South Gloucestershire Council

Managing on-street parking in Charfield

Informal consultation report

July 2026

A summary of responses to an informal consultation on draft proposals for on-street parking management in Charfield upon the opening of the new Charfield Station.

Background

This report summarises findings from an informal public consultation on draft proposals to manage on-street parking in Charfield ahead of the new Charfield Station opening in Spring 2027. A three-week survey (9–29 March 2026) assessed the level of support for the draft proposals.

A public drop-in event to support the launch of the informal consultation was held at Charfield Village Hall on 12 March 2026, the feedback from which is also being used along with the survey results to inform the development of the proposals ahead of a statutory consultation in summer 2026.

Additional doorstep engagement was undertaken with residents of New Street and Manor Lane to supplement survey results for these streets.

These activities form part of the second phase of a three-phase engagement process to gather residents' views to help inform the development of proposals. They follow Phase 1 activities between September and November 2025, including a survey in which people were invited to share their views on potential methods for managing on-street parking and options for the geographic extent of measures.

The report for the Phase 1 engagement can be viewed here: Phase 1 report

The three phases of public engagement undertaken

Phase 1	**Initial Engagement** High-level options	Autumn 2025
Initial Design		
Phase 2	**Informal Consultation** Draft proposal	Spring 2026
Design Amendments		
Phase 3	**Statutory Consultation** Legal advert for proposal	Summer 2026
Implementation ahead of station opening in Spring 2027		

Draft proposals

The draft proposals include introducing waiting restrictions (double yellow lines and single yellow lines), a small Residents Parking Scheme, limited waiting bays and retention of an existing disabled parking bay. The following streets are covered in the draft proposals:

- Station Road
- Little Bristol Lane/Charfield Green
- The Sidings
- Horsford Road
- Cotswold View
- New Street
- Wotton Road
- Farm Lees (junctions only)
- Longs View
- Falcon Road (junction only)
- Manor Lane
- Underhill Road (junction only)
- Woodlands Road (junction only)

A full plan of the draft proposals can be viewed in Appendix A.

The survey

Survey respondents were asked whether they supported or opposed the various on-street parking restrictions presented in the draft proposals. The survey was held online via the Commonplace website and paper copies which were distributed on request. A copy of the survey questions can be viewed in Appendix B.

232 people completed the survey. A higher proportion of older people and a higher proportion of women responded to the consultation than compared to overall population Census data for Charfield. A breakdown of age and gender demographics of survey respondents can be viewed in Appendix C.

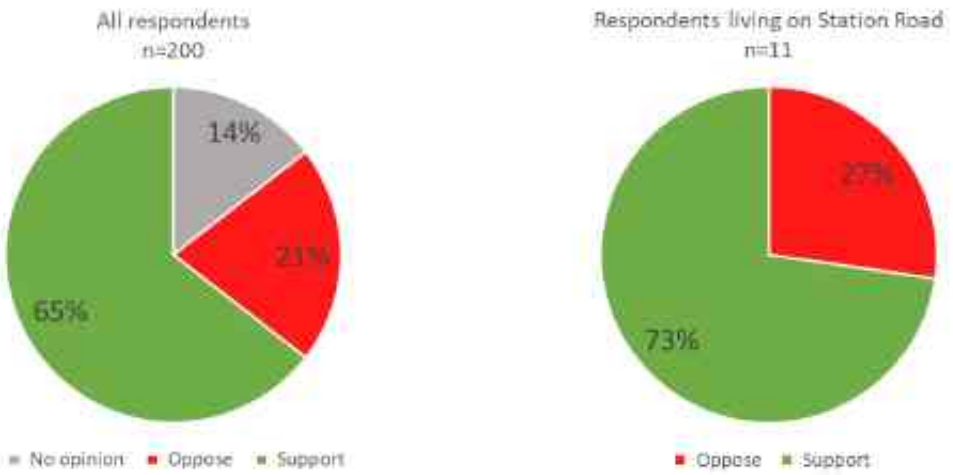
Results

This section of the report sets out a summary of the survey responses for each affected street and shows the level of support/opposition from:

1. all respondents to the survey
2. respondents living on the affected street only

It is worth noting that for some streets, the number of responses received was very low and therefore may not fully represent the views of all residents living there.

Station Road

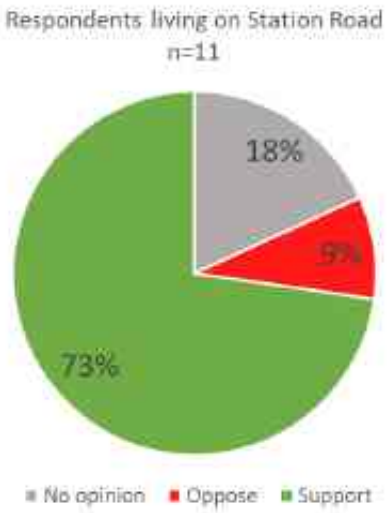


Support/opposition to double yellow lines proposed on Station Road

There was majority support for introducing double yellow lines on Station Road from all respondents as well as Station Road residents.

Some residents expressed a desire for double yellow lines to be extended further south where Station Road becomes single track, beyond the Southern Car Park entrance road. One resident commented about the inconveniece of not being able to park directly outside of their house if double yellow lines are implemented.

