# Charfield Station Public Consultation

*A report for South Gloucestershire Council*

*by Dr Phil Back*

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*June 2022*

**Charfield station consultation**

# Executive Summary

This report summarises the results of a survey undertaken in October 2021 to January 2022, exploring views on the reopening of Charfield Railway Station. A total of 617 responses were received together with a further 18 pieces of correspondence on the subject and nine formal letters from organisations.

The survey response is overwhelmingly from local residents, and emphasises the views of people of working age, those in employment, and older and retired people. Younger people (under age 35) are under-represented, as are those in homes with no car, and (to a certain extent) people with disabilities. The results have not been weighted.

Of the 544 responses that included a valid postcode, 243 (45%) are from residents of Charfield parish. A total of 301 responses come from elsewhere, with the main contributing locality being Wotton-under-Edge (157 responses). Responses have been received from 36 parishes in total, but the numbers for most are small.

The main findings are these:

1.   Two-thirds of local residents responding to the survey (68%) are very supportive of the principle of reopening the station, and a further 9% are quite supportive, producing a total support of over three-quarters (77%) of resident respondents. One in six (16%) are very opposed to the idea, and a further 5% quite opposed, making a total of 21% who oppose the principle.

2.   In Charfield, opinions on the principle of a new station are divided, with just over half (55%) supporting the idea, but a significant minority (39%) opposing it. Support for the principle of a new station is almost universal among respondents from elsewhere, with 98% supporting, almost all of them strongly.

3.   Support is strong in most subgroups, but is strongest among respondents under 35, among working people, and among those with one or two cars in their household. It is weaker among over 65s and people with disabilities, but even in these groups support is still the dominant result.

4.   Three in five respondents (60%) say they are very likely to use the new station, and a further 16% say they are fairly likely to do so, meaning that usage is foreseen by three-quarters of respondents. Almost all those who support the station in principle (96%) say they are at least fairly likely to use it. Usage would be boosted by a more frequent service (half-hourly is suggested), the construction of a footpath/cycle path

connection to Wotton-under-Edge, a reasonable scale of fares, and a connecting bus service.

5.   A majority of respondents from Charfield (55%) say they are likely to use the station, but 43% of respondents think they are unlikely to make use of it.   Almost all respondents from elsewhere (95%) think they will use it.

6.   A third (34%) of those likely to use the station say they expect to walk there; most, though not all, of these live in Charfield.  A similar proportion (32%) expect to drive, and one in six (16%) say they would cycle; both drivers and cyclists are more likely to live outside Charfield.  Just one in eleven (9%) say they expect to use a bus to reach the station, and these also live outside Charfield.

7.   The facilities seen as most important at a new station are parking (65% of residents see this as important), real time train information (62%), covered seating (49%)  and a bus stop (48%).  Covered cycle storage would be welcomed by a third of residents (35%).  Almost all those who intend to drive want a car park (91%), and generally place more emphasis on all the facilities on offer; cyclists stress covered cycle parking (84% ask for this) and pedestrians rank train information highest (56%).

8.   The most likely destinations for those who expect to use the station are Bristol Temple Meads (80% of likely users), London or the Southeast (56%), Bath Spa (55%) and Gloucester (54%).  People expect to travel as far as Glasgow, Liverpool or Swansea, and also to make connections to Europe from Charfield.

9.   Two in five respondents (39%), and half (50%) of likely users, expect to use the rail service to travel to or from work, and many of these currently use the car for this purpose, suggesting a potential for modal shift.  Four fifths (80%) of those likely to use the service expect to make leisure journeys, and a similar proportion (76%) to access town and city centres.  Over two-thirds of likely users (72%) say they would use the service to visit friends and family, but only 7% say they will use the service for education, a figure that reflects the relatively low participation of young people in the study.

10.   Potential for modal shift can also be seen in respect of existing travel patterns.  Over half (54%) of those who currently drive to work say they expect to use the station for work-related travel (this does not necessarily mean they will do so every day, of course).  Three-fifths (62%) of those who currently drive to see friends and family say they will use the station for this type of journey, and over two thirds (71%) of

those who drive to town and city centres expect to use the train for some of these journeys. Nearly three-quarters (74%) of those who drive to leisure and tourism destinations say they will make at least some of these journeys by train.

11. Other than for education-related travel, around 90% of travellers use a private car for travel, mostly as a driver. This applies whether the journey is work-related, leisure-related, visiting friends and family, or travelling to a city centre. However, over half (54%) of those who currently drive to work say they expect to use the train for some or all of their work journeys, while three in five (62%) of those driving to see friends and family, and three-quarters (74%) of those driving to leisure opportunities, plan to switch at least some of these journeys on to the train.

12. Support for the scheme designs follows a similar pattern to support for the principle, with three quarters of respondents (73%) expressing support and one in five (19%) opposing the plans. Those who are likely to use the station are very supportive (92% like the designs).

13. The aspects of the plan most liked by respondents are the design of the station, the parking provision, the cycling provisions, and the sustainability dimension. Those who dislike the proposition identify many more issues, however, including the likelihood of increased traffic congestion in the village, excessive and inappropriate design of the station itself, the potential for on-street parking if a charge is made at the car park, and the potential for further housing development within Charfield. The objections are largely focussed on the possible impact on the village itself.

14. Other feedback raised includes the need for the Greenway proposal to be advanced in parallel with the station project, and the need to improve public transport connections with the rail service.

**Charfield station consultation**

# 1      Introduction

Charfield station was a station on the railway between Gloucester and Bristol, closed in 1965 as part of the Beeching cuts to British Rail implemented in that decade.[1]  It had served not only the village that gave it its name, but also nearby settlements including the larger community of Wotton-under-Edge.  Nevertheless, the line has remained open and is used not only by main line services but also by stopping services between Gloucester and Bristol and points beyond.

Other formerly closed stations on this line have reopened:  Yate in 1989, and Cam and Dursley in 1994.  Discussions over the possible reopening of Charfield have been taking place for some time, with South Gloucestershire Council (where Charfield is located) identifying several possible advantages, including the potential of a new station to improve access to public transport and to promote more sustainable travel in the locality, which has a resident population of 14,500 within a 5km radius of the village.[2]

Funding was obtained from the West of England Combined Authority for a feasibility study to be carried out, and this has been utilised to develop an outline business case and preliminary designs for the new facilities.  An outline timetable for the process has been put forward, and this includes a public consultation as a preliminary to a formal planning application and submission of a full business case for funding approval.  The consultation is intended to assess public support for reopening, and to explore residents' perceptions of the advantages and disadvantages.

Consultation materials outlining the proposition, including the proposed designs, were prepared by South Gloucestershire Council, and a series of public drop-in events took place in early November 2021, in both Charfield and Wotton-under-Edge.  These, together with other media, were used to promote an online consultation questionnaire, prepared by the Council. The questionnaire was designed for completion by both residents and representative bodies including local parish and town councils, and was set up for completion on smartphones as well as on computers.  A paper copy of the questionnaire was also made available on request, or from the Kingswood One-Stop Shop.

The consultation ran from 19 October 2021 to 10 January 2022.  As of the closing date, a total of 617 responses have been received, mainly through the online mechanisms, as this table shows:

*Table 1.1  Analysis of response sources*

| Source of response | No. of responses | Percentage |
|---|---|---|
| Online | 601 | 97% |
| Paper | 16 | 3% |

A copy of the survey questionnaire is included as an appendix to this report.

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[1] C. J. Wignall, *British Railway Maps and Gazetteer* (Oxford Railway Publishing, 1983), Part 2 p. 13.
[2] *West of England Outline Business Case:  Charfield Station,* at Charfield-Station-OBC-Oct-21-1.pdf (westofengland-ca.gov.uk) [Accessed 31 December 2021], p. 2.

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In addition, 18 letters/emails were sent to the consultation team directly, by-passing the questionnaire, and a further nine letters/e-mails were sent by interested organisations and stakeholder bodies.

The responses have been analysed using standard statistical techniques by an experienced public sector data analysis consultant. No weightings have been applied to the data, but responses have been analysed both at the overall level and by sub-group where the size of the subgroup allows. This report sets out the results of this analysis and includes an executive summary of the main conclusions.

Some tables do not add up to 100%. This may be due to rounding, which can cause minor discrepancies of around 1%. But in some cases, respondents are allowed more than one answer, meaning that the results will inevitably exceed 100%.

All tables include a base number from which the percentages shown are derived. This is not always 617, the total number of responses, because not everyone answered every question.

An asterisk in the data indicates a value that is between zero and 0.5%.

# The Author of this Report

Phil Back has over 35 years of experience in working in research and consultation, much of it spent in local authority and related work. He was the first Research and Information Manager for the East Riding of Yorkshire Council, and later became Head of Local Government Research for a leading public sector research agency, before starting his own successful research consultancy in 2006. He has worked across the full range of local authority services, including planning, open space, customer services, housing, and transport, and for a large number of councils, including regular work for Cambridge, Swindon, Hinckley and Bosworth, and Waltham Forest.

Phil is an experienced research designer, data analyst and handler of numerical data, but he is also skilled in handling non-empirical information such as responses to open-ended questions and facilitated discussion.

In 2005 he won the prestigious Market Research Society award for the best public sector research project, undertaken for Braintree District Council. He has also presented on public sector research subjects at national conferences, and has been cited for best practice in research by the Cabinet Office and by CABE Space.

Phil retired from full-time work in 2015 to complete a PhD in Landscape History at the University of Sheffield, and was then recruited by Imperial College London to undertake a complex project researching local authority approaches to green infrastructure across northern Europe. He now works part-time for this same project as a research consultant.

Phil has no declarable interest in the subject of this consultation and no declarable relationship (other than this contract) with any person or organisation with such an interest.

# 2 Respondent profile

A number of questions were asked to ascertain the personal and demographic characteristics of those responding to the survey, so that these could be used in the analysis to segment the overall results.

## 1.1 Type of respondent

Respondents were asked to indicate the basis on which they were responding to the consultation, with these results:

*Table 2.1 Type of respondent*

| Type of respondent | Proportion of total response |
|---|---|
| Local resident | 95% |
| Local employee | 3% |
| On behalf of a local business | 2% |
| On behalf of a voluntary or community organisation | 1% |
| As a local councillor | 1% |
| On behalf of a parish, town, district or county council | * |
| In some other capacity | 4% |
| *N (=100%)* | *614* |

*Chart 2.1 Type of respondent*
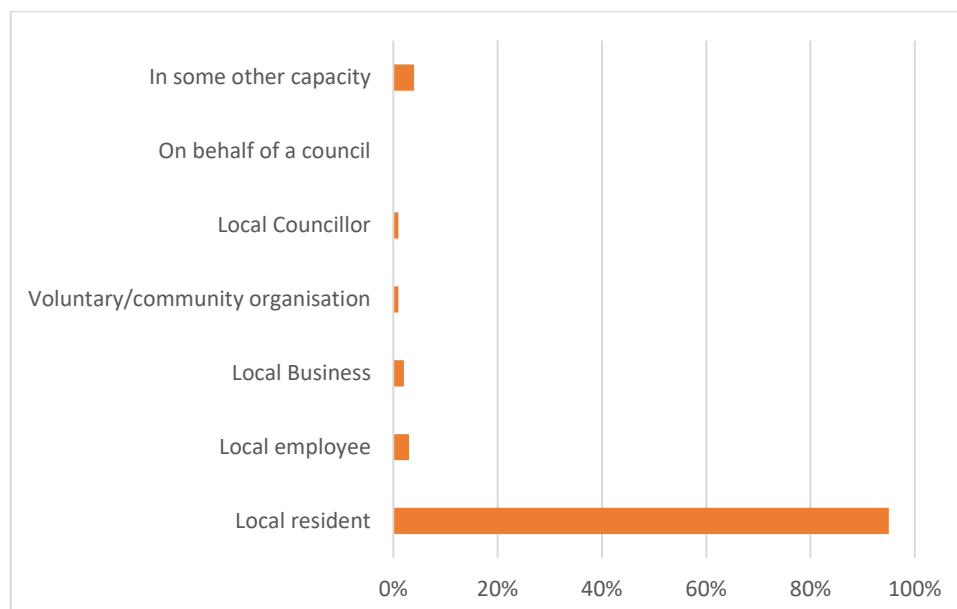


The figures add up to more than 100% because some respondents fulfil more than one role.

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The vast majority of those responding are local residents; these represent 19 of every 20 respondents.  Three per cent of respondents are employed locally, and there are also small numbers of responses from elected representatives, from local businesses, and from local voluntary groups.  Representatives of both Charfield Parish Council and Wotton-under-Edge Town Council participated, but other local authorities also sent in views separately.

Those responding in some other capacity include residents of communities further afield, former residents who stay in touch with, or visit, the local community, relatives of local residents, and representatives of other local groups not included in the main question.  A landowner, a landowners' representative and a property developer are among these respondents.  There are a small number of responses from commuters who travel on the line from elsewhere, and one from a rail enthusiast.  None of these groups is sufficiently large to distort the overall result, but residents' views are consistently looked at separately from these responses.

**2.2      Where respondents live**

The Council has translated the postcodes given by respondents into parishes, and this chart shows how the response breaks down by this analysis.
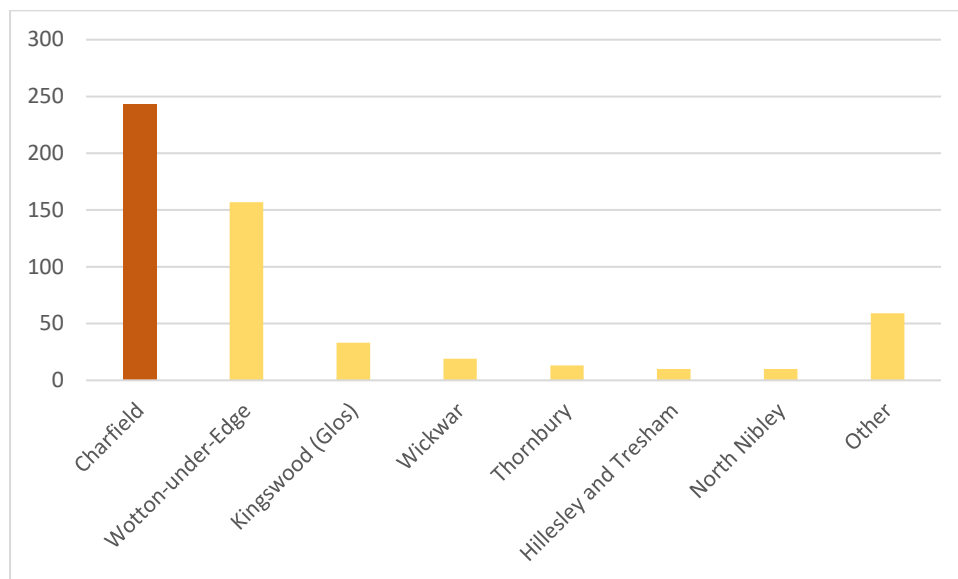
*Table 2.2      Respondent geography*

| Parish | No. of responses | Proportion of total response |
|---|---|---|
| Charfield | 243 | 45% |
| Wotton-under-Edge | 157 | 29% |
| Kingswood (Glos) | 33 | 6% |
| Wickwar | 19 | 3% |
| Thornbury | 13 | 2% |
| Hillesley and Tresham | 10 | 2% |
| North Nibley | 10 | 2% |
| Other | 59 | 11% |
| *N (=100%)* | *544* | |

A total of 74 respondents did not provide a postcode that could be analysed in this way.

*Chart 2.2        Respondent geography*



Of the 544 responses that can be geo-located, 310 originate in South Gloucestershire, 222 in Gloucestershire, and 12 from elsewhere.

The largest contribution to the total response comes from Charfield parish, which accounts for 45% of all responses.  There is also a large response from the neighbouring parish of Wotton-under-Edge, with 29% of the total.  These two parishes make up three-quarters of the total response.  Only five other parishes contribute a response in double figures, with the largest of these being the response from Kingswood.  A total of 31 further parishes (or their administrative equivalents) makes up the 'Other' response.

## 2.3    Age

This table sets out the age-group of respondents:

A total of 60 respondents did not answer this question and are excluded from this tabulation.

