South Gloucestershire Council

Charfield Station

Proposed 20mph Speed Limits and Prohibition of Driving at the Rail Underbridge

Consultation Feedback Report

October 2026

1. Background

The purpose of the consultation was to seek feedback from residents, businesses, stakeholders and other interested parties on proposed Traffic Regulation Orders (TROs) prior to progressing the scheme.

The proposals include reducing the existing 30mph speed limit to 20mph on roads surrounding the station and introducing a Prohibition of Use by Motor Vehicles restriction within the existing rail underbridge connecting Station Road and Little Bristol Lane / Charfield Green.

The station is expected to generate increased pedestrian and cycle movements between the station and surrounding residential areas. To support these movements and improve road safety, associated highway measures have been developed.

These measures are intended to improve safety for all road users, including pedestrians and cyclists travelling to and from the new station and will hopefully be of wider benefit to Charfield residents.

2. Proposed Scheme

The proposed scheme consists of two elements:

a. Proposed 20mph Speed Limit

The proposal seeks to reduce the existing 30mph speed limit to 20mph on the following adopted roads:

- Little Bristol Lane / Charfield Green
- Manor Lane
- Durham Road
- Underhill Road
- Katherine Close
- Orchard Close
- Old Manor Close
- Avon Road
- Severn Close
- Thames Close
- Berkeley Close
- Hawthorn Close
- Woodlands Road
- Station Road
- The Sidings
- Horsford Road
- Cotswold View

The introduction of the lower speed limit is intended to improve road safety and create a safer environment for those travelling to and from the rail station when it opens in Spring 2027.

b. Proposed Prohibition of Driving

The proposals also include the introduction of a Prohibition of Use by Motor Vehicles restriction within the existing rail underbridge connecting Station Road and Little Bristol Lane / Charfield Green.

To facilitate the restriction, bollards would be installed within the underpass to prevent access by motor vehicles whilst maintaining access for pedestrians and cyclists.

The proposals are intended to improve safety for all users of the underbridge and support active travel to and from the station.

3. Survey

Information relating to the proposed Traffic Regulation Orders was published through the Council's consultation platform together with supporting plans and scheme information. Residents and interested parties were invited to review the proposals and provide comments via an online questionnaire.

The consultation covered both:

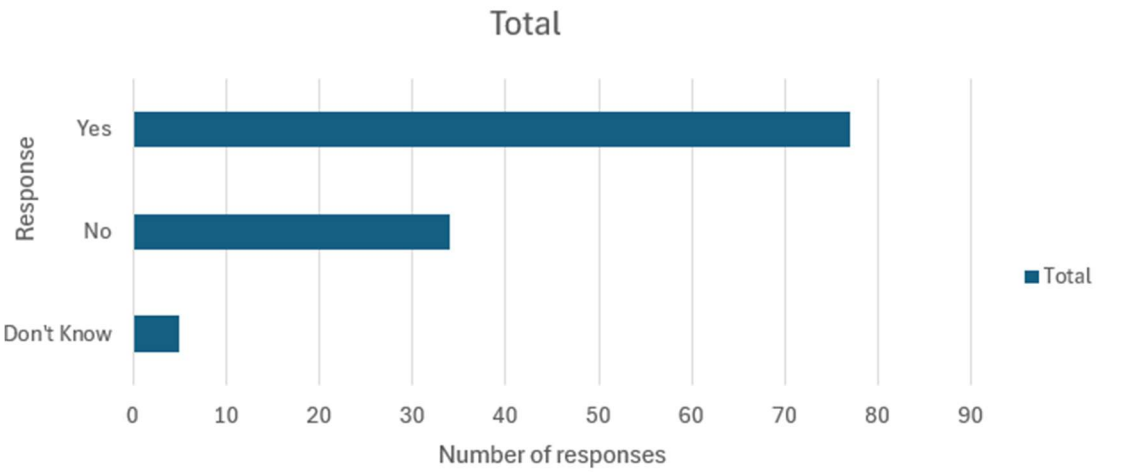
- Proposed Speed Limit Changes
- Proposed Prohibition of Use by Motor Vehicles at the Rail Underbridge

The consultation opened on 19 August and closed on 29 September 2026 (6 weeks).

Initially, 123 survey responses were received. Following a review of the responses, seven were identified as blank or duplicate responses and therefore removed from the analysis.

4. Results

Question 1 - Do you support the proposed speed limits shown on the plan?