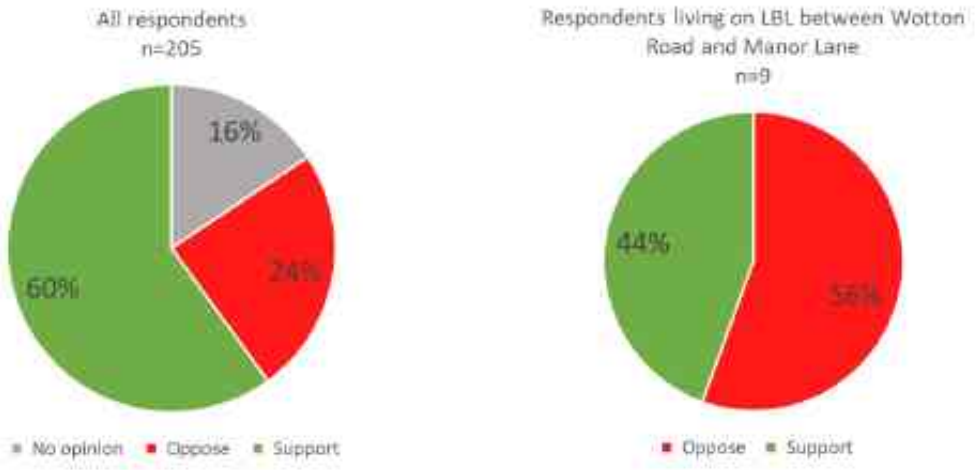
Following support expressed by Station Road residents during the Phase 1 engagement survey (2025), the draft proposals included a small Residents Parking Scheme (RPS) and time-limited visitor bays on Station Road where the new parallel parking bays with be located (in the location of the former the Road Rail Access Point road).



Support/opposition for a proposed Residents Parking Scheme and time limited waiting bays on Station Road

The majority of respondents living on Station Road said they supported the draft proposals for a Residents Parking Scheme and time limited waiting bays. This view aligns with feedback from the Phase 1 engagement, supplemented by doostep conversations between residents and the Project Engagement Team. Some residents suggested that resident parking permits should be issued free of charge.

Little Bristol Lane (between Wotton Road and Manor Lane)

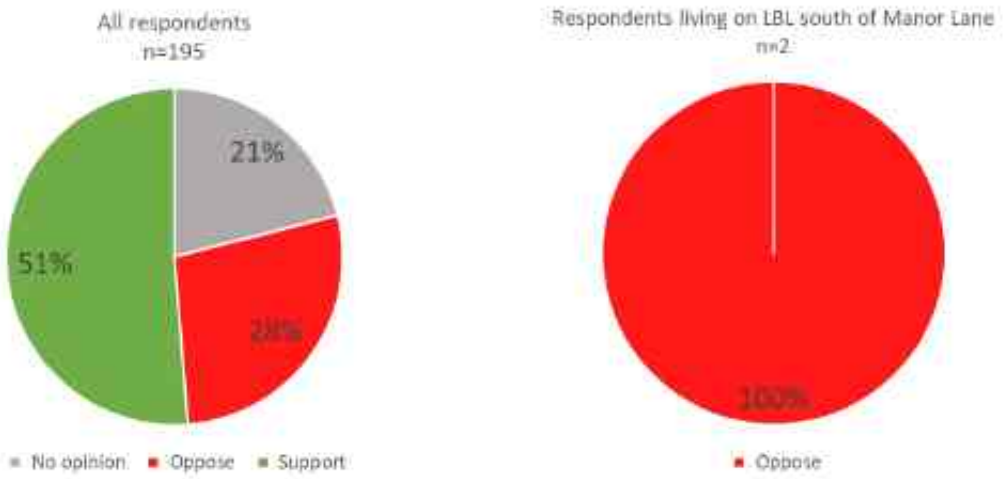


Support/opposition to double yellow lines proposed on Little Bristol Lane

Across all respondents, there was majority support for double yellow lines on Little Bristol Lane between Wotton Road and Manor Lane. However, the majority of respondents living on this part of the street opposed the proposal.

Respondents living on this section of Little Bristol Lane highlighted the potential difficulty double yellow lines could create for parking near their homes, notably at the top end of Little Bristol Lane, due to the limited number of spaces serving the terraced row of housing near Wotton Road. Some residents stated they would prefer a Residents Parking Scheme in this location.

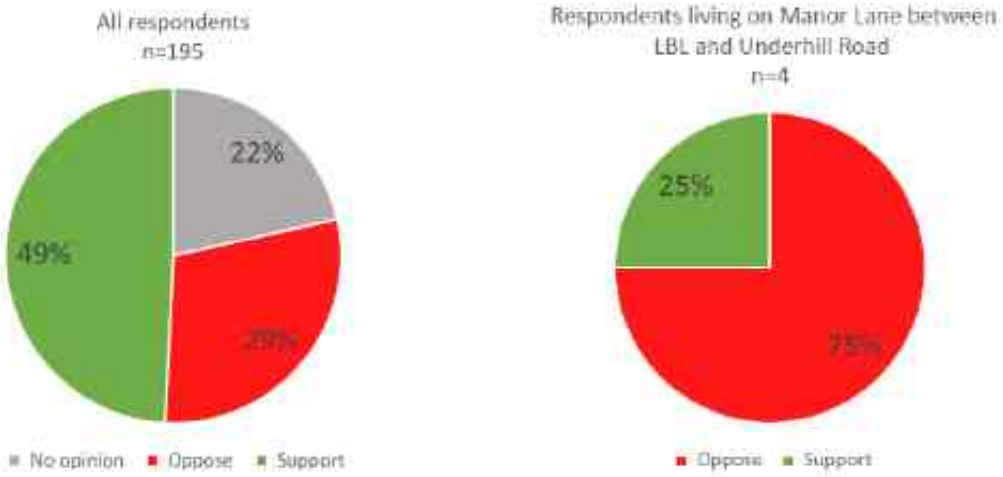
Little Bristol Lane (south of Manor Lane)



Support/opposition to single yellow lines proposed on Little Bristol Lane

Across all respondents, the majority supported introducing single yellow lines on Little Bristol Lane south of Manor Lane. Although only two people living on this part of Little Bristol Lane responded to this survey question, this reflects the small number of households on this part of Little Bristol Lane. Both respondents opposed the proposals although no further detail was provided as to why.

