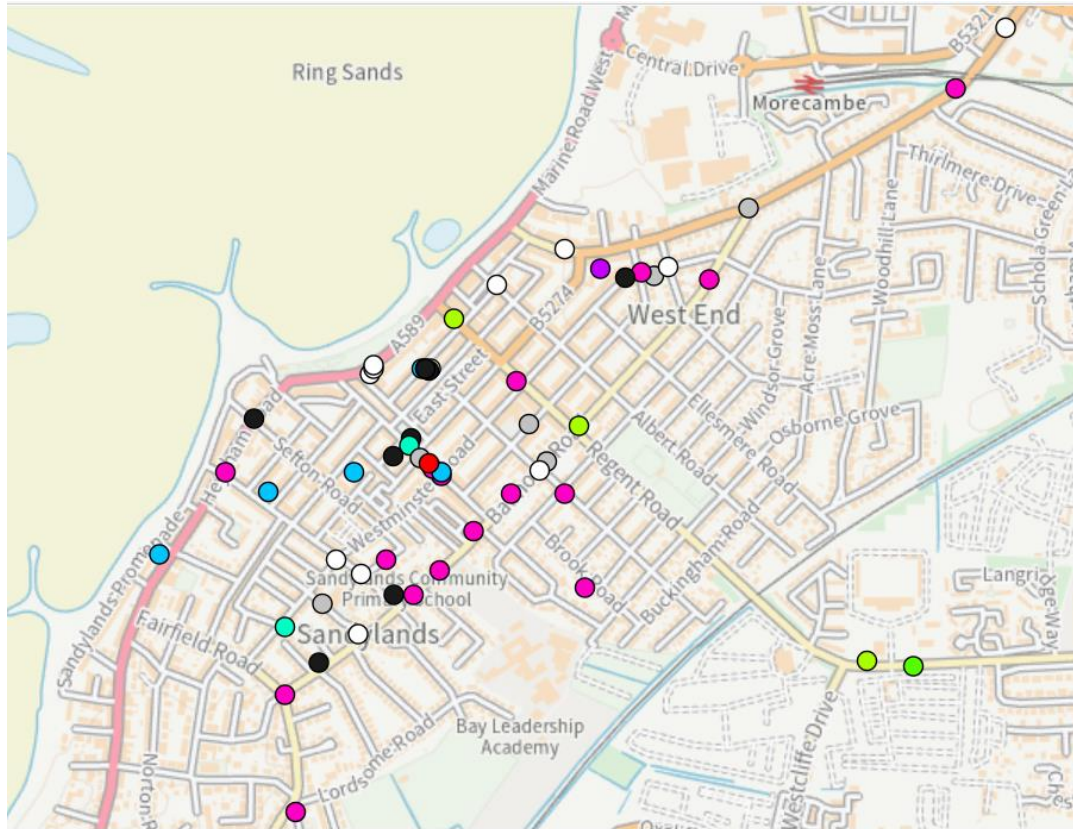
"..they (drivers) park on corners of junctions and right up to the road end making it very difficult to see any traffic that may be coming."

"Cut people's hedges that narrow footpaths. Dog mess makes walking, mobility scootering, but especially wheelchair-ing hazardous (tracking dog mess into the house on shoes and wheels)."



Findings from the interactive map

Below shows issues/concerns that were recorded on the interactive map along with a key.



- | | | | |
|---|---|---|---|
| ● Obstructions on the footpaths or road: dog mess | ● Quality of footpath surfaces | ● Obstructions on the footpaths or road: street furniture (tables/chairs) | ● Speeding vehicles |
| ● Obstructions on the footpaths or road: missing grate covers | ● Quality of road surfaces | ● Obstructions on the footpaths or road: uneven surface | ○ Vehicles parked partially on footpaths or cycle paths |
| ● Obstructions on the footpaths or road: overgrown vegetation or tree roots | ● Safety concerns: anti-social behaviour | | ● Other |
| | ● Safety concerns: groups of people hanging round | | ● others |
| | ● Safety concerns: poor lighting | | |

Some respondents who selected 'other' (black or grey dot) added these comments,

- Access to green space
- Safety issues caused by drivers and carelessness
- Speeding Issues
- Litter, broken bags, clothing bank littered
- Fly tipping down back alleys
- Glass on area and youths causing trouble
- Vehicles colliding with lampposts, house walls, bad junction markings, cars parked on pavements, car parked blocking dropped kerbs. All these are issues in many of the surrounding streets.
- Bus route is inappropriate for such a tight bend with cars parked on one side. This causes vehicles to mount the pavement to get past.



Feedback from Morecambe Library drop-in sessions

The drop-in sessions were well attended (the first one more so than the second). Attendees were able to complete the online survey using the library computers as well as paper versions also available in large print. Assistance to complete the survey was also available.

Many people came with the preconception that decisions had already been made in relation to interventions. We explained that the Sandylands and West End scheme is being done differently and we wanted to know what concerns and issues people who live, worked, or studied in the area had. The same issues came up time after time and the findings are shown below.

