

# Winstree Road

## Community Street Design

### Final Survey Report



12 November 2020

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# Introduction

In October 2020, Sustrans completed the third and final stage of a Community Street Design project aiming to mitigate school-related traffic problems on Winstree Road in Colchester. The road serves four schools (Stanway Fiveways Primary, Stanway Primary, The Stanway Secondary, and Lexden Springs) and is particularly congested at pick-up and drop-off times. The project had three stages, with three corresponding surveys:

1. Community engagement and consultation established the demographics, usage, issues and aspirations of Winstree Rd users, used to inform three street-kit trials (Summer 2019)
2. Delivered three street-kit trials and collected feedback; the trials at Stanway Fiveways and New Farm Rd receive the most votes (November 2019)
3. **Delivered one live street trial at Stanway Fiveways (New Farm Rd did not go ahead) and collected feedback (October 2020)**

This report presents the findings from the Stage 3 survey, as well as summarizing any comparable findings from the previous two stages. Respondents were asked to give feedback on the implemented trial at Stanway Fiveways Primary School, and on the concept of the trial at New Farm Rd junction (see Figure 1).

The street trial was delivered during coronavirus restrictions and the survey received quite a low number of responses (10). This was in part due to not being able to engage face to face, and the school using one-way systems and staggered pick-up times. However, additional open feedback was received via e-mail, phone and Facebook.

(Survey 1 was reported in August 2019; Survey 2 was reported in January 2020. Please contact the author for access).



Figure 1 Location of the two final trials on Winstree Rd

# Findings



## Who was surveyed?

Despite a small number of responses, there was representation of different interests.

Of the ten people who responded to the survey: five access the schools on Winstree Rd, three live on the road, one works on Winstree Rd, and one accesses the shops.

All four of the schools on Winstree Rd were represented in the survey by at least one respondent who accesses the school.

Four of the respondents had previously engaged with the project already, while six were new.

The most common travel modes among the ten respondents were driving and walking (eight drove and four walked), while one used car share and one used public transport. The travel modes not represented among the ten respondents were cycling, taxi and park & stride. This is displayed in Figure 3.

Figure 2 is a reminder of the transport mode share of the 183 people surveyed at the start of the project in 2019.