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*Table 2.3      Respondent age-groups*

| Age-group | Proportion of total response | Proportion of local population[3] |
|---|---|---|
| Under 16 | * | 3% |
| 16-18 | * | 4% |
| 19-24 | 3% | 7% |
| 25-34 | 12% | 14% |
| 35-44 | 19% | 15% |
| 45-54 | 23% | 18% |
| 55-64 | 22% | 18% |
| 65-75 | 15% | 13% |
| Over 75 | 5% | 9% |
| *N (=100%)* | *557* | *9,454* |

*Chart 2.3      Respondent age-group*
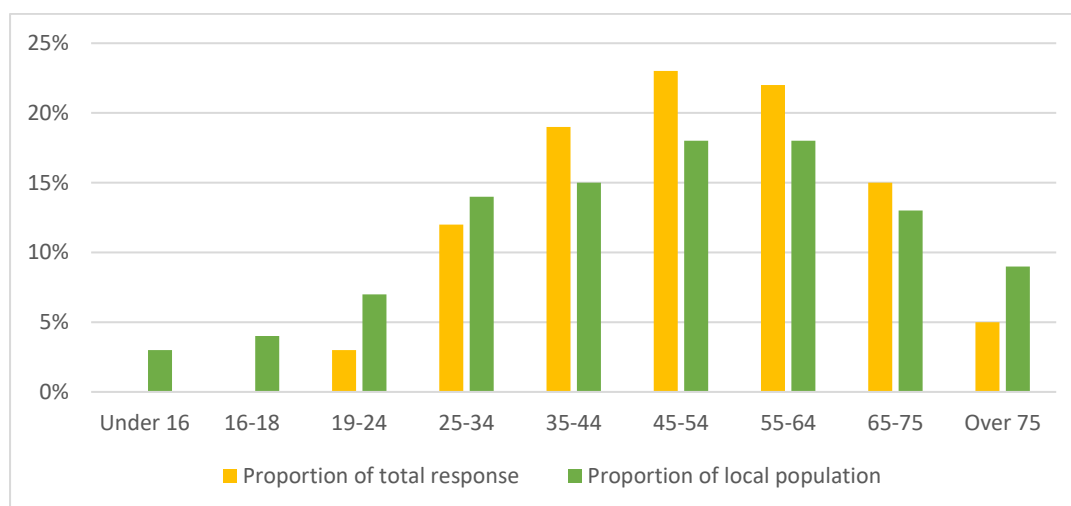


The consultation includes responses from all age-groups, but the bulk of the response is concentrated among people of working age. Over three-quarters of respondents are aged between 25 and 64, with most of the rest aged over 65; the response from under 25s is quite limited. Whilst disappointing, since this is an age-group more likely to rely on public transport, this pattern of response is not unusual.

The figures shown for the local population are estimated, but are sufficiently accurate to allow comparison. Locally, those aged 25 to 64 make up around two-thirds of the population, and are thus over-represented in this response, where they account for three-quarters of responses. Those aged 65 to 75 are also slightly over-represented. Over 75s are under-represented, though not significantly so; the main weakness in the age profile is among under

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[3] Data in these columns is drawn (and extrapolated where necessary) from South Gloucestershire Census Profile for Charfield Ward and Stroud Census Profile for Wotton-under-Edge, both using 2011 data for all persons aged over 14.

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25s, who make up nearly one in seven (14%) of local people, but less than 4% of the survey response.
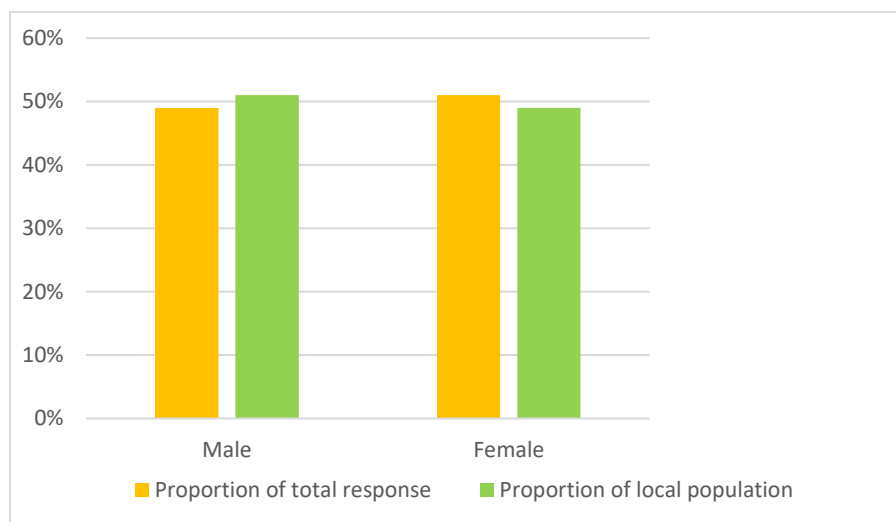
**2.4    Gender**

The gender distribution of the response is shown here.

*Table 2.4      Respondent gender*

| Gender | Proportion of total response | Proportion of local population |
|---|---|---|
| Male | 49% | 51% |
| Female | 51% | 49% |
| Other | 0% | - |
| *N (=100%)* | *570* | *11,188* |

A total of 47 respondents did not answer this question and are excluded from this tabulation.

*Chart 2.4       Respondent gender*



The response is almost evenly split between men and women, as is the local population. There are slightly more women in the response than the local population figures would suggest, but the difference is very small.

## 2.5    Employment status

*Table 2.5        Employment status of respondents*

| Status | Proportion of total response | Proportion of local population |
|---|---|---|
| Employed full-time | 50% | 37% |
| Employed part-time | 16% | 15% |
| Self-employed full time | 5% | 11% |
| Self-employed part-time | 3% | |
| Student | 2% | 6% |
| Looking after family/home | 2% | 3% |
| Temporarily sick | * | 2% |
| Long-term sick | 1% | |
| Retired | 21% | 24% |
| Unemployed | | 3% |
| *N (=100%)* | *586* | *8,538* |

A total of 31 respondents did not answer this question and are excluded from this tabulation. Also excluded are a small number in the local data who describe their economic status as 'other'.

*Chart 2.5        Employment status of respondents*
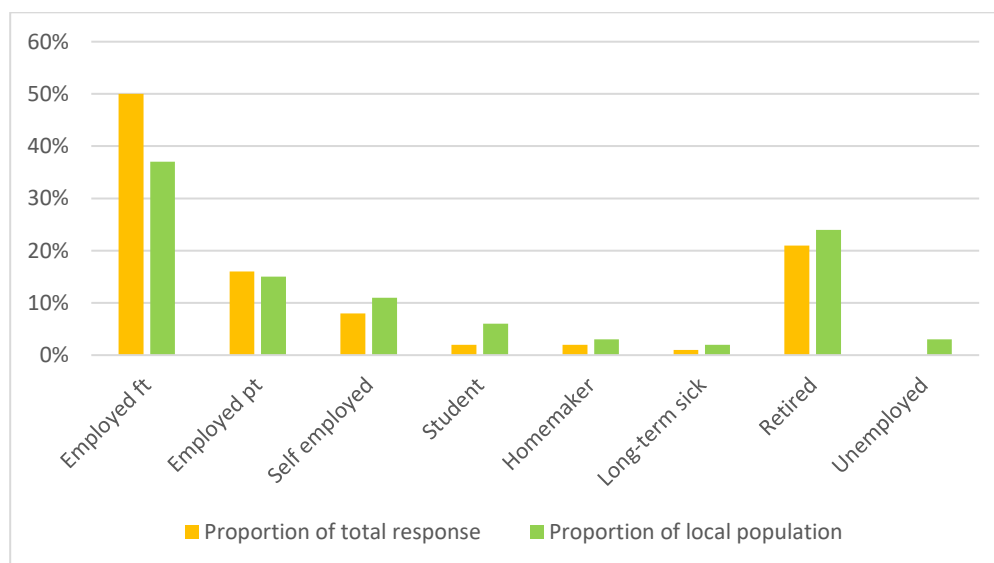


Full time employed people account half of the response to this question, while a further 16% work part-time, possibly in more than one job.  One in 12 respondents is self-employed.

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Students represent a very small proportion of the response, as do homemakers and long-term sick, but a fifth of all respondents are retired.

There is an important difference in the economic profile of the two main communities included in this study. In both Charfield and Wotton-under-Edge, around 45% of the respondents are working full-time, but only 12% of Charfield respondents work part-time, while 20% of Wotton respondents do so. Retired people represent over a quarter (28%) of Charfield's response, but just 17% of that from Wotton.

Compared to local economic activity data, full time employees and retired people are over-represented in the response, at the expense of most of the other groups, and in particular the students, a result which corresponds to the lack of younger people in the response. Self-employed people are also a little under-represented.
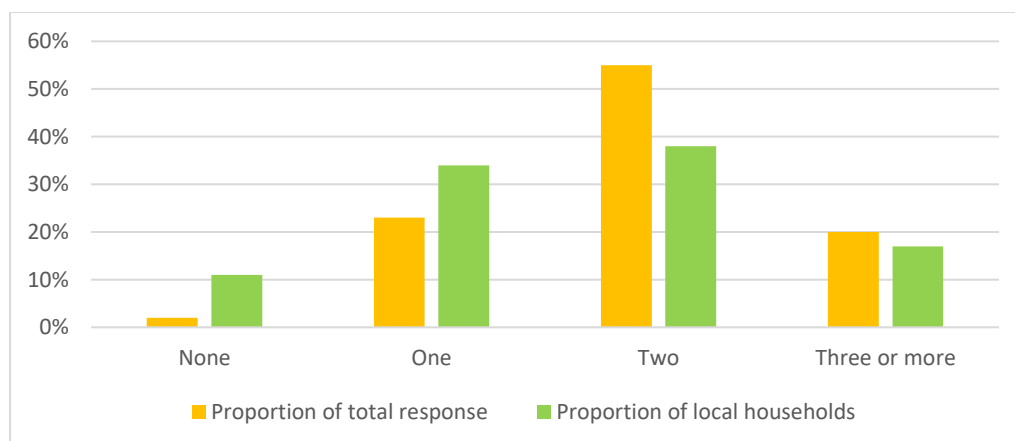
### 2.6 Car ownership

The number of cars available in each household is shown here:

*Table 2.6     Car ownership*

| No. of cars | Proportion of total response | Proportion of local households |
|---|---|---|
| None | 2% | 11% |
| One | 23% | 34% |
| Two | 55% | 38% |
| Three | 15% | 17% |
| More than three | 5% | |
| *N (=100%)* | *603* | *4,367* |

14 respondents have been excluded as they did not answer this question.

*Chart 2.6     Car ownership*

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Very few respondents have no car in their household, but a quarter of them have just one car, meaning those living with others have to share a vehicle. Over half of all respondent households have two vehicles, while one in five homes have three or more vehicles at their disposal.

Comparison with local data shows that this respondent group are more likely to have a vehicle – one in nine local households has no car – and also more likely to have multiple vehicles. Although over half of respondents have two cars, only 38% of local homes have this number of vehicles. The response group thus has a heavier dependence on the private car than the local population in general.
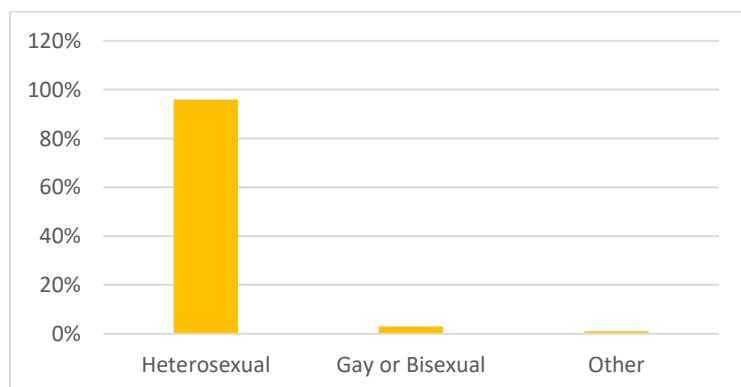
**2.7    Sexual orientation**

The sexual orientation question was answered in this way:

*Table 2.7    Sexual orientation of respondents*

| Orientation | Proportion of total response | Proportion of local population |
|---|---|---|
| Heterosexual | 96% | No reliable data |
| Gay or Bisexual | 3% | |
| Other | 1% | |
| *N (=100%)* | *448* | |

A total of 169 respondents did not answer this question and are excluded from this tabulation. Some commented on the intrusive nature of this question and challenged its relevance to the survey.

*Chart 2.7    Sexual orientation of respondents*



Almost all respondents identify as heterosexual, with a small minority identifying as gay or bisexual.

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Accurate and up to date data on sexual orientation is expected to emerge shortly from the 2021 Census results; data from a survey currently used by the Council, which dates from 2021, indicates that 6% of those answering this question identified as gay, lesbian, bisexual, or of other sexuality.  This was slightly higher than the most recent national figure, from 2020 which was 4%[4], a similar proportion to responses represented in this survey.

**2.8    Disability**

Respondents were asked whether or not they have a disability, and if so, what the nature of that disability is, with the following results:

*Table 2.8        Disability*

| Disability | Proportion of total response | Proportion of local population |
|---|---|---|
| Disability | 9% | 15% |
| No disability | 91% | 85% |
| *N (=100%)* | *574* | *11,188* |
| **Type of disability** | **Proportion of people with disabilities** | **Proportion of local population** |
| Physical impairment | 20% | No reliable data |
| Sensory impairment | 12% | |
| Mental health condition | 12% | |
| Learning disability/difficulty | 16% | |
| Longstanding illness/condition | 53% | |
| Other | 8% | |
| *N (=100%)* | *49* | |

A total of 43 respondents did not answer this question and are excluded from this tabulation.

*Chart 2.8        Disability*
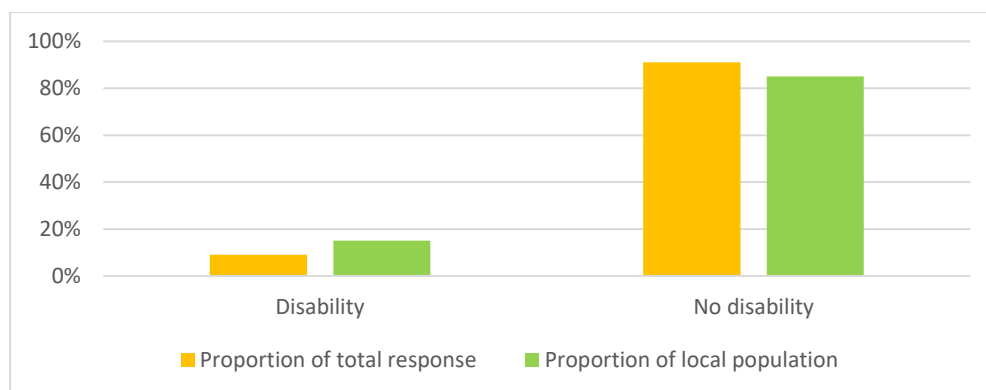


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One in eleven respondents consider themselves disabled, with over 90% saying they have no disability. This means that people with disabilities are under-represented in the response, since they account for 15% of the local population.

The most prominent disability is a long-standing health condition, representing over half of those indicating themselves as having a disability. One in five of those with disabilities has impaired mobility, and one in six a learning disability.