Manor Lane (between Little Bristol Lane and Underhill Road)



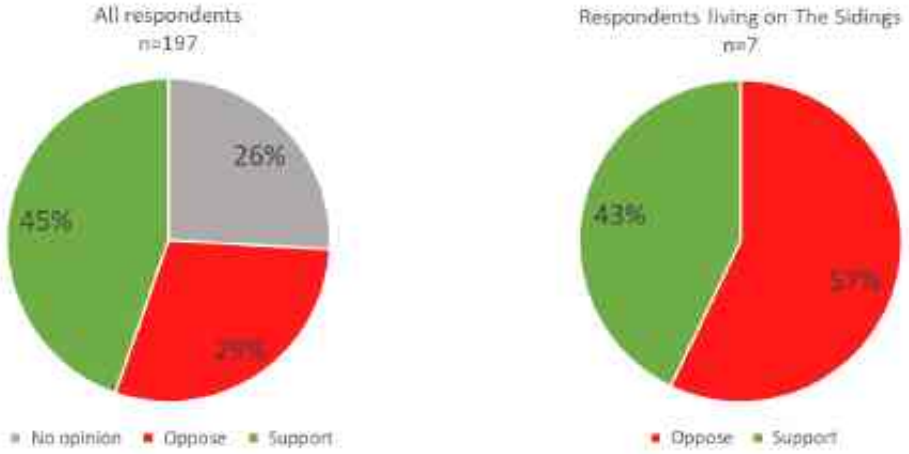
Support/opposition to single yellow lines proposed on Manor Lane

Overall, there was more support than opposition to introducing single yellow lines on Manor Lane between Little Bristol Lane and Underhill Road. However, three quarters of respondents living on this part of Manor Lane opposed the proposal.

Survey comments from residents on this section of Manor Lane expressed opposition to single yellow lines being introduced here due to the impact on residents having to move their cars during restricted hours. Some people living on Manor Lane thought the current proposal could result in displacement parking further up Manor Lane towards Wotton Road, where people report there are already issues with on-street parking. Some would prefer a 'wait and see' approach rather than implementing single yellow lines now whilst others said they would support a Residents Parking Scheme here, but only if permits are free to residents.

It should be noted that only four survey responses were received from residents on this part of Manor Lane. Due to the relatively low response rate, further doorstep engagement was undertaken on this section of Manor Lane. The doorstop engagement included speaking with six residents, of which five support the single yellow line proposal and one oppose. These findings do not align with the survey responses and perhaps demonstrate no clear consensus view.

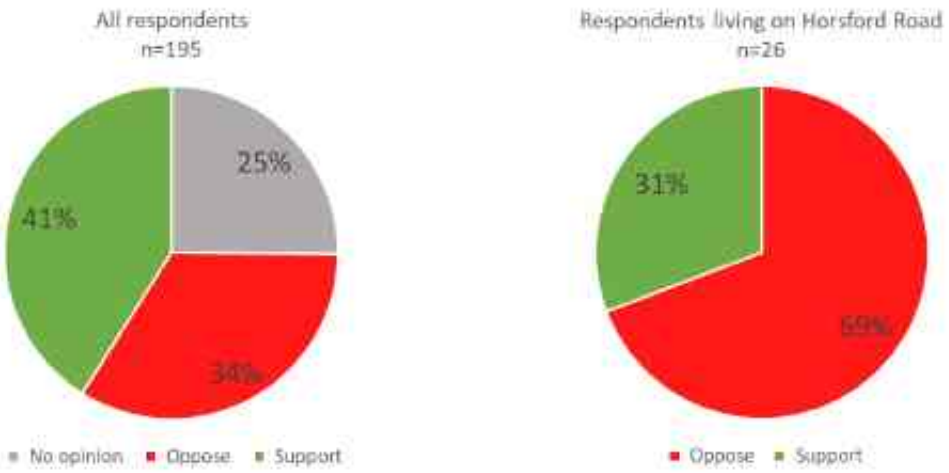
The Sidings



Support/opposition to single yellow lines proposed on The Sidings

Across all respondents, there was more support than opposition to introducing single yellow lines on The Sidings. However, amongst respondents living on this street, the majority opposed this proposal. This is explained by comments expressing a preference for double yellow lines to be implemented instead of single yellow lines due to the belief the latter could be an insufficient deterrent to station-user parking on their street. Conversely, another respondent commented that single yellow lines will have too much impact on visitors and they would prefer a Residents Parking Scheme instead. These results suggest that no option would have majority support.

Horsford Road

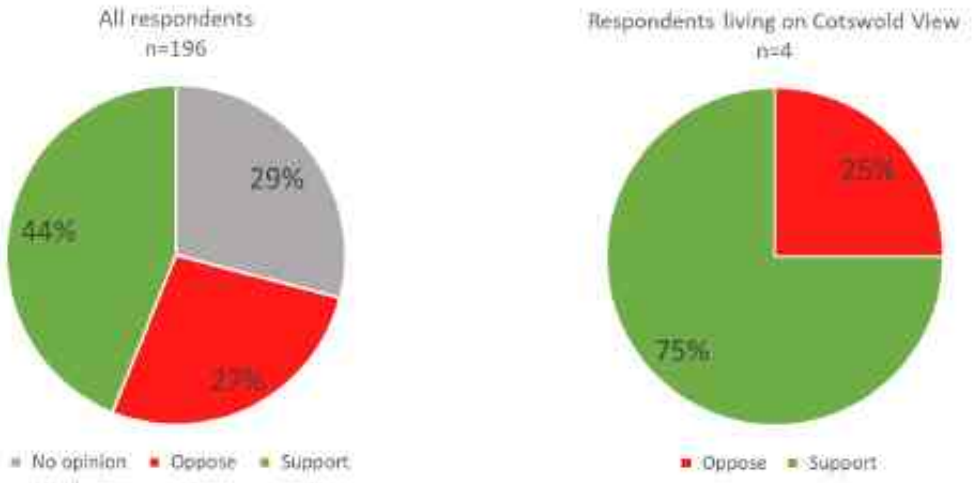


Support/opposition to single yellow lines proposed on Horsford Road

Overall, responses showed greater support than opposition to the introduction of single yellow lines on Horsford Road. However, the majority of respondents living on Horsford Road opposed this proposal.

