Sandylands and West End, Morecambe

Safer, Greener and Healthier Streets

Co-design Report

January 2025

Contents

Executive Summary

Lancashire County Council progressed the Safer, Greener and Healthier Streets Scheme in Sandylands and West End, Morecambe, to the next stage of the project, co-design. Again, we engaged with those who work, live or study in or near to the Sandylands or West End areas of Morecambe through an online survey from 4th June 2024 until 29th July 2024 and a drop-in session held at The Venue @ Sandylands, Balmoral Road, Morecambe on 4th June 2024 from 4pm until 6.30pm.

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.

The aim of the survey and the drop-in session was to gather information on the types of interventions people would like to see implemented to tackle the issues raised in the previous drop-in sessions and online survey. The data gathered from the first survey highlighted the main areas where people felt there were issues and the main issues in those areas and this information was used in the second survey.

There was an increase in responses from the previous online survey. The main age range who responded were in the 25-64 age range. Regent Road, Westminster Road, and Balmoral Road were the top three locations that we received the most comments on, with speeding the main concern and speed humps being the most common solution selected.

Introduction

This Safer, Greener and Healthier Streets scheme is similar to other 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 219 respondents to the online survey and where totals don't equate to 100%, this is due to respondents not answering the question or selecting more than one answer.

The survey had an extended response time due to elections taking place early July 2024, which meant we had to limit promotion of the survey and drop-in session during the pre-election period.

As in the previous survey, some issues highlighted through the survey and drop-in session aren't Lancashire County Council's responsibility, such as dog fouling and anti-social behaviour. We have emailed the relevant agencies with this information.

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

Profile of respondents

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

- 219 responses via the online survey which is an increase from the first survey where there were 161 responses.

- There were very few responses from the under-25s. The highest response (69%) came from the 25-64 age range, then 26% from the 65+ age range.

- Local comparison data shows the male and female gender split as 49% female and 51% male. Information can be found here Male and female populations - GOV.UK Ethnicity facts and figures (ethnicity-facts-figures.service.gov.uk) Out of the 219 respondents, 122 (56%) selected female and 93 (42%) selected male. 3 respondents preferred not to say and 1 selected 'other'.

- When asked about ethnicity, English, Welsh, Scottish, Northern Irish or British was the highest response at 88.58%, any other white background was 2.74%. All other ethnicities were low. 4.11% selected 'prefer not to say'. These figures are somewhat 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.

- When asked about employment/education status, 94 respondents work full time (30+ hours per week), 67 respondents selected 'retired'.

What is your age range?

The highest number of responses, 152 (69.41%) came from those in the age range 25-64, followed by 57 (26.03%) from those aged 65+, there were 6 (2.74%) from the 18-24 age range which is an increase from the previous survey. There were 2 (0.91%) from the 0-17 age range and 2 (0.91%) preferred not to say.

Age range

2 2

57

6

152

- 0-17
- 18-24
- 25-64
- 65+
- PNTS
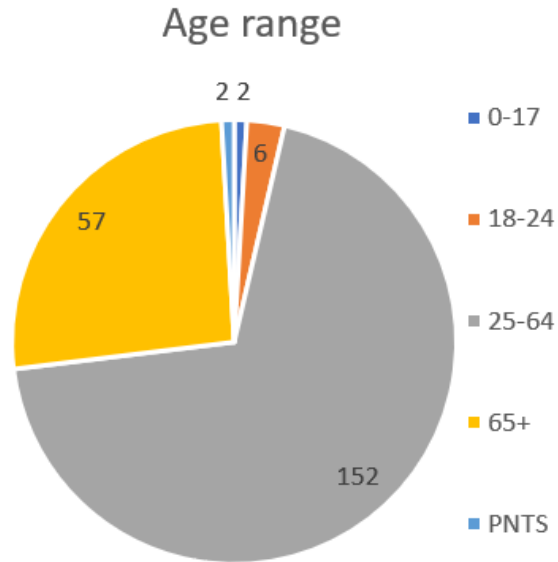
What gender do you identify as?