Other disabilities declared include tremors and unsteadiness, and fluctuating problems.
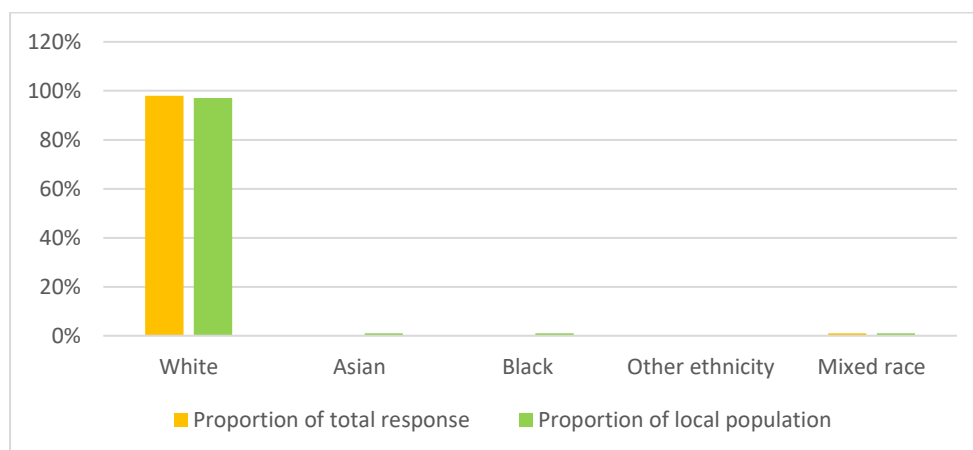
**2.9     Ethnicity**

The ethnic composition of the response is shown here:

*Table 2.9   Ethnicity*

| Ethnicity | Proportion of total response | Proportion of local population |
|---|---|---|
| White | 98% | 97% |
| Asian | * | 1% |
| Black | * | 1% |
| Other ethnicity | * | 0% |
| Mixed race | 1% | 1% |
| N (=100%) | 520 | 11,188 |

*Chart 2.9   Ethnicity*



A total of 97 respondents did not answer this question and are excluded from this tabulation. A small number question the relevance of this question.

The response is overwhelmingly from those of white ethnicities; only very small proportions are from other ethnic backgrounds. This is entirely in keeping with the ethnic structure of the local population.

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# 3 Results

### 3.1 Support for the principle of a new station

Respondents were asked about the extent to which they support the principle of a new station in Charfield, with the results shown below. A 'local resident' is someone who defined themselves as such in their response.

*Table 3.1 Levels of support*

| Support | Proportion of all respondents | Proportion of local residents |
|---|---|---|
| Very supportive | 69% | 68% |
| Quite supportive | 9% | 9% |
| Neither supportive nor unsupportive/don't know | 2% | 3% |
| Quite unsupportive | 4% | 5% |
| Very unsupportive | 15% | 16% |
| *N (=100%)* | *613* | *583* |

*Chart 3.1 Levels of support*
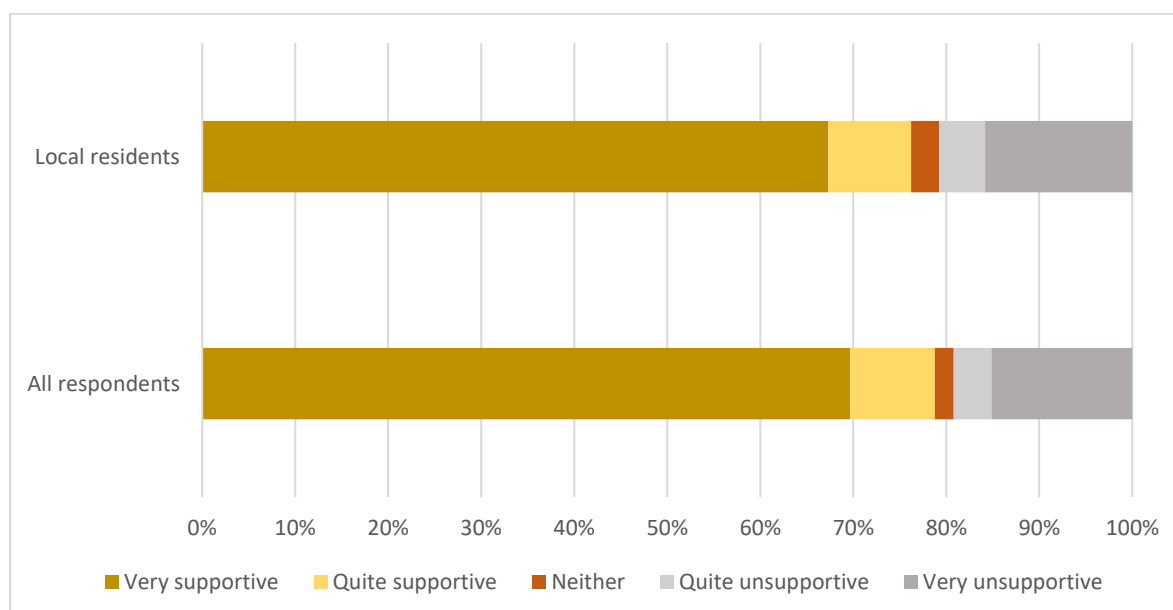


Almost everyone responding to the survey has an opinion, and three-quarters of them have a strong opinion one way or another. Local residents' views are naturally dominant, but the inclusion of other respondent groups does little to change the picture.

Over three-quarters (77%) of local residents responding to this survey support the principle of a local station at Charfield, with one in five (21%) opposed to the idea. There are strong

feelings on both sides: 88% of those who support the principle are **very** supportive, and three-quarters (76%) of those who oppose it express strong opposition.

As for the other respondent groups, local employees are universally supportive of the principle. Local business representatives and community groups are also overwhelmingly supportive, with none opposing the idea. Local councillors who responded individually are supportive; the formal responses from Parish Councils, which are more mixed, are discussed in Section 4.5 below.

Support for the principle of a station is the dominant result in all age-groups. It is strongest among under 35s, where over 90% are in favour of the idea, with over 80% strongly so. But even where support is weaker, among over 65s, two-thirds of respondents (67%) are in favour of the principle, while just 30% are opposed (most of them strongly so).

There is little difference between the views of men and women on this question; both genders mirror the overall result. People with disabilities are less supportive than those with no disability, but do not oppose the idea any more than their non-disabled counterparts; people with disabilities are more likely to offer qualified rather than wholehearted support. Even so, over three in five people with disabilities (63%) are strongly supportive.

Working people are more supportive of the principle of a new station than those who are not working. Four-fifths of working people (82%) are supportive, and just 15% are opposed. Among non-working people, those who support the principle total 71%, while 28% are opposed.

Looking at the different levels of car ownership, the most supportive groups are those with one car (71% strongly support) or two cars (73% strongly support) in their household.

Support is evident in all subgroups, and supporters consistently outnumber those who oppose the idea, often by a considerable margin. Opposition to the idea of a station also occurs across the board, but is always in the minority and is especially concentrated in older people who are no longer working.

There are however significant differences in the levels of support according to where a respondent lives, as this table and chart indicate:

*Table 3.1a      Support by geography*

| Extent of support | Parish of respondent's address | |
|---|---|---|
| | **Charfield (parish)** | **Elsewhere** |
| Very supportive | 40% | 94% |
| Quite supportive | 15% | 4% |
| Neither | 6% | 0% |
| Quite unsupportive | 9% | 1% |
| Very unsupportive | 30% | 1% |
| *N (=100%)* | *241* | *299* |

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*Chart 3.1a      Support by geography*
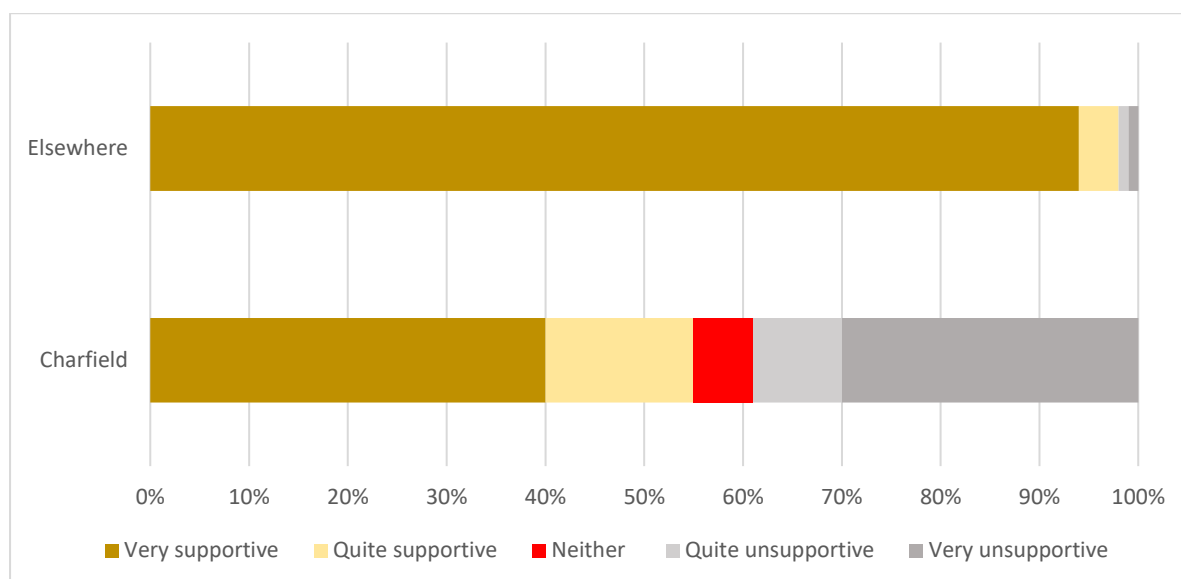


In Charfield itself, there is a majority in favour of the new station, with two-fifths of respondents (40%) strongly supportive and a further 15% fairly supportive, making a total support of 55%. However, a significant minority of Charfield respondents are opposed to the principle of a new station.  Almost a third (30%) strongly oppose the principle, and a further 9% are quite unsupportive, making a total against the idea of 39%.  One in sixteen (6%) of Charfield respondents is uncertain.

The picture is very different beyond the boundaries of Charfield.  Support for the idea of a new station is almost universal among non-Charfield respondents, with 94% strongly in favour and a further 4% adding more qualified support.  Only 2% of respondents outside Charfield oppose the principle.

Whereas the result in Charfield is quite polarised, the result elsewhere is almost exclusively supportive.  This is equally true of respondents from South Gloucestershire parishes and those from across the authority boundary in Gloucestershire.

**3.2      Likelihood of using a new station**

Respondents were asked how likely it is that they will use Charfield station if it re-opens, and the results are contained in this table:

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*Table 3.2        Likelihood of use*

| Likelihood | Proportion of total response | Proportion of those who support the station plan |
|---|---|---|
| Very likely | 60% | 76% |
| Fairly likely | 16% | 20% |
| Fairly unlikely | 5% | 2% |
| Very unlikely | 16% | 1% |
| Don't know | 3% | 1% |
| *N (=100%)* | *612* | *478* |

*Chart 3.2        Likelihood of use*
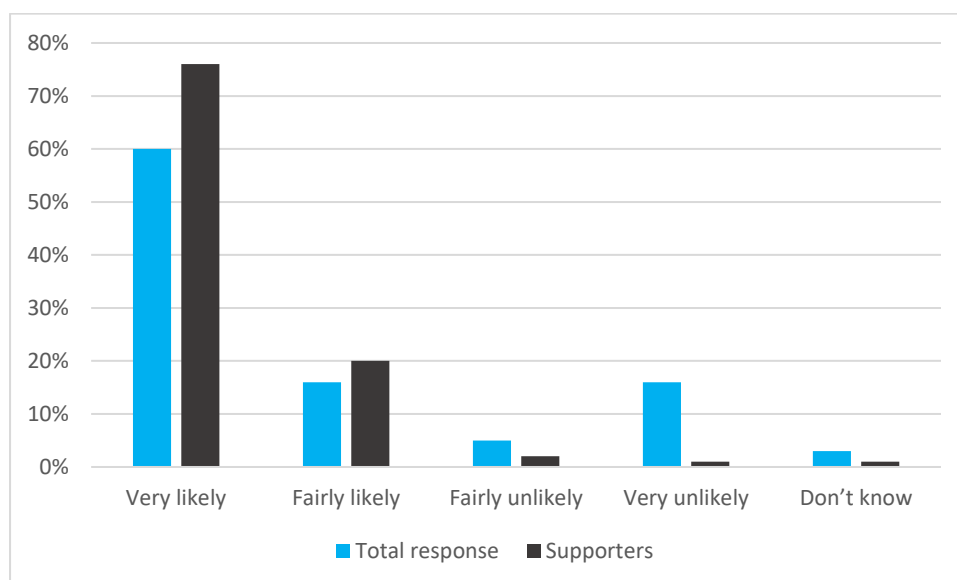


Three quarters of respondents say they are likely to use the station, while one in five think they are unlikely to use it.  Opinion is again polarised, with three-quarters of those who think they will use the station saying this is very likely, while a similar proportion, again three-quarters, of those who think they will not use it saying that their usage is very unlikely.  These results mean that overall, three in five respondents (60%) are very likely to use the station if it is reopened, while one in six respondents (16%) thinks it very unlikely that they will make use of it.

As might be expected, those who support the station plan are much more enthusiastic than those who do not.  Almost all (96%) of those who support the station plan expect to be making use of this opportunity.  Support for the station is thus heavily concentrated among likely users of the service, and just 4% of those who are opposed to the plan think they will make use of it.  Almost all the station's detractors (92%) think they are unlikely to use it, and most of these (76%) say they are very unlikely to do so.

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This result emphasises the polarisation in the response between those who support the station and believe they are likely to use it, and those who do not support the station and think they are unlikely to use it. Moreover, the gap between these two sets of opinions is a wide one, with strong support on one side and strong opposition on the other. The support considerably outweighs the opposition, but those who oppose the plan are nevertheless a significant minority of those taking part in the study.

This polarisation is also reflected in the geography of responses. In Charfield, two in five (42%) of respondents say they are very likely to use the station, with a further 13% saying it is fairly likely that they will do so, so that potential users total 55% of responses from the parish – exactly the same proportion who support the idea in principle. On the other hand, a third (34%) of Charfield respondents say they are very unlikely to use the station, with a further 9% who think they are fairly unlikely to do so.

Respondents from elsewhere are much more likely to use the station, with almost all (95%) saying they are at least fairly likely to use it, and three-quarters (76%) saying this is very likely.

The likelihood of use varies across the age range of those responding. The younger a person is, the more likely they are to use the station: 80% of under 35s in the study say they are very likely users, but this reduces with advancing age and falls to just 50% of those in the over 65 age-group. In contrast, just 3% of the under 35s think it very unlikely that they will use the station, but this proportion rises to 23% of over 65s.

Similarly, working people are more likely to use the station than those who are not working. Two-thirds (64%) of working people say they are very likely to use it, and over 80% of working people think they are at least fairly likely to be users. Among non-working people, very likely users represent 55% of the response, with around two-thirds (67%) saying they are at least fairly likely to use it.

There is very little difference in likelihood of use between those with disabilities and those without, nor between men and women. In both cases, a substantial majority believe they will use the station, and most of these think this very likely.

Among households with cars, though, there is a difference. Two-thirds of car-less households (69%) expect to use the station, and this proportion rises as the number of cars in the household increases, so that three-quarters of three-car households say they are at least fairly likely to use the station. Where a household has more than three cars, however, the likelihood of using the station falls back a little: still a majority, but a slightly smaller one (63% likelihood in total).

*Table 3.2a      Incentives to use more*

Respondents were asked – regardless of whether they expect to use the station or not – what, if anything, would make them more likely to use the station. Their responses, in order of frequency, are summarised here.

