

PORTSMOUTH CITY COUNCIL

PROPOSED TRAFFIC REGULATION ORDER 2022

**The Portsmouth City Council (Various Roads) (Bus Gates and Bus Lanes) (No. 184)
Experimental Order 2022**

STATEMENT OF REASONS

Taxis and private hire vehicles are an important mode of transport for many, providing 24-hour on-demand travel across the city. The trial facilitated by the Experimental Traffic Regulation Order (ETRO) supports this modal transport option, potentially enabling improved journey times through access to the priority routes on Bishop Crispian Way, Cavell Road and Kingston Crescent (Bus Gates). Kingston Crescent (part of), Marketway, (part of), Mile End Road, (part of), and Queen Street (Bus Lanes).

As outlined in the adopted Portsmouth Transport Strategy 2021-2038, a key part of reducing demand to own private cars will be to provide residents with the confidence that they have alternative transport modes available to make various trips. This will include access to public transport, taxis and private hire vehicles and other sustainable transport options.

A closely monitored trial will provide information and data to understand the potential impacts of other users of bus lanes i.e., bus delays and cycle safety. This will be reported back in an interim report to Traffic and Transportation.

ETRO 184/2022 provides the opportunity for residents and stakeholders to be consulted throughout the duration of the trial on its effects. This consultation information will feed into the review of the trial and assist the local authority in determining whether to make the provisions permanent in due course.

In authorising the advertisement of these proposals, the Council has considered its duty under s122 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 s122 subsection (2) of that Act).