South Gloucestershire Council

Managing on-street parking in Charfield

Engagement report

February 2026

A summary of the views expressed in engagement activities to help understand the views of Charfield residents about options to manage on-street parking following the opening of the station.

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Background

The opening of a new railway station in Charfield is an exciting development which promises faster, easier and greener ways to travel to Bristol, Gloucester and beyond.

However, it will mean more people walking, cycling, wheeling, and driving to the station. With the station due to open in Spring 2027, the council wants to plan ahead to minimise issues before they arise.

Specifically, local people have told us they are concerned about the potential negative impacts of station users parking on the street. Through this online engagement survey and supporting face to face activities, we wanted to measure support for different on-street parking mitigations in Charfield. The feedback collated through these exercises has been analysed by the Council's Insight and Engagement Team and is presented in this report.

Direct quotes have been provided throughout the report to illustrate the views and opinions expressed by respondents to the engagement – these comments are shown in quotation marks.

Executive Summary

This report summarises the findings of engagement activity to help the council understand how residents of Charfield would like on-street parking to be managed following the opening of Charfield rail station. Feedback was collated through an interactive mapping exercise at a drop-in event, an online and paper survey and supported by on the doorstep conversations with council officers talking to householders.

431 people completed the survey, 402 of whom live in Charfield. 29 people who responded who don't live in Charfield but plan to use the station or work locally were not asked about how they thought on-street parking should be managed. The people who responded tended to be older and own more vehicles than the Census averages for Charfield.

Key Findings

The first finding of this exercise is that in seeking feedback from a range of different people, the exercise has not captured a consensus view. In fact, much of the feedback is somewhat polarised. Whilst one person may believe that a resident parking scheme is needed on their street, their neighbour could very well posit the opposite view.

Following, therefore is a summary of findings, perspectives and priorities, which are by no-means unanimously supported, but represent the majority perspective.

Parking needs and concerns

- **High vehicle ownership:** Over half of respondents have two vehicles in their household, and nearly a third have three or more.
- **Demand for on-street parking:** Most homes have off-street parking, but just over a quarter of people (26.4%) told us they still park on the street daily.
- **Visitor impact:** Daily visitors, including carers and tradespeople, further increase demand for on-street parking.
- **Widespread concern:** 87% of residents expressed concern about future parking issues, with many already experiencing difficulties.

Support for on-street parking restrictions

- **General support:** Most respondents (77.5%) agree that some form of on-street parking restriction is needed where they live.
- **Preferred measures:** Single yellow lines received marginal net support (+3.7%), while double yellow lines and a Resident Parking Schemes (RPS) faced more opposition than support when people were asked what they would prefer on their street. Preferences for different measures varied by proximity to the station – see below. There is some evidence of different demographic groups having different priorities.
- **Agreement on new Station Road parallel parking bays:** Station Road residents express a clear preference for the bays to be managed using a Resident Parking Scheme, though they ae concerned about having to pay.
- **Wait and see:** 15 people commented that they would like the council to hold off implementing any restrictions until after the station opens and the impacts are apparent.
- **Existing issues:** A handful of residents point to pre-existing issues and concern that without action, these issues could get worse with additional station traffic.

Location-based preferences

- **Proximity matters:** Residents closest to the station living on Station Road and Little Bristol Lane think that more interventionist measures - an RPS or double yellow lines - would be required to prevent parking issues around where they live. People who live within approximately five-minutes' walk prefer the greater flexibility that single yellow lines offer. The group living furthest away are least supportive of potential restrictions, offering very marginal support for single yellow lines but opposed to any other restrictions.
- **Preferred extent of measures:** Introducing restrictions within approximately five-minutes' walk of the station was the most favoured overall, though some advocate for wider coverage to prevent displacement of commuter parking.
- **Restrictions are needed where I live:** Again, there are different preferences amongst people living different distances from the station, with people generally wanting restrictions covering the area where they live. The overall preference for restrictions to cover areas within five-minutes' walk (see page 14 for map) is driven by the large number of people living on these streets who responded to the survey (and wanted restrictions in their area).

Implementation considerations

- **Hours of operation:** Most (59.6%) support single yellow lines operating for a single hour during the day to deter all-day commuter parking. Support for this approach is strongest among those living further from the station.
- **Resident Parking Scheme:** Several people oppose having to pay for permits and further clarity is sought about how visitor permits would work (especially for people who have carers). There are households in Charfield which do not have off-street parking and rely on on-street parking. Unfortunately, there are relatively few responses from people living in some of these areas.

Station car parks

- **Parking charges:** Charging for station parking is contentious; through the survey, 28 people mention wanting the decision to charge in the station car park to be reversed, citing comparisons with nearby stations and concerns about displacement parking to residential streets. In wider doorstep conversations, many other people recognise the need for the car park to cover its costs.

Other points and issues raised by respondents (outside of the scope of this engagement exercise)

- **Opposition to development:** Some of the anger about potential parking issues reflects wider opposition to the station and wider development in Charfield.
- **Traffic management:** Several people are already concerned about levels of traffic and congestion (some support for on-street parking restrictions is driven by people wanting to tackle existing issues with residents parking on roads and pavements). Suggestions include traffic lights, speed restrictions, and roundabouts to address anticipated increases in traffic volume.
- **Bus services:** Some people want improvements to public transport and active travel options, which could reduce the number of people needing to drive and park in Charfield.

Conclusion

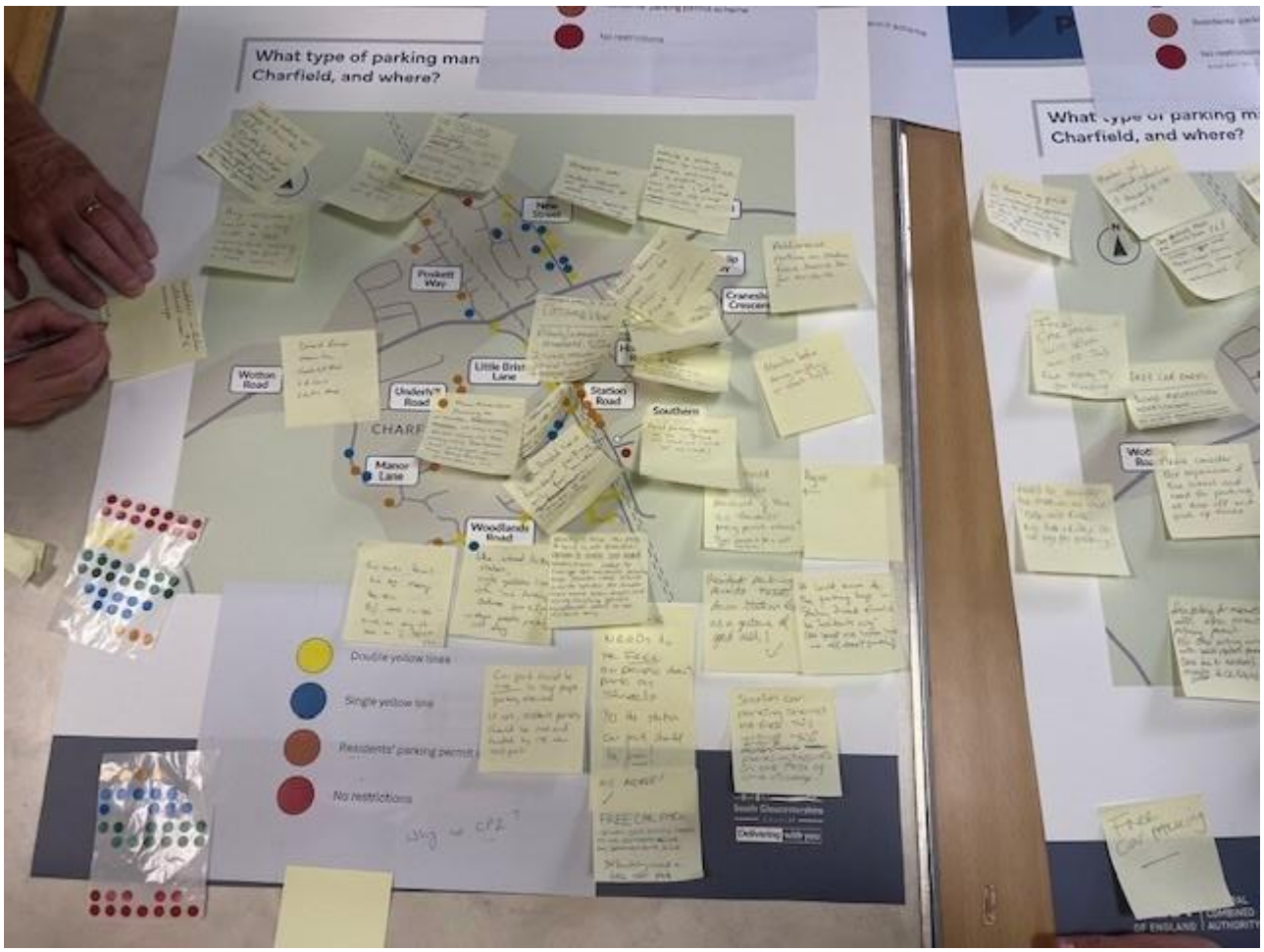
The engagement reveals strong interest in the issues and concern about possible impacts but sometimes divergent opinion about possible solutions. While there is broad support for restrictions, preferences vary by location – and are influenced by the potential cost to individuals. Further clarification from householders through follow-up engagement work may be helpful.

Methodology and respondents

A drop-in event was held on 18 September 2025 to give local people the opportunity to talk to the Charfield Station Project Team. As part of this event, council officers ran an interactive mapping exercise to capture feedback and understand early preferences about how to manage potential disruptive parking on streets around the station.

This early feedback guided the design of the engagement. A dedicated online site was created to provide background information to help people make an informed decision, with a survey open for responses between 15 October and 25 November 2025.

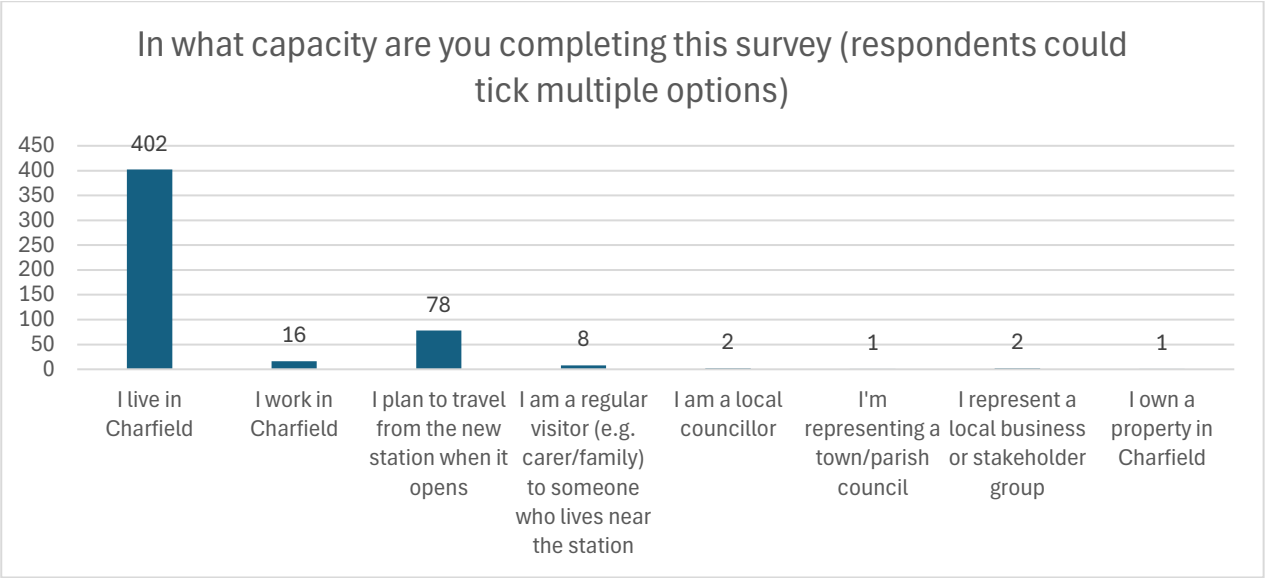
Paper copies of the survey were available and whilst the survey was open, engagement officers visited households in Charfield to promote the survey and to capture additional feedback.



The interactive mapping exercise held at the drop-in event

The survey was promoted via the usual channels the council uses to communicate with residents – as well as local and direct activity, including in the Charfield Station e-newsletter and via posters installed on noticeboards and in other prominent locations. We also encouraged Charfield Parish Council to promote the survey more widely.

431 people completed the survey. 402 people told us they lived in Charfield, whilst 21 lived outside the village but responded because they planned to travel from the station when it opens.



The profile of respondents is not fully representative of the wider population of Charfield.

- Higher proportion of older people,
- Higher proportion of men.

There are several private roads in Charfield. Parking enforcement on private roads is a civil matter handled by the landowner(s) or their management company. In supporting information introducing the survey, the council advised respondents that it would **not** be implementing any form of parking management on private roads in Charfield as part of this scheme. Additionally, on Poskett Way, measures are being considered as part of a separate Traffic Regulation Order.

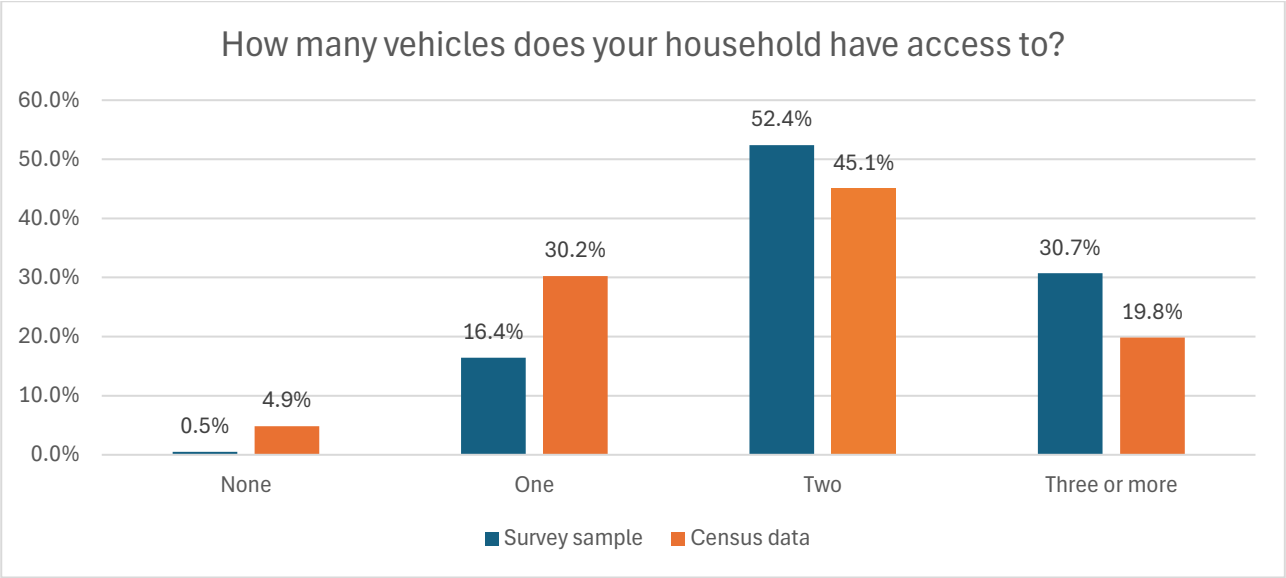
26 respondents indicated that they lived on a private road and 16 were Poskett Way residents. These individuals were not asked about their views about on-street parking and could not express their support for different restrictions on their street.