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*Table 3.2a    Increasing the likelihood of use*

| Theme of comment | No. of comments |
|---|---|
| Frequent services | 65 |
| Footpath/cycle path connection | 56 |
| Reasonable cost of tickets | 36 |
| Connecting bus services | 32 |
| Parking facilities | 31 |
| Good connections | 30 |
| Late night services | 15 |
| Cycle facilities | 11 |
| Convenient location | 10 |
| Other comments | 57 |
| Not supportive/wouldn't use | 25 |
| *N (=100%)* | *282* |
| *Proportion of respondents commenting* | *46%* |

*Chart 3.2a    Increasing the likelihood of use*
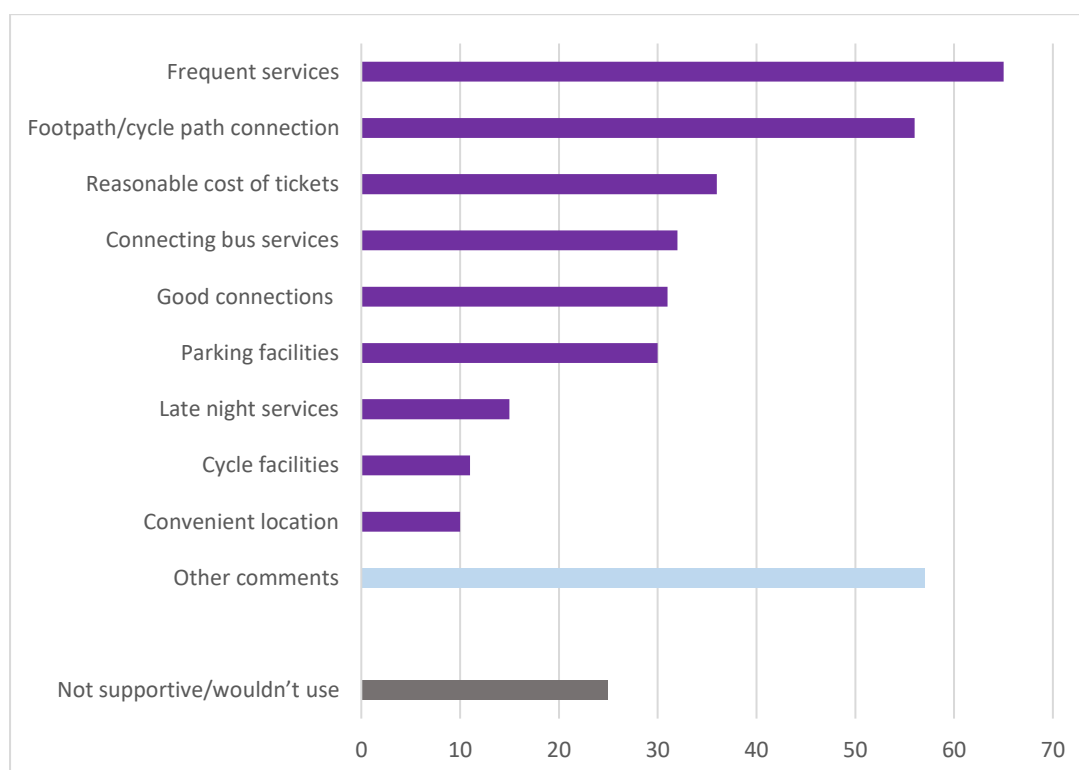


Two groups of responses stand out here, and are the factors that appear most likely to influence, or to increase, take-up of the new station if it is built. The most significant is the **frequency of services,** with several respondents adding that they would look for a half-hourly service to make the station an attractive alternative to their current mode of transport. Also prominent in these results is the need for a **safe footpath and/or cycle path** connection linking the station to the respondent's home location, most frequently (but not always) Wotton-under-Edge, and referencing the proposed Greenway under consideration to connect Wotton,

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Kingswood and Charfield, including the potential station.  The current road between Wotton and Charfield is widely considered unsafe, and the provision of a safe walking/cycling route is clearly a condition that several respondents place on the project before they will commit to using the station.

No other factors emerge here with anything like this level of significance.

Respondents also cite the **cost of tickets**, which are thought expensive and sufficiently so to discourage some from using the service.  A **good bus connection** is also an important consideration, and the presence or absence of this to whichever community the respondent lives in would be an influential factor for some.  But **good connections** are also important at the other end of the line, with respondents sometimes uncertain about the length of time they might have to wait at a connecting station in order to complete their desired journey.  **Parking facilities** are noted by some respondents as a factor; this implies that respondents need reassurance in this area before they will use the station.

Smaller numbers of respondents urge the provision of **late-night services,** particularly at weekends, to allow them to use the train to access events, performances or clubs in Bristol without having to leave early or miss the last train.  **Cycle facilities** are an influential factor for some, with the emphasis here being on security for bikes and associated kit, rather than just provision, and the location is seen by some as **convenient,** especially in comparison to alternative stations they might use.

A wide range of other factors are identified, but only by small numbers of people. Other factors relating to rail services include the timetable, and its competitivity with the car, and the inconvenience of the stations in Bristol, while comments relating to facilities stress issues such as security, cleanliness, and catering among other things.

### 3.3  How would they travel?

Respondents were asked how they would most likely travel to or from a new station at Charfield, with these results:

*Table 3.3     How they would travel to the station*

| Mode of travel | Proportion of total response | Proportion of those likely to use |
|---|---|---|
| Walk | 42% | 34% |
| Car (as driver) | 30% | 32% |
| Cycle | 14% | 16% |
| Bus | 8% | 9% |
| Car (as passenger) | 4% | 5% |
| Motorcycle/scooter | * | * |
| Taxi | * | * |
| Other | 2% | 3% |
| *N (=100%)* | *586* | *469* |

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***Chart 3.3    How they would travel to the station***
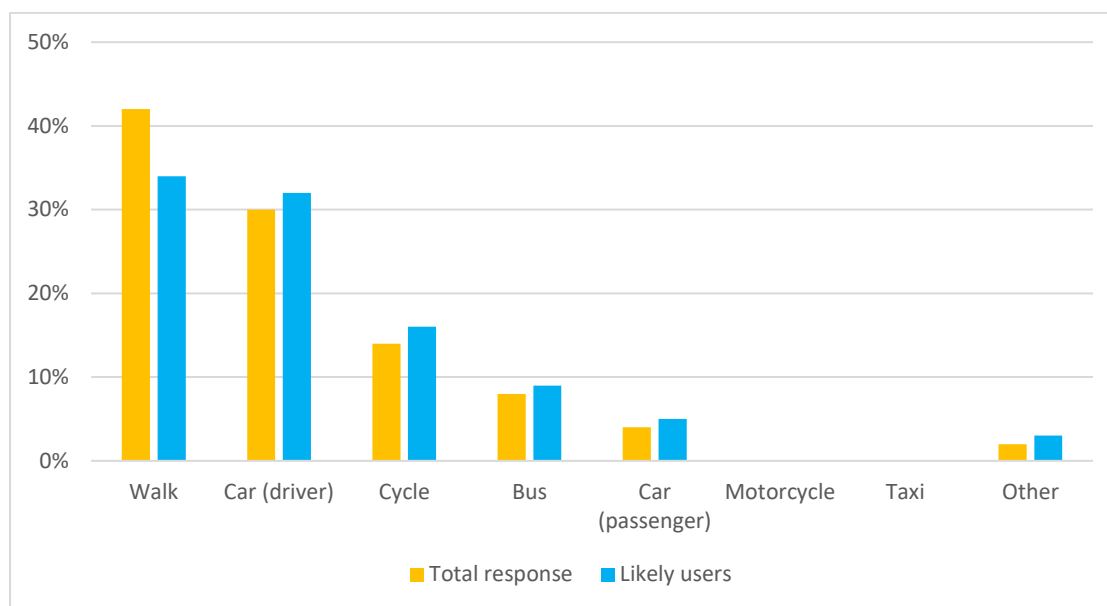


Looking at the overall response, two in five respondents say they would most likely walk to a new station in Charfield.  Around a third of respondents would drive there, and one in seven say they would cycle.  One in 12 say they would use public transport, and a small proportion would get a lift.  Very few people expect to be using a motorcycle or a taxi.  'Other' responses generally tend to qualify an answer in one of these categories, making points about factors such as bus service reliability or the safety of walking or cycling (with the potential Greenway emphasised by some).

Respondents from Charfield are most likely to walk to the station, and 87% say they would access it in this way.   Only 9% of respondents from elsewhere would walk, and these are heavily concentrated in those parishes close to the border of Charfield itself.

In contrast, very few Charfield respondents (3%) would cycle, while one in five (20%) of respondents from elsewhere say they would do so.   These respondents are again concentrated in localities fairly close to Charfield's boundaries; nearly a quarter (23%) of respondents from Wotton-under-Edge say they would cycle.

The bus is not an option at all for Charfield residents, but around one in eight (12%) of respondents from elsewhere say they would reach a station at Charfield on the bus.  Arriving in a car is also something only a handful (6%) of Charfield respondents would do, but is by far the preferred mode of travel for respondents elsewhere, nearly half (48%) would drive, with a further 6% arriving as a car passenger.

It is useful to look at the results according to the likelihood that the respondent will use the station at all, and the responses in the right-hand column of the table bring together those whose say they are very likely, or fairly likely, to use the facility.  The proportion of these who expect to walk is still high, but has fallen to around one-third, with a similar proportion expecting to drive, and one in six imagining they will cycle.  Public transport will bring one in eleven passengers to the station.  A small proportion would expect to be given a lift to the station, but again the proportions arriving by taxi or motorcycle are negligible.

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It might be expected that car owners would be very likely to use their cars to access the station, but this is not the full picture. In households with just one car, a third of station users would drive there, a figure that is in line with the overall result. In the few households that have three or more cars, car use would be higher, with 42% using the car. **But for those households with two or three cars, only 27% would expect to drive to the station, implying that at least some of these cars will be left at home.**

Cycle use is more likely among those who are working than those not working (26% of working people plan to use their bikes, against just 7% of those not working). There is little variance between these two groups as far as driving to the station is concerned, but bus use is more likely among non-working people (10% as opposed to 6%), a figure that may reflect low-cost travel concessions for people of pensionable age.

**People in all age-groups expect to walk to the station, but this is most likely among those aged 35 or under (44% expect to walk);** driving to the station is more likely among those aged 36-44 (37% expect to drive) and among over 65s (33% expect to drive). Bus use is highest among over 65s (10% plan to use the bus) and under 35s (8% expect to use). Cycle usage is around 18% across all age-groups under 55, but then falls away and is just 12% among 55-64s and 5% among those aged 65 and over.

People with disabilities are just as likely to walk to the station as their non-disabled counterparts, but are much less likely to drive (16% will drive, against 31% of non-disabled). Reliance on public transport is much higher among this group; over 10% of people with disabilities expect to use the bus.

### 3.4 Importance of different facilities

Respondents were asked which possible facilities at a station in Charfield would be important to them, with these results:

*Table 3.4 Facilities needed*

| Facilities | Proportion of residents who see this as important |
|---|---|
| Car parking | 65% |
| Real time train information | 62% |
| Covered seating/shelters | 49% |
| Bus stop | 48% |
| Covered cycle parking | 35% |
| Electric vehicle charging points | 24% |
| Step free access | 23% |
| Taxi Rank | 18% |
| Emergency telephone contact point | 17% |
| Other | 7% |
| None of the above | 13% |
| *N (=100%)* | *571* |

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*Chart 3.4      Most important facilities*
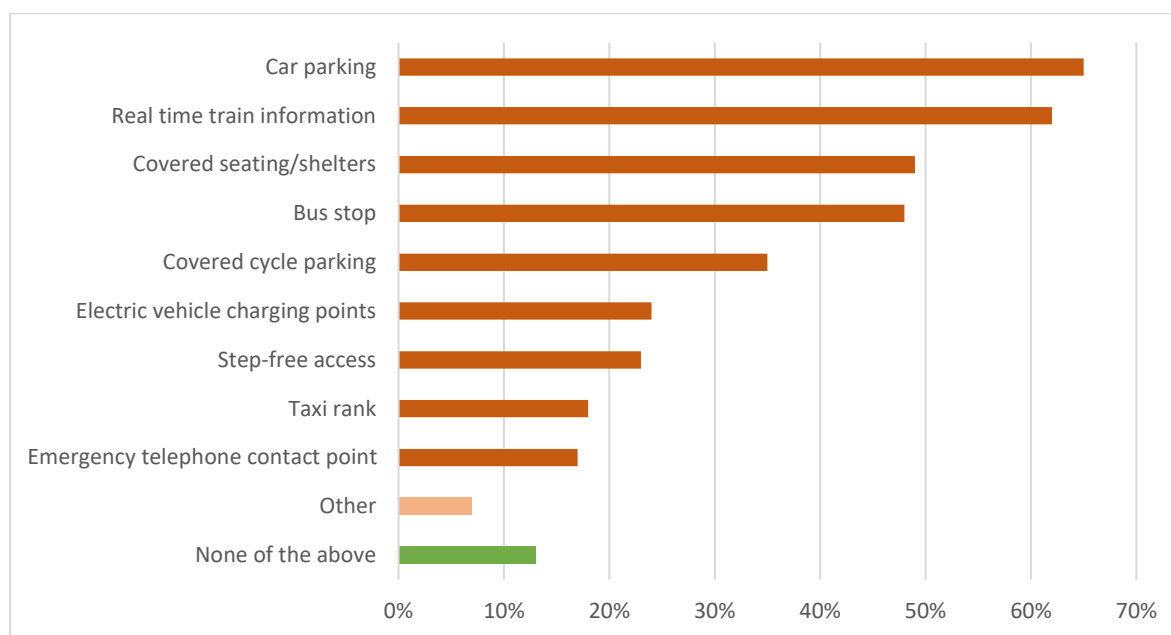


Two facilities stand out in this analysis as of prime importance.  Car parking is important to two-thirds of residents, and real-time train information also attracts a considerable following, with over three-fifths of residents seeing this as important.   Around half of residents think shelter from the climate is an important feature, and a similar proportion would want a bus stop.

As might be expected from the previous question, car parking is especially important to respondents from beyond Charfield, and four out of five of these (81%) identify it an important facility.  But even in Charfield, where very few people plan to drive to the station, parking is an important facility and 45% of respondents from Charfield note its significance to them.  Comments elsewhere indicate that parking is a major concern for many Charfield respondents and this result reflects that concern.  A bus stop is also much more important to those travelling from outside Charfield, as are cycle facilities.

Other facilities offered attract lower levels of support.  Around one in three residents would like to see covered cycle parking, and one in five think EV charging points and step-free access to the platforms are important.  Only 18% think a taxi rank will be needed, and even fewer see a need for an emergency telephone point.

The remaining facilities most often mentioned are a safe route or greenway for cyclists and pedestrians between Wotton, Kingswood and Charfield, traffic measures to mitigate an anticipated increase in traffic volumes in the village, ample free car parking (particularly to discourage on-street parking), and secure storage for cycles and cycle accessories.  Toilets and catering are also suggested, as are good public transport connections and sustainability measures such as solar power.  Security is a concern for some residents, and there are also concerns over the future of the heritage buildings associated with the former station.

People with disabilities place greater importance on the bus stop, the taxi rank and the emergency telephone.  They place much greater importance on covered seating, and step free access, but less importance on car and cycle parking.
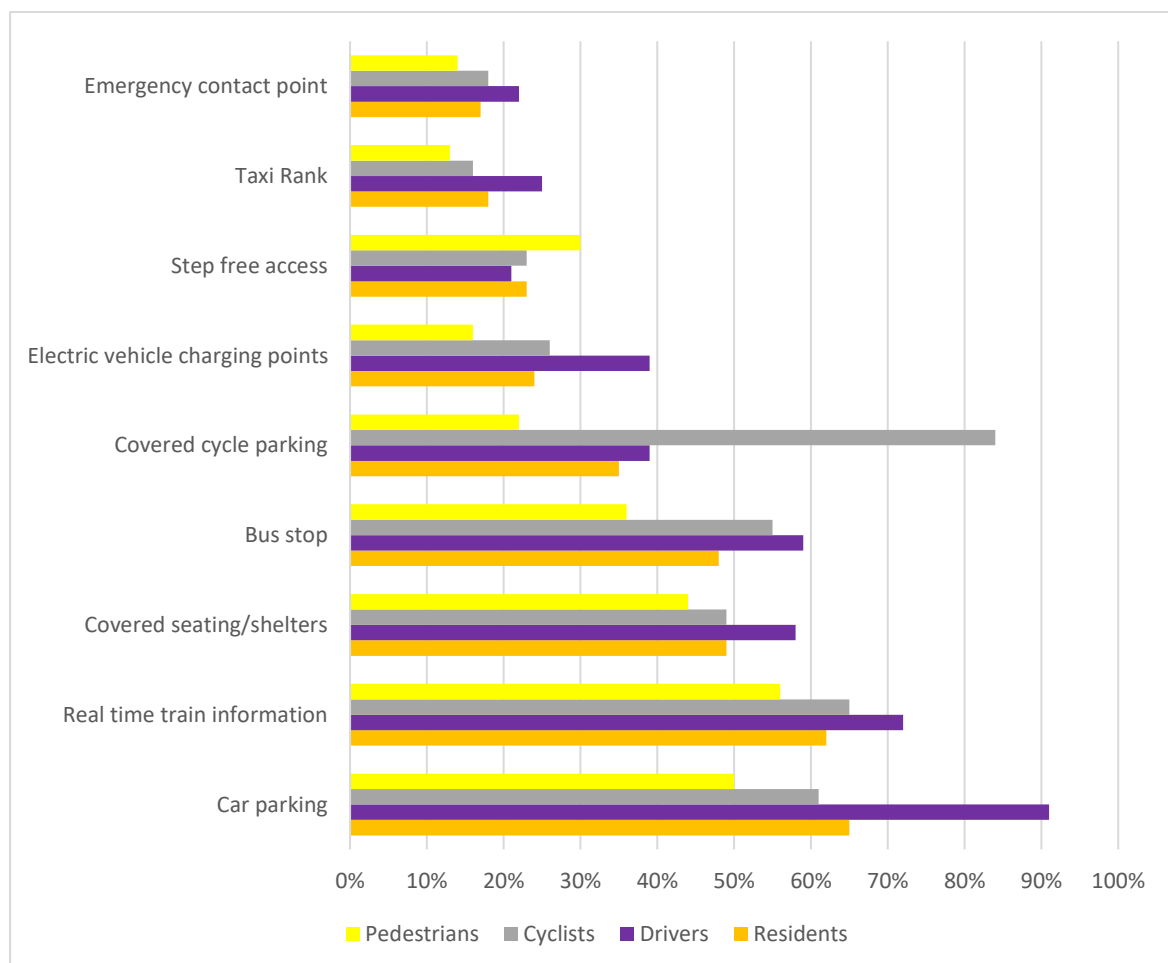
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Looking at people's likely travel mode to and from the station reveals several differences in the perceived importance of these facilities.

