South Gloucestershire Council

Managing on-street parking in Charfield

Engagement report – Executive Summary

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.

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 the Executive Summary of the report follows – full analysis is available in a separate report.

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.