Dear [Name]

Freedom of Information Act 2000 (FOIA)

Thank you for your FOI request, received on 12 February 2015. Your request has been considered under the above legislation.

You have requested the following information:

The information I request regards the Bus Gate between Park Road Coventry and Quinton Road Coventry.

Can Coventry City Council provide me with a copy of the Traffic Management Order (or Traffic Regulation Order) for the Bus Gate between Park Road Coventry and Quinton Road Coventry?

Please find attached a copy of the Traffic Regulation Order.

Initially (following roadworks) this one way exit from Park Road onto Quinton Road was for all traffic and was controlled by newly installed traffic lights. Does Coventry City Council hold information regarding these initial road works (and traffic lights) and the date these initial road works (and traffic lights) were completed for use?

The traffic signals became operational on the 19th March 2014.

Following these initial road works (to convert Park Road from a dead end into a traffic light controlled one way exit to Quinton Road) further signage was erected on Park Road illustrating a Bus Gate. Does Coventry City Council hold information of when this additional signage was installed on Park Road and when this one way exit was officially designated a Bus Gate?
The additional signage was erected in August 2014. It was designated a bus gate by virtue of the Traffic Regulation Order (TRO) coming into operation on the 19th March 2014.

Following this additional signage does Coventry City Council hold information regarding when it will (or won’t) introduce road marking (1048 or 1048.1 or 1048.2 or 1048.4 from The Traffic Signs and General Directions 2002) to the road surface of Park Road?

The additional signage was erected in August 2014. It was designated a bus gate by virtue of the Traffic Regulation Order (TRO) coming into operation on the 19th March 2014.

Does Coventry City Council hold information regarding how they notified residents that this exit between Park Road and Quinton Road had become a Bus Gate?

Please find attached a copy of the report to the Cabinet Member (Public Services) of the 10th December 2013 which explains this.

Does Coventry City Council hold information that residents were notified (in writing) that they had inadvertently driven through a Bus Gate, before receiving a Penalty Charge Notice as they have previously when Bus Gates have been erected?

The Council commenced issuing warning letters to all registered keepers of the vehicles going through the bus gate in contravention of the TRO on the 26th August 2014. It commenced issuing Penalty Charge Notices requiring payment for contravention of the TRO on the 1st October 2014.

You are free to use this information for your own purposes. However, if you wish to use the information for other purposes, you will need to contact us.

Should you be unhappy with the outcome or handling of your request, please write to the address below within 40 working days of the date of this letter.

*Information Governance Team*
*Council House, Room 21a*
*Lower Ground Floor*
*Earl Street, Coventry. CV1 5RR*
*infogov@coventry.gov*

If having done this you are still dissatisfied, you have the right to contact the Information Commissioner at:

*Information Commissioner’s Office*
*Wycliffe House*
*Water Lane*
23 February 2015

Wilmslow
Cheshire
SK9 5AF

Yours sincerely

Maureen Hammond
Business Support Officer

Enclosures: Report – Objection to Traffic Regulation Order - Proposed Bus Gate on Park Road
Sealed Traffic Regulation Order
Executive Summary:

On 27 July 2011 outline planning permission was granted for the Friargate Development around Coventry Railway Station, comprising of a proposed 300,000 square metres of office led mixed use development. When completed the scheme could create up to 13,400 jobs.

To maximise inward investment and job creation potential it is essential that the station area is fully connected to the city centre. To address the barrier created by the Ring Road it is proposed to remove the roundabout at Junction 6 and to build a bridge deck across the Ring Road (the 'Friargate Bridge') to create a new attractive public boulevard route to link into the city centre and to extend Greyfriars Green to the edge of the Friargate development. This proposal was approved by Cabinet on 18 June 2013 and endorsed by Council on 25 June 2013.

The proposed road changes required Traffic Regulation Orders (TRO) to assist with traffic management, one of the proposed TROs was for the creation of a ‘taxi gate’ from Park Road on to Quinton Road. Objections were received to this proposal, which were heard at the Cabinet Member (Public Services) meeting on 23 September 2013. The decision made in response to the objections was to advertise an alternative proposal to introduce a bus gate.

The proposed Bus Gate TRO was advertised on 10 October 2013. This commenced a 21 day objection period. One objection and two responses in support of the proposal were received.

