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Charfield Station

General FAQs – updated July 2025

Why does Charfield need a new railway station?

Charfield and the surrounding area is not well-served by public transport. This has resulted in people relying heavily on cars for travel, which in turn has led to localised congestion and significant levels of through-traffic in Charfield.

The objectives of the Charfield Station scheme are centred on increasing access to the rail network and in turn to key employment, education, leisure, retail and tourism destinations for residents of Charfield and neighbouring settlements. The station will provide residents with an additional option for travel. The objectives of the scheme are:

- Improve accessibility to the rail network and increase travel choices by enhancing transport links to the key employment/commerce areas including Bristol North Fringe, Bristol City Centre, Yate and Cheltenham/Gloucester;
- Contribute to reducing congestion on key corridors by facilitating modal shift to deliver a more resilient transport network, with shorter and more reliable journey times for commuters, businesses and residents to make a positive contribution to social wellbeing and quality of life;
- Help to meet SGC and the West of England Mayoral Combined Authority's targets to achieve carbon neutrality by 2030 in response to the Climate Emergency.

Below are some indicative rail times for selected stations:

Charfield Station to -

Bristol Parkway – approx. 18 minutes journey time

Bristol City Centre / Temple Meads – approx. 32 minutes journey time

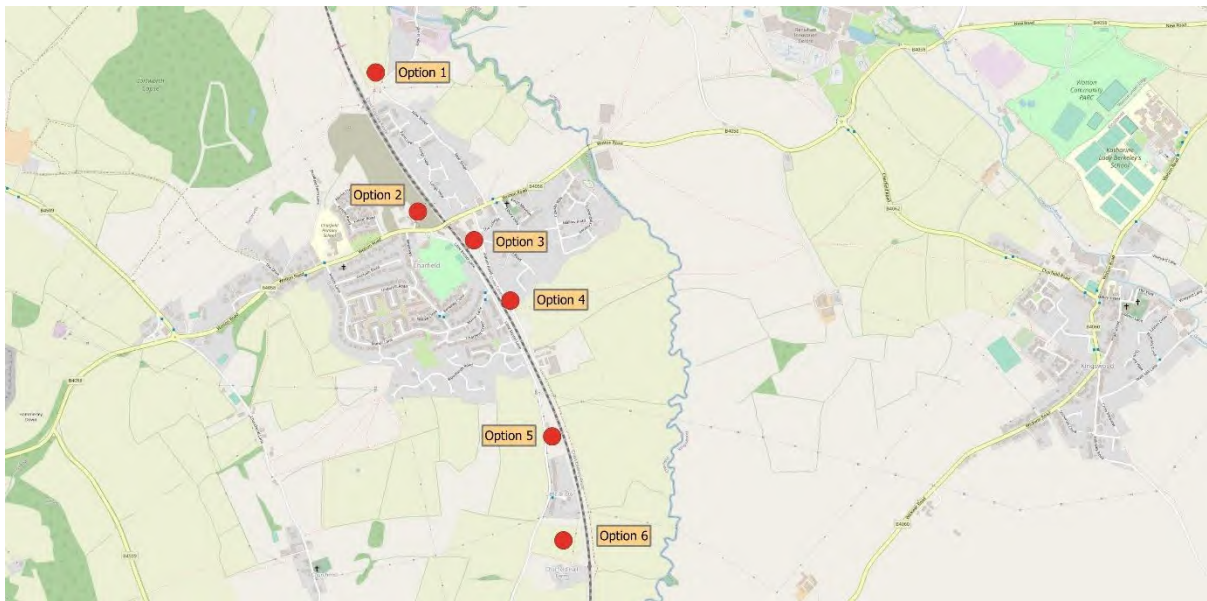
Gloucester – approx. 22 minutes journey time

Where is the station being built?

The new station is being built on land off Station Road, Charfield, immediately south of the former Charfield Station.

Why was this site chosen for a station?

In the early stages of the project, a list of six location options were investigated, shown below:



Of the six options, two were considered potentially deliverable, which were options 2 and 3. Both sites are centrally located in the village and therefore offer good access, particularly for walking and cycling.

Options 1, 4, 5, and 6 were discarded due to either rail engineering or access constraints.