Many Horsford Road residents expressed concerns about existing issues with on-street parking causing pinch-points and therefore asked for stronger measures, for example double yellow lines on the northern side of the street (with single yellow lines on the southern side). A smaller number of people were concerned that single yellow lines could have an adverse impact for residents, visitors and tradespeople.

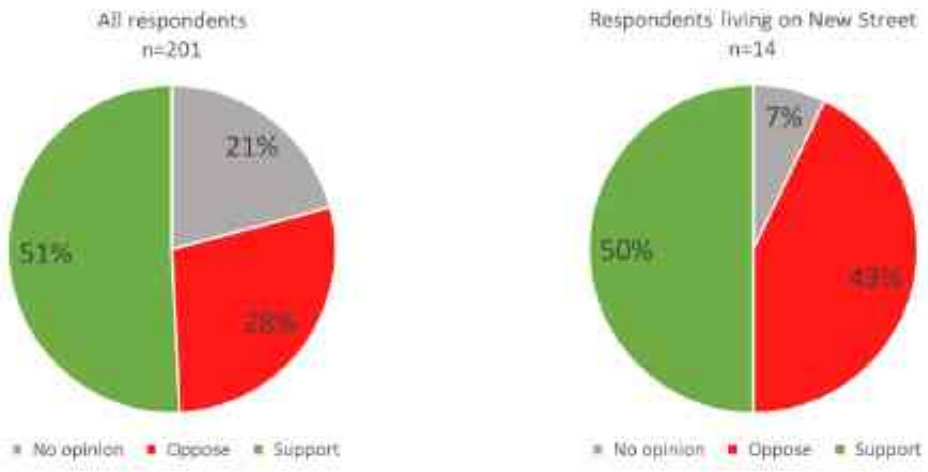
Cotswold View



Support/opposition to single yellow lines proposed on Cotswold View

Overall, there was more support than opposition to the introduction of single yellow lines on Cotswold View. This was also the case amongst respondents living on this street, with over three quarters of people supporting the proposal, however it should be noted that only four Cotswold View residents responded to this question.

New Street



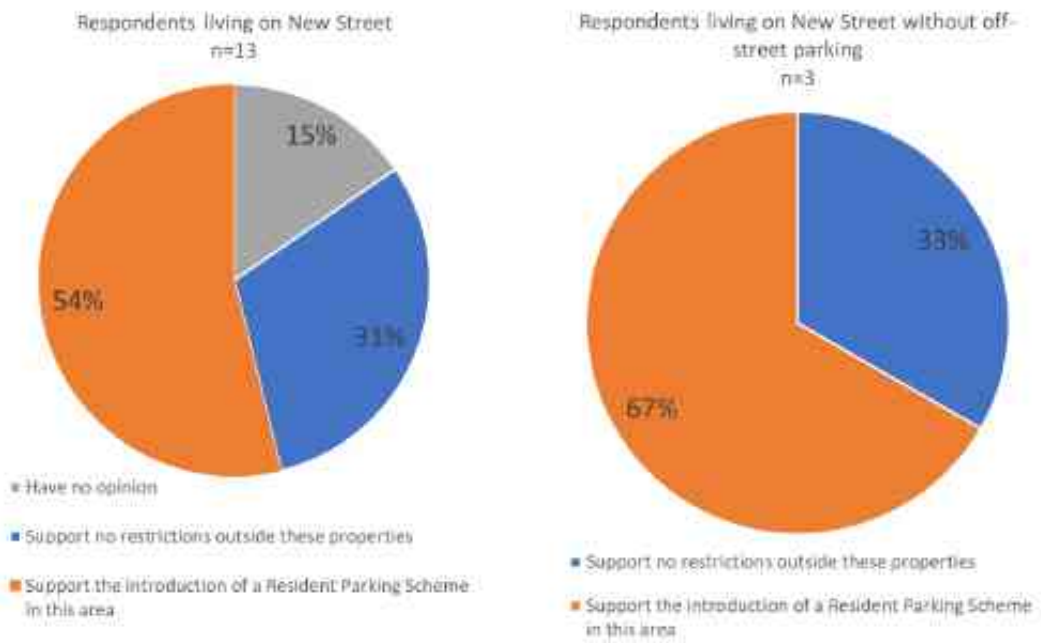
Support/opposition to single yellow lines proposed on New Street

Across all responses, just over half of people supported introducing single yellow lines on parts of New Street. When considering only respondents that live on New Street, exactly half of these supported the proposal. However, there is a noticeable increase in opposition when compared to the results for all respondents.

Some residents commented that they would prefer a Residents Parking Scheme to be implemented adjacent to the terraced properties with no off-street parking, as well as extending south to accommodate households with multiple vehicles.

Some residents also expressed concern that demand for parking outside these houses will be made worse by the introduction of single yellow lines on other streets.

Noting the row of terraced housing on New Street without off-street parking, a supplementary question was posed to New Street residents to find out the level of support for the introduction of a Residents Parking Scheme adjacent to these properties.