The highest response, 122 (55.71%) was from those who selected female, closely followed by 93 (42.47%) who selected male. 3 (1.37%) selected 'prefer not to say' (PNTS), 1 (0.46%) selected 'other' and nobody selected 'non-binary'.

Gender identity

0 3 1

93

122

- male
- female
- non-binary
- PNTS
- Other
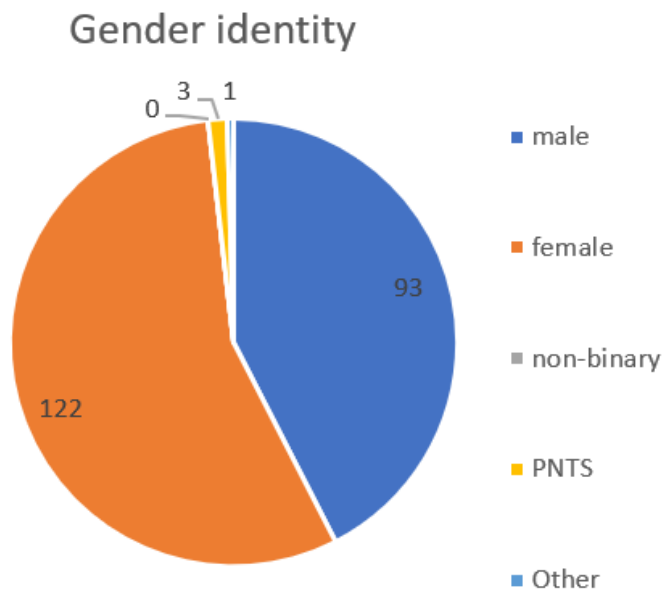
Which best describes your ethnic background?

194 (88.58%) responses were from those who selected English, Welsh, Scottish, Northern Irish or British (EWSNIB) as their ethnic background. 9 (4.11%) preferred not to say (PNTS), 6 (2.74%) selected 'other white' background, 2 (0.91%) selected 'other' and stated 'Polish' in comments. Each of the rest of the groups had 1 respondent (0.46%) (White and Black Caribbean (W & BC), White and Black African (W & BA), Other mixed, Chinese, African, and Arab)
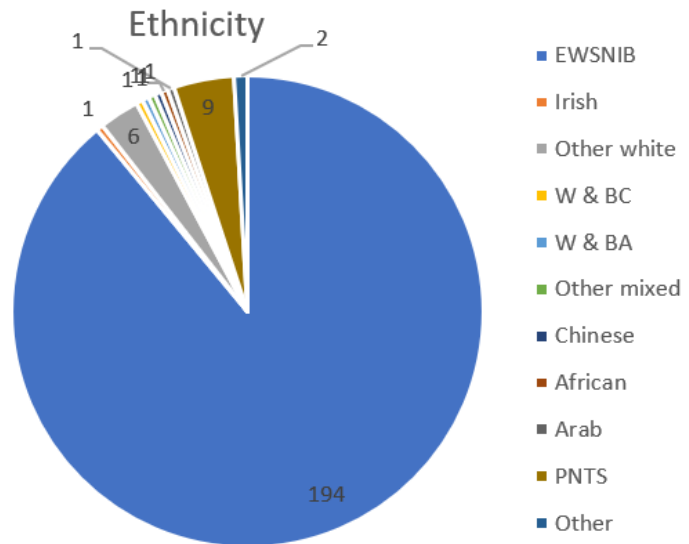
Ethnicity

- EWSNIB
- Irish
- Other white
- W & BC
- W & BA
- Other mixed
- Chinese
- African
- Arab
- PNTS
- Other

What is your education/employment status?