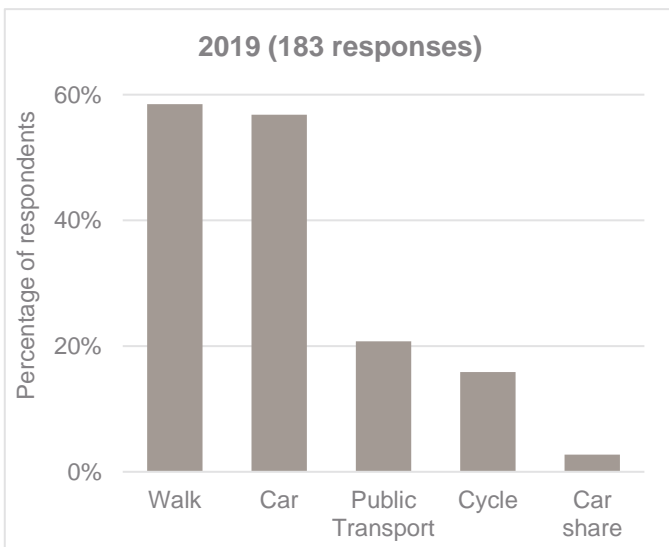


Figure 2 Percent of respondents using different travel modes, 2019

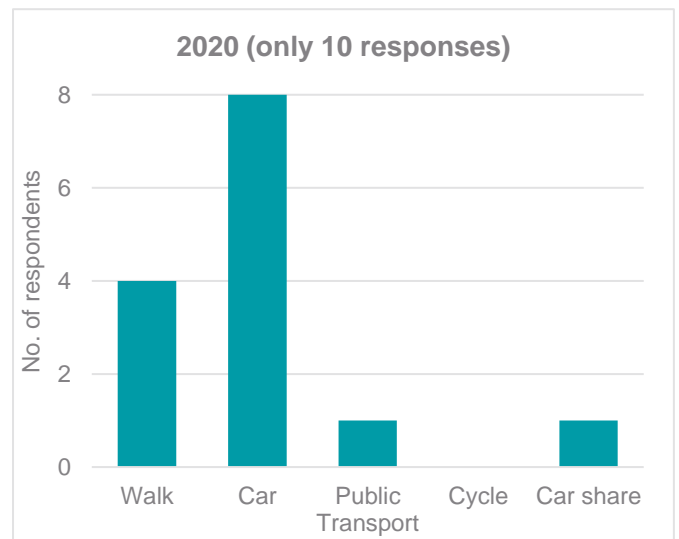


Figure 3 Number of respondents using different travel modes, 2020



## Support for the aims of the street trials

8 out of 10 respondents in the final survey agreed or strongly agreed with the intended aims of the street trials (to tackle problem parking and improve safety for walking and cycling). Although it was only a very small sample size, this was up from the 56% who agreed or strongly agreed with the aims during the stage 2 survey of the street-kit trials.

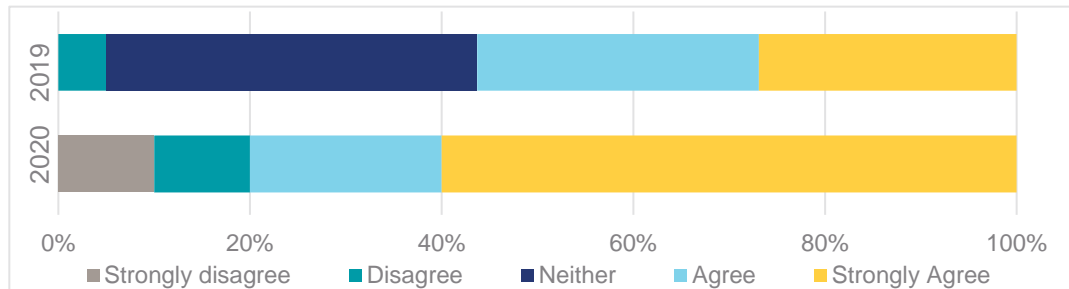


Figure 4 “Do you agree with the aims of the trials?” 2019 and 2020

## Street trial effectiveness

Despite this support for the aims of the trials, there was an indication that people felt the trials were not so successful in achieving the desired aims. Of the 10 respondents, only two agreed that the trials were helping to achieve the aims. Six disagreed, either somewhat or strongly, while two were neutral. Again, though, as this is taken from only 10 responses it is not a reliable representation of wider opinions.

As a comparison, during the 2019 street-kit trials, one-third of the 129 people surveyed agreed or strongly agreed that the trials were helping. 17% disagreed, while 50% were neutral. Figure 4 shows the 2019 and 2020 findings side by side.