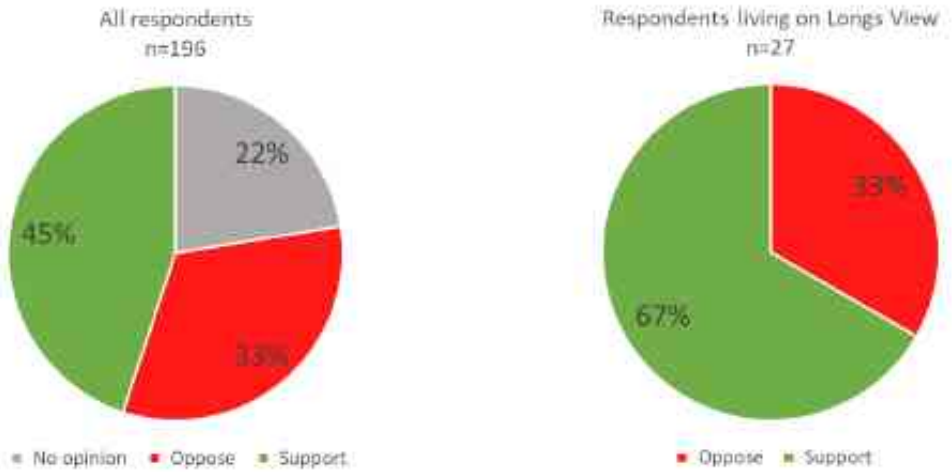
Support for a Resident Parking Scheme versus no restrictions outside properties on New Street without off-street parking

The majority of all respondents living on New Street supported this idea, and the support was greater still amongst residents without access to off-street parking. These results align with some of the feedback received from residents at the public drop-in event.

However, given only three New Street residents without off-street parking responded to the survey, some additional doorstep engagement was carried out with residents on this part of New Street. The aim of this engagement was to identify whether there is sufficient demand for permits to support the introduction of a small Residents Parking Scheme for the terraced houses.

Responses received from seven residents as part of the doorstop engagement contradicted the three survey responses. The majority of feedback on the doorstep did not support a Residents Parking Scheme and would prefer a ‘wait and see’ approach to assess if residents are impacted post-station opening.

Longs View



Support/opposition to single yellow lines proposed on Longs View

Overall, there was more support than opposition to introducing single yellow lines on Longs View. A relatively high number (27) of Longs View residents responded to this question, with the majority being in favour of the proposal, however views expressed in the comments provide some nuance to this.

Strong opposition was expressed in the comments by the minority who oppose single yellow lines on Long View, with people stating that the proposal is excessive and could disproportionately impact residents, particularly multi-car households that rely on on-street parking. There were also concerns about the impact on visitors, carers and tradespeople, as well as the village's character. Despite these reservations, some acknowledged the need for some restrictions at junctions.

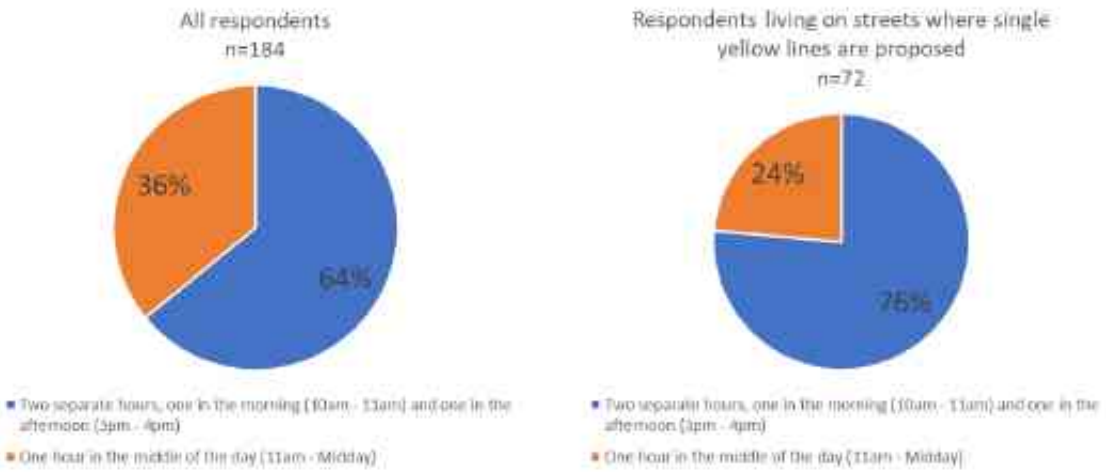
Restricted hours where single yellow lines are proposed

Two separate one-hour restriction periods were proposed for single yellow line waiting restrictions: one hour in the morning and one hour in the afternoon, as follows:

- 10am to 11am
- 3pm to 4pm

In the survey, respondents were asked to express a preference between the above hours and a single one-hour period, as follows:

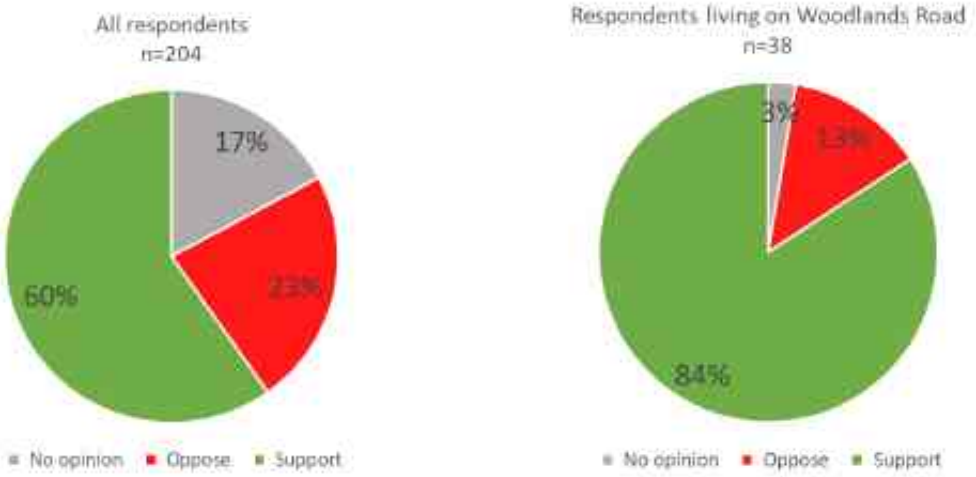
- 11am to midday only



Preferred restriction times for single yellow line waiting restrictions

Across all respondents, as well as only those living on streets where single yellow lines are proposed, the majority of people supported the two separate hours of restriction. No specific comments provided to explain this preference.