A more detailed profile of the people who responded to the survey is provided in Appendix 1.

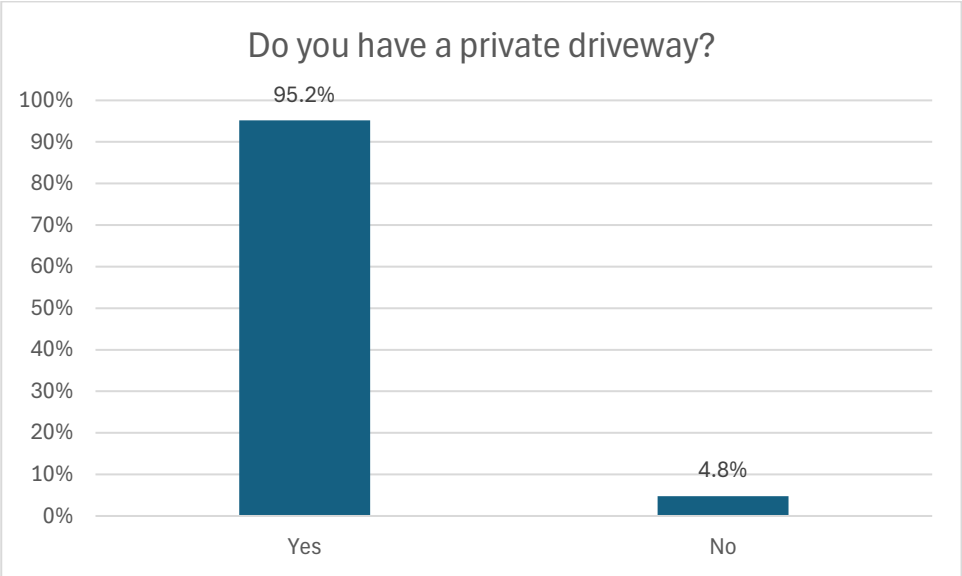
Survey analysis

Parking capacity and requirements

Everyone who told us they live in Charfield was asked how many vehicles and parking spaces they have. This data will be used in conjunction with the findings of the on-street walkover survey conducted in July 2025 (findings presented in Appendix 3) to help us understand residents' current requirement for on-street parking.

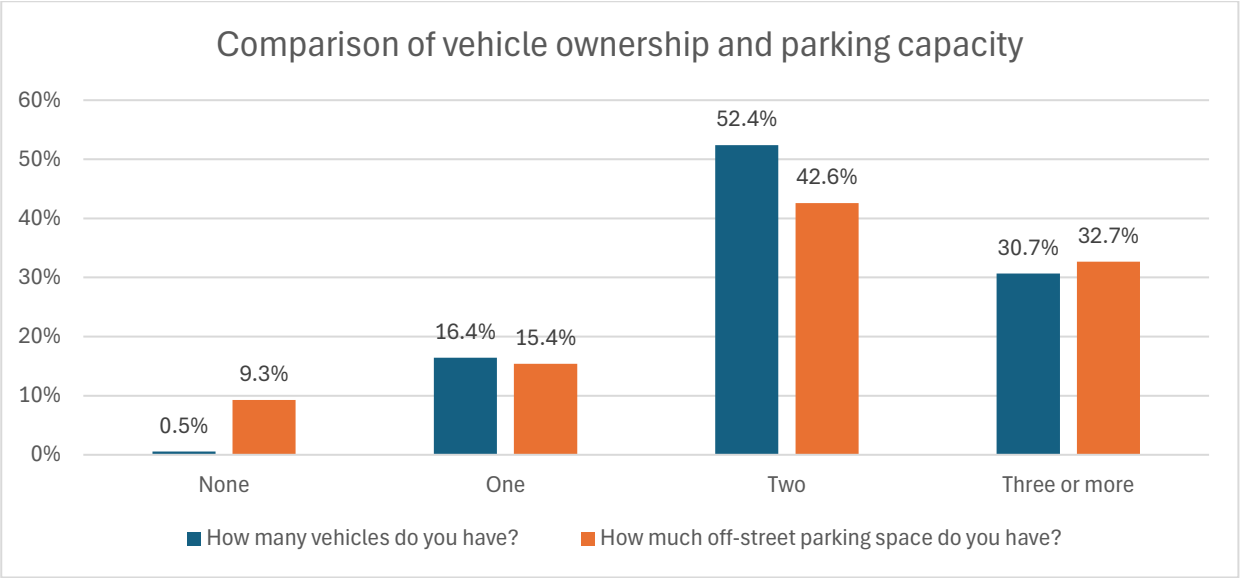


Charfield residents who responded to this survey have relatively high vehicle ownership, with 52.4% of households having access to two vehicles and almost a third (30.7%) having three or more vehicles. Indeed, respondents have significantly more vehicles than the wider Charfield population as shown by Census data. It is likely that people with more vehicles would be more concerned with how on-street parking is managed and are therefore more likely to complete the survey.

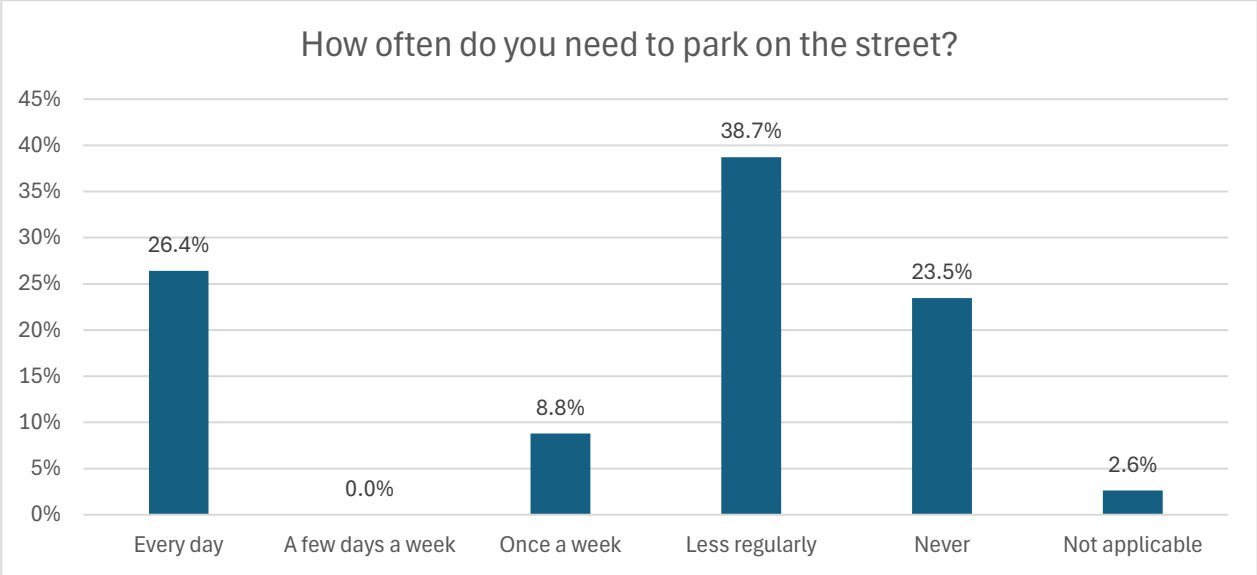


Our on-street walkover survey showed that most homes in Charfield tend to have access to off-street parking in the form of a private driveway. This is borne out by the results of this survey. Only 4.8% of survey respondents told us they don't have a private driveway.

Comparing the number of vehicles owned with the off-street parking space for our survey sample shows that some households with two vehicles do not have off-street parking for both their vehicles.

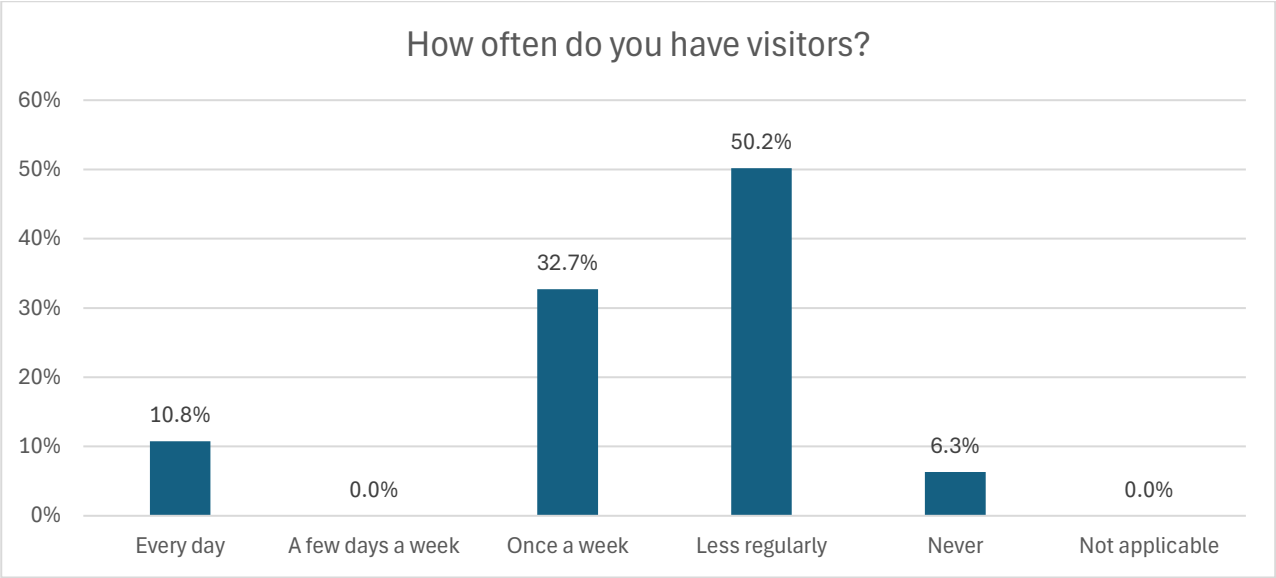


This is likely to mean that some of our survey sample need to park their vehicles on the street.



The data presented through this survey would suggest that a much smaller proportion of people should need to park on the street on a much less frequent occurrence than as reported by the survey respondents. In the open text questions towards the end of the survey, several people comment on the issues caused by residents who they believe choose to park on the street rather than on their private driveways.

"Bottlenecks on every street near station will be a problem if on street parking is permitted. (It is) Already difficult getting out of the Village, because of parked vehicles."

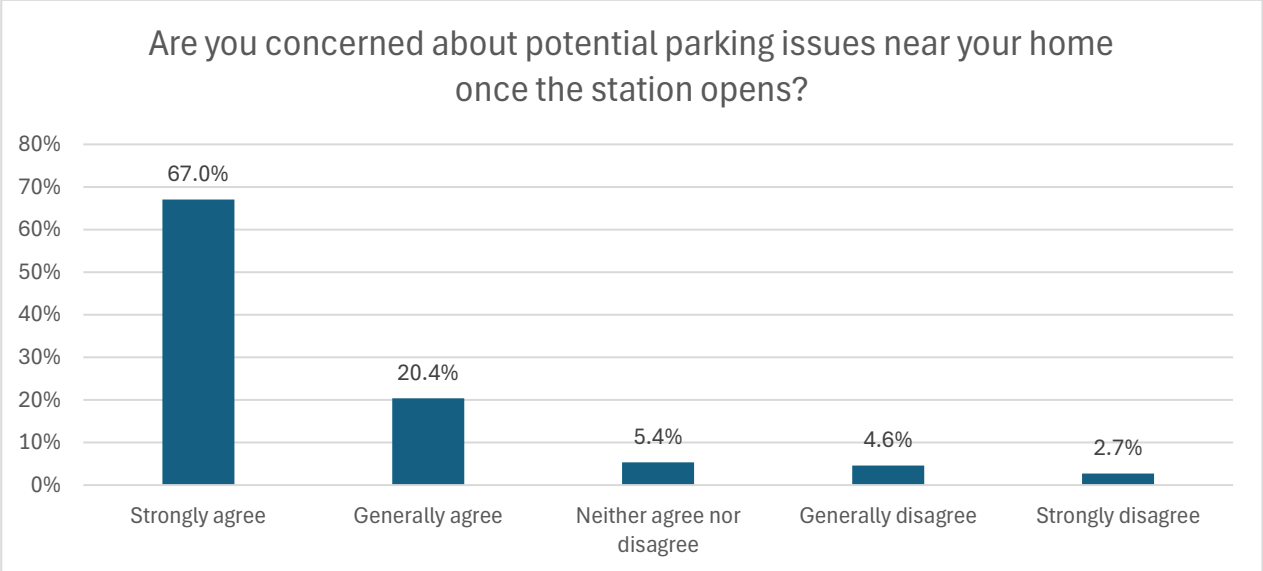


Visitors increase the number of people needing to park on the street. Several respondents mention having carers, which may account for some of the 10.8% of people who said they received visitors every day. People also talk about the parking needs of family, tradespeople and delivery drivers.

"Visitor parking to residents for only 25 days a year [if a Resident Parking Scheme is introduced] is not feasible for the many elderly residents on New St, particularly those with visiting carers."

Are people concerned about potential parking issues?