A total of 116 valid responses were provided to this question. Of these:

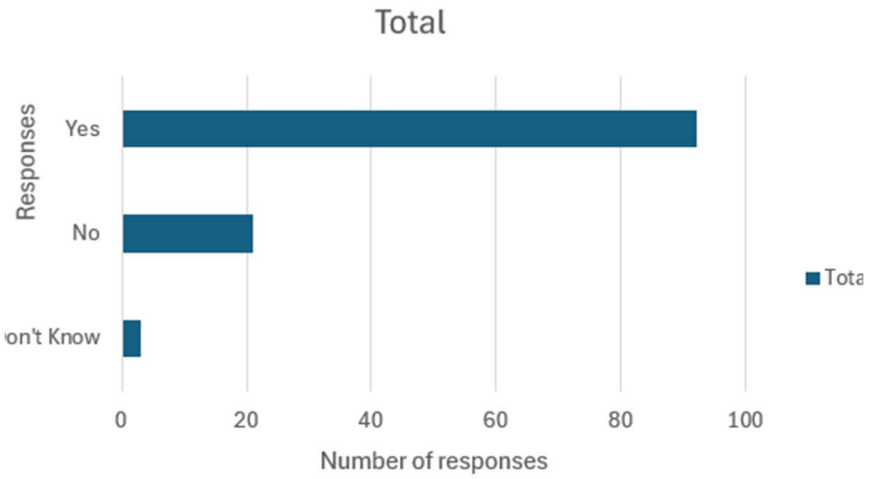
- 77 respondents (66%) supported the proposed speed limits changes
- 34 respondents (29%) did not support the proposed speed limits changes
- 5 respondents (4%) didn't know.

Overall, the responses indicate a higher level of support than opposition, with the majority of respondents supporting the proposed speed limits shown on the plan.

Many respondents provided comments to expand on their response to Question 1. Analysis of the comments has been undertaken and key themes have emerged, as set out in Section 5 below.

Of the 39 respondents who selected 'No' or 'Don't Know' to Question 1, seven provided comments that appear to support (rather than oppose) a 20mph speed limit. They wanted to see the 20mph area extended, with many referencing a preference for Wotton Road to be included. These figures therefore perhaps indicate it was the extent of the proposals, rather than a principled objection to 20mph, that proved to be a factor for these residents in responding 'No' or 'Don't Know' to Question 1.

Question 2 - Do you support the proposed prohibition of driving at the underbridge between Station Rd and Little Bristol Lane



Of the 116 valid responses received:

- 92 respondents (79%) supported the proposal
- 21 respondents (18%) opposed the proposal
- 3 respondents (3%) didn't know.

Overall, the responses demonstrate a strong level of support for the proposal, with almost four in five respondents in favour. Nearly one in five respondents opposed the scheme. The proportion of respondents who didn't know was very low, indicating that most respondents had a clear view on the proposal.

Respondents were invited to provide comments to expand on their response to Question 2. Analysis of the comments has been undertaken and key themes have emerged, as set out in Section 5 below.

5. Comments Analysis

Residents were invited to provide comments in a free text box to expand on their answers to Questions 1 and 2. Of the 116 valid responses, 81 respondents provided additional comments, with many raising more than one point in their comments.

Analysis of the comments provided has been undertaken and key themes have emerged as set out in Table 1 and Table 2 below. The Station Project Team has provided responses to these key themes (and other matters raised) in *green italic* text.

Table 1: Comment Themes 20mph Streets

Comment Theme	No. of comments
Support the reduction to 20mph	37
Extent of the proposed 20mph area - why is Wotton Road / other named streets / whole village not included?	30
20mph not supported / required	26
Enforcement concerns	17
Other comments relevant to this consultation	12

Theme 1 - Support the reduction in speed limit to 20mph

37 respondents explicitly commented that they supported the proposed reduction in speed limit.

SGC Station Project Team response: No response required.

Theme 2 - Extent of the 20mph Zone – why is Wotton Road / other named streets / the whole village not included in the 20mph area?

30 respondents queried why the 20mph area did not extend further than the streets consulted upon, with many referencing Wotton Road, minor roads in the village, and in some cases, the whole village of Charfield.

Respondents highlighted safety concerns such as heavy vehicles and through-traffic alongside narrow footways on sections of Wotton Road, creating an unsafe environment for pedestrians, and queried why Wotton Road is not the priority for reducing speeds.