In accordance with the City Council’s procedure for dealing with objections to TROs, this report details the objections and other responses and makes recommendations as to how to proceed.
Recommendations:

The Cabinet Member is recommended to:

1. Consider the objection against the proposed Traffic Regulation Order and two responses in support
2. Subject to recommendation 1 approve the implementation of the TRO as advertised.

List of Appendices included:

Appendix A – Location plan, Park Road
Appendix B – Copy of the objection and two responses in support of the advertised TRO

Other useful background papers:

Planning Committee Report 6, 24 March 2011 and Planning Application No. OUT/2011/0036
Planning Committee Report 8, 21 July 2011 and Planning Application No. OUT/2011/0036
Cabinet Member (Public Services), 23 September 2013 – Objections to Traffic Regulation Orders relating to Friargate Bridge

Copies available at moderngov.coventry.gov.uk

Has it or will it be considered by Scrutiny?
No

Has it, or will it be considered by any other Council Committee, Advisory Panel or other body?
No

Will this report go to Council?
No
Report title:
Objection to Traffic Regulation Order - Proposed Bus Gate on Park Road

1. Context (or background)

1.1 On 27 July 2011 outline planning permission was granted for the Friargate development around Coventry Railway Station. When completed the scheme will provide a new commercial quarter for the City, with up to 300,000sq m of new development, of which over 185,000sqm will be high quality office accommodation that could create up to 13,400 jobs.

1.2 On 18 June 2013 Cabinet approved the on-going development of the Friargate Bridge Scheme, which was further supported by Council on the 25 June 2013.

1.3 To maximise inward investment and job creation potential it is essential that the station area is fully connected to the city centre. To address the barrier created by the Ring Road it is proposed to remove the roundabout at Ring Road Junction 6 and to build a bridge deck across the Ring Road (the "Friargate Bridge") to create a new attractive public boulevard route to link into the city centre and to extend Greyfriars Green to the edge of the Friargate development. This will result in changes to traffic movements which require TROs.

2. Options considered and recommended proposal

2.1 The introduction of the Friargate Bridge and associated changes to the road layout results in changes to the direction in which traffic can travel; this requires the introduction of TROs. Five TROs were advertised on 18 July 2013, one of which was for the proposed introduction of a 'taxi gate' which would result in the creation of an access from the existing cul de sac end of Park Road on to Quinton Road (see Appendix A).

2.2 The proposal to create a taxi gate was part of the agreed Section 106 agreement mitigation measures proposed to help to address the potential increased traffic flow on local residential roads, as a result of both changes to the road network relating to the Friargate development and traffic generated by the development.

2.3 Objections were received in response to the proposed ‘taxi gate’, these were considered at the Cabinet Member (Public Services) meeting on 26 September 2013. In response to the objections, which included a petition, an alternative proposal for a bus gate was advertised on 10 October 2013. The purpose of the proposed bus gate is to regulate the traffic which uses Park Road to access Quinton Road by limiting access to only buses, taxis, private hire vehicles and cycles. Park Road is not currently part of a bus route but it will provide an alternative route to exit the station area which can be used when required.

2.4 One Objection and two responses were received (see Appendix B) to this advertised proposal. The concerns raised in the objection, which relate to the proposed TRO and responses are detailed below:

Concern – Drivers have to turn in the road as it is a cul de sac, [due to the bus gate] there will be additional traffic, in the form of buses and taxis. This will cause major congestion as cars manoeuvre. Cars park both sides of road, resulting in minimal room for turning round.
Response – There is an existing turning head at the end of Park Road, which will remain in place which turning motorists can utilise.

Concern - Residents in Park Road will have great difficulty getting in and out of their driveways, drivers will be using private driveways to turn.
Response - The bus gate is intended for certain types of passing motor vehicles only i.e. buses, taxi/private hire vehicles and cycles. Appropriate signage warning of a no through route for other types of vehicle will be erected at the entry to Park Road. Therefore there should not be an issue regarding vehicles getting to/from their private drives.

Concern – If this plan goes ahead what measures will be put in place to ensure the smooth flow of traffic.
Response – The proposed access from Park Road to Quinton Road is one of the measures in a package previously agreed through the planning process to address issues relating to the potential increase in traffic flow on local residential roads. This increase would be a result of both changes to the road network set out in the Masterplan and traffic generated by the development. Traffic signals will be used to manage the egress and enforcement will deter the use of the bus gate by non-authorised vehicles.