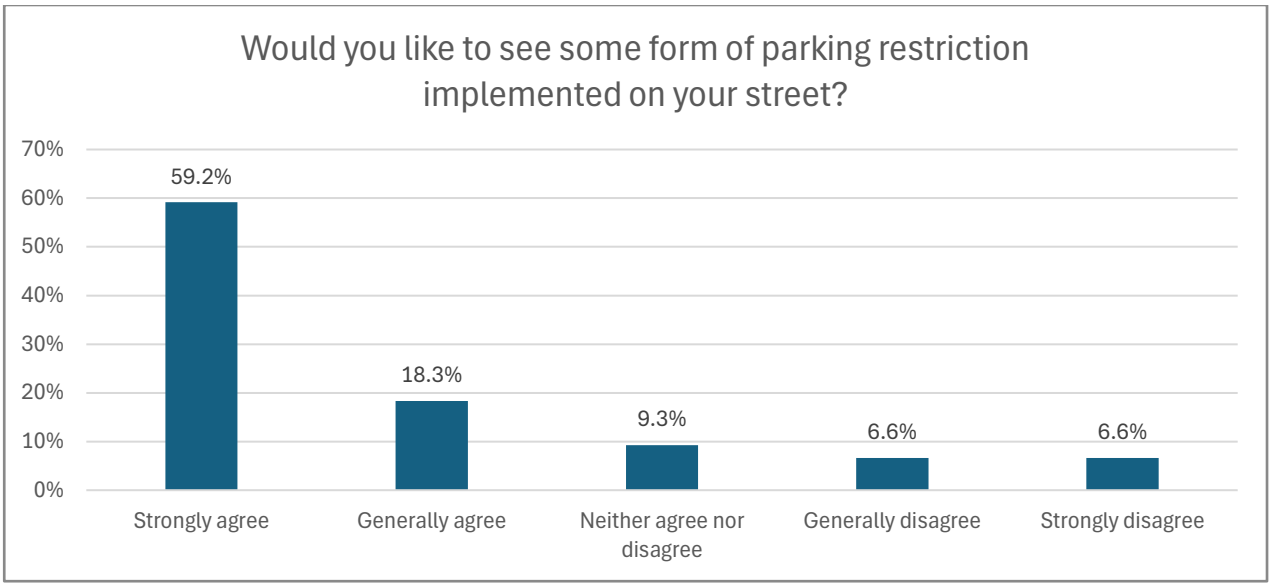
The people who live in Charfield who responded to the survey have concerns about potential parking issues once the station opens.



67% strongly agreed with this statement and a further 20.4% generally agreed. Only 7.3% were not concerned. Indeed, in responding to the free text question later in the survey, 17 people said that they were already facing difficulties parking.

"It is imperative that there are restrictions in place. Rail users will try to avoid paying parking charges and park on roads which are closer to the station entrance."

Survey respondents also believe that some form of on-street parking restriction might be required where they live to try to mitigate potential issues.



However, there is slightly less strong support for action; 13.2% of respondents would not like to see any restrictions. In later comments, 15 people said that they would prefer to wait for the station to open, to see if issues arise, before progressing any measures.

"Wouldn't it be more sensible to see where the issues are once it's open and impose the restrictions accordingly?"

In explaining the need for restrictions, a handful of residents point to pre-existing issues and concern that without action, these issues could get worse with additional station traffic. They highlight narrow streets in Charfield with issues with traffic being held up by the number of vehicles which are already parked on streets. They point out that local roads are regularly used by tractors and other farm machinery, which are wider than normal vehicles.

In commentary, six people believed that traffic caused by problematic parking is already an issue in Charfield, and several others thought these problems would be exacerbated once the station opens. Station Road residents are especially concerned about the volume of traffic either driving to the station car park or dropping people off outside the station.

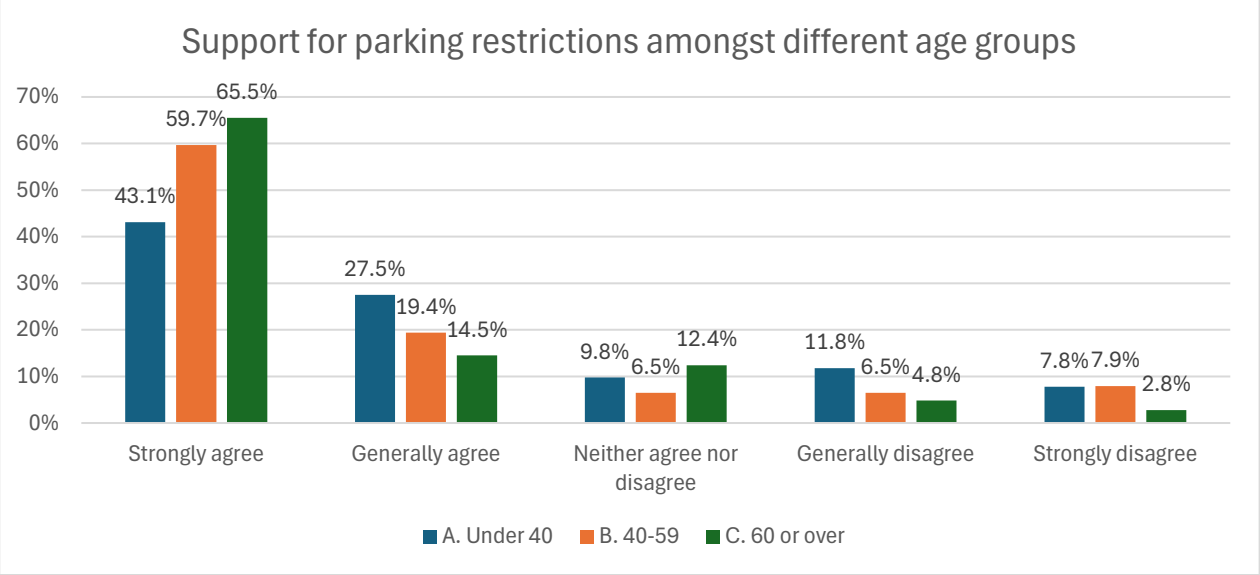
Eleven people actively welcomed the introduction of on-street parking restrictions as a means of alleviating current issues caused by residents parking vehicles on public roads rather than on their driveways.

Ensuring access for emergency service vehicles is a concern. Others are worried about being blocked in by station users and other displaced vehicles parking across private drives.

Do an individual's protected characteristics affect how they respond?

All demographic groups have concerns about potential parking issues and agree that they would like some form of on-street parking restriction. However, there are differences in the *strength of support* amongst different groups. The following differences in feedback are statistically significant.

- Male respondents are more likely to be concerned about potential parking issues than women (89.9% of men agree compared with 83.5% of women). Men and women provide very similar feedback in relation to whether they would like on-street parking restrictions.
- People aged 40 and over are more concerned about potential parking issues than younger people and they are also stronger in their convictions that on-street parking restrictions are required.

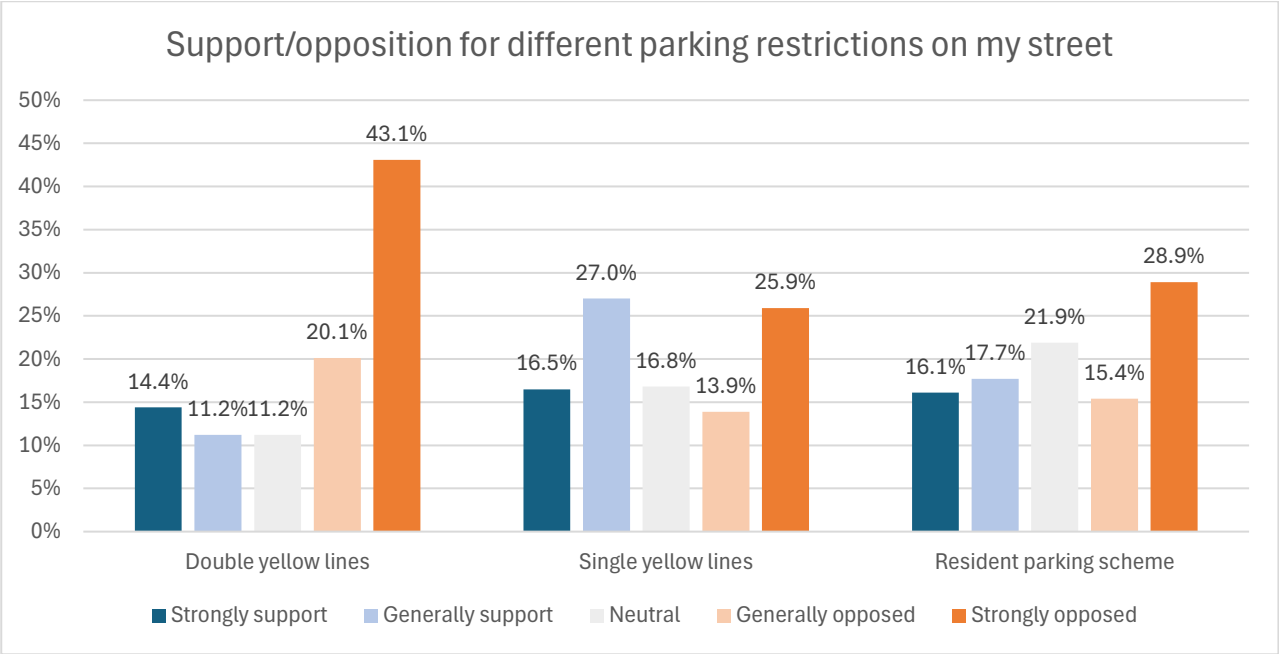


What sort of measures would residents like to see implemented?

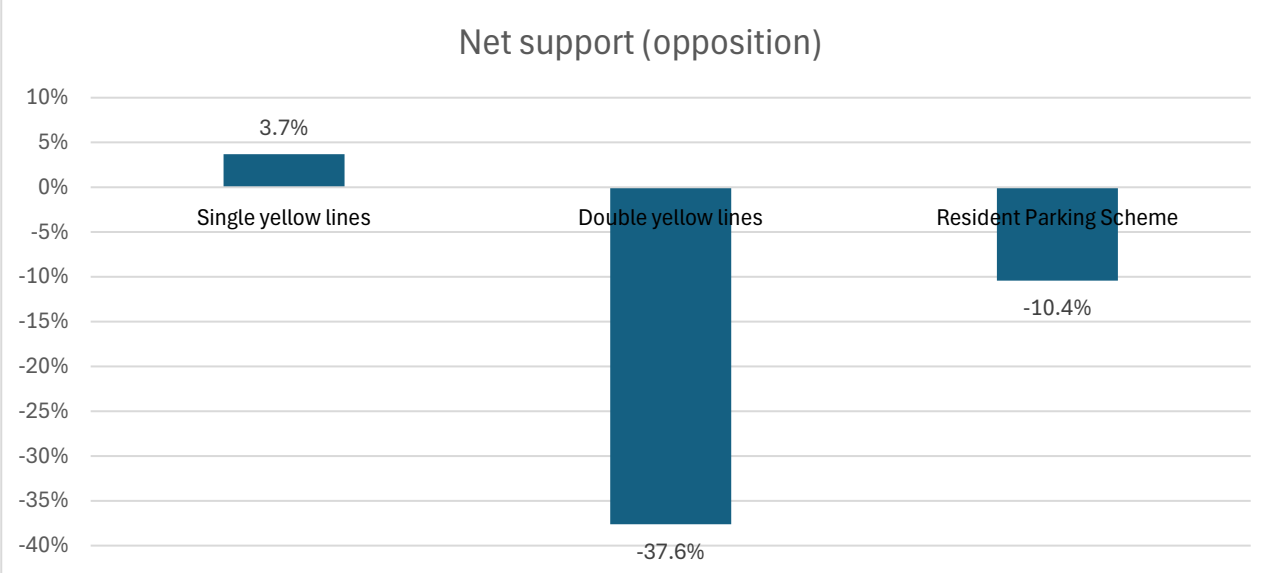
Three options for on-street parking restrictions were presented:

- Single yellow lines,
- Double yellow lines,
- Resident Parking Scheme (RPS).

As the graphs below show, people have very different views about each of the proposed options, with a significant proportion of people expressing strong opposition.



Single yellow lines were the only restriction which more people were in favour of than opposed, though a net approval of only 3.7% shows that there is far from unanimous support. Double yellow lines were the least popular option, with 43.1% expressing strong opposition to having double yellow lines on their street. 10.4% more people opposed than supported an RPS.



Do opinions vary depending on where people live?

By separating out the responses of people living in different parts of Charfield, we can consider whether this impacts responses, and how people living in those different areas might want on-street parking to be managed once the station opens. The small numbers of responses from people living on most streets mean that it is not possible to compare responses street by street with any level of confidence. Instead, we have grouped streets to consider the differences based on:

- Proximity to the station,

- Responses of people living further away on the East and West of the village.

The groups have been defined as follows:



Group 1

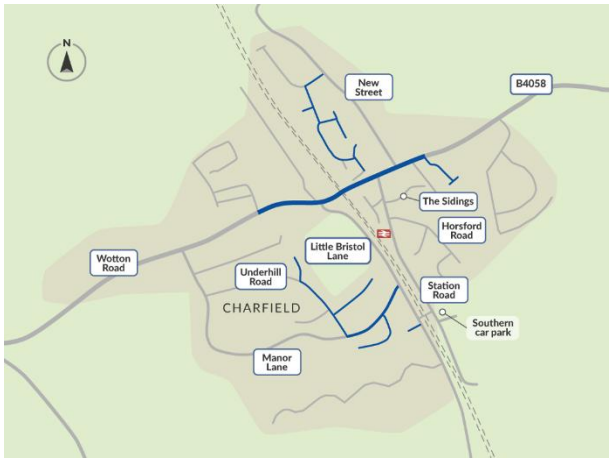
24 people who live on Station Road and the section of Little Bristol Lane closest to the new station.

These streets will be the access roads to the station and there is a planning condition to implement on-street parking restrictions on them to maintain safe and clear access.



Group 2

56 people who live on other streets where restrictions are required as part of planning conditions set out for the station. (This excludes the people living on streets already included in Group 1),



Group 3

116 people who live on streets within approximately five-minutes' walk of the station (excluding people living on streets already included in Groups 1 and 2),



Group 4

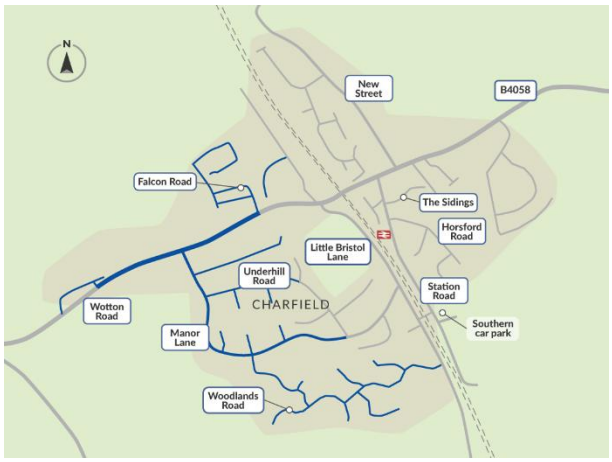
188 people who live further away than approximately five-minutes' walk from the station.