The highest response 94 (42.92%) was from those in full time employment (30+ hours), followed by 67 (30.59%) who were retired. 26 (11.87%) were in part time employment (16-29 hours), 8 (3.65%) were unable to work due to disability or illness, 8 (3.65%) preferred not to say (PNTS), 5 (2.28%) stated 'other', 4 (1.83%) selected 'Education', 4 (1.83%) selected 'stay at home parent/carer', 3 (1.37%) selected 'unemployed' and no respondents selected 'apprenticeship'.

Education/employment status

- full time 30+ hours
- part time
- Education
- Retired
- Disability/illness
- unemployed
- stay at home
- PNTS
- other
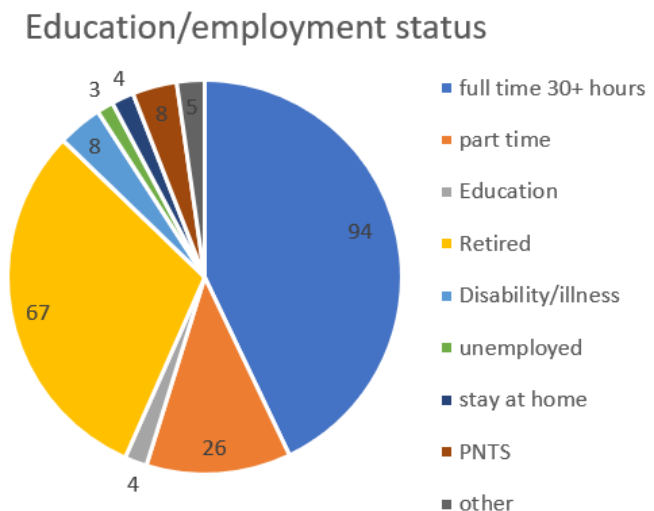
Locations and issues

The locations and issues used in the survey were taken from survey responses and feedback from drop-in sessions at Morecambe Library in previous engagement and data from Atkins Realis. We selected locations and issues mentioned the most and they formed the basis of the second survey and engagement. There were more issues reported in some locations than others, hence why in some locations there are only one or two issues to select from. Issues that aren't the responsibility of Lancashire County Council, have been passed on to the relevant agencies and aren't included in issues or interventions. litter/dog fouling and anti-social behaviour, Lancaster City Council and anti-social behaviour, Morecambe Neighbourhood Policing Team.

Respondents could choose up to three locations where they would like to see improvements. Once the location had been selected, related issues were displayed, and respondents could choose up to two issues they would like to see dealt with. Finally, one intervention could be chosen.

LOCATIONS	ISSUES
Albert Road	Rat running Lack of safe crossing points
Alexandra Road	Speeding Footpath surface Road surface
Balmoral Road	Speeding Footpath surface Road surface Parking Lack of safe crossing places Poor road markings
Fairfield Road	Speeding Road surface
Heysham Road	Speeding Footpath surface Road surface

Marine Road West	Parking Speeding
Regent Road	Poor visibility at junctions Speeding Footpath surface Road surface Poor road markings
Stanley Road	Parking Poor visibility at junctions
Westminster Road	Speeding Parking Road surface

Possible interventions

The interventions listed on the survey were chosen considering current legislation and/or policy.

The table below lists the issues and options for possible interventions.

ISSUES	POSSIBLE INTERVENTIONS
Rat running	Speed humps Other measures to tackle rat running
Parking	We will look at introducing measures to reduce nuisance parking which could include restrictions and/or enforcement
Lack of safe crossing point	New crossing place Signage

Speeding	Speed humps More signage
Footpath surface	Improve footpath surface Make footpath surface more accessible (e.g. drop kerbs/tactile paving)
Road surface	Improve road surface Improve drainage to tackle surface water issues (e.g. rain)
Poor visibility at junctions	Bollards Low level planters to prevent parking up to junctions Building out at junctions

The tables below show the number of selections for possible interventions along with the percentages.