*Table 3.4a    Facilities by likely mode of travel*

| Facilities | Proportions of | | | |
|---|---|---|---|---|
| | **Local Residents** | **Drivers** | **Cyclists** | **Pedestrians** |
| Car parking | 65% | 91% | 61% | 50% |
| Real time train information | 62% | 72% | 65% | 56% |
| Covered seating/shelters | 49% | 58% | 49% | 44% |
| Bus stop | 48% | 59% | 55% | 36% |
| Covered cycle parking | 35% | 39% | 84% | 22% |
| Electric vehicle charging points | 24% | 39% | 26% | 16% |
| Step free access | 23% | 21% | 23% | 30% |
| Taxi Rank | 18% | 25% | 16% | 13% |
| Emergency contact point | 17% | 22% | 18% | 14% |
| *N (=100%)* | *571* | *174* | *80* | *237* |

*Chart 3.4a:  Facilities by likely mode of travel*

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Unsurprisingly, car drivers think a car park is extremely important and almost all of them want this facility at Charfield. Car drivers also rate real-time train information, covered seating and (more surprisingly) a bus stop as particularly important. They are less bothered about EV charging points, perhaps because the technology is insufficiently common as yet, and do not think they particularly need a taxi rank or emergency contact.

Cyclists' priorities are a little different. Their main concern is for the provision of covered cycle parking, but like their vehicular counterparts they also hope for real-time train information, and they see the need for car parking. This overlap between car drivers and cyclists suggests that for some potential users, the two modes are interchangeable and they therefore hope for both to be supported.

Pedestrians prioritise real-time train information ahead of any other facility, but also want to see car parking adequately provided for. Covered seating is a high priority for pedestrians. A bus stop is much more important than a taxi rank.

The results shown above are for all residents, regardless of their perceptions of the new station. It is therefore also important to look at the way the overall results break down according to the respondent's likely use of the station, as in this table:

*Table 3.4b     Facilities by likelihood of use*

| Facilities | Proportion who see each as important | |
|---|---|---|
| | **Likely users** | **Likely non-users** |
| Car parking | 73% | 32% |
| Real time train information | 71% | 27% |
| Bus stop | 58% | 19% |
| Covered seating/shelters | 56% | 23% |
| Covered cycle parking | 41% | 14% |
| Electric vehicle charging points | 28% | 12% |
| Step free access | *26%* | 12% |
| Taxi Rank | 22% | 7% |
| Emergency telephone contact point | 19% | 10% |
| *N (=100%)* | *464* | *124* |

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## *Chart 3.4b    Facilities by likelihood of use*
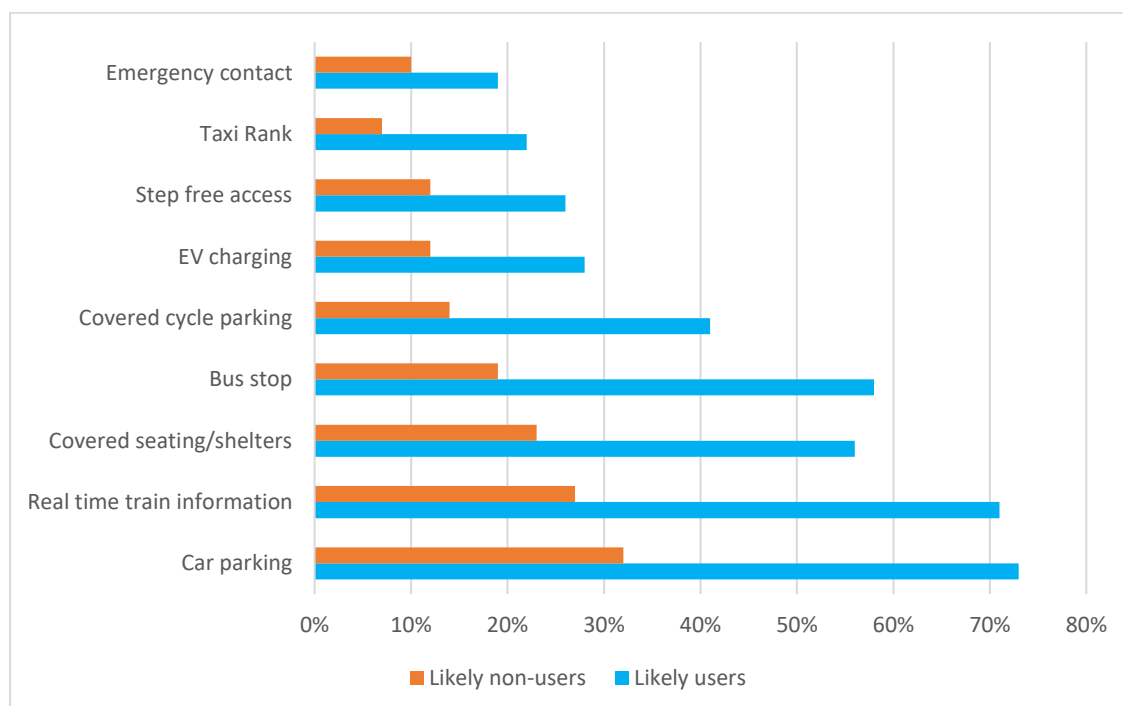


Likely users of the station emphasise the importance of car parking and real-time train information in particular, with around three-quarters of likely users seeking these facilities. Over half of likely users recognise the importance of a bus stop, a rather higher proportion than the numbers expecting to use a bus to reach the station. Covered seating is also deemed important by over half of those likely to use the station, and covered cycle parking is also seen as important, not only by those traveling by bicycle.

Around a quarter of likely users want to see EV charging points – again, rather more than the numbers expected to need them at this point in time – and a similar proportion want step-free access. One in five think a taxi rank would be useful and a similar proportion think an emergency telephone would be of value.

As might be expected, those who see themselves as unlikely to use the station are much less exercised about the facilities that the station might provide. In every case, the proportion of non-users seeking facilities is lower than the proportion of users, and often by some distance. The ranking in order of importance by non-users is also almost identical to the ranking provided by likely users.

Even so, a third of likely non-users see the importance of a car park – a view which reflects comments elsewhere in the study about the undesirability of on-street parking as an alternative. A little more surprising is the significance to likely non-users of real-time train information, which a quarter of non-users think might be important, with a similar proportion also suggesting a need for covered seating.

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### 3.5 Travel expectations

Asked about the journeys people expect to make, respondents identify these likely destinations:

*Table 3.5      Expected destinations*

| Likely destination | Proportion of total response | Proportion of those likely to use |
|---|---|---|
| Bristol Temple Meads | 68% | 80% |
| London/Southeast | 47% | 56% |
| Bath | 46% | 55% |
| Gloucester | 46% | 54% |
| Bristol Parkway | 42% | 50% |
| Cheltenham | 40% | 49% |
| Cardiff | 31% | 37% |
| Yate | 27% | 32% |
| Birmingham | 25% | 29% |
| Somerset/Devon/Cornwall | 23% | 28% |
| Weston-Super-Mare | 15% | 20% |
| Cam and Dursley | 13% | 16% |
| Filton Abbey Wood | 13% | 15% |
| Worcester | 9% | 11% |
| Other | 9% | 10% |
| *N (=100%)* | *606* | *469* |

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***Chart 3.5        Expected destinations***
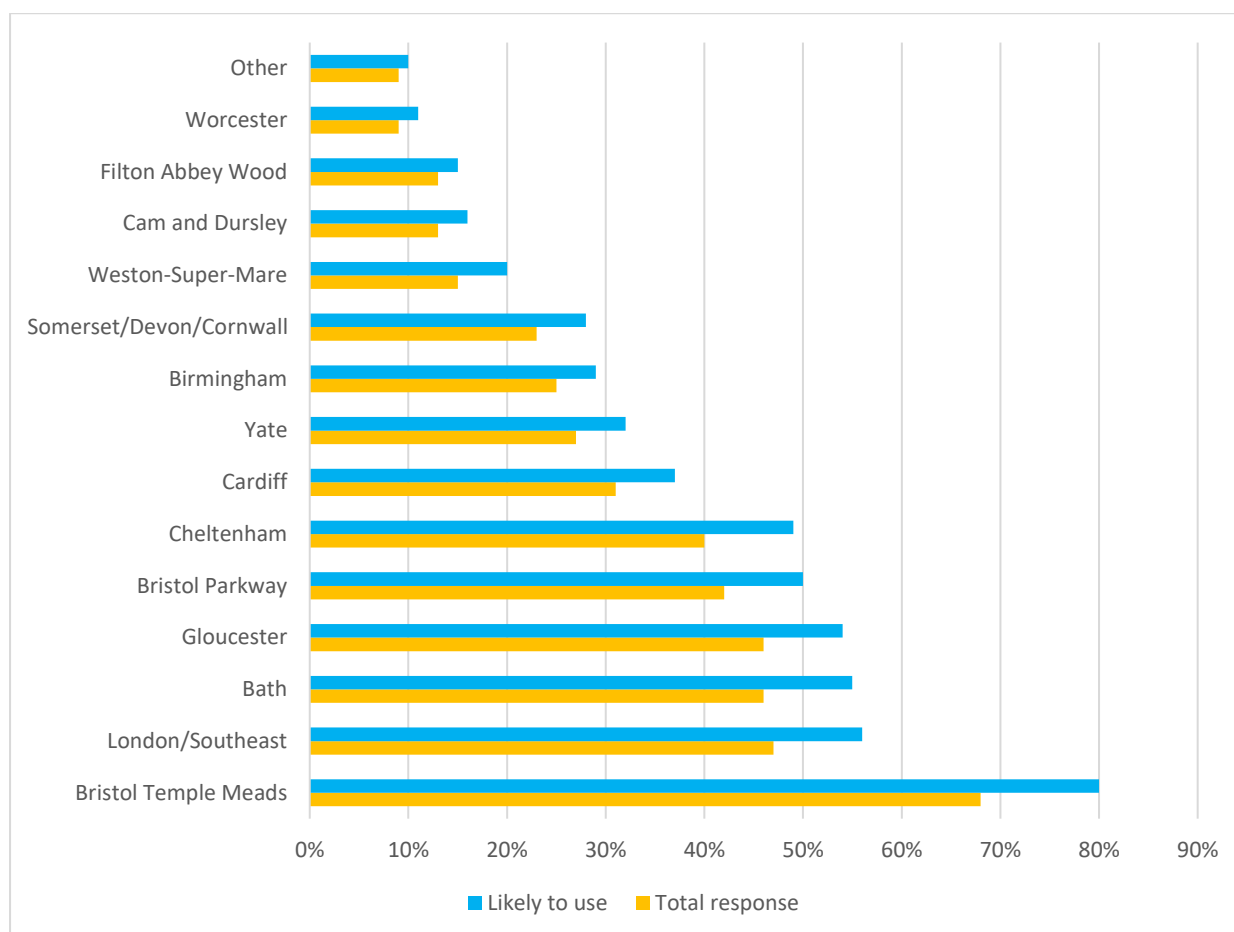


The most likely destination for travellers from Charfield is Bristol Temple Meads; two thirds of respondents thought this was a destination they would travel to.  Other destinations predicted by more than two fifths of respondents include London, Bath, Gloucester, Cheltenham and Bristol Parkway.  Not all of these stations would be directly served from Charfield.

The London/Southeast figures are interesting given the distance involved.  Around two fifths (44%) of those using the station to travel to London/Southeast, would be doing so for work, but it is impossible to tell whether this is for regular commuting or occasional meetings etc.  Two thirds (68%) of those saying they would travel to London/Southeast would do so to visit friends and family, and three quarters (78%) would do so to make leisure or tourism trips, probably only occasionally.

Just under a third of respondents suggest they might use the rail service to travel to Cardiff, and a quarter think Birmingham would be a possible destination.  There is a similar level of interest in travelling further into the west country.

As for local stations, the single-stop service to Yate is identified as a possibility by a quarter of respondents, but only half this proportion expect to make the single-stop journey north to Cam and Dursley.

Other destinations identified by respondents are very dispersed geographically, but include Manchester, Liverpool, Warrington, Swindon and York.  Four respondents expect to travel to

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Keynsham, Stroud and/or Swansea. Glasgow is the furthest UK station identified, but one respondent notes the potential for connections to unspecified European destinations as well.

Notwithstanding these general intentions on the part of respondents, it is again more useful to think in terms of those who have said they are more likely to use Charfield station if it reopens. The pattern, and the ranking of destinations, are very similar to the overall response, but the likelihood of travel is consistently higher to all the destinations listed. No fewer than 80% of those likely to use the station expect to be travelling to Temple Meads, while over half think they would use the train to get to Gloucester, Bath or London, and similar proportions expect to use the service to go to Parkway or to Cheltenham.

### 3.6 Reasons for using Charfield Station

Asked what journeys they would use Charfield station for, respondents answer thus:

*Table 3.6 Reasons for using Charfield station*

| Reason | Proportion of all respondents | Proportion of those likely to use |
|---|---|---|
| Leisure/tourism | 68% | 80% |
| Accessing town/city centres | 63% | 76% |
| Visiting friends and family | 59% | 72% |
| Travel to/from work | 39% | 50% |
| Education | 6% | 7% |
| Other | 3% | 3% |
| *N (=100%)* | *611* | *470* |

*Chart 3.6 Reasons for using Charfield station*
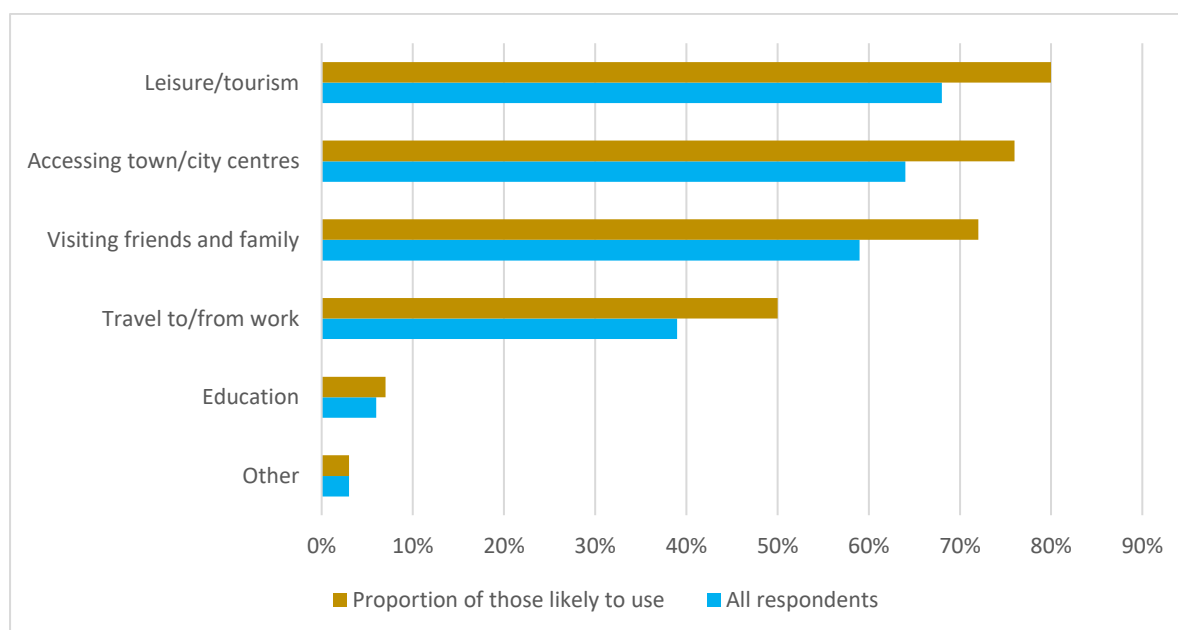
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The predominant reasons for using the station are for what might be classed as leisure travel. Two thirds of respondents, and four-fifths of likely users, say they will travel for leisure and tourism purposes specifically, but similar proportions expect to be travelling to access city centres (which could be mainly for leisure or shopping, since work is categorised elsewhere) or to visit friends and family. All these journeys are less likely to be made frequently.