Concern – Safety aspect of crossing what will become a very busy road with much more through traffic.
Response – Park Road has a 20mph speed limit. Traffic counts, including speed monitoring, have taken place and will continue as part of the agreed monitoring plan. Additional safety measures will be investigated if the situation changes.

Concern – Is this a temporary measure whilst Friargate is developed or a long term plan?
Response – This is a permanent measure.

Concern – Are there plans in place to improve the road surface?
Response – The condition of the road surface and highway drainage is inspected on a regular basis and remedial action is taken in accordance with City Council normal operating procedures.

2.5 The responses in support of the TRO are shown in full in Appendix B but are summarised here for reference.

Support 1 – The facility for taxis to exit the station via Park Road is one of the mitigation measures which the developer agreed to implement and fund in the S106 agreement for the Friargate development. Experience of the bus gate on Stoney Road has shown that enforcement is effective in reducing the number of transgressions. Making this a bus gate is therefore to be recommended.

Support 2 – It is important that the planned exit from Park Road operates as a bus and taxi gate and allows pedal cycles to pass. The bus gate on Stoney Road has significantly reduced rat-running and camera enforcement has made the difference. Park Road needs similar protection.

2.6 The creation of a bus gate on Park Road would assist with traffic mitigation measures in the area relating to the proposed Friargate development and address the original concerns regarding the potential for unauthorised vehicles using Park Road as a short cut as the City Council can undertake enforcement action at the Bus Gate. It is therefore recommended that the bus gate order is implemented as advertised.

3. Results of consultation undertaken

3.1 The proposed Park Road Bus Gate TRO was advertised in the Coventry Telegraph on 10 October 2013. Notices were also placed along Park Road. In addition a letter was sent to each of the properties on Park Road advising of the proposed TRO.
3.2 One objection and two responses in support of the proposal were received (See Appendix B).

4. Timetable for implementing this decision

4.1 If the bus gate TRO is approved, it is proposed to make it operational in 2014 in line with the delivery programme for Friargate Bridge.

5. Comments from the Executive Director, Resources

5.1 Financial implications
The costs of the proposed road changes and TROs relating to the Friargate Bridge will be funded from the £12.7m provided by the Regional Growth Fund.

5.2 Legal implications.
The Road Traffic Regulation Act 1984 allows the Council to make Traffic Orders on various grounds including in the interests of preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order. Regulations made under the Act also allow the authority to modify a TRO before it is made, subject to advertising any changes of a substantial nature and considering any representations made.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a traffic order the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received these are considered by the Cabinet Member (Public Services).

The 1984 Act provides that once a Traffic Order has been made it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / LAA (or Coventry SCS)?
The TRO is part of a package of measures to assist with the implementation of the Friargate Bridge which forms part of the Friargate project. The delivery of the Friargate project will help achieve many of the priority themes of the Sustainable Community Strategy and objectives within the Councils Corporate Plan. These include:

- **A prosperous Coventry with a good choice of jobs and business opportunities for all the city’s residents** - by providing significant opportunities for existing and new businesses to locate into a predominantly office development and a quality environment with the profile to develop and expand their business
• **A safer and more confident Coventry** - by designing out crime within the new development, removing the subways and bringing more life and activity to the areas of the scheme over a longer period of the day

• **Making Coventry’s streets, neighbourhoods, parks and open spaces attractive and enjoyable places to be** - by improving and extending Greyfriars Green, providing new high quality public spaces and routes through the development and creating a new predominantly commercial neighbourhood in which the city can be proud

• **A good choice of housing to meet the needs and aspirations of the people of Coventry** - by providing a range of city centre living opportunities taking advantages of its key sustainable transport location

• **Making places and services easily accessible for Coventry people** – by in a physical sense including a new route to the railway station and buildings constructed around it more accessible including to those with a disability. Also providing opportunities for new and improved services and activities to locate in the area increasing the opportunities for the people of Coventry and the region

• **A creative, active and vibrant Coventry** - by providing a new business district for the City which will bring an increase to the number of people who work, live, use and play in the area improving the visually and economic environment of the area

• **Improving Coventry’s environment and tackling climate change** – by creating a sustainable business location around a transport interchange and delivering highly resource efficient business premises. Additionally the expansion of green space in the city centre will help reduce the heat trapped in the city and increase biodiversity.