Albert Road
49 respondents (22%) selected Albert Road.

Rat running	Number	%
Speed humps	12	39%
Other measures to tackle rat running	19	61%

Lack of safe crossing points	Number	%
New crossing place	18	58%
Signage	13	42%

Alexandra Road
65 respondents (30%) selected Alexandra Road.

Speeding	Number	%
Speed humps	28	43%
More signage	10	15%

Footpath surface	Number	%
Improve footpath surface	14	22%
Make footpath surface more accessible (drop kerbs/tactile paving)	10	15%

Road surface	Number	%
Improve road surface	25	38%
Improve drainage to tackle surface water issues (rain)	2	3%

Parking	Number	%
We will look at introducing measures to reduce nuisance parking which could include restrictions and/or enforcement	21	32%

Balmoral Road

77 respondents (35%) selected Balmoral Road.

Speeding	Number	%
More signage	18	23%
Speed humps	41	53%

Footpath surface	Number	%
Improve footpath surface	8	10%
Make footpath surface more accessible (drop kerbs/tactile paving)	8	10%

Road surface	Number	%
Improve road surface	42	55%
Improve drainage to tackle surface water issues (rain)	5	6%

Lack of safe crossing points	Number	%
New crossing place	28	36%
Signage	10	13%

Fairfield Road

34 respondents (16%) selected Fairfield Road.

Speeding	Number	%
Signage	11	32%
Speed humps	14	41%

Road surface	Number	%
Improve road surface	26	76%
Improve drainage to tackle surface water issues (rain)	5	15%

Heysham Road

63 respondents (29%) selected Heysham Road.

Speeding	Number	%
Signage	16	25%
Speed humps	22	35%

Footpath surface	Number	%
Improve footpath surface	16	25%
Make footpath surface more accessible (drop kerbs/tactile paving)	12	19%

Road surface	Number	%
Improve drainage to tackle surface water issues (rain)	5	8%
Improve road surface	31	49%

Marine Road West

60 respondents (27%) selected Marine Road West.

Speeding	Number	%
Signage	14	23%
Speed humps	15	25%

Parking	Number	%
We will look at introducing measures to reduce nuisance parking which could include restrictions and/or enforcement	33	55%

Regent Road
98 respondents (45%) selected Regent Road.

Poor visibility at junctions	Number	%
Bollards	15	15%
Building out at junctions	9	9%
Low level planters	35	36%

Speeding	Number	%
Signage	17	17%
Speed humps	37	38%

Footpath surface	Number	%
Improve footpath surface	18	18%
Make footpath surface more accessible (drop kerbs/tactile paving)	24	24%

Stanley Road
57 respondents (26%) selected Stanley Road.

Parking	Number	%
We will look at introducing measures to reduce nuisance parking which could include restrictions and/or enforcement	23	40%

Poor visibility at junctions	Number	%
Bollards	4	7%
Building out at junctions	10	18%
Low level planters	25	44%

Westminster Road

85 respondents (39%) selected Westminster Road.

Speeding	Number	%
Signage	16	19%
Speed humps	41	48%

Parking	Number	%
We will look at introducing measures to reduce nuisance parking which could include restrictions and/or enforcement	31	36%

Road surface	Number	%
Improve drainage to tackle surface water issues (rain)	5	6%
Improve road surface	36	42%

Summary of responses

Locations in priority order

The priority order is the priority shown in the survey results.

