

**THE CITY OF SOUTHAMPTON  
(MOVING TRAFFIC RESTRICTIONS) (AMENDMENT 6) ORDER 2026**

**Statement of Reasons**

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising (*i.e. to improve safety*)
- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- For preserving or improving the amenities of the area through which the road runs

Southampton City Council's Bus Service Improvement Plan (BSIP) sets out ambition to improve bus services in Southampton with targets to grow patronage to 24m journeys a year by 2030 and 95% bus punctuality. To support the delivery of this SCC has received £3.5m of capital funding to invest in measures to make bus journeys more reliable, quicker and smoother for people travelling by bus in the city.

The City Centre is the main node for all bus services in Southampton where they converge and to support the future regeneration of the City Centre an expanded pedestrian core is being developed focused on spaces such as Guildhall Square, Above Bar Street and around the Bargate.

In these areas vehicles will either be removed or the volumes reduced so that buses are the only vehicles permitted. Around this core a series of bus priority measures are proposed that reduce through traffic and reinforce the approach of making the City Centre people focused. Part of this network of bus priority has been delivered on Portland Terrace and East Park Terrace, and the next phase will look at the east-west route between Civic Centre and Six Dials. This forms part of the 'Saints Mile' axis between Southampton Central Station and St Mary's Stadium - a key tenet in the Renaissance Framework to improve east-west linkages. Improvements to Above Bar Street itself will also be included within the phase.

The first stage is focused on the New Road/Above Bar Street junction. This will include the following adjustments to access restrictions around the junction and surrounding roads:

- Replace the existing pedestrian zone restriction on Above Bar Street between New Road and Poundtree Road with a local bus, cycle and authorised vehicles only restriction that applies at all times.
- Introduce a no motor vehicles restriction, between Ogle Road and Above Bar Street.
- Remove the no right turn except buses restriction from Above Bar Street (south) into New Road.
- Remove the compulsory left turn except buses, cycles and taxis restriction from Above Bar Street (north) into New Road.
- Remove the no right turn except buses restriction from Above Bar Street (north) into Civic Centre Road.
- Introduce a compulsory ahead only except local buses, cycles and authorised vehicles restriction from Civic Centre Road into New Road.
- To extend the bus lane on New Road (westbound) to junction with Above Bar Street.

It is also intended to amend the no right turn except buses restriction from West Park Road into Havelock Road to a no right turn except buses and taxis restrictions.

These measures are intended to support bus services, as well as rationalise and standardise the overly complex restrictions at the junction and on Above Bar Street.

In authorising the advertisement of these proposals, the Council has given consideration to its duty under s.122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable

and adequate parking facilities on and off the highway (while having regard to the matters specified in s.122 subsection (2) of that Act).