Those journeys that might be more frequent, for work or for education, are identified by proportionately fewer respondents. Two-fifths of all respondents, and half of those likely to use the station, say they will use the service to travel to or from work, with only 6% saying they will use it for educational reasons (though this figure is undoubtedly affected by the low participation of younger people in the survey).

Other reasons given for using the service include business-related travel, attending sports fixtures or musical events, or to attend hospital appointments. Two respondents say they will use the station to begin an international journey of some sort.

A quarter (27%) of respondents from Charfield expect to use the train to travel to and from work, but nearly half (49%) of Charfield respondents expect to use it to visit friends and family, and a slightly higher proportion (53%) to visit town and city centres. Nearly two thirds (63%) of Charfield respondents think they would use the train for leisure travel.

Respondents from outside Charfield are more likely to use the station for all these different activities.. The differences are especially marked in relation to travel to work, with respondents from elsewhere nearly twice as likely as their Charfield counterparts to use the station to get to work. But three-quarters of respondents from elsewhere say they would use the station for leisure (77%), or to visit city centres (74%).

Looking at the subgroups, some of the differences are obvious: working people are much more likely to use the train for commuting, education travellers are less likely to be car owners, and so on. But there are some less predictable differences among these sub-groups.

Leisure and tourism travellers vary little by age; the least likely are 45-54s,but even here two thirds (65%) say they would use the train to make this kind of trip. Women (71%) are a little more likely than men (67%) to travel in this way, but people with disabilities less likely (63%). Households with two or more cars are more likely to use the train for leisure travel (69%) than those with no car (57%), a result which looks a little perverse but may be due to economics rather than car ownership *per se*.

Commuters using the train for work are a little more likely to be younger working people. Over half of under 35s (56%), and two thirds of 35-44s (69%), would use the train for this purpose. Commuters are however equally likely to be male or female.

The likelihood of using the train to visit city centres is high among under 35s (80% would use it for this type of trip) but reduces with increasing age down to just 55% of over 65s. Working people (67%) and women (69%) are more likely users for this purpose than their counterparts, and people with disabilities (55%) less likely users for this purpose. Households with cars are potentially quite high users of the train for city centre trips, with 67% of homes with two cars saying they would do so.

Educational travellers are more likely to be under 35 (10% would use the train for this purpose) but also include some 45-54s (also 10%). Female students are a little more likely to use the train than their male counterparts, but the difference is not significant.

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People from all age-groups expect to use the train to visit friends and family, but these are a little more likely to be younger, under 35s (76% plan this type of trip) or 35-44s (65%). Three in five over 65s (60%) also think they will use the train for these visits. Women are more likely (66%) than men (55%) to use the train for family visits, and those households with no car or just one car expect to use the train more for family visits then those with more vehicles at their disposal.

### 3.7 Current travel patterns

Respondents were asked what mode of travel they currently use to make each of these types of journey. The way the question was framed, it expected people to select the travel mode they use most frequently, or for the longest distance in a multi-modal journey.

*Table 3.7    Current travel patterns*

| Reason for travel | Proportion of all respondents | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Car (d) | Car (p) | Walk | Cycle | Bus | Train | Taxi | Other |
| **Work** | 83% | 3% | 4% | 3% | 3% | 3% | * | 1% |
| **Education** | 57% | 6% | 17% | 3% | 10% | 5% | 0% | 0% |
| **Visiting** | 84% | 8% | 2% | * | 2% | 4% | 0% | 0% |
| **Centres** | 81% | 6% | * | * | 6% | 5% | 0% | * |
| **Leisure** | 84% | 6% | 1% | 1% | 3% | 5% | 0% | * |
| *N (=100%)* | *Ranges from 94 to 557* | | | | | | | |

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### *Chart 3.7     Current travel patterns*
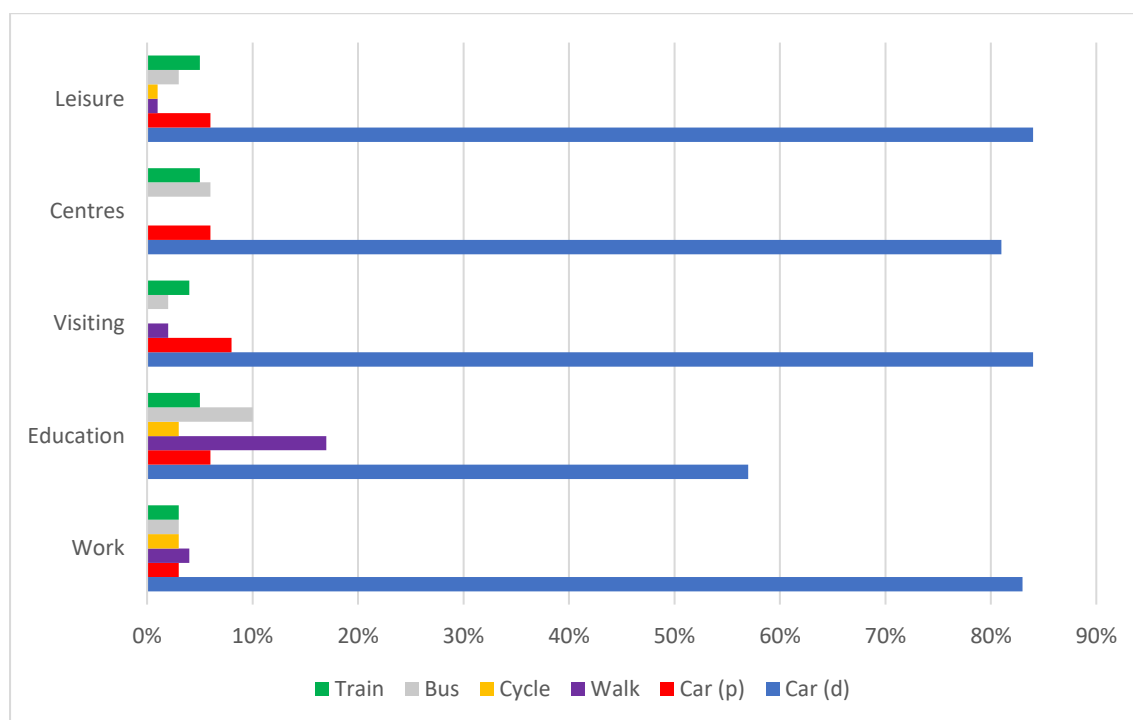


The majority of journeys made by respondents take place in private cars, primarily as drivers. Otherwise, relatively small minorities of respondents make any of these journeys by other means, apart from those travelling for education, where walking and public transport occupy a more significant proportion than in other types of journey.

Any differences in current travel modes between Charfield respondents and those from elsewhere are small, except that people from elsewhere are more likely to use a train for any of these journeys..

Other than in education, around four-fifths of respondents use the private car for journeys. Around one in twenty travel as a passenger in a private car, so that for non-education journeys up to 90% of journeys involve using a car.  Few people live within walking distance of their workplace, their friends, or their leisure preferences, and the same is true of cycling; walking is more likely when using education services.  Only about one in twenty respondents uses the train as a main mode of travel, but the bus seems a little more popular for education and for town centre visiting than for other activities.

There does seem to be potential for modal shift as a result of the station, with over half (54%) of those who currently drive to work saying they expect to use the station for work-related travel (this does not necessarily mean they will do so every day, of course).  Three-fifths (62%) of those who drive to see friends and family say they will use the station for this type of journey (again, this does not necessarily mean they will do so for all such journeys), and over two thirds (71%) of those who drive to town and city centres expect to use the train for this type of journey; nearly three-quarters (74%) of those who drive to leisure and tourism destinations say they will make at least some of these journeys by train.

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## 3.8 Support for scheme designs

Respondents were also given an opportunity to comment on the proposed design of the station (a different question altogether to the one asking about support for the principle). The results are shown here:

*Table 3.8 Support for scheme designs*

| Support | Proportion of | | |
|---|---|---|---|
| | total response | supporting the principle | likely users |
| Very supportive | 58% | 74% | 74% |
| Quite supportive | 15% | 19% | 18% |
| Neither supportive nor unsupportive | 4% | 2% | 3% |
| Quite unsupportive | 4% | 1% | 1% |
| Very unsupportive | 18% | 3% | 3% |
| Don't know | 1% | 1% | 1% |
| *N (=100%)* | *612* | *475* | *466* |

*Chart 3.8 Support for scheme designs*
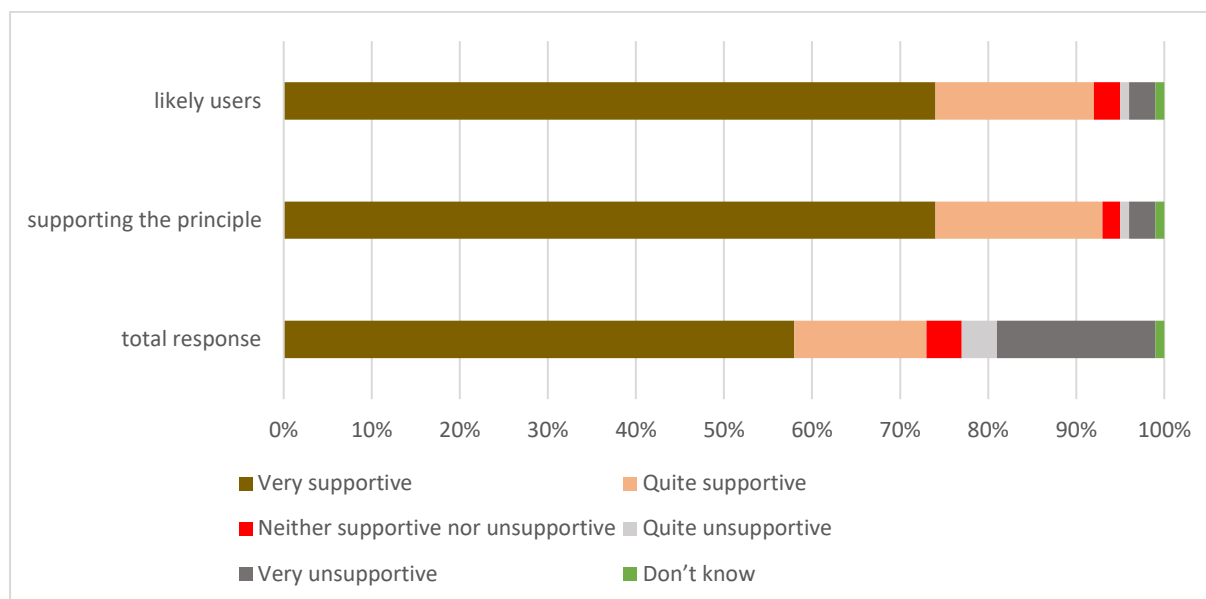


Overall, nearly three-quarters of respondents support the proposals put forward for the station design, while 22% of respondents oppose the design. As with other results in this study, the results are polarised; four out of five supporters (79%) express strong support, while four out of five opponents (81%) express strong opposition.

Those self-defining as local residents back the scheme to a similar extent to respondents overall, with 57% strongly supporting and 15% offering qualified support. Virtually all non-residents taking part in the consultation (90%) support the design proposed.

Looking at the mode of travel people prefer, cyclists thoroughly endorse what is being proposed with 83% offering strong support and a further 13% moderate support, a total

support of 95%. Bus users (87%) are also supportive, three quarters of them strongly so. Three quarters of car drivers (71%) strongly support the proposed design, and a further 16% are quite supportive, making a total of 87% support, while car passengers are all supportive.

The objectors are heavily concentrated in those who would walk to the station, but even in this group two in five (40%) are strongly supportive and one in six (17%) quite supportive, meaning supporters outnumber objectors to the design in this group as well. A quarter of walkers (26%) are strong objectors, and a further 9% are quite unsupportive, making a total of 35% of walkers who object; but the objections are not rooted in their status as pedestrians so much as in their proximity to an idea, and a design, they dislike.

Support for the scheme is more qualified among people with disabilities. Just 47% give strong support to the design ideas, but these are supplemented by a further 20% who give qualified support, making a total of two thirds (67%) of people with disabilities whose views are positive to some extent at least.

There is clearly a relationship between supporting the principle of the station and supporting the proposed design. Three quarters of those who say they support the principle are strongly supportive of the proposed design, and almost everyone else supportive of the principle backs the design at least to some extent. Those who see themselves as likely to use the service report almost identical results to those who support the principle (there is an extensive overlap between these two groups of respondents). Three quarters of likely users are strongly supportive, and a further 18% quite supportive, with only a small proportion who have objections to the proposed designs.

# 4    Likes. Dislikes and Comments

Four questions within the survey invited open-ended responses.  These have been analysed thematically, by examining each response individually and assigning codes to reflect the thematic content in each one.  Although some comments are the expression of a single idea, many respondents raised more than one issue in their commentary, and some comments are extremely long and detailed.  The analysis here can only be a summary of the views presented.

Comments from respondents who sent in their observations separately from the questionnaire itself have been added into the section on 'further comments'.

It may also be noted that the open-ended questions were often answered in a repetitive way, allowing a respondent to make the same point in response to more than one question, and that the answers overlap considerably, so that the same themes emerge under different headings.

It should also be noted that this section reports what was actually said in response to the questions.  No attempt has been made to fact-check these responses or to verify their accuracy.

## 4.1    What they like

Respondents were asked what they like about the proposals, and their responses are given here, regardless of whether they expect to use the facility or not.  The results here should be read alongside those to the next question, and it should be noted that respondents' comments often address more than one theme, so the total number of issues raised is greater than the number of respondents making a comment.