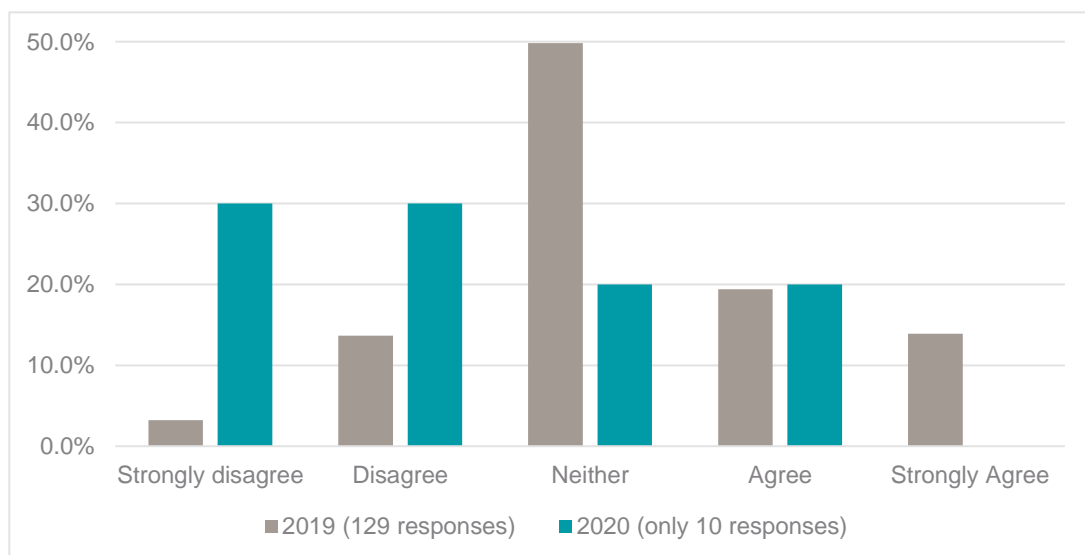
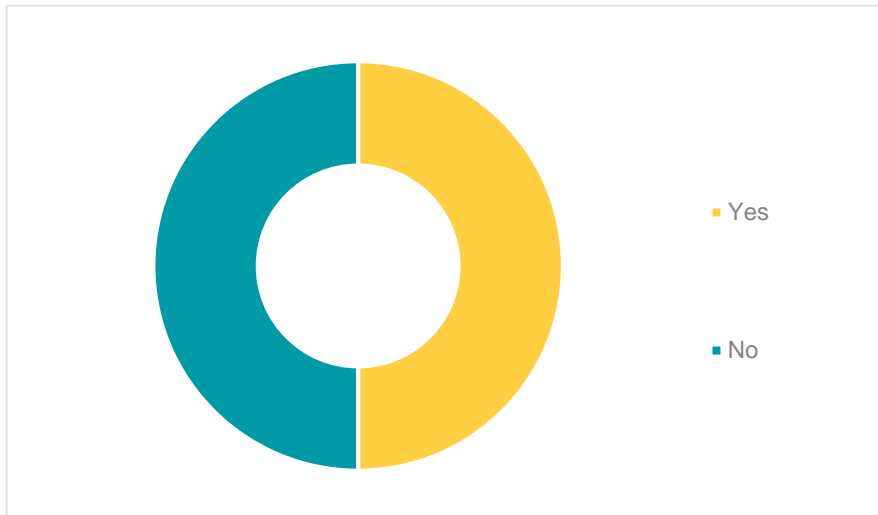


Figure 5 “Do you agree that the trials help achieve the aims? 2019 & 2020

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## Artwork

There was a 50-50 split as to whether people would like carriageway art to be incorporated into the long-term changes to the street, with five people in favor and five people against.

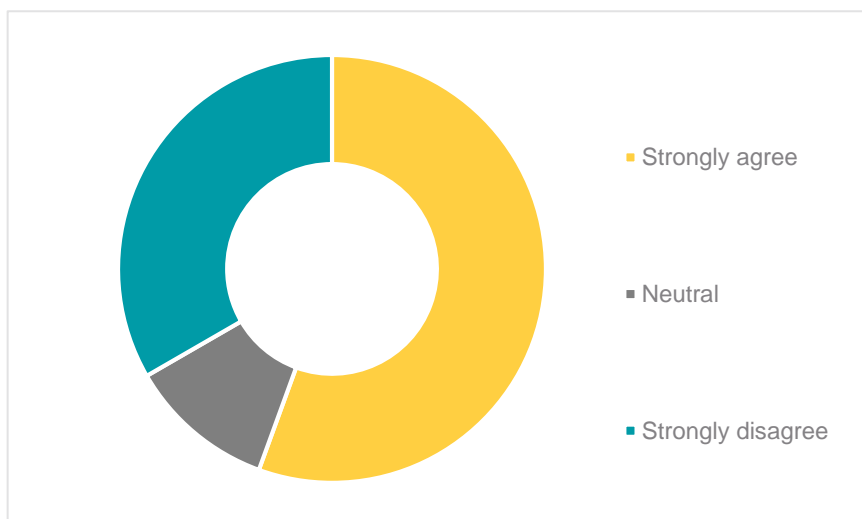


*Figure 6 Responses to the question "Would you like carriageway artwork to be incorporated into the long term changes to the street"*

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## 20mph speed limit

Similarly, five people strongly agreed with the introduction of a 20mph zone, while three strongly disagreed; one was neutral.



