South Gloucestershire Council

Briefing note

10 August 2026

Explanation of proposals for on-street parking management in Charfield

Overview

On-street parking management is proposed on streets surrounding the new Charfield Station to:

- maintain clear and safe access to the station for the emergency services, public transport operators and station users;
- minimise the potential negative impacts of on-street parking by station-users on local residents and businesses;
- encourage the use of the formal station car parks.

In line with the above, a planning condition for the station requires on-street parking management on some neighbouring streets.

Public Engagement (to date)

The station project undertook a 12-week pre-planning application consultation in 2021 and there was a subsequent statutory planning consultation following submission of the planning application in 2022.

The planning process identified concern from residents regarding the potential impacts of on-street parking. The Local Planning Authority attached a planning condition to the station's planning approval to implement some form of on-street parking management to minimise the potential impacts of station-user parking on local streets. As a minimum, this includes the following streets: Station Road, Little Bristol Lane, Horsford Road, The Sidings and New Street.

In recent times, the Station Project Team has undertaken the following specific engagement activities relating to on-street parking management to support the development of proposals for implementation ahead of station opening in Spring 2027.

Phase 1	**Initial Engagement** High-level options	Autumn 2025
Initial Design		
Phase 2	**Informal Consultation** Draft proposal	Spring 2026
Design Amendments		

- The Phase 1 initial engagement survey (open for six weeks in Autumn 2025) received 431 responses The Phase 1 survey report is available here: Phase 1 Survey Results
- The Phase 2 informal consultation survey on draft proposals (open for three weeks in Spring 2026) received 232 responses. The Phase 2 survey report is available here: Phase 2 Survey Results
- Two public drop-in events were held at Charfield Village Hall on 18 September 2025 and 12 March 2026 to support the Phase 1 and Phase 2 consultations.
- Post-survey follow-up doorstep conversations with residents of Station Road, Charfield Green, New Street and Manor Lane to supplement the survey results.

The results of engagement activities to date indicate:

- Concern regarding the potential likelihood of on-street parking by station users and associated negative impacts on local residents.
- General support for some form of restrictions to be implemented with no clear consensus on a single preferred option in many locations.
- Support for measures increases with proximity to the station, particularly more restrictive options.
- General support for the draft proposals for managing on-street parking management in the majority of locations with feedback for some amendments.

Station Road

Double yellow lines are proposed along Station Road to ensure clear and safe access to the station at all times. This complies with the planning condition and is supported by the results of the Phase 1 and Phase 2 engagement surveys.

Station Road residents told us that they would like to see the proposed parallel parking spaces on Station Road to be prioritised for residents that will be impacted by the proposed double yellow lines, especially those without access to off-street parking. We are therefore proposing to designate some of the parallel parking spaces for a Residents Parking Scheme

with the remainder having a dual-purpose of Residents Parking Scheme and limited-time visitor use, in order to increase flexible use of these spaces.

Little Bristol Lane

As with Station Road, double yellow lines are proposed on Little Bristol Lane between Wotton Road and Manor Lane. This is to ensure clear and safe access to the station at all times and to maintain clear egress from the secondary means of escape from the station platform. Following feedback through the Phase 2 consultation on the draft proposals, a small section of the street outside the houses at the north end of Little Bristol Lane has been changed to single yellow lines (from proposed double yellow lines) due to limited off-street parking for households in this area.

Single yellow lines are proposed south of the Manor Lane junction. Although this was opposed by the two residents who responded to the consultation, we have decided to retain these restrictions in the proposals due to the close proximity to the station. Most properties in this area have off-street parking, and it is considered that single yellow lines provide the best balance between discouraging station-user parking and limiting the impact on residents without off-street parking.

Manor Lane (between Little Bristol Lane and Underhill Road)

Although the planning condition does not require restrictions in this location, the proposals include single yellow lines due to their close proximity to the station.

Additional doorstop engagement was carried out in Phase 2 of the engagement process, which established mixed opinions from residents on parking restrictions. On balance, single yellow lines have been included here due to the short distance to the station entrance.

The Sidings, Horsford Road and Cotswold View

Residents here expressed a desire for some form of restrictions however, there is no majority support for a single method. Due to their proximity to the station and the potential for station-user parking, especially given that double yellow lines are proposed on Station Road and Little Bristol Lane, single yellow lines are proposed on these streets to reduce the likelihood of displacement parking and to comply with the planning condition requirements.

There is some opposition to single yellow lines from residents of The Sidings and Horsford Road, with some favouring double yellow lines instead and others preferring no restrictions at all. Single yellow lines therefore represent a compromise between these two opposing positions.

Although restrictions on Cotswold View are not referenced in the planning condition, the same rationale as Horsford Road (proximity and displacement parking) has been applied here. Single yellow lines are supported by residents of Cotswold View.

New Street

Single yellow lines are also proposed on some sections of New Street due to its proximity to the station and the risk of displacement parking from other locations where restrictions are proposed.

No restrictions are proposed on the east side of New Street outside the row of terraced properties without access to off-street parking as residents here could otherwise be

disproportionately affected. A Residents Parking Scheme was considered for this location, however, the combined findings from the Phase 2 consultation and subsequent doorstep engagement demonstrated a Residents Parking Scheme is not supported by the majority of residents living here.

Longs View

Although the planning condition does not require restrictions in this location, the proposals include single yellow lines due to their close proximity to the station.

The majority of residents living here supported the proposal to introduce single yellow lines in the earlier phases of engagement.

Single yellow lines waiting restriction times

Two separate one-hour restriction periods are proposed for single yellow line waiting restrictions: one hour in the morning between 10am and 11am, and one hour in the afternoon between 3pm and 4pm. These restriction times are designed to strike a balance between providing an effective deterrent to day parking (and half-day parking) by station users, facilitating effective enforcement, and minimising the impact on residents. These timings were favoured by the majority of respondents to the Phase 2 consultation, over a single hour restriction.

Double yellow lines at junctions

To maintain safety and prevent inappropriate parking, we are proposing double yellow lines at several key junctions, including making permanent the temporary restrictions at the Wotton Road / Manor Lane junction. Consultation feedback has highlighted existing problems with junction parking, with concern that the new station could exacerbate these issues. At some junctions, double yellow lines have been extended further than originally proposed as a result of Phase 2 consultation feedback.

Double yellow lines at the Little Bristol Lane / Woodlands Road junction are proposed to ensure the KLB 914 school bus can safely turn. This follows feedback from residents and conversations with the school bus operator.

Why is a Residents Parking Scheme not being proposed anywhere other than on Station Road?

We are not proposing a Residents Parking Scheme (RPS) in any other parts of Charfield because survey results showed a lack of consistent support amongst residents. Current council policy requires over 70% of responding households to support an RPS. With the exception of Station Road, levels of support identified through survey responses and doorstep engagement were well below this in all areas. This includes Charfield Green and part of New Street where residents do not have access to off-street parking and rely on on-street provision

Why do proposals not extend further to cover more streets?

Although there was some support for restrictions on other streets within approximately a five-minute walk of the station, the current proposals represent a balanced and proportionate approach.

The Council intends to monitor and review the effectiveness of restrictions for a 12-month period after station opening. If evidence demonstrates that scheme amendments are necessary, we will consider amending/extending the scheme.