Group 4 has been divided into two further sub-groups:



Group 4a

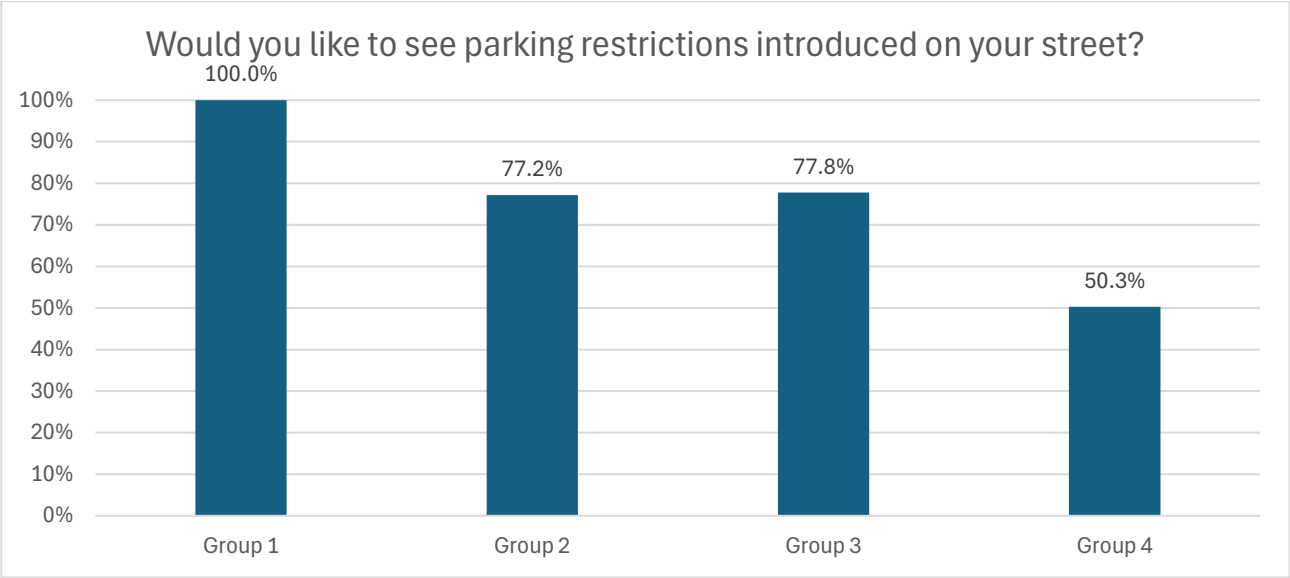
43 people who live who live east of the new station (towards Wotton)



Group 4b

145 people who live west of the new station (in the direction of the M5 junction).

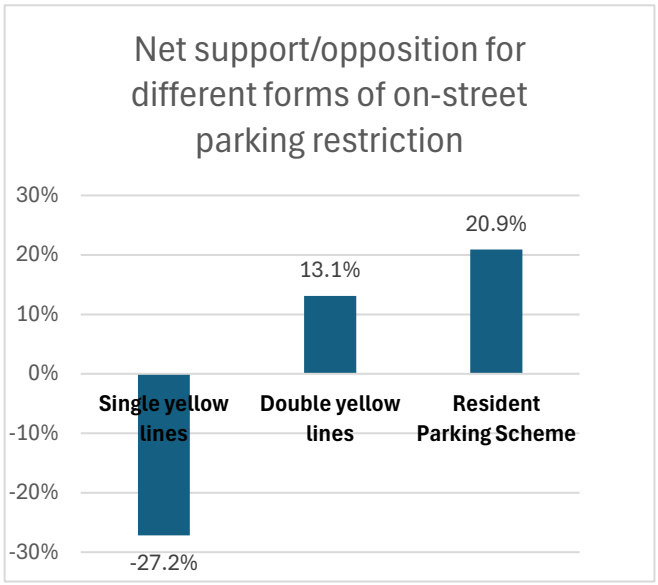
Whilst there are some strongly held divergent views within these groups, comparing net agreement between people living in different parts of Charfield helps identify the different groups' priorities.



Proximity to the station would appear to be a factor. All respondents living either on Station Road or the section of Little Bristol Lane nearest the new station believe some restrictions will be needed. This falls to just over 50% net agreement for those who live outside of the area the council presented as within approximately five-minutes' walk of the station. The large proportion of the overall sample who live in areas outside of the five-minute walk of the station explains the net opposition to individual measures.

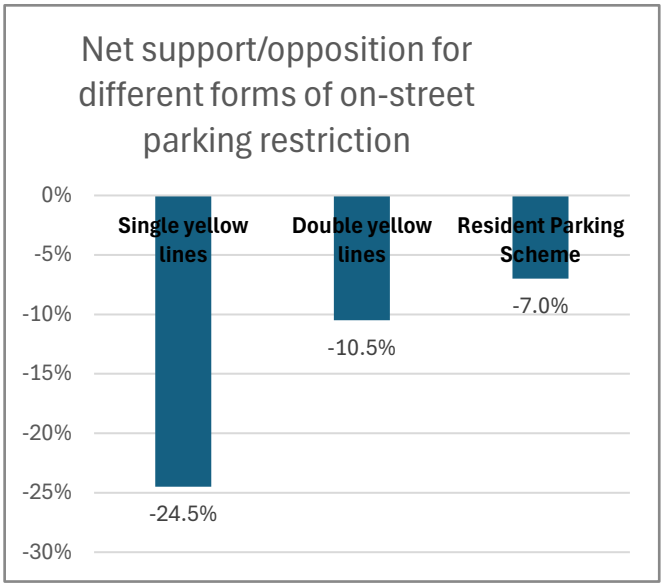
People living closer to and further away from the station also have different preferences for the type of restrictions they would like.

People living on streets in Group 1



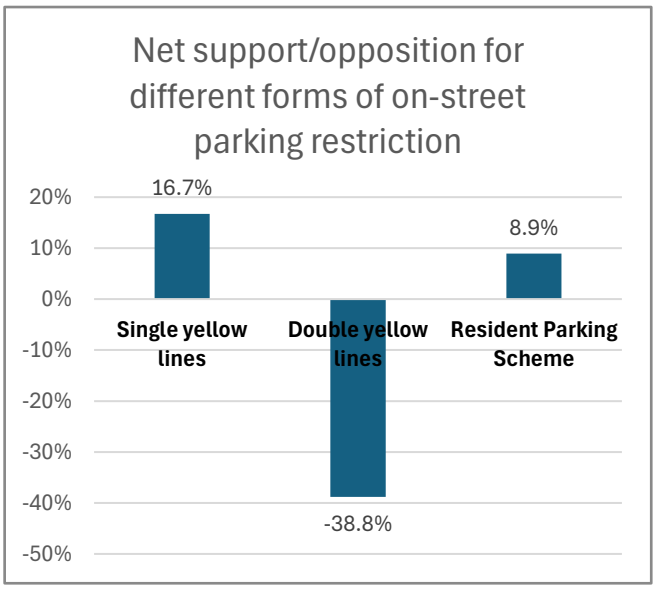
For people living closest to the station, single yellow lines are not supported – this is perhaps because this is not considered a sufficient deterrent to prevent problem parking. More people living in this area are supportive than opposed to the introduction of double yellow lines, but an RPS would be their overall preference (54.2% support, 33.3% opposed).

People living on streets in Group 2



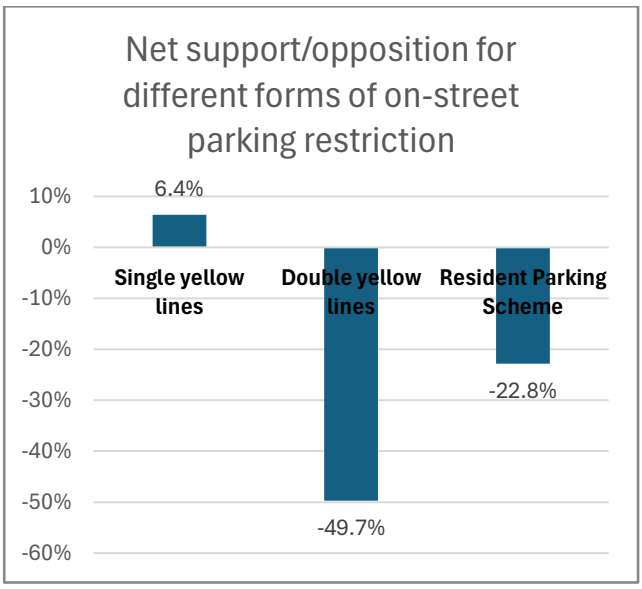
People living on the streets set out in Group 2 also did not support single yellow lines, but this group were also not especially keen on either double yellow lines or an RPS.

People living on streets in Group 3



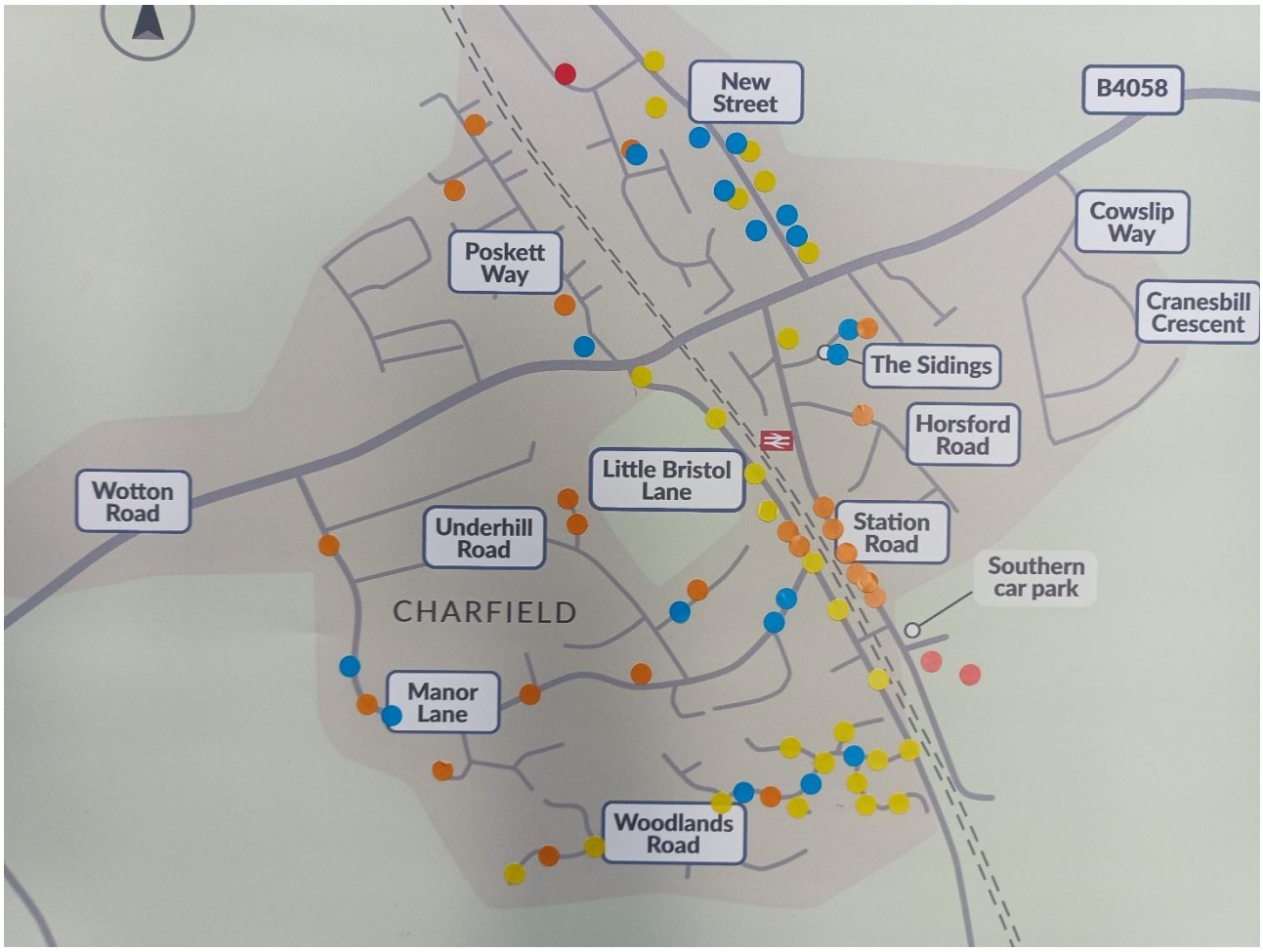
The group living a little further away, but within approximately five-minutes' walk of the station recognise that without any restrictions, station users may park on their streets. They would like some form of restrictions. Their clear preference was for on-street parking to be managed using single yellow lines (51.1% support, 34.4% opposed).

People living on streets in Group 4



The group living furthest away also gave marginal support for single yellow lines but were opposed to other restrictions.

This analysis backs up earlier research conducted at the public drop-in event held in Charfield where people used coloured stickers to indicate their preference for different on-street parking restrictions in different areas.



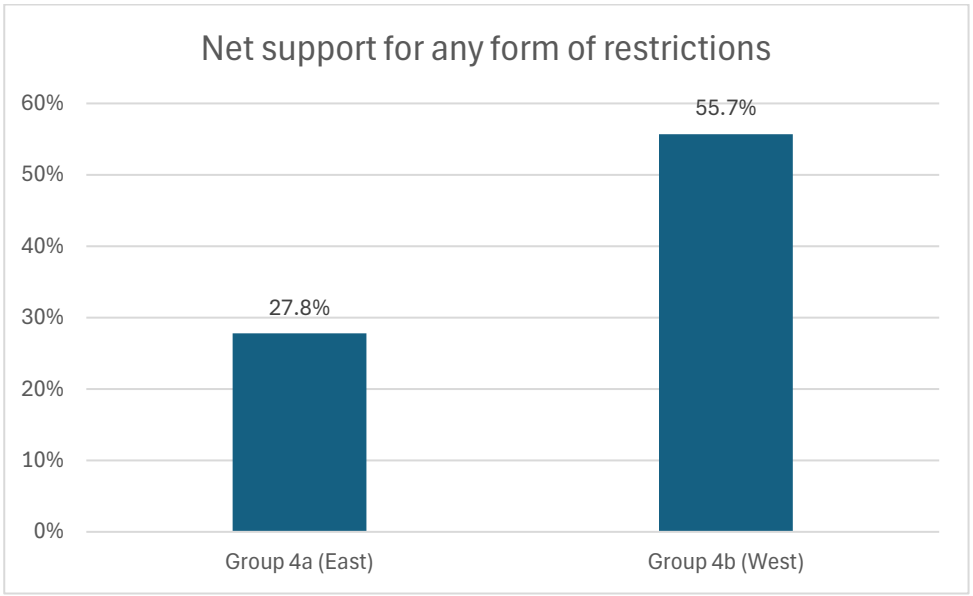
Orange stickers represent support for an RPS, yellow dots endorse double yellow lines, blue stickers were used by people advocating for single yellow lines and red is for no restrictions. Though this exercise was more simplistic than the analysis conducted through the survey, the map graphic indicates that people on the streets closest to the station advocate an RPS, whilst further out, either single or double yellow lines is the preference.