*Table 4.1        What people like*

| Theme of comment | No. of comments |
|---|---|
| Contemporary design and layout | 42 |
| Adequate parking | 29 |
| Cycle provisions | 25 |
| Sustainability | 25 |
| Access provisions | 22 |
| Local/convenient | 19 |
| Surrounding environment | 17 |
| Meets a current need | 17 |
| Other comments | 59 |
| Nothing/other negative | 73 |
| *N (=100%)* | *228* |
| *Proportion of respondents commenting* | *37%* |

**Charfield station consultation**

*Chart 4.1      What people like*



Chart 4.1 — horizontal bar chart "What people like" with values on an axis from 0 to 80:
- Contemporary design and layout: ~42
- Adequate parking: ~29
- Cycle provisions: ~25
- Sustainability: ~25
- Access provisions: ~22
- Local/convenient: ~19
- Surrounding environment: ~17
- Meets a current need: ~17
- Other comments: ~59
- Nothing/other negative: ~73
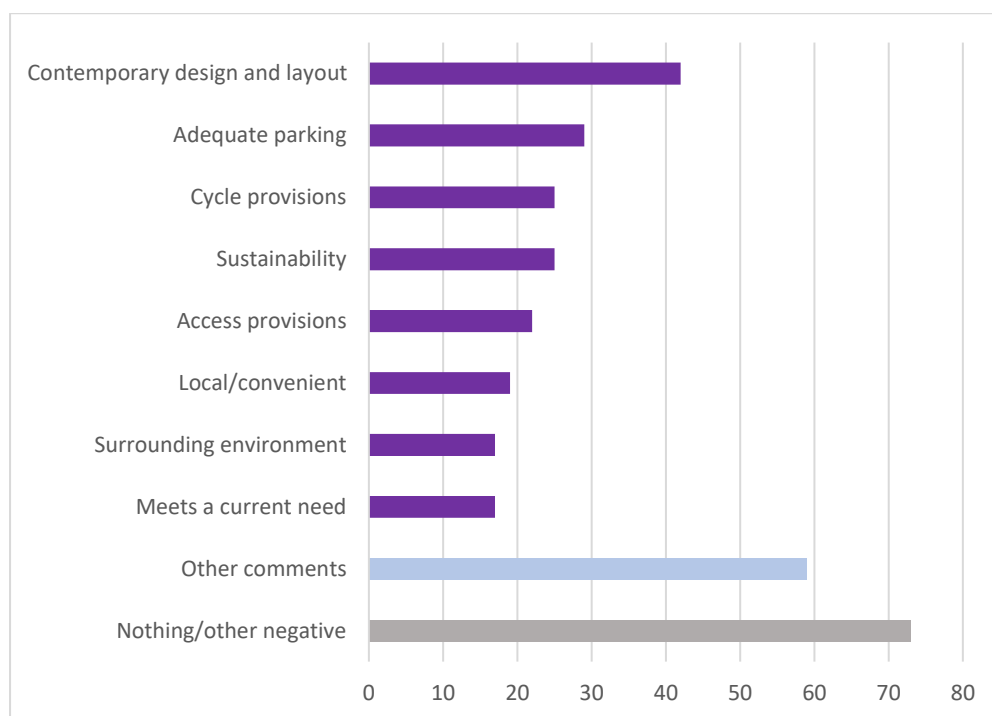
The aspect of the project most liked by respondents is the **contemporary look and feel** of the station, both in its design as a structure and in its layout.  One in five of those commenting identified this, and this aspect emerges well ahead of any other positive element.  Nevertheless, several other dimensions of the project attract positive response, including the adequacy of the **parking provision**.  **Sustainability** issues are prominent, and include the fact that the station will offer an alternative to car usage, but also the sustainability characteristics of the design.  The provisions being made for **cyclists**, both at the station itself and also in terms of links to a potential  Wotton, Charfield, Kingswood Greenway, are welcomed in some quarters.  **Access** more generally also attracts some support, although again this is a controversial dimension of the project, and the **convenience** of having a local station is also seen as a positive by some.

The attention being paid to the **surrounding environment**, with trees and other planting, is an element that people have noticed, and some commenters **urge completion** of a project they think is much needed and which will be of great value to the community being served.

A wide range of other aspects are liked by respondents, but the numbers involved are smaller.  The possibility of good bus connections, or perhaps a taxi rank, are viewed with some positivity, as are the measures being planned to allow access for people with disabilities, and to provide some protection from adverse weather.  The plan is seen by some as well thought through.

Around a third of the responses to this question were in fact negative, with respondents saying there was 'nothing' that they liked about the proposal, or making a similarly negative observation.
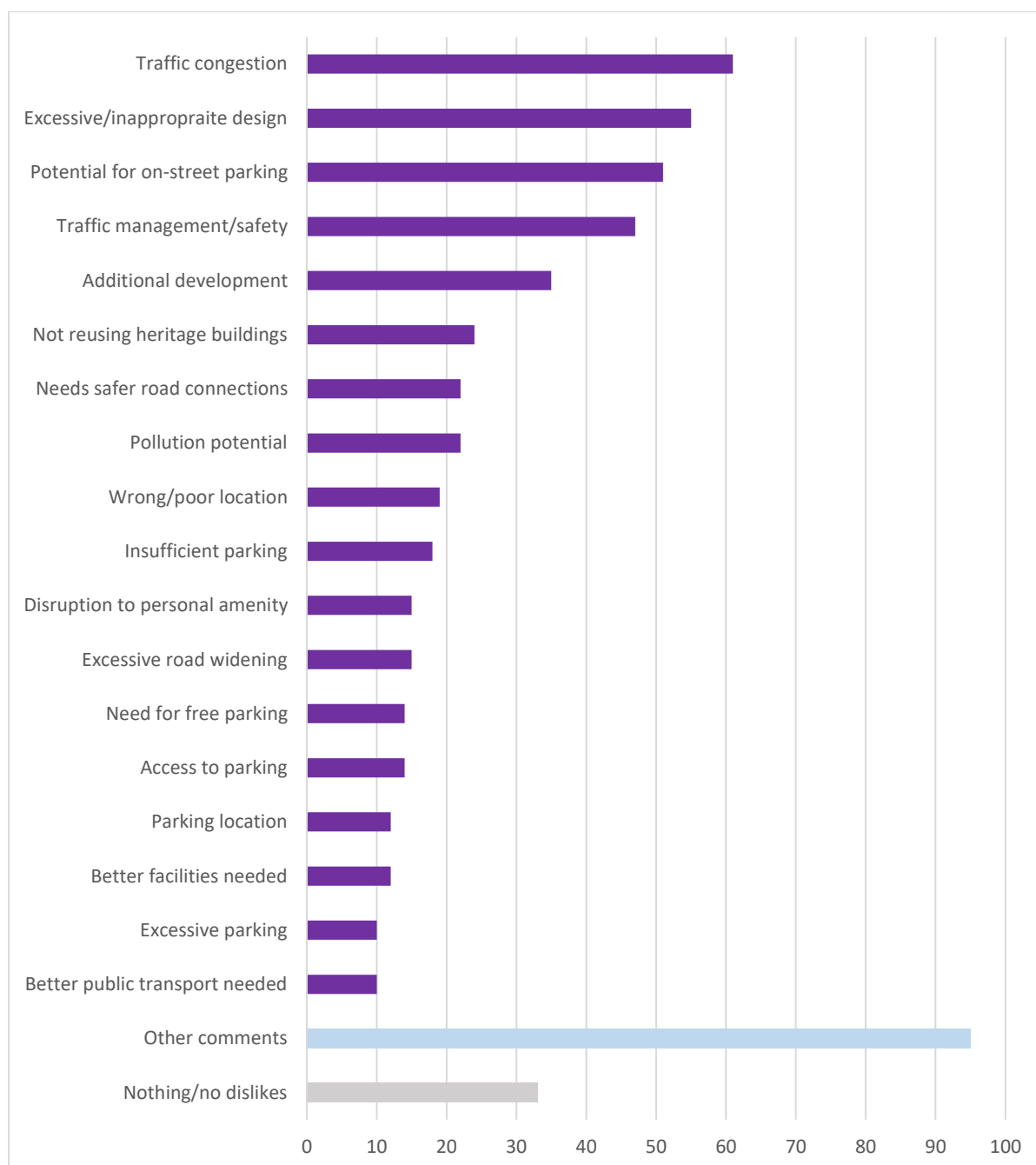
### 4.2 What people dislike

Respondents also had the opportunity to identify aspects of the proposal that they dislike. Again, the results are shown here regardless of their intentions as to use of the station, and again they should be read in conjunction with those to the previous question. As before, it should be noted that respondents' comments often address more than one theme, so the total number of issues raised is greater than the number of respondents making a comment.

*Table 4.2     What people dislike*

| Theme of comment | No. of comments |
|---|---|
| Traffic congestion | 61 |
| Excessive/inappropriate design | 55 |
| Potential for on-street parking | 51 |
| Traffic management/safety | 47 |
| Additional development | 35 |
| Not reusing heritage buildings | 24 |
| Needs safer road connections | 22 |
| Pollution potential | 22 |
| Wrong/poor location | 19 |
| Insufficient parking | 18 |
| Disruption to personal amenity | 15 |
| Excessive road widening | 15 |
| Need for free parking | 14 |
| Access to parking | 14 |
| Parking location | 12 |
| Better facilities needed | 12 |
| Excessive parking | 10 |
| Better public transport needed | 10 |
| Other comments | 95 |
| Nothing/no dislikes | 33 |
| *N (=100%)* | *276* |
| *Proportion of respondents commenting* | *45%* |

# Charfield station consultation

## Chart 4.2     What people dislike

| Category | Value |
|---|---|
| Traffic congestion | 61 |
| Excessive/inappropraite design | 55 |
| Potential for on-street parking | 51 |
| Traffic management/safety | 47 |
| Additional development | 35 |
| Not reusing heritage buildings | 24 |
| Needs safer road connections | 22 |
| Pollution potential | 22 |
| Wrong/poor location | 19 |
| Insufficient parking | 18 |
| Disruption to personal amenity | 15 |
| Excessive road widening | 15 |
| Need for free parking | 14 |
| Access to parking | 14 |
| Parking location | 12 |
| Better facilities needed | 12 |
| Excessive parking | 10 |
| Better public transport needed | 10 |
| Other comments | 95 |
| Nothing/no dislikes | 33 |

There are rather more negative observations made than there are positive ones; moreover, the number of different issues identified by respondents is also greater, with each objector averaging around two reasons against just over one for each supporter.  As the discussion below shows, many of these concerns are interlinked.

The most common reason for disliking the proposals is the fear of **traffic congestion** within the village of Charfield, or the concern that an already-congested village may be put under further traffic pressure.  Closely linked to this is the identification by several objectors of the need for a more rigorous approach to **traffic management** within the village if accidents (and perhaps fatalities) are to be avoided.  Several people feel the road configuration in the vicinity of the station does not lend itself to greater concentrations of traffic and that already difficult

street junctions may become much worse if the station proceeds. A plan to **widen one of the access roads** is considered excessive by some, and more general access issues also arise, particularly as regards connections to other **public transport** and the safety of connecting roads into Charfield for cyclists and pedestrians.

The **design of the station** comes in for some criticism too. Some respondents suggest that the design is inappropriate for a small village station, and is more urban in nature, while others critique the length of the platforms being provided, which they think far exceed the likely length of any stopping service, and the scale of the footbridge, which they fear will dominate the skyline. Smaller numbers of residents want **better facilities** to be provided, such as catering, toilets and heated waiting rooms.

**Parking** is a major issue with objectors, and occurs in this analysis in several different guises. There is a view that the parking provision is insufficient for the likely demand, but this is counter-balanced to some extent by a view that the proposals provide excessive parking. Several people assert that the parking should be free of charge, and the main rationale for this is to discourage on-street parking, which they think people will take advantage of if the car park makes a charge. On-street parking is also seen as a potential consequence of the **location of the car park**, which some feel is too far from the station. This will cause a **loss of amenity** for residents and possible exacerbate the traffic congestion issue. Amenity is also a prominent issue for those residents living on the access road proposed for the station, with the likelihood of unwanted parking and potential obstruction of both access and outlook. And there are also concerns over **access to the car park,** and potential conflict between vehicles arriving and those leaving on a narrow lane.

There are concerns over the **pollution** potential of the station; these derive from the additional traffic, but also from the diesel particulates generated by trains starting from the station. Train noise is also a concern, and so too is the light pollution that the station might create.

A further observation on the **location issue** is that the station itself is in the wrong place. It should, in this view, either be outside the village envelope, or located elsewhere altogether. Its location in the centre is seen as a major factor in creating and worsening congestion and risk.

There is a considerable concern that the provision of a station, its location, and the way in which its access has been designed might combine to attract **additional development** into Charfield, something which several respondents are strongly opposed to. Some think that this is already part of the authority's plan for the village, with the station acting as a lever to advance the cause of further housing.

There is some concern that the new station will not incorporate, or reuse, the **heritage buildings** that remain from when the station was closed. Objectors note the heritage value of these structures, their association with Brunel and their uniqueness, all of which they see as under threat and worthy of conservation, ideally through use.

A range of other comments arise under this question. They include challenges to the demand assumptions made in the proposals, and in particular the tendency towards increased working from home, which are thought to undermine the business case for the station. There are also criticisms of the sustainability claims made for the proposal, given the congestion impact and the loss of green space and damage to the natural environment envisaged. Value for money is also challenged. Some respondents do not feel that the consultation has been adequate,

and especially criticise the public drop-in sessions for being less consultative than they would have wished.

## 4.3    Additional comments and observations

Opportunity was provided in the questionnaire for respondents to add any further observations or comments they wished.  Many respondents took advantage of this opportunity, as the next table shows.  In addition to the responses to the questionnaire, the analysis in this section includes those comments and observations submitted alongside the questionnaire, direct to the council's consultation team.  As before, it should be noted that respondents' comments often address more than one theme, so the total number of issues raised is greater than the number of respondents making a comment.

**Charfield station consultation**

*Table 4.3    Additional comments and observations*

| Theme of comment | No. of comments |
|---|---|
| **Planning and development matters** | |
| Inadequate planning/consultation | 46 |
| Encourage further development | 40 |
| Wrong location | 20 |
| Will change village | 19 |
| Design out of keeping | 14 |
| Insufficiently holistic approach | 6 |
| **Traffic and access matters** | |
| Traffic management measures | 37 |
| Increased congestion | 35 |
| Cycle/walkway needed | 31 |
| Needs public transport link | 25 |
| Pedestrian safety concerns | 11 |
| **Parking-related matters** | |
| Need for free parking | 34 |
| Risk of on-street parking | 30 |
| Need to ensure sufficient parking | 13 |
| Excessive parking | 5 |
| **Environmental and sustainability matters** | |
| Positive environmental impact | 28 |
| Pollution concerns | 14 |
| Concerns over old station buildings | 10 |
| Negative environmental impact | 4 |
| **Travel-related matters** | |
| Impact of working from home | 11 |
| Service level issues | 10 |
| More info needed on destinations and projections | 6 |
| Costs disincentivise | 5 |
| Other travel issues | 18 |
| **Other concerns and comments** | |
| Value for money concerns | 20 |
| Personal impact on respondent | 15 |
| Increased crime/anti-social behaviour | 6 |
| Other comments | 39 |
| **Positive and qualified positive responses** | |
| Station needed/valued | 38 |
| Qualified support | 22 |
| Positive impacts expected | 8 |
| | |
| *N (=100%)* | *270* |
| *Proportion of respondents commenting* | *43%* |

# Charfield station consultation

## *Chart 4.3    Additional comments and observations*

## Charfield station consultation

As with the previous comment questions, there is a good deal more negative comment than positive in these responses. Many of the comments made here relate to concerns and doubts already discussed, but there are also some new ideas here. Those who oppose the station generally have more to say than those who favour it, and also tend to comment across more different areas of concern.

The responses have been grouped into related themes for easier analysis.

A prominent view is the idea that the **plans fail to meet the standards** the respondent would expect in terms of existing planning regimes or future planning for the local area. Some respondents appear very well versed in regard to the relevant local authority planning documents covering this area and challenge the proposals from this perspective. There are also some concerns over the way the consultation has been carried out, including the public drop-in sessions which were regarded by some of those who attended as largely unsatisfactory, who suggest they were predominantly information sessions giving the impression that a decision had already been made.

These concerns also extend to the **consultation process** itself. A suggested failure to engage sufficiently with local ward members, or to meet with parish councils, comes in for criticism. Some respondents point out that Charfield Parish Council carried out a local consultation exercise that came out narrowly against the proposition, and South Gloucestershire Council is accused of ignoring this.

The idea that the station is a precursor to further **future development** arises again here, and is a prominent concern, both because of its implications for the village infrastructure and because of a desire in some quarters to preserve the rural village character of Charfield, one of the reasons given for choosing to live here. The station is seen by some as a wedge that will drive further development simply because of the improved transport links it provides, or as an enabler for local development due to the way the station site has been planned.

The issue **of design and suitability** has already been discussed, but re-emerges here, as does the idea that a **more contextualised**, holistic approach to planning the village would be preferred.

Traffic and travel concerns largely repeat points already made. There are concerns about the need to **manage traffic flows** into and through the village, and the potential for **congestion**, traffic bottlenecks, blocked junctions and revised priorities. Some of these comments are quite specific as to streets and junctions that would need attention if this plan proceeds. This aspect is also partly driven by concerns over **pedestrian safety.**

The need for a **safe link** for non-vehicular traffic from Wotton is emphasised here, as is the need to co-ordinate the station site, and the train connections, with **bus services** to and from nearby communities.

The parking observations here also restate the points made earlier. The emphasis here is on the need to make parking **free of charge**, not for economic reasons but simply to encourage motorist to use the car parking on offer rather than **parking on-street**, seen as a high risk if charges are levied, not least because the proposed car park is a little distance from the station. The need to ensure **sufficient parking** is based around the same argument, and seeks to prevent overflow from the car park on to village streets, but conflicts with an alternative view that the parking provision envisaged is excessive.