*Figure 7 Responses to the question "To what extent do you agree or disagree with the introduction of a 20mph speed limit?"*



## Detailed design feedback

For the Stanway Fiveways location, this feedback refers to the trial itself. For the New Farm Rd location, feedback refers to the concept design, as the trial could not go ahead.

Both of the trial sites featured their own **crossing across Winstree Rd**, and these were the two most popular design elements. As the survey results in Figure 8 below and Figure 9 on page 8 show, all but one respondent agreed or strongly agreed with both zebra crossing concepts; one person felt neutral.

### Stanway Fiveways

The widened footways and raised table received mixed feedback, with some people agreeing and some disagreeing. Overall this reflects the findings from the Stage 2 survey, where crossings were found to be a more popular design element than reclamation of road space.



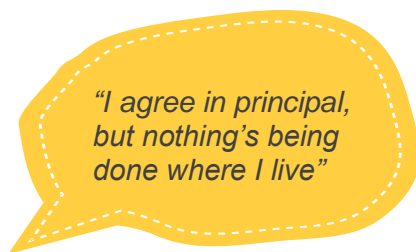
Figure 8 Support for elements of the Fiveways trial design

### Stanway Fiveways open feedback

Members of the public were invited to give any feedback they had on the project, via the survey as well as by e-mail, phone and facebook.

Regarding the trial outside Stanway Fiveways Primary School, there were 4 positive comments and 10 critical comments. Often, the same people gave both positive and critical feedback.

The positive comments at Stanway Fiveways gave general support for the zebra crossing across Winstree Rd. However, often these comments were followed up by a comment on the limitations of the trials;



*"I agree in principal, but nothing's being done where I live"*



*"Whilst I appreciate the safety aspects, I do not believe the changes made have helped at all"*



*"I agree to the zebra crossing"*

As above, several pieces of feedback were received from individuals indicating that certain elements of the trial lacked effectiveness, particularly the road painting which received six critiques such as:

*"I do not understand the use of coloured circles on the road which are not recognised traffic signs in the Highway Code... plus the circles look like street graffiti"*

*"The circles did not last, but also I think it distracted drivers from concentrating on the road ahead"*

*"The coloured circles make the road look like a playground, and in no way make people slow down."*

These comments indicate that some people were simply not in favor of the style of artwork chosen. However, as noted above, half the survey respondents were in favor of the artwork - but did not leave any detailed feedback. The temporary nature of the paintwork also seemed to negatively affect some perceptions. Feedback indicated that it washed away quite quickly.

One person also felt that the widening of the footways made the traffic situation worse, while the raised table may not be needed to slow cars down because *"it is impossible to travel faster than 20mph along Winstree road when the schools are coming out"*.



## New Farm Road junction

As in the Stanway Fiveways trial, the zebra crossing across Winstree Rd was the most popular concept of the New Farm Rd junction design, with no disagreement.

Two out of ten people disagreed with the crossing across New Farm Rd, while three people disagreed with the widened footways.



Figure 9 Support for elements of the New Farm Rd design

### New Farm Rd junction open feedback

One comment relating specifically to the New Farm Rd junction supported the aims of the project by re-emphasizing the need to address traffic problems in this location;

*“On one day last week a child was knocked off his bike by a car at the crossing in Chapel Road and the car drive off”*

One constructive criticism and one suggestion were also given, both relating to the crossings. One person felt that the “zebra crossing may not be in the safest place”, while another wanted to ensure that the extra Winstree Rd crossing came in addition to, and not in replacement of, the existing crossing on Chapel Road directly outside Stanway Primary School.

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## General feedback

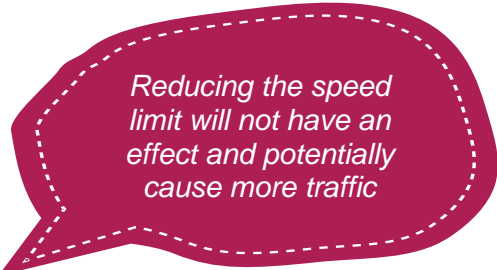
The following pieces of feedback related to the scheme as a whole as opposed to one of the specific trial sites.