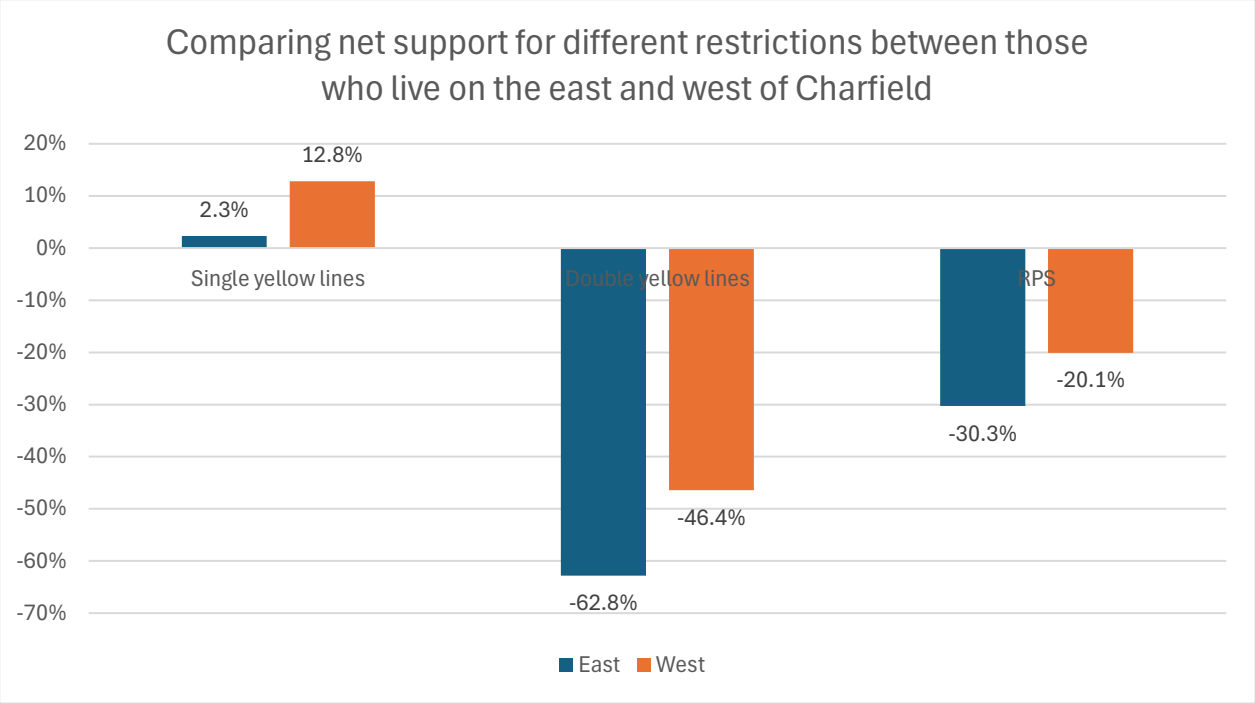
Through the survey, several respondents questioned whether the streets defined as being within a five-minute walk of the station (map 3) was comprehensive enough. People highlighted other streets which they felt were within a five-minute walk and it may be that in prioritising which restrictions might be appropriate for which locations, other streets may need to be considered (this point is considered in a later section of the report).

Do people living on different sides of Charfield have different preferences?

Group 4 (streets more than approximately five-minutes' walk from the station) has been divided into those who live east of the new station (Group 4a) and those whose homes are to the west of the station (Group 4b). This analysis has been conducted to test a hypothesis that because it is anticipated more people will be driving to the station from the east of the village (from the Wotton direction), people on this side of the village may be more concerned about potential parking issues.

However, the below graphs wouldn't appear to support this hypothesis. In fact, people on streets in Group 4a (Betony Close, Cowslip Way, Cranesbill Crescent, Farm Lees, Mallow Road, and the top end of New Street) are less likely to support any form of restriction.

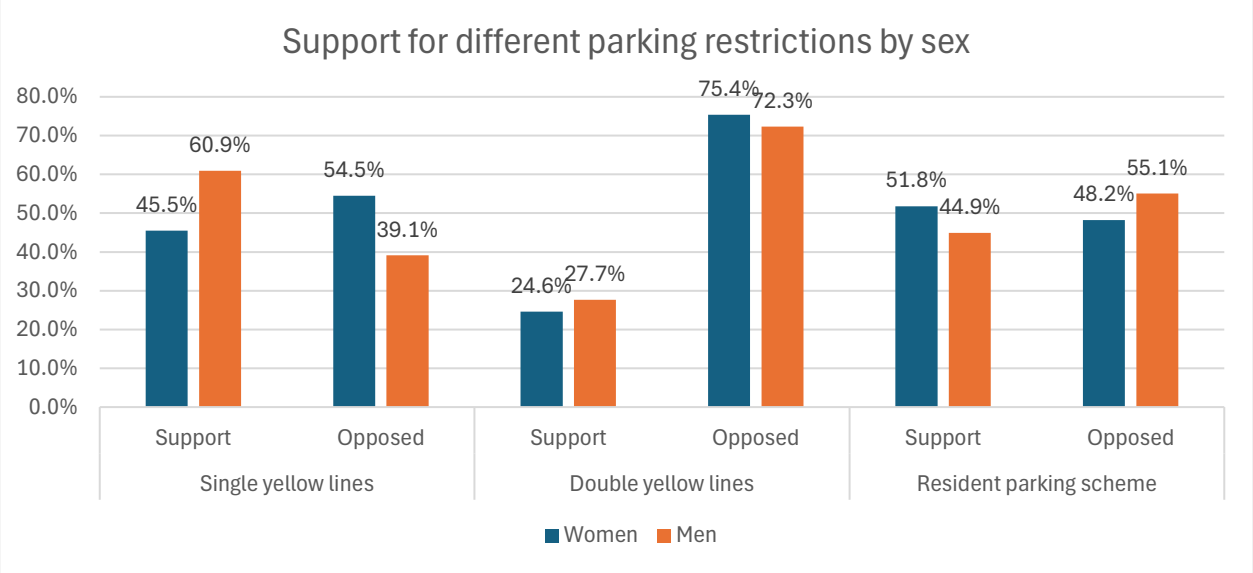




Do an individual's protected characteristics affect how they respond?

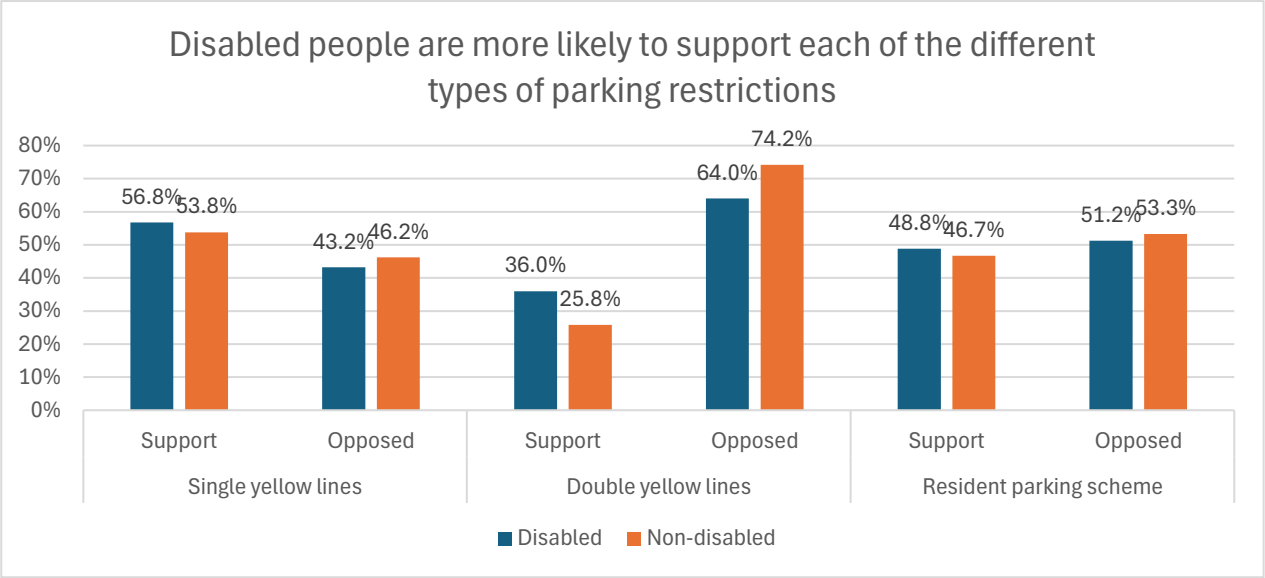
Analysis has been completed to compare the responses provided by people with different protected characteristics.

The only statistically significant difference in the feedback is that men are more likely than women to want single yellow lines on their street (60.9% support versus 45.5% for women). Conversely, they are less likely to want an RPS (though this difference is not statistically significant).



Disabled people are more likely to support each of the three proposed on-street parking restrictions, and this group are much more supportive of double yellow lines than the rest of the survey sample. However, the statistical evidence of a difference between their feedback and that provided by non-disabled people is very weak and none of the comments suggest that disabled people have a different perspective from non-disabled

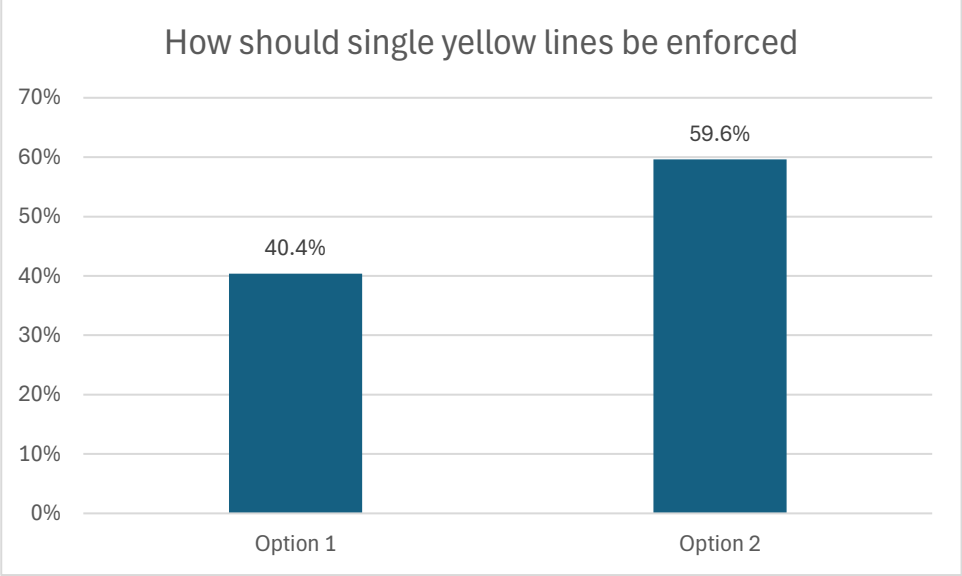
respondents. The supporting information reminded people that all disabled parking bays would be retained.



During what hours might single yellow lines operate?

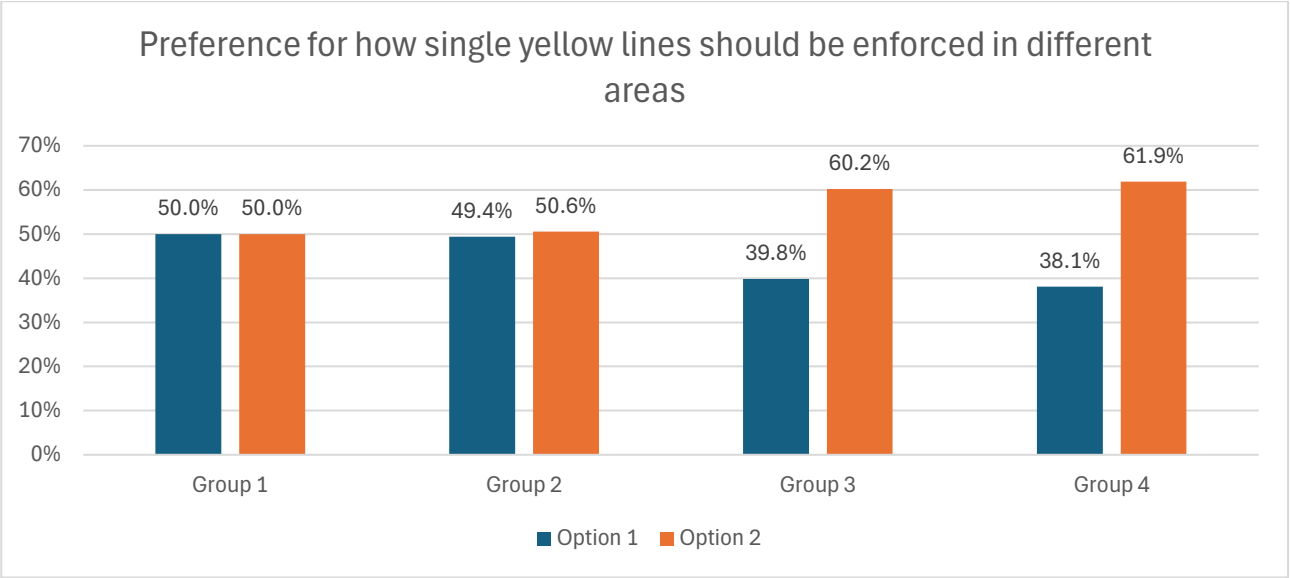
Residents in some parts of Charfield want single yellow lines on their street. Respondents were asked to choose between two options for the hours of operation:

- **Option 1:** Restrictions apply throughout the day (typically 08:00-18:00)
- **Option 2:** Restrictions apply for a single hour during the day (for example 11am to midday) to discourage station users parking all-day but minimise the impact on residents.



A higher proportion of people supported the option whereby restrictions would apply for a single hour only.

People living further away from the station were more supportive of single yellow lines than those living in the streets within an easy walk of the station. The group living further away are more in favour of the single hour restriction.



People living closer to the station would be more comfortable with having single yellow lines if they restrict parking throughout the working day (typically 08:00-18:00).

Feedback on Resident Parking Schemes

Some of the feedback on implementing an RPS in Charfield is likely influenced by respondents' views about charging for the permits. 18 people commented through the survey that if an RPS were introduced on their street, that residents shouldn't have to pay an annual fee. This echoes feedback provided during the in-person drop-in session.

"It seems wrong that residents whose parking is being impacted by the new station should be required to pay for the privilege of parking on the road in front of their houses."

Explanatory information was provided to detail how visitor parking would be managed, but seven people asked questions about this. A gap in understanding may have driven concerns about an RPS.

Three people who have daily visits from carers asked if an RPS were introduced if they could have more visitor parking permits to allow the people who were looking after them to come and go as they needed.

Another three people questioned whether an RPS was a realistic option for Charfield if the village doesn't meet the criteria set out in the council policy i.e. places where there are a large proportion of houses without off-street parking and where an RPS is generally supported.