LOCATION	No	%
Regent Road	98	45%
Westminster Road	85	39%
Balmoral Road	77	35%
Alexandra Road	65	30%
Heysham Road	63	29%
Marine Road West	60	27%
Stanley Road	57	26%
Albert Road	49	22%
Fairfield Road	34	16%

Issues and interventions by priority

Regent Road

ISSUE	No	%
Poor visibility at junctions	59	60%

INTERVENTION	No	%
Low level planters	35	36%

Westminster Road

ISSUE	No	%
Speeding	57	67%

INTERVENTION	No	%
Speed humps	41	48%

Balmoral Road

ISSUE	No	%
Speeding	59	76%

INTERVENTION	No	%
Speed humps	41	53%

Alexandra Road

ISSUE	No	%
Speeding	38	58%

INTERVENTION	No	%
Speed humps	28	43%

Heysham Road

ISSUE	No	%
Speeding	38	60%

INTERVENTION	No	%
Speed humps	22	35%

Marine Road West

ISSUE	No	%
Parking	33	55%

INTERVENTION
We will look to introduce measures to reduce nuisance parking which could include restrictions and/or enforcement

Stanley Road

ISSUE	No	%
Poor visibility at junctions	39	69%

INTERVENTION	No	%
Low level planters	25	44%

Albert Road

ISSUE	No	%
Rat-running	31	100
Lack of safe crossing point	31	100

INTERVENTION	No	%
Other measures to tackle rat-running	19	61%
New crossing point	18	58%

Fairfield Road

ISSUE	No	%
Road surface	31	91%

INTERVENTION	No	%
Improve road surface	26	76%

Additional Comments

We asked if there was anything else respondents would like to add?

Of those that said 'yes', some of the comments included,

- Concerns about speeding vehicles and inconsiderate drivers
- Suggestions to improve cycling provisions
- Requests for regular patrols from parking enforcement to tackle inconsiderate parking
- Concerns around the amount of litter and dog fouling in the area
- Suggestions to deal with issues raised

A couple of respondents commented that issues in certain locations hadn't been included in this second stage engagement. This is because we had already asked people to highlight the areas and issues in the previous survey and drop-in sessions and the purpose of this follow up survey was to identify what measures people would like to be introduced to tackle these.

Feedback from postal mail, email, and social media

We received a small number of emails, no letters, and a few comments on our social media channels. We replied, where possible.

The email comments included,
- Changing parking restrictions
- Renew faded lines on the highway to prevent obstruction
- Suggestions for resident parking

Social media comments included,
- Concerns about people cycling and using e-scooters on the footpaths.
    - We responded to say people shouldn't be cycling on the footpaths and current legislation states people should only be using e-scooters on private land. We went on to say, hopefully, this scheme can lower traffic levels and speeds to make those who cycle feel safer and more likely to cycle on the road.
- Hadn't seen anything to advertise the drop-in session
    - We replied that there had been various communications about the scheme including surveys, a web page, social media, digital adds, drop-in sessions and local events in the community and media coverage

Healthy Streets assessment

A Healthy Streets assessment is based on 10 evidence-based Healthy Streets Indicators, each describing an aspect of the human experience of being on streets. The Healthy Streets On Street Assessment Tools gives a score out of 100 which can be used to measure improvements. More information about Healthy Streets can be found here www.healthystreets.com/what-is-healthy-streets

We carried out a Healthy Streets assessment in November 2024 using the Healthy Street indicators (see diagram below). Whilst some locations corresponded with the public's feedback from the previous surveys and engagement sessions, some weren't in line. Although the Healthy Streets assessment is important, and we have taken on board the findings, we will be basing any interventions on the feedback from the general public.

What next?

We will now work with our Highway Design Team to consider which interventions we are able to include in the scheme. We will update the website with design proposals early next year.

We will still continue to work with other agencies and teams within Lancashire County Council to tackle the issues that can't be delivered through this funding.

To keep up with updates, please visit www.lancashire.gov.uk/roads-parking-and-travel/active-travel/sandylands

Thanks

We would like to express our sincere thanks to all those who completed the survey, took time to comment on the social media posts and email. Special thanks to those who attended the co-design workshop. Thanks also to the staff at The Venue @ Sandylands for allowing us to use their facilities and, finally, to Sandylands Primary School and West End Primary School who have been supportive throughout.

END OF REPORT