### Speed limit

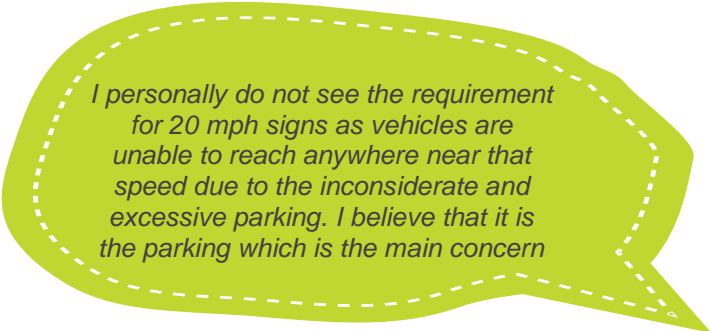
The most common of these related to the idea of a 20 mph speed limit. As shown from the survey results in Figure 7, the speed limit idea received mixed views and feedback was received from both sides. Two people elaborated on how they felt the speed limit would be a good idea. For example;

*“I fully support the enforcement of 20mph on this road. There are so many vulnerable, young pedestrians and road users around at peak times, anything to try and prevent an accident from occurring is a positive in my eyes.”*

People not in favor of the 20 mph speed limit felt that it was not required, either because it would not be effective or because speed was not the issue on Winstree Rd. For example;



*Reducing the speed limit will not have an effect and potentially cause more traffic*



*I personally do not see the requirement for 20 mph signs as vehicles are unable to reach anywhere near that speed due to the inconsiderate and excessive parking. I believe that it is the parking which is the main concern*

These sentiments - combined with the fact that the majority of people agreed with the speed limit - echo the findings from previous stages of the project; while most people do support a 20 mph speed limit, it may not be a priority over the most important issue of cars parking in problematic places along the road.

### Displacement

Another issue raised by two residents was displacement of traffic onto side roads. This topic was also mentioned at the previous stage of the project, with Holly Road and Radvald Chase being highlighted. The roads mentioned this year were Holly Road again, as well as Juniper Road and Chapel Road;

*"I observe that during the current trial period the number of cars parking in Holly Road and Juniper Road has increased substantially."*

*"We live on Chapel Rd and have noticed more cars being left along our road at school drop off times since your changes. The day before yesterday we were unable to park straight away on our drive as a car was blocking the entrance by the drop kerb."*

### Suggestions

Several suggestions were made regarding other measures which may help tackle the issues of problematic parking and congestion. The two most common suggestions were: to develop the idea for a 'park & stride' or 'drop-off' area, and to extend parking measures over a longer stretch of road, to capture key hotspots which people felt were missed by the trials.

The park & stride idea has received strong support previously, in the 2019 survey; 42% of respondents (out of 119) said they would use a park & stride, while 34% said they would use it if they were made more aware of its route. Only 24% felt they would not use a park & stride, because of time or safety concerns. This year, four comments were received suggesting the need for a drop off area, such as:

*Something needs to be done about how to drop kids off which would reduce the problem*

*The Park & Stride idea is a great one especially for Fiveways School which has parents parking dangerously on Winstree Rd. The Co-op car park is so convenient - this idea should really be pushed forward*

*How about a designated drop off is designed in Dyers Rd? Keep it closed as a through route as it is now but make a turning point before the bollards at Warren Lane and ask the school to promote the use of that"*

Regarding the extension of parking measures, comments mostly came from individuals experiencing problematic parking outside of their house. Despite strong overall support for the aims of this project, which attempts to use more cooperative design measures to improve the traffic situation on Winstree Rd, there was understandably one or two pieces of feedback calling for stronger use of cameras and fines as enforcement measures;

*Cameras and fines are the only way*

*The barriers on double yellows are pointless, all it needs is a blitz by the authorities every now and again, fine a few people and put some money back in the coffers*

Other comments focused on the extension of double yellow lines;