Supporting people who don't have access to off-street parking

Several people whose houses do not have any off-street parking (and a couple of households with more vehicles than parking spaces) thought that an RPS was necessary to allow them to park near their homes, but some didn't feel they should have to pay for this. Unfortunately, we received a relatively low response rate from some streets with limited access to off-street parking so further engagement may be needed to understand this group's preferences.

> **"On Little Bristol Lane many of the impacted properties are Social Housing and on Station Road they are railway cottages built well before cars were invented."**

Another possible solution proposed by respondents to the survey was to give these households permits to allow them to park in the station car park for free. One person asked if it was possible to create new parking spaces for these properties.

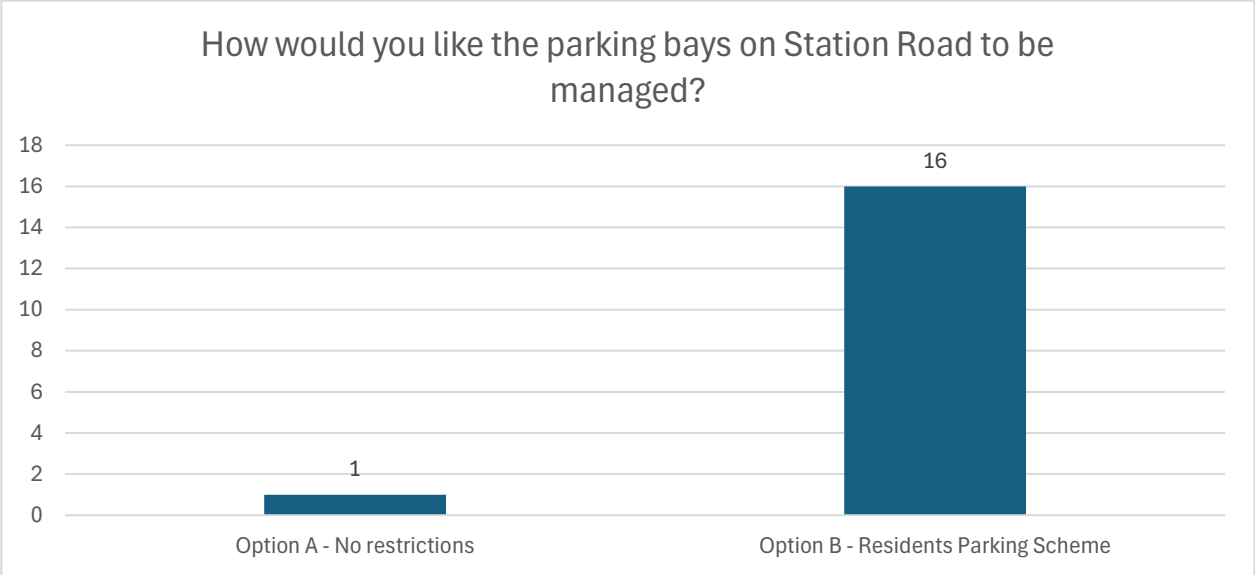
Finally, one respondent suggested that the council hasn't fully captured the number of properties in Charfield without off-street parking (or with fewer off-street parking spaces than they want). The results of the on-street parking exercise are presented in Appendix 3.

Parking bays on Station Road

When the station construction is complete, new on-street parking bays will be provided on the west side of Station Road, south of the station forecourt car park, near to where residents previously parked in a layby.

We asked Station Road residents how they would like access to these bays to be managed once the station is open, offering two options:

- **Option A**: No restrictions and no parking charges
- **Option B:** Resident Parking Scheme



Residents expressed a clear preference for the bays to be managed using a Resident Parking Scheme. Station Road residents highlight that many of the properties on this road (including some of those directly opposite the bays) do not have any off-street parking or only have space for one vehicle. Because of the lack of off-street parking spaces, Station Road residents are some of the most vocal about wanting the free parking in the station car park (or for Station Road residents to have free permits).

"Without appropriate restrictions or resident prioritisation, we will be competing with station users and commuters who will naturally seek to park as close as possible to the station entrance. This would leave us potentially unable to park anywhere near our own home, particularly at peak times."

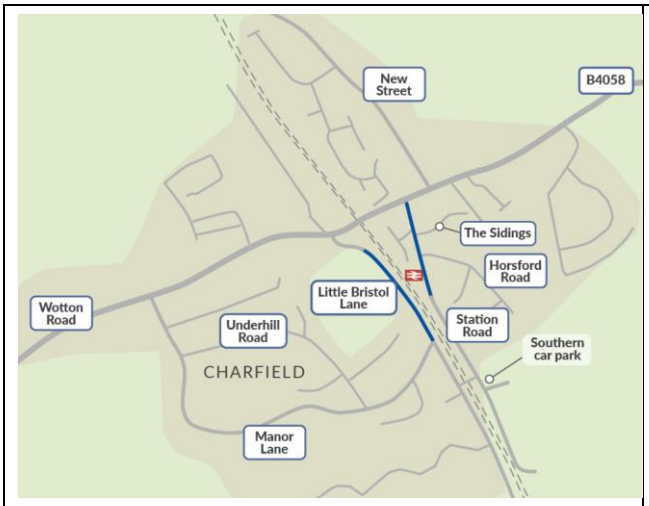
Alternative suggestions

Four people suggested that if yellow lines were to be introduced, they might be painted on just one side of the street to minimise inconvenience for householders whilst allowing traffic to pass.

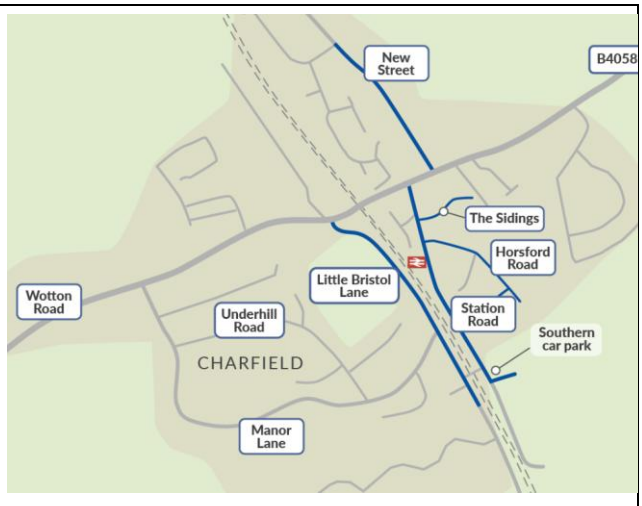
One person mentioned that different restrictions might be more appropriate in different areas. The evidence presented in this report would appear to support this recommendation.

Where should on-street parking restrictions be implemented?

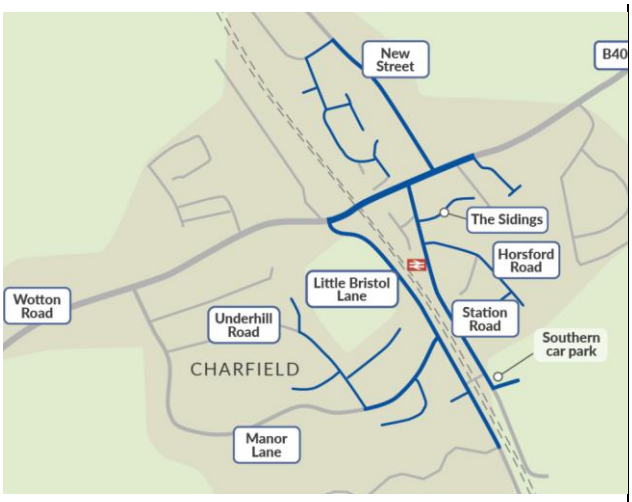
Four options were presented for where (unspecified) restrictions might be implemented.



Option A: Station Road and (upper) Little Bristol Lane



Option B: Other planning requirement streets



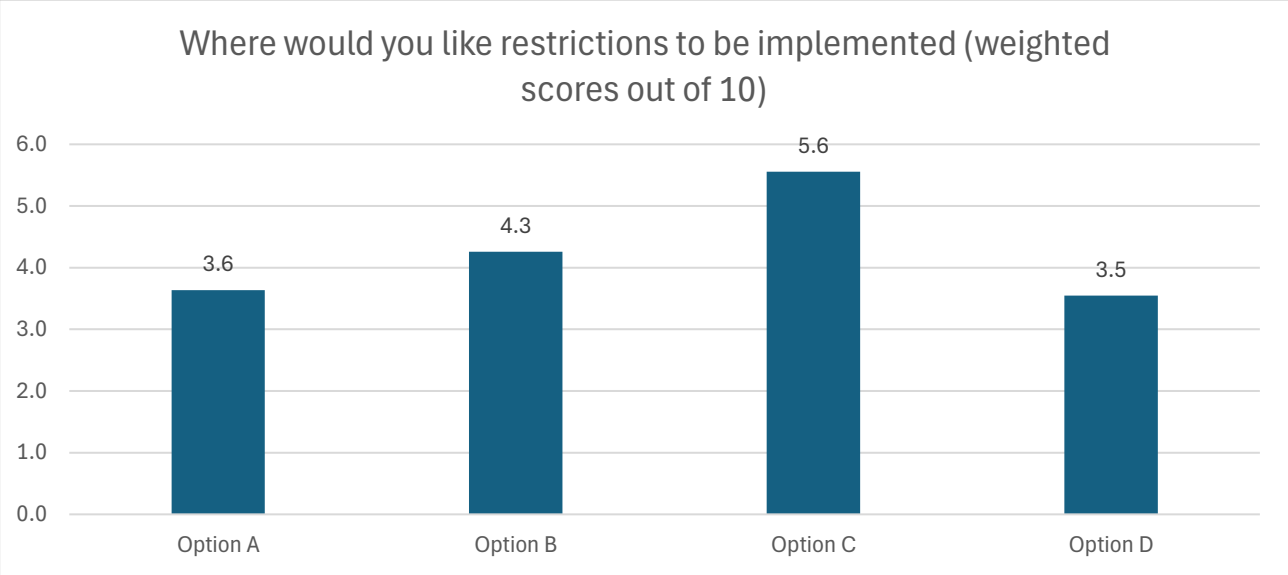
Option C: Within approx. 5 min walk



Option D: All of Charfield

- Option A: The streets closest to the station to enable clear access.
- Option B: The streets where restrictions were required as stipulated in a planning condition for the station.
- Option C: The streets within a five-minute walk of the station.
- Option D: All streets in Charfield.

Respondents were asked to rank the options in order of preference. The graph below shows an average score out of 10 for each option, with a higher score indicating that that option was more favourable.



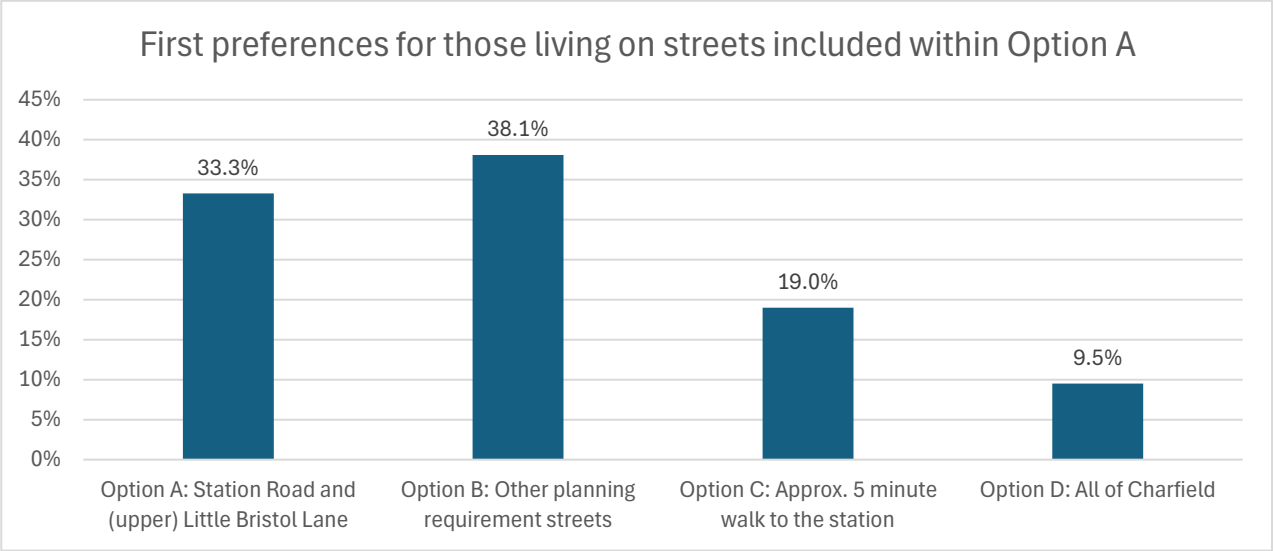
Responses have been weighted, so first preference scores 10 points, second 5 points, third 2 points and fourth preference 0 points.

Based on this analysis, option C is the preferred geographic extent of on-street parking restrictions. Whilst option D comes out least favoured through this analysis, people advocating restrictions across all of Charfield are some of the most vocal in expressing their views. In commentary, 21 people said that restrictions need to be rolled out across an extensive area to be effective. Only four people commented about wanting to limit the extent of restrictions.

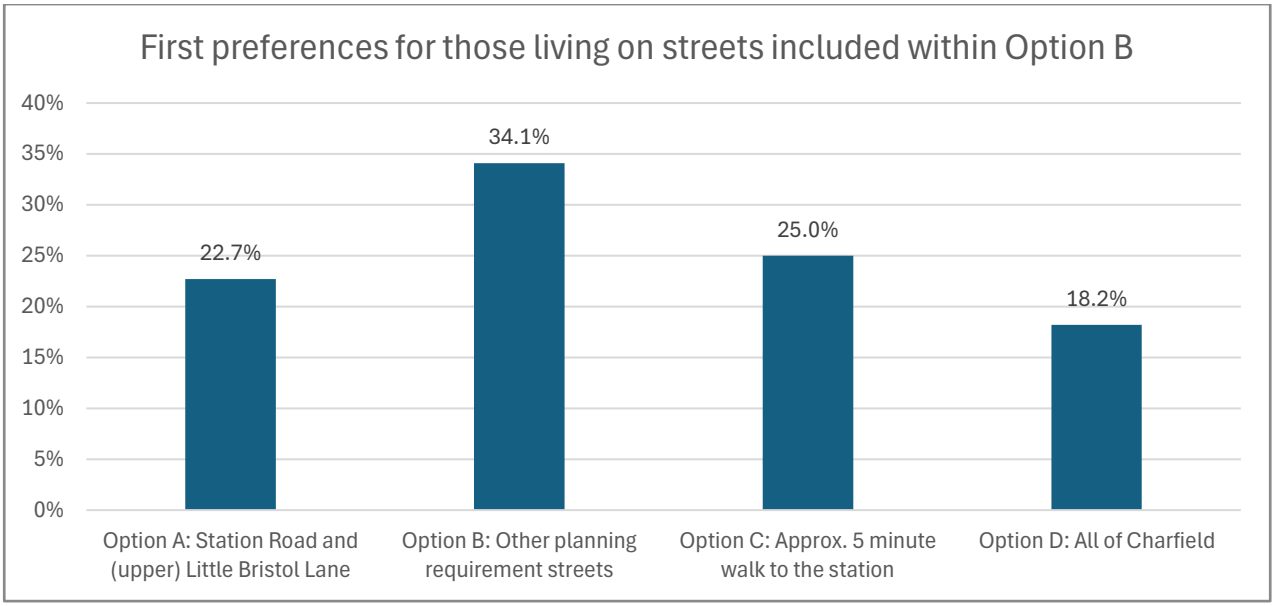
This analysis is too simplistic to use as the sole basis for decision-making. For example, there are many more responses from people living on the streets included within options C and D and relatively few in option A and B. The following graphs consider the support for the different location options amongst people who live in the streets which would be affected by those restrictions.