Little Bristol Lane / Woodlands Road junction

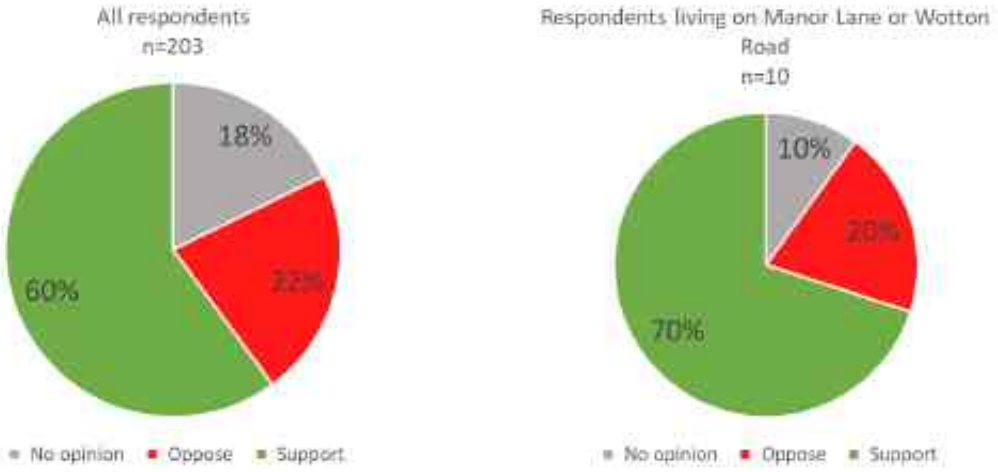


Support/opposition to double yellow lines proposed on Little Bristol Lane / Woodlands Road junction

Overall, there was majority support for introducing double yellow lines on the Little Bristol Lane / Woodlands Road junction. This was also the case amongst the respondents living on Woodlands Road, although several people commented that the current proposal does not go far enough and requested double yellow lines or single yellow lines to be extended further along Woodlands Road from the junction. The reasons provided for this mainly relate to reported existing issues of inappropriate on-street parking along Woodlands Road.

Some people commented that proposed restrictions near to Charfield Green (e.g. on Little Bristol Lane and Manor Lane) could result in displacement parking on Woodlands Road, therefore exacerbating existing problems.

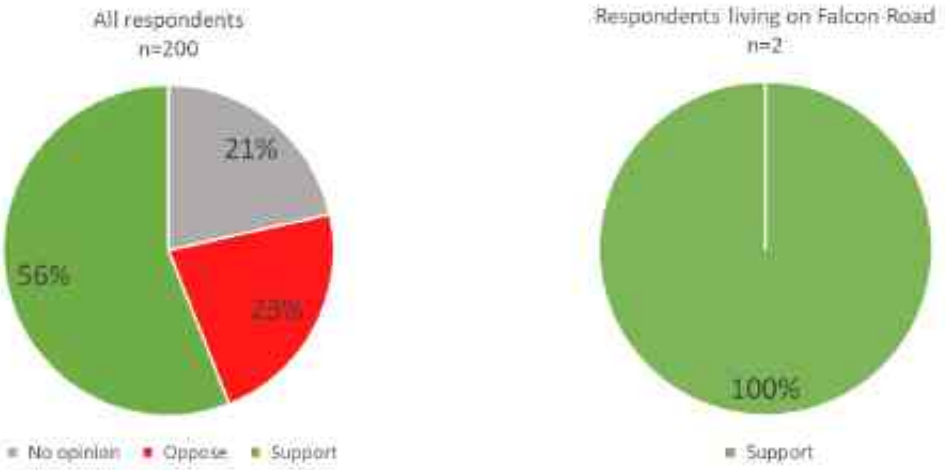
Wotton Road / Manor Lane junction



Support/opposition to double yellow lines proposed on Wotton Road / Manor Lane junction

There are currently double yellow lines in place on the Wotton Road / Manor Lane junction as part of an existing Temporary Traffic Regulation Order. Under the proposals set out to support station delivery, these restrictions would be made permanent. This change had majority support from both respondents who live on the impacted roads and the wider survey sample. One person suggested that the double yellow lines could be extended further south along Manor Lane to the entrance of Durham Road.

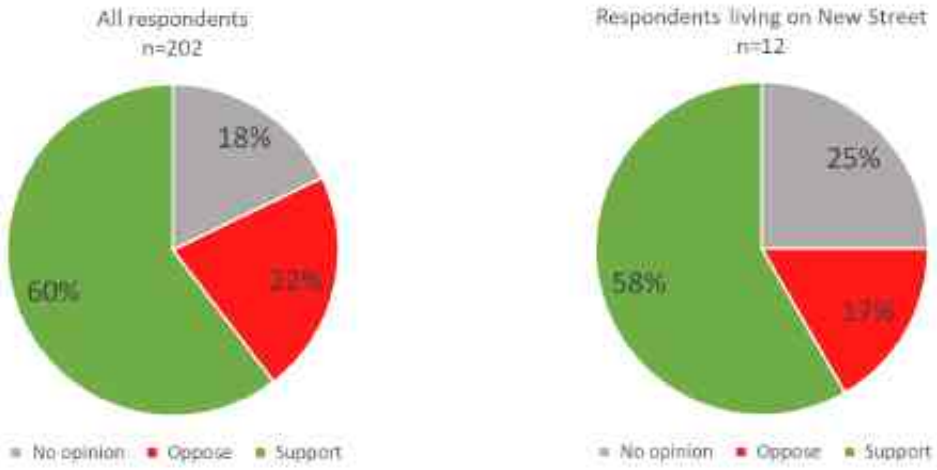
Wotton Road / Falcon Road junction



Support/opposition to double yellow lines proposed on Wotton Road / Falcon Road junction

More than half of all respondents supported the introduction of double yellow lines on the Wotton Road / Falcon Road junction, including the two people who live on Falcon Road who completed the survey. Both Falcon Road residents requested strengthened restrictions, specifically extending single yellow lines further along Falcon Road to help address existing on-street parking issues, particularly around school pick-up and drop-off times, which they believe could be made worse once the station is operational.