Following the Planning Inspectorate decision in 2018 permitting Barratt Homes to develop land north of Wotton Road, option 2 became unavailable. This left option 3, on land adjacent to the old station as the most deliverable site for the station. Further assessment work by Network Rail also concluded option 3 was the most deliverable.

The benefits of this site include:

- Most easily accessible by walking and cycling from anywhere in the village
- Location is close to the main road and therefore offers better transport links to and from the station

- The platforms could be delivered at the same level as the surrounding land offering ease of access for those with mobility issues
- The site can allow for pedestrian access points to the station from both sides of the rail line
- The site is close to existing and planned facilities within the village
- Lower impact with existing rail infrastructure e.g. signalling system and buried services

Option 3 was therefore taken forward for further assessment and design. This is the site selected for the station location and planning permission being granted in 2023.

When will it open?

The station is due to open in Spring 2027.

What facilities will be available at the station?

The station scheme will include:

- north and southbound platforms including seating and shelters
- a connecting pedestrian footbridge with stairs and lifts
- ticket machines and real-time information for passengers
- covered cycle parking
- a bus stop
- forecourt area (including car parking with accessible bays, electric vehicle charging points, taxi space, waiting area, bus stop)
- a larger car park to the south, off Station Road
- local highway improvements including additional pedestrian crossings

How will I access the station?

There will be two access points for the station. The main entrance and parking area will be off Station Road. A pedestrian access will also be available via Little Bristol Lane. A new pedestrian footbridge, with lifts and stairs, will link the platforms.

Will there be cycle parking?

There will be covered parking for 48 bicycles adjacent to the north of the forecourt car park, where cyclists will have a dedicated access segregated from pedestrians and vehicles. Cycle parking will also be available adjacent to Little Bristol Lane.

Will there be car parking?

Yes, there will be parking for 93 vehicles across two main parking areas – the station forecourt and a car park to the southern end of Station Road. Accessible spaces and

electric vehicle charging points will be included in the forecourt parking. There will also be new on-street parking spaces on Station Road.

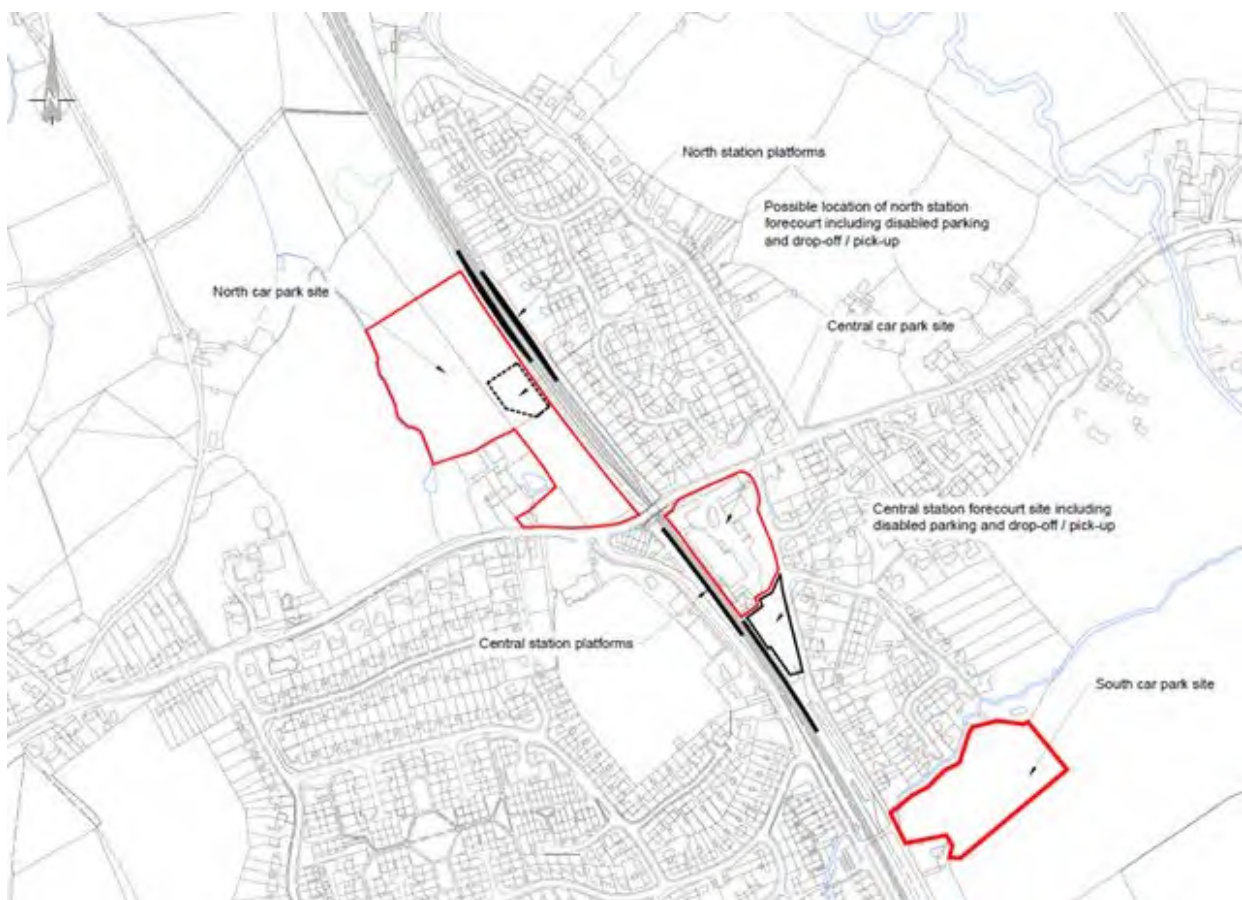
Why were these car park locations selected?