People living on streets within Option A

People who live closest to the station felt that the restrictions needed to be wider than just where they live. This group wanted to see restrictions imposed as per the planning requirements on the streets included within Option B as well as Option A.



People living on streets within Option B (excluding those who live in streets included in Option A)

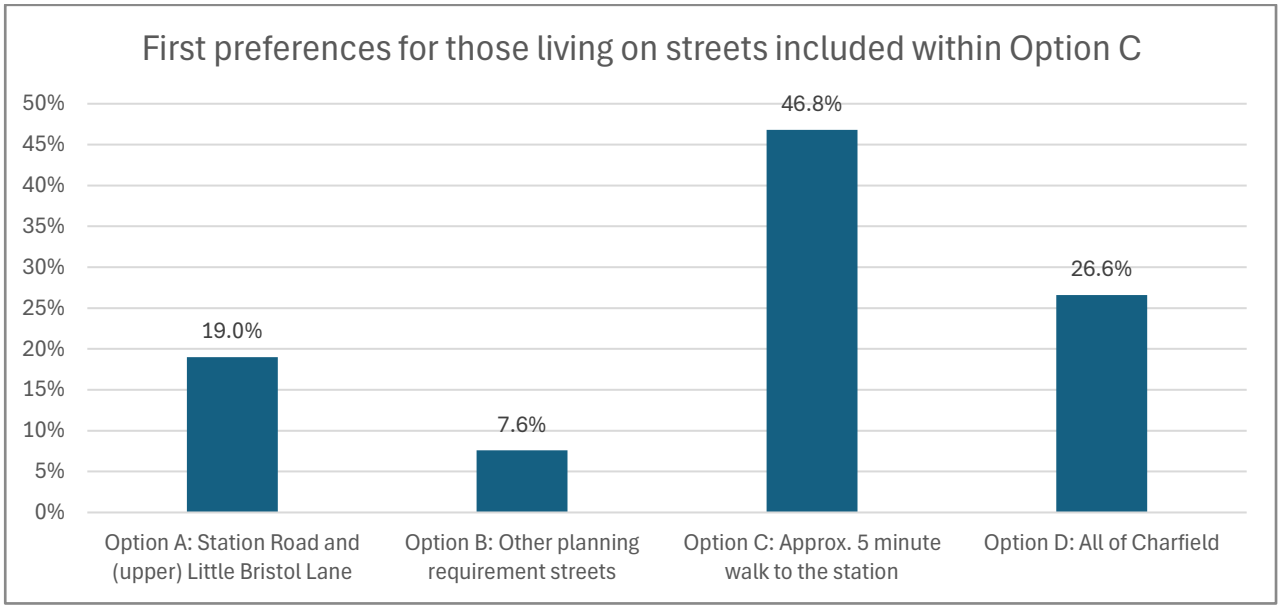


Residents living on streets included within the Option B map provided very similar feedback to those who live within the Option A map (on Station Road and Little Bristol Lane). They think restrictions need to be introduced across the wider area as shown in

map B. A quarter of this group felt measures needed to be extended further to all those streets the council deemed to be within approximately five-minutes' walk of the station.

People living on streets within Option C (excluding streets within options A and B)

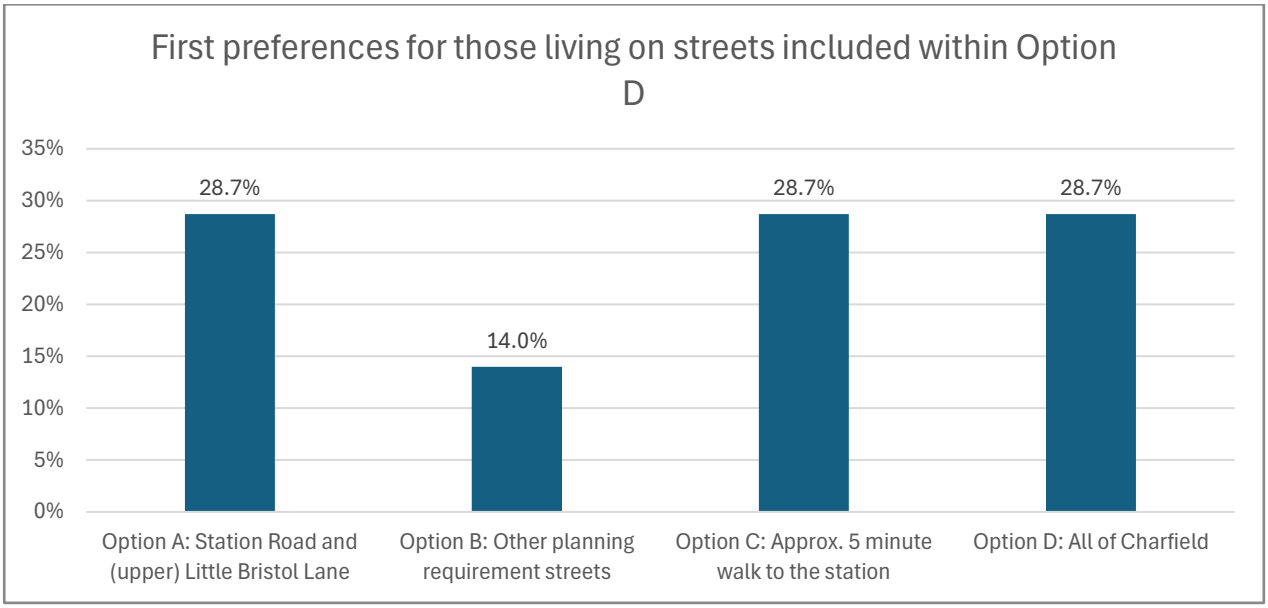
People living on streets within a five-minute walk of the station are clear about their preference. 46.8% of these respondents said that they wanted to see restrictions introduced on the streets where they live. A further 26.6% wanted measures to be introduced for the whole of Charfield. There was relatively limited support for options A and B (presumably because they felt this would displace commuter parking to the streets where they live).



The large number of respondents who live on streets included within option C (and the support amongst this group for restrictions to be implemented on the streets where they live) is the driver for the overall preference for restrictions to be implemented over this geographic area.

People living on streets within Option D

People living furthest from the station had very divergent preferences. The same number of people in this group told us their top preference was Option A, C and D, with Option B less popular.



For this group, the inconvenience and/or cost of having on-street parking restrictions introduced outside their home are finely balanced against the potential disruption due to station users parking on their street. It may be that some people living on these streets do not think it realistic that people driving to the station would choose to park on their street.

Alternatives to the provided map options

A free text field following the ranking question enabled people to comment on the different map options. The comments generally related to people wanting (or not wanting) restrictions on the individual streets where they live. Most of the streets where people asked for restrictions are included within Option C. However, several people commented that the assumptions about average walking speed made in producing the map of streets within five-minutes' walk of the station were too conservative.

Several people felt that because the larger station car park is not located directly next to the station, people would be willing to look further afield for free parking spaces, and any restrictions would simply push people to park on the next closest streets without restrictions.

"The problem intrinsic to options with fewer restrictions is that cars will simply be parked further afield, within Charfield. 5-minute restrictions will simply lead to 'spillage' parking throughout the village."

People with local knowledge identified streets which could be reached more quickly using footpaths.

- Longs View was identified as being a much shorter walk than five minutes using the footpath connecting to Wotton Road.
- The sections of Manor Lane and Underhill Road which are not currently included within Option C were a shorter walk for people cutting across the park.
- Several people suggested Woodlands Road should have restrictions, especially near the junction with Little Bristol Lane.

- Lots of people drive and park on roads near the primary school at pick-up and drop-off times. With the school due to increase in capacity, any commuter parking in this area would exacerbate current issues.

"Woodlands Road needs including. It is already congested and the main Katharine Lady Berkely pick up/drop off point."

"There is a walkway from the bottom of Longs View that would make it a 2 minute walk to the station."

"Parking around the primary school area should be considered carefully. A variation to Option C that extended to the immediate vicinity of the school would seem sensible."

Concerns were also about traffic using the track past the southern station car park on Station Road.

One person mentioned the potential impact of restrictions for local businesses – only two people responded to the survey on behalf of local businesses, so it may be that this perspective is not fully represented through the survey analysis. In broader conversations with local businesses, council engagement officers did not identify concerns about proposed parking management.

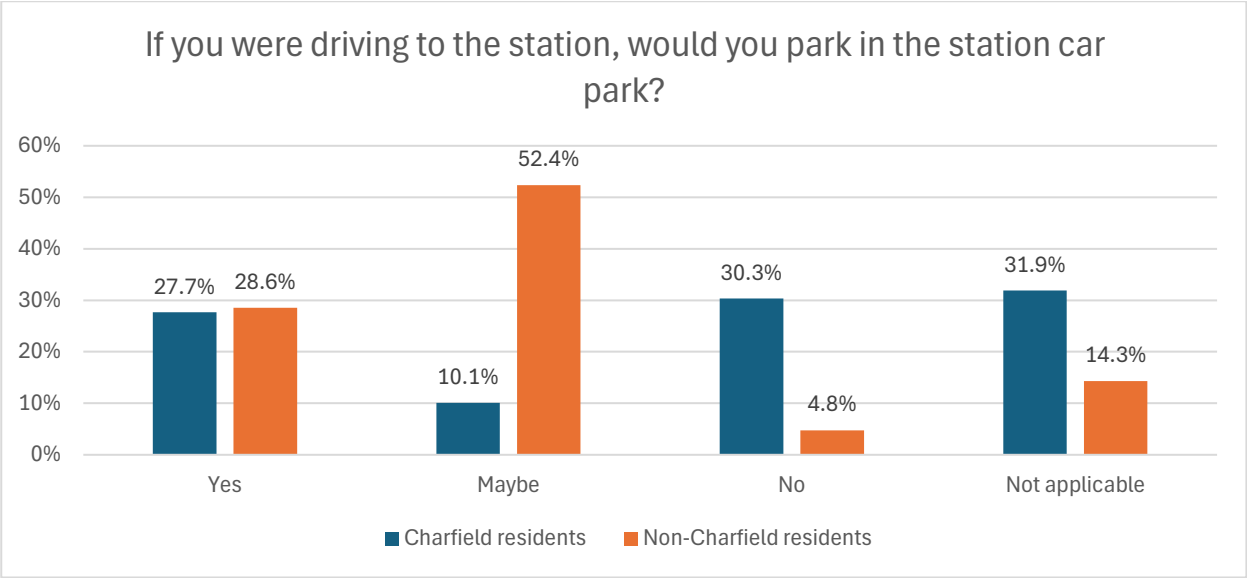
"Parking restrictions near other local amenities will cause disruption to local businesses as well as residents, for example the Spar shop, Eclipse hairdressers and Chopsticks Chinese."

The station car parks

It is clear from some of the feedback provided at the drop-in session and comments provided in the survey that charging station users to park in the car parks has been a contentious decision for some Charfield residents. The rationale for charging for the car parks was provided in a Frequently Asked Questions document on the site.

Do station users plan to use the car park?

The need for on-street parking restrictions (beyond what is required to maintain access to the station) assumes that station users will choose to find a residential street to park on rather than paying to park in the car park. Only 21 people who don't live in Charfield but intend to use the new station responded to the survey, so the results presented here may not be representative. National data assessing real life behaviour would be more helpful in understanding whether station users would use the station car park or not.



For comparison, the above graph considers the responses of people who live in Charfield, but more than approximately five-minutes' walk from the station. This local group are much less confident that people will park in the station car park than indicated by the small sample of station users. One respondent believed that there is academic research indicating that commuters would be willing to walk more than 10 minutes to avoid parking fees.

"Experience elsewhere never fails to surprise at just how far some drivers are prepared to walk simply to avoid having to pay to park!"

Opposition to parking charges

In the free comments section of the survey, 28 people said that they thought the car park should be free to use. This was also one of the main concerns raised at the in-person drop-in event held before the survey opened.

Some people felt that maintenance costs for the car park should be paid for out of council funding, whilst one person thought that Council Tax should be further increased to allow for free parking across South Gloucestershire, six people said that the costs should fall to Network Rail, whilst three people proposed a scheme whereby station users would still pay, but the parking costs would be included within fares. The underlying point made was that issues related to parking by station users may not be as great a problem if people were better incentivised to use the dedicated car park. Two people asked that future increases to parking charges be kept small to encourage more people to use them.

People concerned about the parking charges believe that a commitment had been made at an earlier stage of the project that parking would be free. The supporting documents which accompanied the engagement survey reiterated that this was not the case.

People also commented that parking is free in the car parks at Cam & Dursley train station and wanted a similar arrangement in Charfield. A station user who currently travels by train from Cam & Dursley provided feedback that it is very difficult to park in the car park because it is almost always full.

There was some crossover between the group who were opposed to the car parking charges and people who said they didn't want the train station or other development in Charfield.

It is helpful to put these numbers into perspective. Respondents requesting free parking at the station feel passionately about this, and this was a clear theme from the in-person engagement exercise. However, this view was expressed by a relatively small proportion of the survey respondents.

Other comments about the station car park

Three people felt the station car parks were too small (there is scope for additional provision if this proves to be the case) and one person believed that the car park was in the wrong place (an FAQ explains the rationale for the location). Another asked if the Council could reduce the costs of maintaining the car park by for example not having CCTV and then lower the price of parking.

Three people asked that the Council and Network Rail work to encourage rail-users to be dropped off at the station rather than parking vehicles locally – for example having a free drop-off area and/or allowing people to park for short periods for free (the station forecourt has a drop off point). Four others said that local bus services needed to be improved to tie in with train times to encourage people to make their full journey by public transport – a specific request was for a bus service for Renishaw workers (a major employer in the Charfield area).

Other priorities and issues

Several other issues were raised, which are outside of the immediate scope of the on-street parking management proposals, but are provided here for transparency and completeness.