SGC Station Project Team response: As covered in our consultation material, the delivery of a reduction in speed limit on Wotton Road will be the responsibility of the housing developers in Charfield.

Two housing developments have been granted planning approval subject to the signing of a legal agreement, which includes an obligation to deliver measures to reduce speed on Wotton Road through Charfield.

Delivering a 20mph speed limit on Wotton Road is a complex project and will likely require its own consultation stages prior to implementation. Minor roads off Wotton

Road, not covered by the station scheme, could also be included in the Wotton Road scheme at the time of its implementation.

It is therefore not within the station project's remit to deliver a 20mph limit on Wotton Road, or the whole village. It will be delivered at a future date through private developer funding, as opposed to public funding.

Theme 3 - A reduction in speed limit is not supported / required

26 comments were provided by respondents indicated a speed limit change was either not supported or not required, referencing a range of factors, including:

- Speed limit reduction was simply not wanted
- There is no issue with speeding on some / all of the streets covered, with some referencing short cul-de-sacs or road layouts that prevent achieving 30mph already
- Cost / poor use of funds
- 20mph limits described as ineffective when implemented elsewhere

SGC Station Project Team response: There is a requirement through the planning process for the Station Project to reduce the speed limit to 20mph on Station Road and Little Bristol Lane.

For consistency, connected residential roads are included in the proposed 20mph extent. This includes the side roads off Station Road, Little Bristol Lane / Charfield Green, and in turn, Manor Lane and Underhill Road. This connected approach avoids unnecessary / illogical speed limit changes on neighbouring residential roads e.g. Little Bristol Lane / Charfield Green operating at 20mph and changing to 30mph on Woodlands Road.

There is minimal additional cost to the Station Project to include these connected streets in the 20mph proposal. The speed limit reduction is not being funded through SGC Council Tax revenue budgets. Instead, it forms part of the wider Charfield Station project and is being delivered through capital funding secured by the West of England Combined Authority from the Department for Transport. Therefore, the cost for constructing the station and associated highway measures is spread nationally.

Average speeds on roads covered by the scheme are lower than 30mph already. All of the proposed streets have an average speed of 24mph or under (with many below 20mph) and the existing layout and conditions of the streets are conducive to supporting compliance with the proposed 20mph speed limit.

Theme 4 - Enforcement of 20mph speed limits

17 comments referenced the enforcement of speed limits as a concern. Key questions raised included if, and how, the speed limits would be enforced?

Respondents were concerned that a lack of proper enforcement would lead to the speed limits being ignored / ineffective. Some indicated that there is a lack of compliance with current speed limits.

SGC Station Project Team response: Enforcement of speed limits is a matter for the police rather than South Gloucestershire Council. Avon and Somerset Police have reviewed the proposals and noted that existing average vehicle speeds are already broadly in line with the proposed 20mph limit. The police have advised that 20mph limits should be largely self-enforcing through appropriate road layout, signing and driver awareness, rather than relying on routine enforcement. As with all speed limits, police enforcement remains available where there is evidence of consistent offending or significant road safety concerns, however any such activity would be targeted and intelligence led.

Other comments relevant to the 20mph consultation

A range of other comments were provided, in addition to the key themes outlined above. Typically, these matters were raised by a small number of residents in the survey feedback.

Why are certain roads included in the proposed 20mph area that are not on the route to the new station e.g. Manor Lane / Underhill Road estate?

SGC Station Project Team response: There is a requirement through the planning process for the Station Project to reduce the speed limit to 20mph on Station Road and Little Bristol Lane.

For consistency, connected residential roads are included in the proposed 20mph extent. This includes the side roads off Station Road, Little Bristol Lane / Charfield Green, and in turn, side roads of Manor Lane and Underhill Road.

This approach avoids unnecessary / illogical speed limit changes on neighbouring residential roads e.g. Little Bristol Lane / Charfield Green operating at 20mph and changing to 30mph on Woodlands Road.

Little Bristol Lane / Charfield Green is included in the 20mph proposal plans for the consultation but Charfield Green is not included in the list of affected streets.

SGC Station Project Team response: We will amend the list of affected streets in the statutory consultation and legal order - to include Charfield Green.

Why is a particular street within the proposed 20mph area omitted from the change in speed limit?

SGC Station Project Team response: Streets that are privately owned and maintained are not included within proposals for speed limit changes. Notwithstanding, these streets are short cul-de-sacs and therefore any change to the speed limit is unlikely to materially affect driving speeds.