Wotton Road / New Street junction

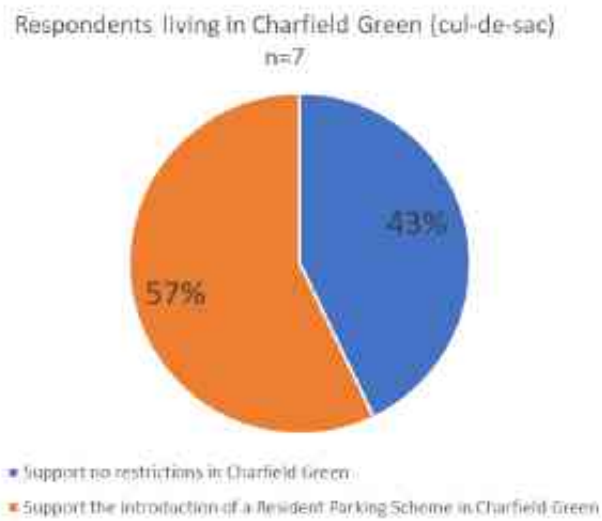


Support/opposition to double yellow lines proposed on Wotton Road / New Street junction

There was majority support for double yellow lines on the Wotton Road / New Street junction from respondents living on New Street as well as across all respondents. In addition to what is currently proposed, people commented on the need to extend the double yellow lines further up New Street to keep the junction clear and maintain safety. It was reported that large delivery vehicles regularly use the junction and parked cars can cause an obstruction leading to queuing in both directions. It was also highlighted that school children cross this junction to catch the school bus and parked cars reduce visibility.

Charfield Green

Charfield Green has been identified as another potential location where a Residents Parking Scheme might be appropriate due to a large proportion of properties not having access to off-street parking. However, there was not sufficient support for a Residents Parking Scheme amongst Charfield Green residents during Phase 1 of engagement (including survey and supplementary door-knocking). Therefore, it was not included in the draft proposals. A question in this Phase 2 survey presented residents with another opportunity to state their support/opposition for a Residents Parking Scheme.



Support for a Resident Parking Scheme versus no restrictions in Charfield

The majority (57%) of respondents supported the introduction of a Residents Parking Scheme, however only seven responses were received. One of the Council's current parking policy requirements is support from at least 70% of respondents.

Other feedback

Monitoring of on-street parking

Several people suggested a 'wait and see' approach whereby the extent of any impacts and issues caused by station-user parking should be assessed after the station is operational. It was suggested this approach could support a more proportionate and targeted solution.

Several people requested a monitoring and review period to assess how effective the measures will be and to help determine if greater measures are required.

Private roads

Some residents that live on private roads responded to the survey requesting the Council takes action to prevent station users parking on their street. On such streets and any private land, enforcement is a civil matter handled by the landowner(s) or their management company.

Poskett Way

Several people living on Poskett Way commented that they are concerned that the restrictions proposed elsewhere will result in displacement parking on their street. It should be highlighted that double yellow lines are being implemented on Poskett Way through a Traffic Regulation Order for the Barratt Homes development to ensure clear access for emergency vehicles. This work is being undertaken irrespective of the station proposals and is separate to the station project.

On-street Parking Management Enforcement

Several people commented saying that restrictions would only be effective if they are consistently and rigorously enforced. The council's approach to enforcement is set out in our Frequently Asked Questions.

Car parking charges and permit fees

Comments were received from several respondents stating that the station car parks and permits for Residents Parking Schemes should be free. The reasons why these services are not free are addressed in our Frequently Asked Questions.

Conclusion

Overall, the results demonstrate a significant level of support for many of the proposed restrictions, with particularly strong support for the introduction of double yellow lines in locations where these are proposed. However, in some locations there is less support for proposals amongst residents living directly on streets that would be affected. This is particularly the case on some streets where single yellow lines are proposed. In several locations, respondents raised concerns about the impact on day-to-day parking for residents and visitors, including for households without off-street provision. In some of these locations there isn't a clear consensus on a preferred option.

Where single yellow lines are implemented, residents would prefer two separate restriction hours (10-11am and 3-4pm) rather than one single hour restriction (11am – midday).

The proposed Residents Parking Scheme on Station Road is well supported by residents of this street, whereas there is not a clear consensus and/or volume of support for implementing similar schemes on New Street (outside terraced houses) and Charfield Green.