The new station will serve a catchment area wider than the village of Charfield, including Wotton-under-Edge, Kingswood and other settlements.

The council recognises that some people will choose to travel to the station by car and so providing a car park will meet this demand and minimise on-street parking. Space is available in front of the station for a small car park which will be able to include disabled parking, a taxi rank and a drop-off facility.

The council also looked at locations for providing extra car parking provision near to the station. Based on convenience and proximity, three options were considered for additional car parking:

- North car park site - north of Wotton Road, accessed via new junction on Wotton Road.
- Central car park site - south of Wotton Road, accessed from Station Road.
- South car park site - east of Station Road, accessed from Station Road.



All three sites were assessed to be suitable locations for a station car park, but the north car park option was ruled out following the Barratt Homes development permission.

The council held initial discussions with landowners which indicated that, of the two options, only the south car park site would be available for use and therefore deliverable.

The south car park site is a good location for additional parking and is approximately 250 metres away from the new station. Should the car park at front of the station become full the additional car park is just a short walk away.

What measures are proposed to stop on-street parking by station users?

The station scheme includes appropriate levels of off-street car parking to prevent the need for station users to park on neighbouring streets. However, a condition is attached to the station's planning permission requiring the project team to implement parking controls on some local roads close to the station. Proposals for these will be subject to public consultation and agreement with the Local Planning Authority.

Won't a new station bring more traffic into the village?

We recognise that residents of Wotton, Kingswood, Falfield and other surrounding settlements will use the station. We are intending to provide adequate off-street parking to cater for demand. Residents have previously highlighted to the Council the flow of through-traffic in Charfield (from Wotton to the M5, and M5 to Renishaw) so a number of these trips are already heading through the village and the station will intercept some of these car trips. We acknowledge that there will be an increase in car movements on Station Road.

What highway improvements will be taking place?

As well as the new station the project includes highway improvements to support walking, cycling and car access, including:

Wotton Road

- A new signal-controlled crossing on Wotton Road near to the junction with Station Road.

Station Road

- Sections of carriageway and footway to be widened.
- The existing subway under the railway, linking Station Road and Charfield Green, will be closed to traffic but pedestrian and cycling access will be maintained. Retractable / removable bollards will be used so the route can be used in the case of an emergency.

Little Bristol Lane

- Carriageway realignment (completed Feb-June 2025)
- New zebra crossing

In addition to the above, a condition is attached to the station scheme's planning permission for the project team to agree details of reducing the speed limit on Little Bristol Lane and Station Road to 20mph and to implement parking restrictions on Station Road, Horsford Road, The Sidings, Little Bristol Lane and New Road. These proposals will be subject to public consultation prior to agreement with the Local Planning Authority.