20mph speed limit will increase pollution.

SGC Station Project Team response: A reduction is speed limit is unlikely to significantly impact local emissions. A reduced speed limit can reduce acceleration to a lower maximum driving speed and can also encourage more walking and cycling for local trips.

20mph speed will lead to frustration and potentially unsafe overtaking.

SGC Station Project Team response: There is no available evidence to suggest this statement is true. Studies undertaken in Wales (covering urban and rural areas), Bristol and Portsmouth are the most widely cited examples of studies researching the impacts of 20mph speed limits in the UK. None of these studies conclude worse outcomes for safety and the majority indicate positive outcomes for reducing both collisions and casualties.

On-street car parking helps to slow speeds. The proposed on-street parking restrictions (covered in a separate consultation) clear the roads and will make speeding more likely.

SGC Station Project Team response: We understand the concern here but there is also potential for station-users to park their vehicles irresponsibly and block access for emergency vehicles and public transport, and / or block access for residents accessing their driveways or pedestrians using footways.

Is this a tool for generating revenue through speeding fines?

SGC Station Project Team response: No, the introduction of 20mph limits near the station is a planning condition, required by the Local Planning Authority as part of the

planning determination of the Station planning application. It has been conditioned by the Local Planning Authority on safety grounds.

Money collected from speeding fines goes to central government (HM Treasury Consolidated Fund) and does not directly benefit the relevant police force or local authority.

Table 2: Comment Themes - Prohibition of Motor Vehicles at the Underbridge

Comment Theme	No. of comments
Close the underbridge to vehicles	12
Underbridge should remain open	11
Other relevant comments	3

Theme 5 - Close the underbridge to vehicles

12 respondents commented that they supported the proposed closure of the underbridge, to reinforce their answer to Question 2. The most common reasons provided were safety-related, notably the safety of pedestrians using the underbridge, and to prevent drivers taking short cuts.

SGC Station Project Team response: No response required.

Theme 6 – Underbridge should remain open

11 respondents commented that the underbridge should remain open to vehicles for a range of reasons, including:

- Closure is unnecessary and leads to longer car journeys, creating congestion at other junctions and is therefore contradictory to the aims of the proposal
- Underbridge could be used in the event of an emergency / road closure on Station Road or Wotton Road
- Community severance caused by the closure

SGC Station Project Team response: The closure of the underpass will create a safer more attractive local environment for pedestrians and cyclists and hopefully encourage more walking and cycling trips in the area. This is relevant for both station-users and those accessing the Public Right of Way network, noting the underbridge is currently well used by walkers and dog-walkers in the area.

The number of vehicles displaced onto other (parallel) routes, such as Little Bristol Lane, is not anticipated to have a significant effect on congestion.

The area has experienced some localised road closures as a result of the station construction (e.g. Wotton Road crossing installation) and it has been helpful at times to maintain the underbridge access. However, many residents have raised concerns about safety at the underbridge and the results of this consultation mirror feedback received at drop-in events and through correspondence that there is a strong preference for prohibition of driving in the underpass to ensure the safety of pedestrians, in particular.

Other comments not relevant to *this* consultation

Some respondents provided comments relating to matters covered in previous, current or future station-related consultations, including

- Wider station matters encompassing planning application / determination
- On-street parking management
- Wotton Road crossing
- Car parking charges

Due to these matters having been considered as part of other consultations and / or where they are not directly linked to this consultation, they have not been covered in this consultation report.

6. Conclusion

The consultation feedback demonstrates overall support for the proposals, with the introduction of the 20mph speed limit and the closure of the underbridge both receiving more support than opposition.

Many respondents recognised the benefits of the proposed measures in supporting safer travel in Charfield and improving access to and from the new station.

Comments provided by residents were largely concentrated in six key themes with responses provided by the Station Project Team incorporated into the report.

The key concerns raised by residents related to the extent of the proposed 20mph speed limit, whether the scheme was necessary and whether it would be effective / enforced.

For the proposed prohibition of driving at the underbridge, there was again strong overall support, focussed mainly on improved safety, although some were concerned about the impacts of the proposed closure removing an existing route for vehicles.

7. Next Steps

The proposals will be reviewed in light of the consultation feedback and progressed to Statutory Legal Advert for the Traffic Regulation Orders in October/November 2026, with a view to implementation by station opening in Spring 2027.