### 6.2 How is risk being managed?

The impact and likelihood of risk and mitigation is captured in a live project risk register. Risks are assigned and managed respectively by Coventry City Council designers, Atkins and ECI Contractor Costain. Monthly risk workshops are held to monitor and manage project risks. Risk is reported fortnightly at the Friargate Bridge Project Board which is attended by senior management, construction and design project directors. The Residents Liaison Group is kept informed through the attendance of both council officers and representatives of the developer.

The Section 106 package associated with the Development also includes on going monitoring of traffic flows to assess the impact of TROs. This will allow further measures to be implemented if found necessary.

### 6.3 What is the impact on the organisation?

Not applicable.

### 6.4 Equalities / EIA

Under the Equality Act 2010 the provision of public highway and regulation of traffic are services to which equality must be considered. Access Development and disability groups have been consulted regarding the scheme and will continue to be engaged throughout the design and build process.
6.5 Implications for (or impact on) the environment

There may be a small increase in vehicular traffic travelling through Park Road which should have a negligible effect on air quality and the environment.

6.6 Implications for partner organisations?

Not applicable

Report author(s):

Name and job title:
Mike McDonnell, (Traffic Management Engineer)

Directorate:
Place

Tel and email contact:
024 7683 2160 mike.mcdonnell@coventry.gov.uk
Enquiries should be directed to the above person.

<table>
<thead>
<tr>
<th>Contributor/approver name</th>
<th>Title</th>
<th>Directorate or organisation</th>
<th>Date doc sent out</th>
<th>Date response received or approved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contributors:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colin Knight</td>
<td>Assistant Director Planning, Transport &amp; Highways</td>
<td>Place Directorate</td>
<td>20/11/13</td>
<td>21/11/13</td>
</tr>
<tr>
<td>Paul Boulton</td>
<td>Group Manager (Traffic &amp; Transportation)</td>
<td>Place Directorate</td>
<td>20/11/13</td>
<td>20/11/13</td>
</tr>
<tr>
<td>Shirley Reynolds</td>
<td>Team Manager (Traffic &amp; Road Safety)</td>
<td>Place Directorate</td>
<td>20/11/13</td>
<td>20/11/13</td>
</tr>
<tr>
<td>Caron Archer</td>
<td>Team Leader (Traffic Management)</td>
<td>Place Directorate</td>
<td>20/11/13</td>
<td>25/11/13</td>
</tr>
<tr>
<td>Liz Knight</td>
<td>Governance Services Officer</td>
<td>Resource Directorate</td>
<td>20/11/13</td>
<td>20/11/13</td>
</tr>
<tr>
<td>Jas Bilen</td>
<td>HR Manager</td>
<td>Resource Directorate</td>
<td>20/11/13</td>
<td>20/11/13</td>
</tr>
<tr>
<td>Other members</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Names of approvers for submission: (officers and members)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Finance: Mark Williams</td>
<td>Lead Accountant</td>
<td>Resource Directorate</td>
<td>20/11/13</td>
<td>21/11/13</td>
</tr>
<tr>
<td>Legal: Mark Smith</td>
<td>Senior Solicitor</td>
<td>Resource Directorate</td>
<td>20/11/13</td>
<td>22/11/13</td>
</tr>
<tr>
<td>Member: Councillor Lancaster</td>
<td>Cabinet Member (Public Services)</td>
<td></td>
<td>20/11/13</td>
<td>25/11/13</td>
</tr>
</tbody>
</table>

This report is published on the council’s website: moderngov.coventry.gov.uk
Appendix A

LOCATION PLAN

Park Road at Quinton Road

Materials contained in this map are reproduced from Ordnance Survey Maps with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Licence No. 100026294
Appendix B - Copies of objection and responses in support of Bus Gate

Objection 1

Dear Sirs,

The proposed plan for Park Rd.

Following the initial plans for the above, we contacted you expressing a number of concerns. Having looked at the updated plans which also include a bus route, we have some additional concerns to add to those already raised.