*Extending the yellow lines and enforcing them would be better (than reducing the road) as that creates traffic when people stop to drop kids off quick*

*My advice would be double yellow one side completely and then have some passing points on the opposite side for bigger vehicles*

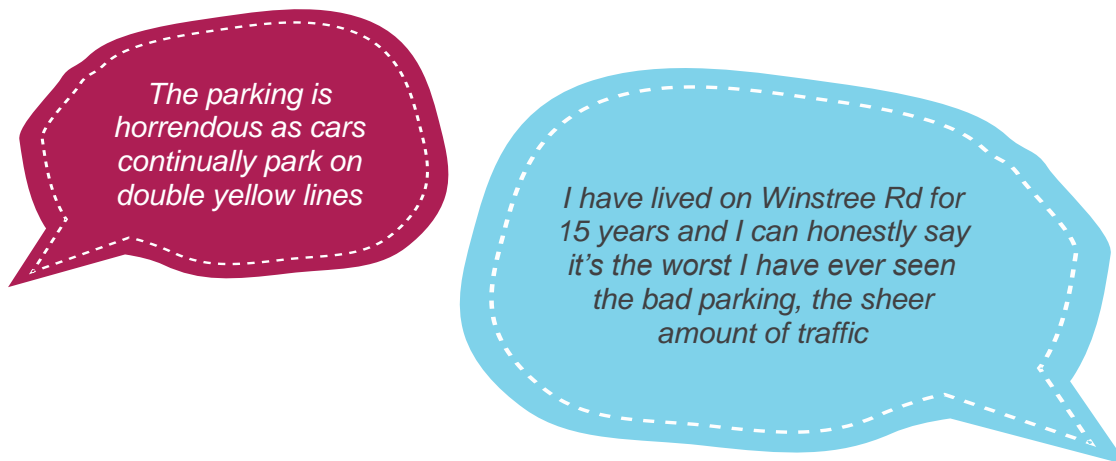
*“Ever since Lexden Springs has been in operation we have been having issues with taxi drivers and parents parking on the double yellow lines and ignoring parking restrictions right opposite our driveway while they wait for the gates to be opened, so that they can collect the school children. Would it be possible for a trial to be done whereby the double yellow lines could be extended to include the gaps either side of the road?”*

Finally, other suggestions for improving the situation on Winstree Rd included:

- Reintroducing free bus passes for Stanway Secondary pupils
- Making Winstree Rd car-free at school times to reduce pollution
- Introducing a white line to separate pedestrians and cyclists on the cycle path for safety
- Addressing the potholes and lack of drainage
- Limit HGV access



Overall, a strong sentiment was received re-emphasizing the need to address traffic problems on Winstree Rd, thus signaling the support for the aims of this project;



## Summary of feedback topics

Comment	Percentage of respondents
Do not support the trials at Stanway Fiveways	32%
General concerns over problem parking	28%
General concerns over congestion in the area	28%
Do not think that the 20mph is needed or will be effective	16%
Support enforcement via cameras and fines	16%
Suggestion to create a dedicated school pick-up and drop off location	16%
Does not like the graphics	16%
Concerns that the trials have resulted in displaced parking on side streets	12%
Support additional crossing point on Winstree Road at Fiveways	12%
Suggestion to increase area of double yellows	12%
Support the 20mph Speed limit	8%
Request to restrict access for HGVS	4%
Lack of school buses from outlying villages in the High school catchment area	4%
Supportive of Park & Stride	4%
General concerns on pollution in the area	4%
Shared path should have a line down the middle	4%
Drainage issues	4%
Suggestion to extend the area of pavement widening at the New Farm Road / Chapel Road junction	4%
Supportive of the crossing locations at New Farm Road / Chapel Road junction	4%
Reclaiming carriageway width will make traffic worse	4%
Location of crossings on New Farm Road and Chapel Road are unsafe	4%
Suggestion to extend the 20mph zone	4%

# Conclusion

The findings we can take away from this final stage of monitoring are limited by the unforeseen circumstances of low survey response rates due to coronavirus, and the New Farm Road trial not going ahead. Nonetheless, helpful feedback was received.