Main concerns noted were,

- Speeding vehicles
- Lack of crossing points
- Speeding and parking restrictions need to be enforced
- Cars parked on footpaths
- Poor visibility at junctions
- No off-street parking available
- Theft of bikes
- Rat-running
- Don't want planters or modal filters
- Lack of electric vehicles charging in the area
- Unattractive shopfronts (empty properties)
- Difficult to move around with mobility scooters
- More dropped kerbs needed
- Too many Airbnb's
- More lighting/CCTV required
- Dog fouling bins needed/improved cleanliness
- Need new play areas and improve existing ones
- Buses turning onto Westminster Road
- Anti-social behaviour (drug use/dealing, groups hanging round)
- More community policing needed
- Road marking needs re-doing
- Don't want measures to restrict vehicle movement
- Poor condition of roads and footpaths
- Cars being abandoned
- Resident parking permits/designated resident parking would be welcomed
- Better signing/road markings
- Need designated shared space (walking, cycling/wheeling)



Feedback from postal mail, email, and social media

We received several emails, letters, and comments on our social media channels. We replied, where possible.

One concern was that horse riders and carriage drivers were being ignored. We replied stating, when planning improvements to our roads and paths, Lancashire County Council does consider the needs of all types of road users, including equestrians and that they (equestrians) **are** considered vulnerable road users.

A couple of comments from the social media posts were,

- Drop-in workshops being held outside the area at Morecambe Library. We responded to explain the venue was free, but we would take on board the comment. We have booked the next drop-in sessions (for the co-design workshop) at The Venue @ Sandylands, Balmoral Road.
- Drop-in sessions not catering for those who work. We responded to say that we had considered those who work and had organised a drop-in session from 4pm until 7pm previously. The co-design workshop will be held from 4pm until 6.30pm.

Main concerns received via post and email were,

- Speeding vehicles - traffic speeds need to be enforced
- Poor state of repair to roads and pavements
- Rat-running – stop through-traffic on some of the longer residential roads
- Speeding e-bikes and e-scooters
- Anti-social behaviour
- Pavement parking
- No entry signs being ignored
- Dog fouling
- High-performance cars being driven up and down/speeding vehicles
- Non-resident cars being parked up for long periods of time (sometimes weeks)
- Pollution due to emissions
- Cars being parked showing no road tax or valid MOT

Suggestions received through all channels

Below are a selection of suggestions received,

- Enforce speed limits
- Methods to control speeding
- Resident only access
- Repaint cycle lane markings
- More green space/mini gardens
- Make back alleys into community areas



- More safety cameras
- More police patrols
- New crossings
- Bollards on the footpaths
- Planters/flower beds
- Dog warden/increase fines for not cleaning up after your dog

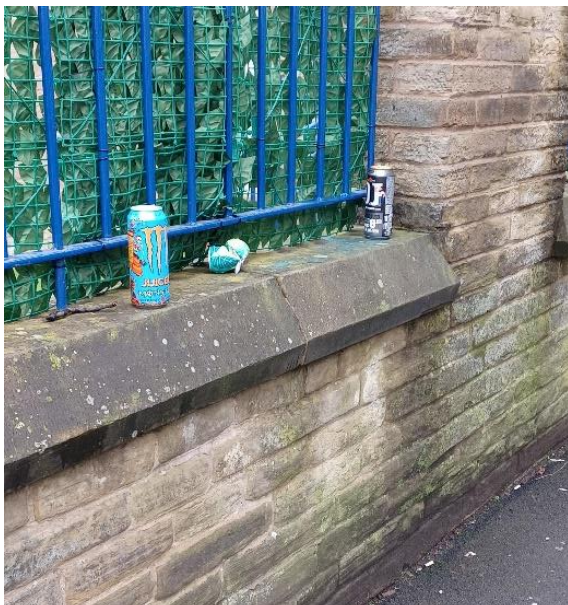


Images of some highlighted issues

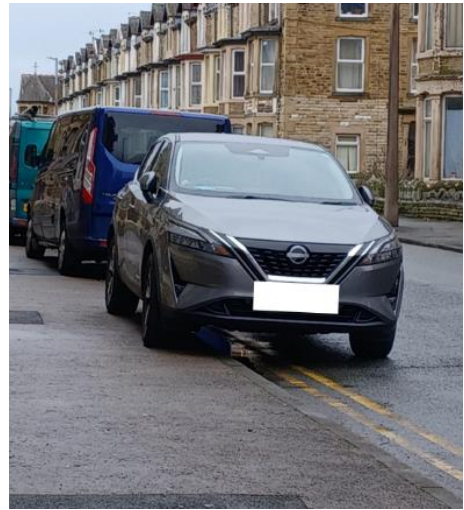
Poor surfaces (footpaths and roads) and faded road markings



Littering



Parking



Thanks

We would like to express our sincere thanks to all those who completed the survey, wrote in via post and email and those who came along to the drop-in sessions. Thanks also to the staff at Morecambe Library who allowed us to use their facilities.

Next steps

A co-design workshop is due to be held.

**No need to book, just stop by anytime on
Tuesday 4th of June 2024
between 4.00pm and 6.30pm at,**

**The Venue @ Sandylands,
(The Shore and Harbour rooms)
Balmoral Road,
Morecambe LA3 1HH**

The purpose of the co-design workshop is to show what interventions could be implemented and to find out what people want to see.

For those who are unable to attend the co-design workshop, an online survey will be available.

Please visit www.lancashire.gov.uk/roads-parking-and-travel/active-travel/sandylands for updates.

END OF REPORT