Opposition to the train station/development in Charfield

In their responses, 12 people said they were especially upset by the prospect of restrictions and potentially having to pay to park locally because they didn't want the train station or other housing development in Charfield.

Potential issues with traffic

As well as the on-street parking restrictions, specific measures were requested to help manage traffic flows:

- Traffic lights at the end of Station Road,
- Speed restrictions on Little Bristol Lane,
- Speed bumps on main roads likely to be used by station users,
- Roundabout at the junction of Little Bristol Lane and Wotton Road.

On-street parking management in other areas

Four people wanted some form of restrictions to prevent dangerous parking at The Sidings, where several children play.

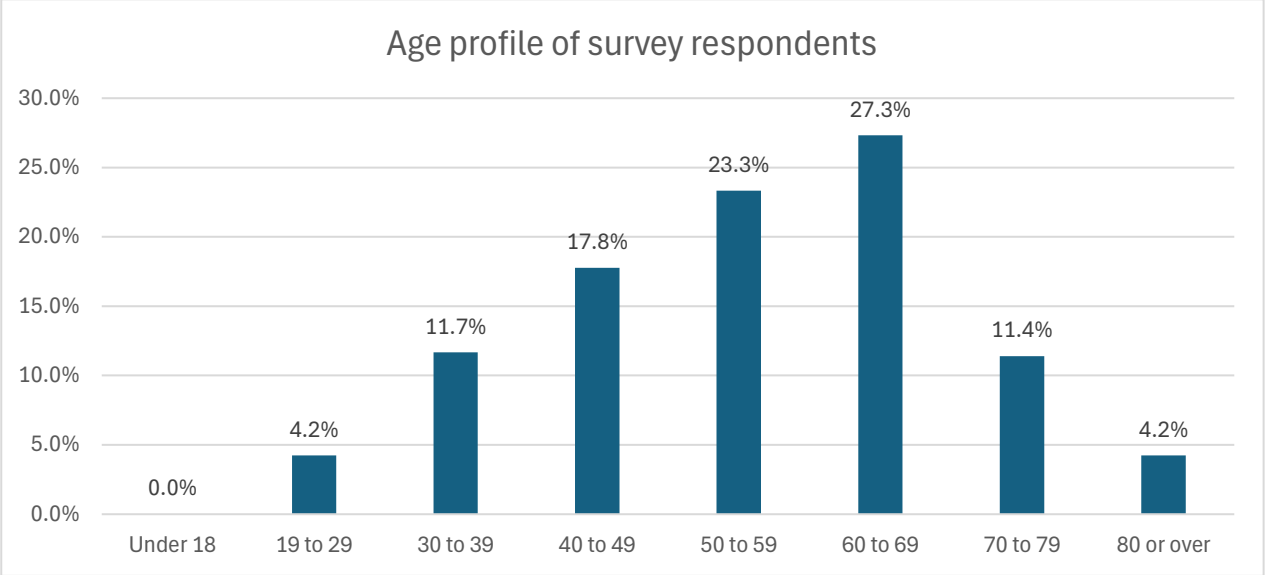
One person raised a concern about the double yellow lines being introduced on Poskett Way. The supporting information accompanying the engagement survey reiterated that this is part of a separate scheme.

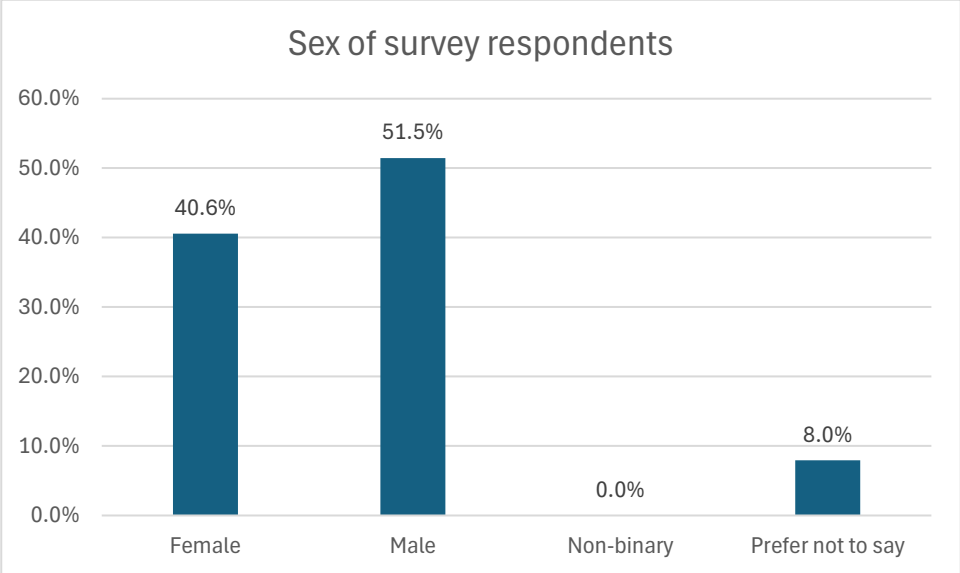
Appendix 1: Respondent profile

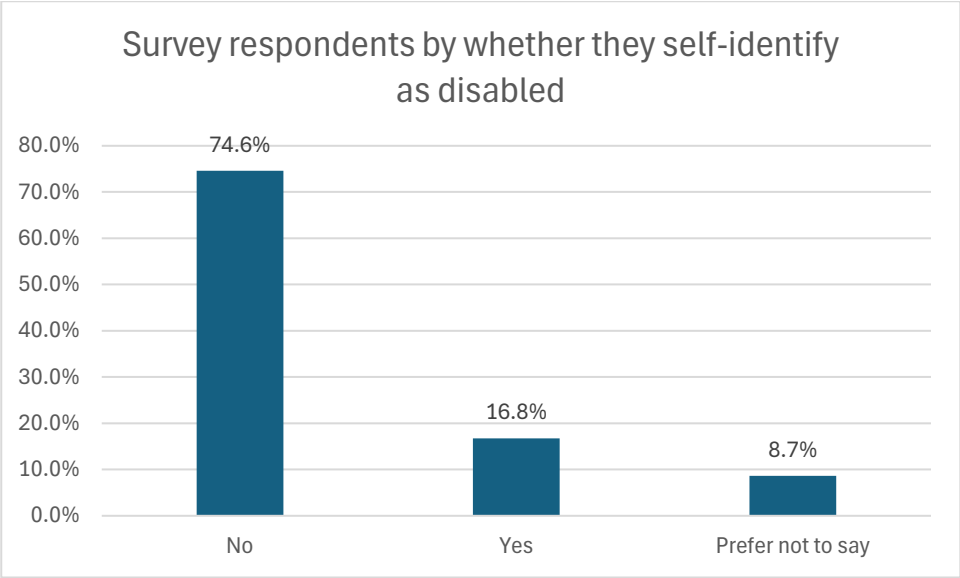
431 people completed the survey.

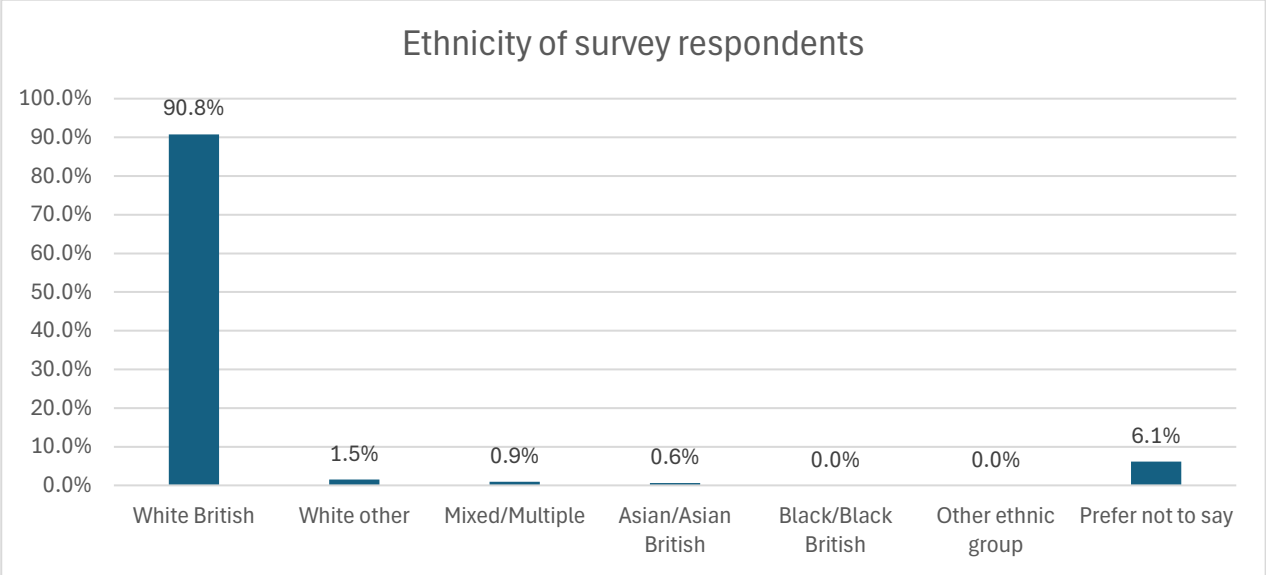
The profile of respondents is not representative of the wider population of Charfield as measured through Census data.

- Higher proportion of older people,
- Higher proportion of men.






Survey respondents by whether they self-identify as disabled
80.0%
70.0%
60.0%
50.0%
40.0%
30.0%
20.0%
10.0%
0.0%
74.6%
16.8%
8.7%
No
Yes
Prefer not to say


Ethnicity of survey respondents
100.0%
90.0%
80.0%
70.0%
60.0%
50.0%
40.0%
30.0%
20.0%
10.0%
0.0%
90.8%
1.5%
0.9%
0.6%
0.0%
0.0%
6.1%
White British
White other
Mixed/Multiple
Asian/Asian British
Black/Black British
Other ethnic group
Prefer not to say

Appendix 2: Summary of comments

Drop-in event

Streets where people want/don't want restrictions	Need restrictions on Katharine Close	2
Support for restrictions	Want 1 hour restriction on single yellow lines	4
	Want double yellow lines	2
	Restrictions need to be over an extensive area to be effective	2
	Want RPS	2
	Restrictions would improve existing issues with poor parking	1
	Concern about driveway getting blocked	1
	Restrictions need to be enforced	1
	Combination of RPS and double yellow lines	1
RPS	RPS should be free/cheaper/free for those without a private driveway	21
Car park	Make car park free	17
	Increase council tax to make parking free	2
	Needs to be well signposted	1
RPS	How does visitor parking work with RPS	1
	Additional visitor parking for those with carers	1
	Concern about future price increases	1
	RPS only operational during working day	1
Traffic mgt	Need traffic signal at end of Station Road	1
	Manage traffic around school	1
	Zebra crossing	1
	Speed bumps on local roads	1
Other	Wait until the station opens	2
	Improve public transport provision	2
	Station Road parking bays allocated to residents	2
	Scepticism about engagement	2
	Improve active travel opportunities	1
	Opposed to Poskett Way restrictions	1

Engagement survey

Streets where people want/don't want restrictions	People will walk further than five minutes to park for free	10
	Include part of Woodlands Road	7
	Need restrictions on Longs View	5
	Need restrictions on New Street	5
	Need restrictions on Little Bristol Lane	5
	Need restrictions on Underhill Road	4
	Five minute walk map is inaccurate	4

	Need restrictions on Station Road past car park	3
	Need restrictions on Manor Lane	2
	Need restrictions around school	2
	Required on B4058 through to Horsford Road	2
	Need restrictions on Falcon Road	1
	Need restrictions on Cotswold View	1
	Need restrictions on cul de sac off Woodlands Road	1
	Need restrictions on Charfield Green	1
	Need restrictions on Wotton Road	1
	Don't want restrictions on New Street	1
	Need restrictions on Berkeley Close	1
	Don't want restrictions on Berkeley Close	1
	Need restrictions on Farm Lees	1
	Don't want on New Street	1
Want restrictions	Restrictions need to be over an extensive area to be effective	21
	Already difficult to park	17
	General support	15
	Restrictions would improve existing issues with poor parking	11
	Restrictions need to be enforced	9
	Concern about traffic	8
	Charfield roads aren't wide enough	6
	Concern about driveway getting blocked	6
	Support for double yellow lines	5
	Support by only for a limited area	4
	Support for 1 hour restriction on single yellow lines	4
	Double yellows on one side of road to ensure parking is restricted to other side	4
	Concern about parking for visitors	2
	Concern about access for emergency service vehicles	1
	Combination of RPS and double yellow lines	1
Opposed to restrictions	RPS should be free/cheaper/free for those without a private driveway	18
	Don't want RPS	5
	Don't want double yellow lines	2
Car park	Make car park free	28
	People won't use the car park	13
	National Rail to pay for car park	6
	Have free drop-off period	3
	Parking fee included within rail ticket	3
	Car parks too small	3
	Happy to pay for car park	3
	Keep future increases to parking charges small to encourage use of car park	2
	Allow those who live nearest the station to park in car park for free	2
	Increase council tax to make parking free	1
	Reduce costs of maintaining car park	1

	Allow parking in village hall car park	1
	Restrict access to park in village hall	1
	Restrictions would encourage me to use the car park	1
	Can't park at Cam/Dursley train station	1
	Clear signposting to car park	1
RPS	How does visitor parking work with RPS	7
	RPS needed for areas without private driveways	6
	People with carers should have additional visitor parking	3
	RPS not deliverable (Council policy)	3
	Don't have (enough) off street parking	3
Traffic management	Need traffic signal at end of Station Road	1
	Need speed restrictions on Little Bristol Lane	1
	Roundabout at Little Bristol Lane/Wotton Road	1
Other comments	Wait until the station opens	15
	Don't want train station/development in Charfield	12
	Improve public transport provision	4
	Prevent parking near play area at The Sidings	4
	Station Road bays to be free	3
	Need to take account of future development	2
	Station Road parking bays allocated to residents	2
	Covered walkway from car park	1
	Project not well managed	1
	Want parking restrictions in another area to manage an existing issue	1
	Create parking spaces for people living at Charfield Green	1
	Need to police pavement parking	1

Appendix 3: Summary of results of on-street walkover survey

The on-street walkover survey was carried out on Tuesday 15 July 2025 between 10.30am and 12.00pm on all streets in Charfield.

Area	No. of vehicles parked on street	No. of households without access to off-street parking
Streets included in planning condition 5	43	25
Street within approx. 5 mins walk of new station	66	47
Street within approx. 10 mins walk of new station	92	0
All streets (total)	201	72

Of the 72 households identified as not having access to off-street parking, the majority of these are in Charfield Green on Little Bristol Lane/Manor Lane and are predominantly flats.