Throughout the project, the three stages of surveying have confirmed that the majority of Winstree Road users – primarily parents of pupils at the four schools, and residents – recognize the problem of congestion and parking, and support the principles of what the project is trying to achieve via collaborative street design. Consistent feedback has been received re-emphasizing the need for these improvements.

Survey 2 successfully identified the Stanway Fiveways and New Farm Rd sites as the community’s preferred trials. The extra crossings across Winstree Rd were consistently viewed by the community as the most important elements of the design, highlighting the importance attached to the safety of the school children when interacting with traffic, an issue highlighted in the first two surveys.

Backed by strong support in principle, it has been useful to receive a mixture of positive, constructive and critical feedback on the actual implementation of the trials. One of the foremost constructive criticisms expressed by a segment of responses was that the measures aimed at deterring roadside parking, namely the street-kit barriers, are perhaps simply not strong enough. Going forwards, the right balance of softer measures and stronger measures - such as fines and extended double yellow lines - could be a topic for consultation.

One initiative which received overwhelming support was the Park & Stride, which the community felt should be pushed ahead, perhaps at The Co-Operative shop or Dyers Rd. Finally, the matters of artwork, a 20 mph speed limit, and displacement of traffic or parking, should perhaps be consulted further before any potential measures are re-introduced.

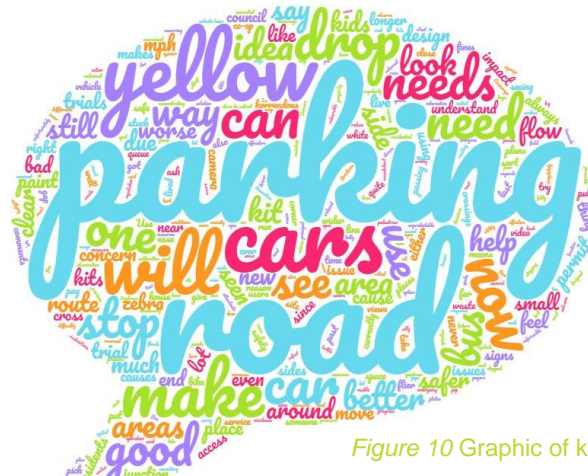


Figure 10 Graphic of key words from feedback



# Appendix 1: Survey form

## WINSTREE ROAD – Community Led Street Design



Your information will be used to inform improvements in the Winstree Road area of Colchester. Your personal data will be shared with Essex County Council. Sustrans is committed to protecting your privacy and personal data. For more information speak to one of our team or see [www.sustrans.org.uk/privacy](http://www.sustrans.org.uk/privacy). For details of ECC's Privacy Notice please use the following website address: [www.essex.gov.uk/privacy-notices](http://www.essex.gov.uk/privacy-notices)

Q1 On Winstree Rd, do you:  Live....  Access local shops/services...  Work.  Access the schools.....

Q2 If you access schools on Winstree Rd, which?  Fiveways Primary...  Stanway Secondary...  Stanway Primary....  Lexden Springs.....

Q3 Have you engaged with the project before?  Yes...  No...

Q4 The two street design trials at the New Farm Rd/Winstree Rd/Chapel Rd Junction and Stanway Fiveways Primary School aim to make crossing safer, reduce problem parking and make space for walking . To what extent do you support these aims?



Q5 To what extent do you agree that these street design trials are helping to achieve these aims?

5a) New Farm Rd / Winstree Rd Junction



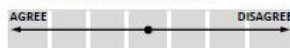
5b) Stanway Fiveways Primary School



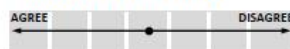
Please indicate the extent to which you agree or disagree with the concept design proposals below.