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Opinions are divided on the benefits or otherwise of this project to the **environment** and to wider sustainability questions. On the one hand, there is a group of respondents who see the project as largely beneficial, providing a viable alternative to using the car for travel, reducing congestion (at least on the roads outside Charfield, and in city centres), and promoting alternative means of travelling locally, such as safe walking and cycling. There are others, though, who see things differently; they are primarily concerned about **pollution** from the trains (which are diesel-operated) and from the increased traffic they envisage arriving in Charfield to access the station; noise and light pollution are also mentioned alongside air quality concerns. The absence in the plan for reusing the **heritage structures** adjacent to the planned station site is flagged up by some, who see this as a missed opportunity that may put these structures at risk.

There are relatively few observations made around travel itself. Some respondents express doubt about the viability of the project in an era where **working from home** has become much more commonplace, while others think the **cost of rail travel** is likely in practice to discourage use of the train. **Service frequency** is a concern here, with a desire for a half-hourly interval between services. Some seek **more information** as to where the trains will run to, or look for more up to date passenger number projections. Other travel issues include a desire to see services integrated with travel to Renishaw, the inconvenience of Bristol Temple Meads, and a suggestion of a park and ride service.

In a group of comments that are less easily classified, concerns over the **cost of the station** are expressed, sometimes in strong terms, and sometimes accompanied by suggestions for other priorities that might be focussed on. Respondents who fear they will be **personally adversely affected** by the plans are noted here; their worries are about indiscriminate parking, loss of peace and quiet, loss of amenity, and the disturbance of coming and going through the day and into the evening. Some express a concern that the station, and especially the car park, may attract **crime or anti-social behaviour**.

Alongside this, nevertheless, there is a substantial group who use this space to endorse the plans, at least to some extent. Several express the idea that a **station is needed**, or will be helpful, and for some it is something they have wanted for a long time. Others give more **qualified support:** they agree with the station in principle, but nevertheless wish to raise concerns about it, primarily in the areas noted above such as parking or traffic management. Others note the positive impact they expect from the station, for example in terms of travel choices or improved access to health and other services.

A substantial group of unclassifiable comments have no particular focus and are mostly made by one or two people at most. They range very widely across issues that may only be of concern to very small numbers, including catering facilities at the station, the need for a station at Thornbury, and the tourism potential of Charfield.

### 4.5    Comments from stakeholder and other bodies

Responses were received from:

- Charfield Parish Council
- Wotton-under-Edge Town Council
- Falfield Parish Council

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- Hawkesbury Parish Council
- Kingswood Parish Council
- Gloucestershire County Council
- Evoke
- Railfuture

Two responses to the online survey state that they are representing the views of **Charfield Parish Council**, one of which is very brief and opposes the plans, primarily on the grounds of inadequate supporting infrastructure. The second is much more detailed, and also opposes the plans on these grounds, but raises other objections. These include the impact on the village as a small rural community, with the projected numbers of station users arriving by road; and inaccuracies in data estimates in the Business Case regarding the need to drive to the station, and trends that may affect these estimates, such as the move to electric cars (which are cheaper to drive), and the likelihood of additional development justified by the station, which they would resist.

Charfield PC also draw attention to the uncertainty over parking charges, and the nuisance and physical risk posed by on-street parking should charges be levied. They challenge the need for long platforms when stopping trains are likely to be much shorter, and note the loss of privacy to neighbouring properties as a result of these proposals. They also regret that the heritage buildings associated with the former station are not being reused.

Charfield PC draw attention to their own survey data, which indicate a small majority of residents who oppose the plan, and relatively low likelihood of use by Charfield residents. They say they are disappointed at the lack of meaningful engagement with them on this matter by South Gloucestershire Council, the West of England Combined Authority and the local MP, and suggest that the proposal is in effect a *fait accompli*.

A response from **Wotton-under-Edge Town Council**, also submitted through the online questionnaire, is supportive of the proposals. They nevertheless urge completion of the potential Greenway link to Charfield, and better public transport connections between Charfield and Wotton. They support the proposed design, but would like to see CCTV installed to improve security. A walkway is also suggested to make access from the car park to the station more amenable.

**Falfield Parish Council** express concerns over the road access to and in Charfield. They point out that roads from Thornbury and Wotton-under-Edge are already congested, with no room for bus lanes, and the potential for road delays persuading travellers to switch back to their cars. The absence of footpaths and cycle paths makes it more likely that people from surrounding villages will travel to Charfield by car.

They make the point that roads at Falfield are already increasingly congested as a result of housing development in Falfield and adjacent communities, while the motorway junction is likely to remain problematic for some time to come. A station at Charfield would exacerbate these problems. They would welcome a more detailed traffic study to identify required improvements to the existing road network to address these issues.

**Hawkesbury Parish Council** are generally supportive of the plans, but they voice concerns over the adequacy of parking provision, which they believe is currently insufficient.

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**Kingswood Parish Council** raise concerns over the consultation process, which they think has been inadequate as far as Kingswood is concerned, especially for those with no private transport.  They believe Kingswood is significantly affected by these proposals and should have been consulted more fully, as should Stroud District Council.

They feel they need more information than is currently provided, including about the public transport links envisaged, and the extent to which this reflects travel patterns at Renishaw, but agree that with public transport links in place (including to Renishaw) there is potential to reduce commuter traffic.  They also want to know more about the frequency of train services, early morning and late-night cover, and provision for those with disabilities.  But they see potential in the service to improve links to medical facilities.  They are disappointed at the absence of catering facilities, want adequate car parking and EV charging provision, and urge more secure cycle storage be provided.

**Gloucestershire County Council** notes that rail is a much more suitable means of transport in terms of carbon reduction, and that this is an important priority for the authority.  However, data from Stroud demonstrates that a large proportion of journeys from Stroud are made by car, despite the availability of a rail service there.  They suggest that, to be effective, a rail link must allow seamless modal interchange, with appropriate facilities for parking and cycle storage.

They also note plans for new stations at Stonehouse and in the south of Gloucester, and the capacity analysis of Network Rail that suggests that only one new station stop might be accommodated by additional services on this line (and no new stop by existing services).  There are also plans for bay platforms at Gloucester and Cheltenham, that would help improve services, but the plans include a possible passing loop at Charfield that would need to be considered in the station's design and location.

However, they also note the benefits to residents in the south of Gloucestershire, and recognise the importance of the proposed cross-border Greenway to Charfield from Wotton-under-Edge.  They also see a potential for economic benefits in the addition of a local service on the line through Charfield.  But they are concerned that a station at Charfield might reduce take-up at Cam and Dursley.

The County Council has a list of questions it would like to discuss with South Gloucestershire and the West of England Combined Authority.  They wish to explore the carbon reduction impact, issues of capacity on the line, the calculations and modelling used to develop the Business Plan, any additional development envisaged as a result of a new station, and the likely impact on other stations along the route.

A response from **Evoke** represents the views of a landowner consortium with interests in Charfield.  They broadly welcome the proposal as a move towards sustainable transport and a change in travel patterns.  They believe the proposal would reduce traffic congestion in and around Charfield, and promote walking and cycling as a means of access, both from the existing village community and from proposed new development.  They support Network Rail's conclusion that Option 3 is the preferred solution, and restate conclusions from the 2016 feasibility study that also concluded that the project was feasible and beneficial.

Evoke support the location proposed for the station and the access improvements proposed for walking and cycling.  They suggest a new station might change the current perspectives on improving Junction 14 of the M5.  They suggest that their proposed new development south

of the village will further increase its viability, and urge adherence to the existing planned timescale for delivery.

**Railfuture** is a voluntary campaigning group promoting a more extensive rail network for both passengers and freight.  They are very supportive of the principle of a new station at Charfield, and of the designs for the new station.  They suggest that the facilities needed would include parking, EV charging, real-time train information, covered seating and cycle parking, a bus stop and taxi rank, step free access and an emergency contact point.

They would like to see a half-hourly service interval and a seven-day service, but acknowledge that capacity issues on the route may require signalling improvements.  They agree with the rationale for a new station set out in the Council's FAQ sheet, and have no negative comment to offer.

**Appendix:  The survey questionnaire**

**South Gloucestershire**
— Council —
Delivering for you

# Charfield Station Questionnaire

South Gloucestershire Council are seeking feedback from residents on preliminary proposals for Charfield Station. The consultation will begin on Tuesday 19th October 2021 and close at midnight on Monday 10th January 2022.

Preliminary plans are being developed by the Council and have been funded to date by the West of England Combined Authority. Network Rail have been appointed by the Council to progress a design for the station. An Outline Business Case for the station has been submitted to the Combined Authority to help secure funding to progress the scheme further.

**You can view the preliminary proposals on our consultation page at:**
*https://consultations.southglos.gov.uk/CharfieldStation*

Q1    Are you responding...? **Please tick all that apply**

☐ ...as a local resident
☐ ...a local employee
☐ ...on behalf of a local business
☐ ...a voluntary, community sector organisation
☐ ...on behalf of a parish, town, district or county council
☐ ...a local councillor (*e.g parish, town, district or county councillor*)
☐ **Other** (Please state)
*If other, please state:*

[                                                                    ]

Q2    If you are responding on behalf of a parish, town, district or county council, please state which:

[                                                                    ]

Q3    To what extent do you support the *principle* of a new station in Charfield?

☐ Very supportive
☐ Quite supportive
☐ Neither supportive or unsupportive
☐ Quite unsupportive
☐ Very unsupportive
☐ *Don't know*

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Q4    What facilities at the station are important to you? **Please tick all that apply.**

☐ Car parking                              ☐ Step free access
☐ Electric vehicle charging points         ☐ Emergency telephone contact point
☐ Bus stop                                 ☐ Real time train information
☐ Covered seating/shelters                 ☐ Other
☐ Covered cycle parking                    ☐ None of the above/Not applicable
☐ Taxi rank

**If other, please specify:**

[                                                                    ]

Q5    How likely is it that you would use the station?

☐ Very likely
☐ Fairly likely
☐ Fairly unlikely
☐ Very unlikely
☐ Don't Know

Q6    What, if anything, would make you more likely to use the station?

[                                                                    ]

Q7    If you were to use the station where would you be likely to travel to or from? **Please tick all that apply.**

☐ Bristol Parkway                          ☐ Weston-super-Mare
☐ Filton Abbey Wood                        ☐ Cardiff
☐ Bristol Temple Meads                     ☐ Worcester
☐ Yate                                     ☐ Birmingham
☐ Cam & Dursley                            ☐ Somerset/Devon/Cornwall
☐ Gloucester                               ☐ London/South East
☐ Cheltenham                               ☐ Other
☐ Bath                                     ☐ Not applicable

If other, please state:

[                                                                    ]

**Charfield station consultation**

Q8    For what purpose would you use Charfield station? **Please tick all that apply.**

☐ Travelling to and from work

☐ Education (e.g. travelling to and from school/college/university campus)

☐ Visiting friends and family

☐ To access town and city centres

☐ For leisure/tourism (e.g. day trips or events)

☐ Other

☐ Not applicable

**If other, please state:**

[                                                                                                    ]

Q9    How do you normally travel for each of the following? **Tick the mode of travel most frequently used. If your journey involves more than one type of transport, please select the one you use for the longest distance.**

| | Car or van (as driver) | Car or van (as passenger) | Walk | Cycle | Motor-cycle | Bus | Train | Taxi | Other | Not applicable |
|---|---|---|---|---|---|---|---|---|---|---|
| To and from work | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Education (e.g. travel to school/college/ university campus) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Visiting friends and family | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Accessing town and city centres | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Leisure and tourism | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Q10    If you were to use Charfield Station, how would you most likely travel to and from the station?

☐ Walk            ☐ Bus                              ☐ Taxi

☐ Cycle           ☐ Car or van (as a driver)        ☐ Other

☐ Motorcycle/Scooter   ☐ Car or van (as a passenger)

**If other, please state:**

[                                                                                                    ]

Q11    Referring to the proposals which you can view on our consultation page, **to what extent do you support the designs for the scheme?**

☐ Very supportive

☐ Quite supportive

☐ Neither supportive or unsupportive

☐ Quite unsupportive

☐ Very unsupportive

☐ Don't know

**Charfield station consultation**

Q12    Is there anything you particularly like about the proposals?

Q13    Is there anything you particularly dislike about the proposals?

Q14    Please provide any further comments you may have on the proposals.

**Charfield station consultation**

## About you

This section is really important. It's vital that we understand the experiences of a wide range of respondents in order to ensure that everyone is treated equally. By understanding more about what people from diverse backgrounds tell us, we can ensure we act appropriately to meet needs. **All questions are optional and any responses to these questions will remain confidential. Individuals will not be identified, and personal details will not be published.**

Q15 **Please provide your full postcode:**
*This will be used for analysis purposes only.*

☐

Q16 In total, how many cars or vans are owned, or available for use, by members of your household?

☐ None    ☐ 1    ☐ 2    ☐ 3    ☐ More than 3

Q17 Which of the following best describes your usual employment status?

☐ Employed full-time
☐ Employed part-time
☐ Self-employed full-time
☐ Self-employed part-time
☐ Student
☐ Looking after the family or home
☐ Temporary sick
☐ Long-term sick
☐ Retired
☐ Prefer not to say

Q18 Are you?

☐ Female    ☐ Male    ☐ Other    ☐ Prefer not to say

Q19 Please tell us your sexual orientation?

☐ Bisexual
☐ Gay Man
☐ Lesbian / Gay woman
☐ Heterosexual / Straight
☐ Other
☐ Prefer not to say

Q20 How old are you?

☐ Under 16    ☐ 25 to 34    ☐ 55 to 64    ☐ Prefer not to say
☐ 16 to 18    ☐ 35 to 44    ☐ 65 to 75
☐ 19 to 24    ☐ 45 to 54    ☐ Over 75

# Charfield station consultation

Q21   Do you consider yourself to be disabled? (please tick all that apply)

☐ No

☐ Prefer not to say

☐ Yes - Physical impairment, such as difficulty using arms or mobility issues which may mean using a wheelchair or crutches

☐ Yes - Sensory impairment, such as being blind / having a serious visual impairment or being deaf / have a serious hearing impairment

☐ Yes - Mental health condition, such as depression, anxiety or schizophrenia

☐ Yes - Learning disability/difficulty (such as Down's Syndrome, dyslexia, dyspraxia) or cognitive impairment (such as autistic spectrum disorder)

☐ Yes - Long standing illness or health condition, such as cancer, HIV, diabetes, chronic heart disease or epilepsy

☐ Yes - Other (please state below)

If other, please state:

[                                                                                    ]

Q22   Please tell us your ethnic origin

☐ Arab

☐ Asian/Asian British - Bangladeshi

☐ Asian/Asian British - Chinese

☐ Asian/Asian British - Indian

☐ Asian/Asian British - Other

☐ Asian/Asian British - Pakistani

☐ Black/African/Caribbean/Black British - African

☐ Black/African/Caribbean/Black British - Caribbean

☐ Black/African/Caribbean/Black British - Other

☐ Gypsy or Irish Traveller

☐ Mixed/multiple ethnic group - Other

☐ Mixed/multiple ethnic group - White & Asian

☐ Mixed/multiple ethnic group - White & Black African

☐ Mixed/multiple ethnic group - White & Black Caribbean

☐ White - English / Welsh / Scottish / Northern Irish / British

☐ White - Other (please state)

☐ White Irish

☐ White - Roma

☐ Other ethnic group

☐ Prefer not to say

If other, please state:

[                                                                                    ]

Any personal information that you have supplied will be held by South Gloucestershire Council in accordance with the Data Protection Act 2018 and UK General Data Protection Regulations (UKGDPR) 2021. This information will only be used as part of this exercise and personal information will not be published or passed onto any other organisation. Your personal information collected as part of this survey will be kept for two years to help us improve services before being securely destroyed.

Thank you for completing the questionnaire. Please return your completed form or you can post to our Freepost address below: **Freepost Plus RTXL-YHGY-GSYS, South Gloucestershire Council, Corporate Consultation Team, Council Offices, Badminton Road, Yate, BRISTOL BS37 5AF**