1. With cars having to turn in the road (as can't exit onto Quilter Rd), they will now have to contend with buses as well as taxis, using Park Rd. This will cause major traffic congestion as cars maneuver.
2. With cars parking both sides of the road, there is minimal room for turning round, particularly for delivery vans and lorries.
3. Residents in Park Rd will have great difficulty getting in and out of their driveways and added problems and dangers as cars use private driveways to reverse into to change direction.
4. If this plan goes ahead, what measures are to be put into place to ensure smooth flow of traffic in Park Rd?
5. Again, can I highlight the safety aspect of crossing which will become a very busy road with much more through traffic on top of that already existing?
Response in Support 1

I am a resident of Stoney Road CV1 and, as such, speak for many, if not most of the other residents in this section of Stoney Road, who feel the same.

Given that the alterations to J6 have been approved and that we have made our case for stronger mitigation to protect our residential streets, I find myself now in the position of supporting the lobby that is seeking measures to ensure that the proposed new egress for taxis from the station via Park Road to J5 is not abused by drivers of private vehicles.

So, far from objecting to the proposal to make the ‘taxigate’ at the Quinton Road end of Park Road into a ‘busgate’, I am writing to declare strong support for it. The facility for taxis to exit the station via Park Road is one of the mitigation measures which the developer agreed to implement and fund in the s106 agreement for the Friargate development. This TRO was approved at the Planning Committee meeting last month, but it was strongly urged by residents of Park Road that some enforcement by use of camera should be established.

Our experience of the ‘bus gate’ on the bridge in Stoney Road has shown that drivers tend to ignore such restrictions if they can get away with it and the presence of a camera has been necessary and highly effective in reducing the number of transgressions. We believe that a camera would be similarly necessary and effective at the ‘taxi gate’ in Park Road. Making it a ‘busgate’ would enable this and is therefore to be commended.

And, whereas it might present a solution in the short term, as work starts on the Friargate development, I / we understand and trust that it is not intended as a long term aim that buses use this egress from the station

Response in Support 2

I am registering my support for the proposed TRO as now amended. I believe it is important that the planned exit from Park Road operates as a bus and taxi gate, allows pedal cycles to pass and has the CCTV camera enforcement that the bus gate will enable in order to protect residents from rat-running by private motorists.

The excellent bus gate on neighbouring Stoney Road has significantly reduced a serious rat-running problem there. Camera enforcement has made all the difference. That gate was widely abused, and the restrictions ignored, for some weeks after its installation - until the camera went live. I believe that Park Road needs similar protection and welcome the amendment to the original plan.
CITY OF COVENTRY (PARK ROAD) (BUS GATE)
ORDER 2014

The Council of the City of Coventry ("the Council"), in exercise of their powers under Sections 1(1), 2(1), (2), (3), 4(2), 124(1) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act") (as amended) and by the virtue of both The Road Traffic (Permitted Parking Area and Special Parking Area) (City of Coventry) Order 2005 (Statutory Instrument 2005/378), made by Order under Section 43 and Schedule 3 of the Road Traffic Act 1991 ("the Act of 1991") and The Bus Lane Contraventions Approved Local Authorities (England) Order 2005 (Statutory Instrument 2005/2755), made by the Secretary of State for Transport pursuant to Section 144 of The Transport Act 2000 ("the Act of 2000") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby make the following Order:-

1. This Order shall come into operation on the 4th day of April 2014 and may be cited as the "City of Coventry (Park Road) (Bus Gate) Order 2014"

2. (i) In this Order:-

   a) a reference to an article followed by a number is a reference to the Article of this order so numbered;
   
   b) "Approved Device" means a device of a description specified in an Order made by the Relevant National Authority in line with Section 144 of the Act of 2000 and adhering to The Bus Lane (Approved Devices) (England) Order 2005 (Statutory Instrument 2005/2576);
   
   c) "Authorised Vehicle" means a licensed Private Hire Vehicle
   
   d) "Bus" has the same meaning as in regulation 22 of the Traffic Signs Regulations and General Directions 2002;
   
   e) "Bus Gate" means the length of road described in the First Schedule to this Order and indicated by signs as prescribed in the Traffic Signs Regulations and General Directions or otherwise authorized by the Relevant National Authority;
   
   f) "Civil Enforcement Officer" shall have the meaning assigned by section 76 of the Traffic Management Act 2004
   
   g) "Date of Service" means the last day of the period of three (3) consecutive working days beginning with the first day of posting. If the PCN is not posted on a working day the first working day after the date of posting will be the first day of posting
   
