

## Stroud Station 'Forecourt Thoughts' Consultation Protected Characteristic Review



The height and design of onward travel signage made it challenging to recognise and interpret the information when viewing it from a lower perspective (wheelchair).



The uneven surface course along the pavements along Station Road and across crossing points on Kings Road, made for an uncomfortable transition to the town centre,



The absence of basic inclusive mobility provision, namely dropped and flush kerbs, tactile paving and wide path dimensions, were major barriers along key desire lines.



The presence of vehicular traffic within the forecourt area and the lack of distinction between different spaces, reduced the sense of safety and heightened anxiety levels.



A lack of prior knowledge for entering the station area by minibus, combined with the abuse of disabled bays, led to a delay in alighting and hindering access for other users,



Pre-planning tool (Google Maps) was a popular choice but not utilised as extensively or effectively as possible for visualising the journey from the station to the destination.

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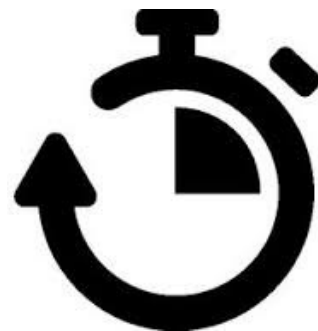
Questions asked about the availability of support services at the station in the event of requiring further onward travel information or resources.



The presence of parked vehicles, notably delivery vans, taxis and 'kiss and drop' activity along Kings Street, significantly hindered sightlines across crossing points.



Crossing points did not align to key desire lines and vehicle approaching speeds led to protective crossing behaviour by the assistant (e.g. ushering, haste, etc.).



A sense of urgency was captured within the forecourt that in turn contributed towards detrimental decision making on behalf of the travelling group (e.g. wrong path).



The smooth transition along the pedestrianised area of Kings Street and the High Street, noticeably empowered the user to travel independently and without assistance.



Planning was the most important component of the trip making process for assessing access although a legible and intuitive environment was necessitated en-route.