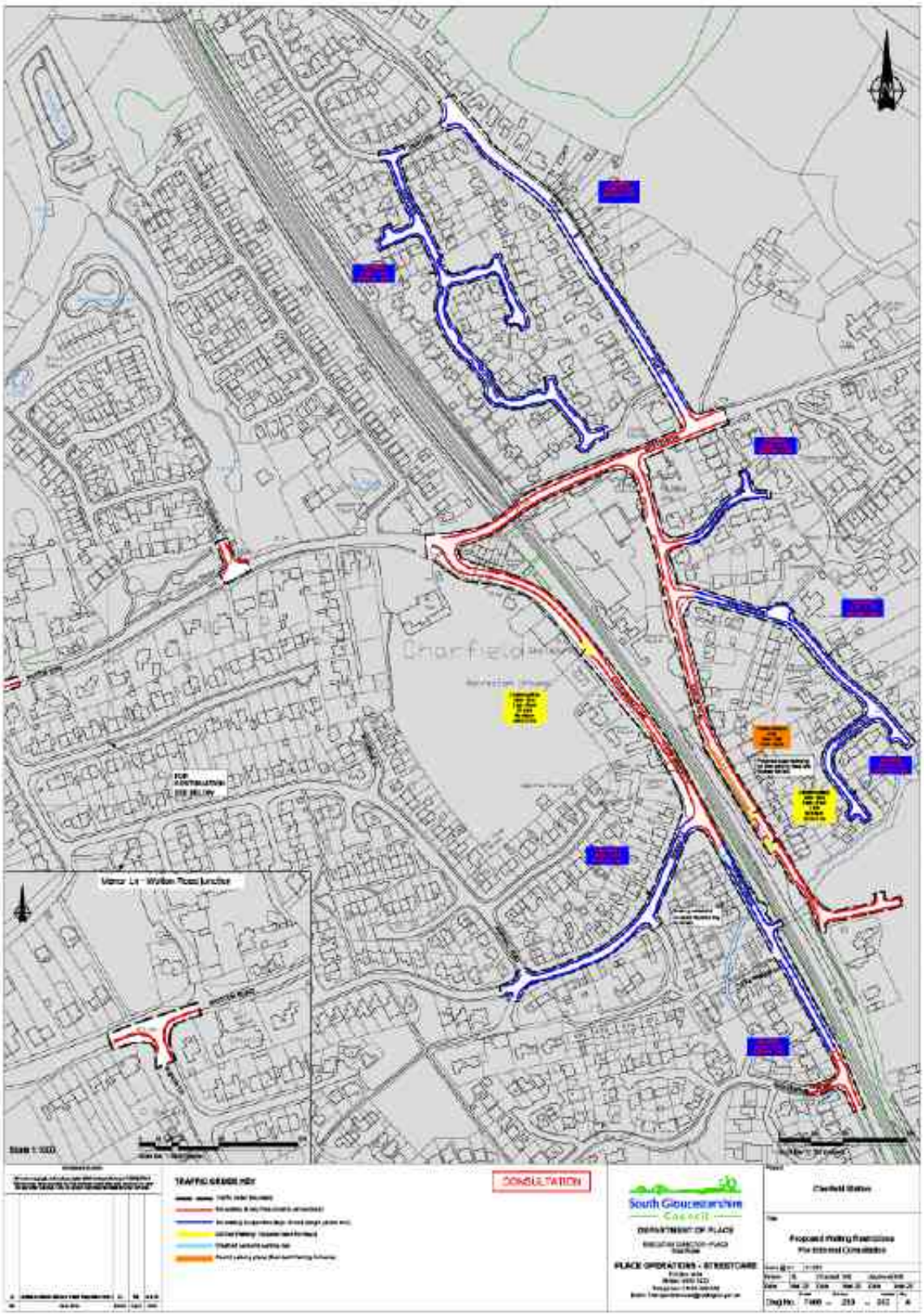
Next steps

The results and feedback from the Phase 2 engagement will be used to help further shape proposals for on-street parking management in Charfield. Some design amendments to take on board feedback are likely ahead of the Phase 3 Statutory Consultation in summer 2026.

The statutory consultation will last for three weeks and will take place in the form of a Traffic Regulation Order (TRO) legal advert. During this period, objections to, support for, or comments on the proposals can be made. To read more about the Council's Traffic Regulation Order process, visit the following link: Traffic Regulation Orders | BETA - South Gloucestershire Council

Appendix A Plan of draft on-street parking proposals

A full size version of the plan can be viewed here: Plan of draft proposals



Appendix B: Survey questions

1. Which street do you live on? Please select from the drop-down list below
2. Does your property have access to off-street parking such as a driveway or garage?
3. On streets where single yellow lines are being proposed, which of the following restricted times would you prefer?
    a. Two separate hours, one in the morning (10am –11am) and one in the afternoon (3pm – 4pm)
    b. One hour in the middle of the day (11am – Midday)
4. Please let us know if you support or oppose the proposals to introduce **double yellow lines** in any of the following locations.

Double yellow lines = no waiting or parking at any time

Proposal	**Support**	**Oppose**	**No opinion**
Station Road			
Little Bristol Lane between Wotton Road and Manor Lane			
Little Bristol Lane / Woodlands Road junction			
Wotton Road / Manor Lane junction			
Wotton Road / Falcon Road junction			
Wotton Road / New Street junction			

5. Please let us know if you support or oppose the proposals to introduce **single yellow lines** in any of the following locations.

Single yellow lines = no waiting or parking during specified times

Proposal	**Support**	**Oppose**	**No opinion**
Little Bristol Lane south of Manor Lane			
New Street			
The Sidings			
Horsford Road			
Cotswold View			

Manor Lane between Little Bristol Lane and Underhill Road			
Longs View			
Farm Lees / Longs View junction			

6. Please let us know if you support or oppose the proposal to introduce a **Resident Parking Scheme** and some limited waiting bays on Station Road where the new parallel parking bays will be located.

Resident Parking Scheme (RPS): permitted parking for residents with some allocation for visitor parking. An annual fee is charged per permit, currently £30 per year for the first permit, increasing for additional permits.

Proposal	**Support**	**Oppose**	**No opinion**
Resident Parking Scheme and limited waiting bays on Station Road			

7. Finally, please use the space below to tell us
    - Why you disagree with any aspects of the proposals
    - Any areas not currently included in the proposals where you think restrictions are needed
    - Any other comments relevant to the proposals

Please keep your comments relevant to the proposals being consulted on. If you have any comments on other aspects of the Charfield Station project, please direct these instead to: CharfieldStation@southglos.gov.uk

Additional questions

Charfield Green (cul de sac) residents only

We are aware that the majority of residents of Charfield Green do not have access to off-street parking. To minimise the impact on residents, no restrictions are currently proposed here.

Do you

- Support no restrictions in the Charfield Green
- Support the introduction of a Resident Parking Scheme in Charfield Green
- No opinion

New Street residents only

We are aware that some residents on New Street do not have access to off-street parking. To minimise the impact on these residents, no restrictions are currently proposed outside the majority of these properties.

Do you

- Support no restrictions outside these properties
- Support the introduction of a Resident Parking Scheme in this area
- No opinion

Appendix C: Demographics of survey respondents

Responses to demographics questions