   h) "Enactment" means any enactment, whether public general or local and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;
   
   i) "Hackney Carriage" means a vehicle licensed under Section 37 of the Town Police Clauses Act 1847, Section 6 of the Metropolitan Carriages Act 1869 and any other similar enactment;
   
   j) "Penalty Charge" and "Reduced Penalty Charge" means a charge set by the Council under the provisions of the Bus Lane Contraventions (Penalty Charge, Adjudication and Enforcement (England) Regulations 2005 (Statutory Instrument 2005/2757).
k) "Penalty Charge Notice" means a notice issued by a person authorized to do so by the Council pursuant to the Bus Lane Contraventions (Penalty Charge, Adjudication and Enforcement (England) Regulations 2005 (Statutory Instrument 2005/2757).

l) "PCN" means a Penalty Charge Notice;

m) "Pedal Cycle" has the same meaning as in Regulation 4 of the Traffic Signs Regulations and General Directions 2002;

n) "Private Hire Vehicle" means a vehicle licensed under Section 48 Local Government (Miscellaneous Provisions) Act 1976 or any similar enactment;

o) "Relevant National Authority" means the Secretary of State in respects England;

p) "Traffic Signs Regulations and General Directions" means the Traffic Signs Regulations and General Directions 2002 and includes any enactment or re-enactment or amendment thereto;

q) "Vehicle" means a i) mechanically propelled vehicle intended or adapted for use on the Road; and /or ii) a Pedal Cycle which for the avoidance of doubt includes the whole or any part of a vehicle.

(ii) The Interpretation Act 1978 shall apply for interpretation of this order as it applies for the interpretation of an Act of Parliament.

3. The Council will carry out civil enforcement of any contravention of any prohibitions, restrictions or provisions of this Order by permitting the imposition of a Penalty Charge only on the basis of a record produced by the means of an Approved Device.

4. Where the Council have reason to believe that a Penalty Charge is payable in relation to a vehicle which has contravened this Order the Council will serve a PCN in accordance with The Bus Lane Contraventions (Penalty Charge, Adjudication and Enforcement) (England) Regulations 2005 (Statutory Instrument 2005/2757): -

i) on the person appearing to be the owner or keeper of the Vehicle or

ii) on the person appearing to be the person liable to pay the charge

5. If a Vehicle owner, keeper or driver contravenes any prohibitions or restrictions of this Order, a charge set by the Council pursuant to Regulations under Section 144(3) of the Act of 2000 and in accordance with guidance given by the Relevant National Authority (the Penalty Charge) is to be paid in the manner described in the notice within 28 days of the Date of Service of the PCN or within 14 days of the Date of Service of the PCN in the case of a Reduced Penalty Charge.

6. When the owner, keeper or driver has been identified the Council will issue a PCN in accordance with this Order and send the PCN by post

7. Save as provided in Article 8 of this Order, no person shall, except upon the direction or with the permission of a Police Officer in uniform or a Civil Enforcement Officer appointed by the Council cause or permit any Vehicle to be in and/or proceed in the length of road (the Bus Gate) described in the First Schedule to this Order.
8. Nothing in Article 7 of this Order shall apply to any Vehicle, listed in the Second Schedule to this Order traveling in a northerly direction.

9. The restrictions, prohibitions and requirements imposed by this Order shall be read and construed as not being in derogation of any restriction, prohibition or requirement imposed by any other Enactment and any exception or exemption to the provisions of this Order is without prejudice to the provisions of any other enactment.

**FIRST SCHEDULE**

Park Road commencing at a point 6.5 metres southwest of its junction with Quinton Road and continuing to its junction with Quinton Road

**SECOND SCHEDULE**

Nothing in Article 7 of this Order shall apply to a:-

(a) Bus
(b) Pedal Cycle
(c) vehicle being used for police, fire or ambulance service purposes in circumstances of an emergency
(d) any vehicle being used in accordance with and indication given by a traffic sign which has been placed pursuant to Sections 66 and 67 of the Act.
(e) Hackney Carriage
(f) Private Hire Vehicle
(g) Authorised Vehicle

The Common Seal of **THE COUNCIL OF THE CITY OF COVENTRY** was hereunto affixed on the 1st day of April 2014 in the presence of:-

[Signature]

Authorised Signatory