### New Farm Rd / Winstree Rd / Chapel Rd Junction

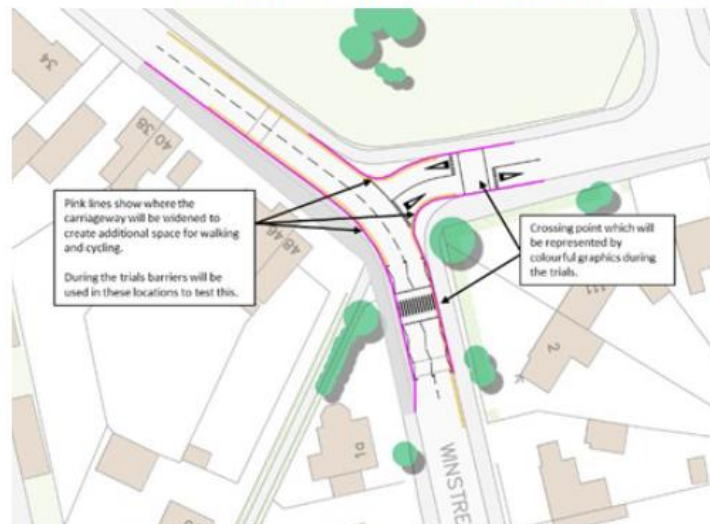
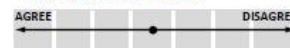
Q6 Zebra crossing on Winstree Rd  
- Priority for pedestrians  
- Improve feeling of safety



Q7 Crossing on New Farm Rd  
- Priority for pedestrians  
- Improve feeling of safety



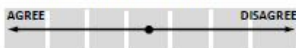
Q8 Widening of existing footways  
- Discourage problem parking  
- More space for walking



Q9 Any other feedback on the New Farm Rd/Winstree Rd/Chapel Rd Junction trial (location, aims, desirability, design etc.)

# Appendix 1: Survey form (continued)

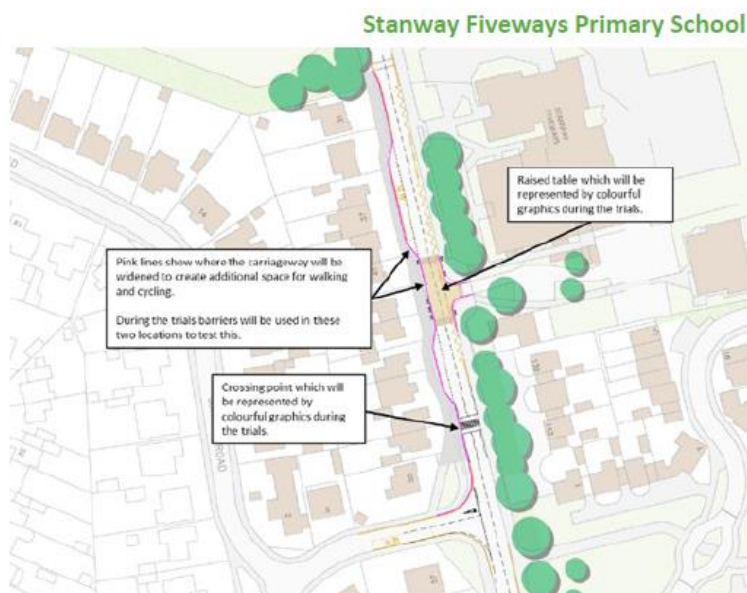
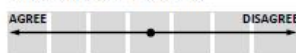
**Q10** Zebra crossing on Winstree Rd  
- Priority for pedestrians  
- Improve feeling of safety



**Q11** Raised table at school entrance  
- Informal crossing for pedestrians  
- Improve feeling of safety



**Q12** Widening of existing footways  
- Discourage problem parking  
- More space for walking



**Q13** Any other feedback on the Stanway Fiveways Primary School trial (location, aims, desirability, design etc.)

**Q14** Would you like carriageway artwork to be incorporated into the long term changes to the street?

Yes.....

No.....

**Q15** To what extent do you agree with the introduction of a 20 mph speed limit?

Strongly disagree...

Disagree...

Neutral...

Agree...

Strongly agree...

**Q16** Any other general feedback or comments:

I'm interested in finding out more about getting involved in improving the area around Winstree Rd:

Yes.....

No.....

Contact name: \_\_\_\_\_

E-mail/phone: \_\_\_\_\_