How is road safety being considered?

Safety is the top priority, with road safety audits being undertaken on the highway elements of the scheme. These audits are undertaken by road safety experts who are independent of the station project team. An audit has already been undertaken on the highway designs and further audits will be undertaken as the project progresses.

The proposed Wotton Road pedestrian crossing is close to the railway overbridge. Is this a safe location for a pedestrian crossing?

People already use this as a crossing point and it is anticipated this would remain a route people would take. The crossing has been designed to Manual for Streets standards. Road safety audits are being undertaken on all of the highway works.

The Charfield Neighbourhood Plan includes an aspiration for a 20mph along Wotton Road and the station proposals (including the new crossing on Wotton Road) could support that by slowing traffic in the vicinity.

How will the station co-ordinate with the Wotton-Charfield-Kingswood Greenway project?

The station project team are working in close collaboration with the Wotton-Charfield-Kingswood Greenway Group – which has been set up to develop plans for a walking and cycling route (segregated from traffic) connecting the settlements. Delivery of the route would help to promote more sustainable travel choices for accessing the station. The station project will not be directly funding the greenway, but delivery of the station could help attract funding opportunities.

Will the station be manned?

No, there will be ticket machines and information points on both platforms. This is consistent with other comparable small stations (e.g. Cam and Dursley).

How is the station scheme being funded?

The station is being funded by the UK government through its City Region Sustainable Transport Settlement, secured by the West of England Mayoral Combined Authority. The funding can only be used as capital funding for the delivery of sustainable transport infrastructure. The funding can't be used for day-to-day

(revenue) funding for say bus services or any wider uses such as social care, education or health.

How much is the station scheme costing?

The funding awarded for the scheme is £39.5m. The estimated scheme cost at the Outline Business Case stage in September 2021 was £22.4m. The cost has increased for a number of reasons, including global events resulting in inflation, materials and labour cost increases, which have been amplified by the project's prolongation. In addition, through the progression of detailed design development, the project team has arrived at better cost certainty in readiness for delivery.

What is happening to the old Charfield Station listed buildings?

The listed buildings are in private ownership and are likely to remain that way. The Project Team fully recognises the value of the listed buildings and, to be clear, there is no intention to harm or demolish the buildings as part of the station scheme. We have ensured, through liaison with the Local Planning Authority, that the station design does not negatively impact on the listed buildings.

No works are being undertaken on the listed buildings as part of the station scheme, although protective scaffolding has been put up around the listed building that is closest to the railway for the duration of the railway works, to help protect the building and the railway.

Will it cost money to park at the station?

It is likely that car parking charges will be introduced given charges have now been introduced in many SGC owned car parks across the district. Charges would help to cover the cost of car park maintenance and repair.

Information regarding current charging in South Gloucestershire is available on SGC's website here:

[Council car parks | BETA - South Gloucestershire Council](#)

Future train and bus services

What train services will serve the new station?

It is intended that there will be a minimum hourly service towards Bristol and Gloucester, with existing rail services stopping at Charfield. The project is working closely with operator GWR to ensure there is sufficient time to stop at Charfield. Recent timetable changes now include an allocation for a stop at Charfield.

What bus services will serve the new station?

Inclusion of a bus stop in the forecourt area is intended to enable access for public transport. This could include local stopping services, rail replacement bus services and potentially private minibus services to connect to major employers in the area.

SGC is working with the West of England Mayoral Combined Authority to investigate the potential for funding a local bus service to serve the station.

Additional information

How do I get in touch with the project team?

If you have a question you can contact the project team by emailing us at CharfieldStation@southglos.gov.uk

Where can I find out more information?

Please visit the project webpage www.southglos.gov.uk/CharfieldStation

Will you keep the community updated?

We will provide updates to the community throughout the project. We would encourage people who are interested to sign up to our project e-newsletter. This can be done by visiting the project website **www.southglos.gov.uk/CharfieldStation**.

We will also issue updates via the website, the Council's social media accounts (Facebook and X) and via the local press.