South Gloucestershire Council

Briefing note

09 March 2026

Explanation of proposals for on-street parking management in Charfield

Background

Restrictions are being proposed on streets surrounding the new station to

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

In line with the above, a planning condition for the station requires on-street parking restrictions on Station Road, Little Bristol Lane, The Sidings, Horsford Road and New Street. Our proposals therefore include some restrictions on these streets.

Engagement to date

Feedback from public engagement has been used alongside planning condition requirements, existing policy and wider evidence to shape the proposals. Engagement activities to date have included:

- A drop-in event at Charfield Village Hall on 18 September 2025
- An online and paper survey (15 October – 25 November 2025) which received 431 responses
- Follow-up doorstep conversation with residents of Station Road and Charfield Green.

The survey results showed:

- Widespread concern regarding the potential for on-street parking by station-users
- General support for some form of restrictions to be implemented but no standout preferred option in many locations
- Support for measures increases with proximity to station, particularly more restrictive options i.e. double yellow lines, Residents Parking Scheme.

The engagement survey report can be read here: Charfield Railway Station On-street Parking Management Engagement Survey Results

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 survey results.

Station Road residents told us that they would like the proposed parallel parking bays to be prioritised for residents without off-street parking. We are therefore proposing to designate the majority of bays for a Residents Parking Scheme (RPS), proportionate to the demand for permits. The remainder of bays will be limited waiting bays for use by visitors.

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.

South of Manor Lane, single yellow lines are proposed to restrict potential station-user parking whilst minimising the impact on some residents without off-street parking.

The Sidings, Horsford Road, Cotswold View and New Street

Resident here expressed a desire for restrictions however there was no majority support or any of the specific options presented (single yellow lines, double yellow lines, Residents Parking Scheme). Due to their proximity to the station and the potential for station-user parking – especially if double yellow lines are introduced on Station Road and Little Bristol Lane – single yellow lines are proposed on these streets to reduce the risk of displacement parking and to comply with the planning condition requirements.

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.

For the above reasons, single yellow lines are also proposed on some sections of New Street. Restrictions are not proposed on the east side of New Street outside properties without access to off-street parking as residents here could otherwise be disproportionately affected.

Longs View and Manor Lane (Little Bristol Lane end)

Although the planning condition does not require restrictions on these streets, the proposals include single yellow lines due to their proximity to the station, as supported by the survey results.

Single yellow lines waiting restriction times

The 2025 survey results indicated a preference for a single hour of restriction per day (e.g. 11am – midday) when compared to an all-day restriction (typically 8am – 6pm).

The Council's parking enforcement team has advised that two single-hour periods may be preferable, as this would cover station users travelling in both morning and afternoon periods, and provide the flexibility for more frequent enforcement visits to Charfield.

The draft proposals therefore include two single-hour periods. However, the March 2026 survey will ask if one single-hour or two single-hours per day is preferable to residents.

Double yellow lines on 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. Survey feedback highlighted existing problems with junction parking, with concern that the new station could exacerbate these issues.

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 (RPS) not being proposed anywhere other than on Station Road?

We are not proposing an RPS in any other parts of Charfield because survey results showed insufficient support. Council policy requires:

- over 70% of responding households to support an RPS; and
- at least 50% of dwellings to have no off-street parking

Survey support levels were well below 70% in all areas except Station Road, and therefore not high enough to justify proposing an RPS. This includes Charfield Green, where the majority of residents do not have off-street parking and therefore most residents park on the street.

Due to receiving a limited number of responses to the initial engagement survey from residents of Charfield Green, officers carried out further doorstep engagement. This showed higher levels of support for an RPS (55.6%) than for other types of restriction, but still lower than the 70% required to comply with SGC policy. An addendum to the engagement report can be read here: Charfield Railway Station On-street Parking Management Engagement Survey Results

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 situation for a 12-month period after the station opens. If evidence shows that additional restrictions are needed to address station related parking on streets not currently included, we will consider extending the scheme.