

# Public notice

## Monmouth Street public realm improvements

*The Camden (Prescribed Routes) (Monmouth Street) (No. \*) Traffic Order 202\**  
*The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. \*) Order 202\**

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') propose to make the above Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended ('the 1984 Act').
2. The general nature and effect of the Orders would be:
  - (a) to provide a restricted zone in MONMOUTH STREET (between its junction with Tower Street and its junction with Seven Dials) and TOWER STREET, in which waiting and loading would be restricted 'at any time' except within the existing marked bays;
  - (b) in MONMOUTH STREET:
    - (i) to prohibit entry by any vehicle, other than pedal cycles, to that length that lies between the northern kerb-line of West Street and the southern kerb-line of Tower Street; and
    - (ii) to provide 'at any time' loading restrictions across the southern end of the closure referred to in sub-paragraph (i) preceding, between its junction with West Street and its junction with Shelton Street; and
  - (c) in SHELTON STREET, on the north-west side:
    - (i) to provide 'at any time' loading restrictions: (A) between its junction with Monmouth Street and a point 23.2 metres south-west of the south-western wall of No. 1 Shelton Street; and (B) between the south-western wall of No. 1 Shelton Street and a point 16 metres south-west of that wall; and
    - (ii) to provide a loading bay operating 'at any time' (maximum stay 40 minutes, no return for 1 hour), between a point 16 metres south-west of the south-western wall of No. 1 Shelton Street and a point 23.2 metres south-west of that wall.
3. FURTHER NOTICE IS HEREBY GIVEN that the Council, under sections 90A-F of the Highways Act 1980 and in accordance with the Highways (Road Humps) Regulations 1999, propose to construct a flat-topped speed table in so much of the carriageway of SHELTON STREET as lies within the London Borough of Camden, comprising the full width of the carriageway and at a height level with the surrounding kerb, from the south-western wall of No. 1 Shelton Street (including the ramp) to the boundary of the City of Westminster.
4. FURTHER NOTICE IS HEREBY GIVEN that the Council, under section 65 of the Highways Act 1980, propose to construct a bi-directional cycle track reserved for the use of pedal cycles only in MONMOUTH STREET, the full

width of the carriageway that lies between the northern kerb-line of West Street and the southern kerb-line of Tower Street.

5. Additional notice is given as a courtesy measure that the Council have approved the provision of pedal cycle stands on the footway on the north side of the carriageway of WEST STREET, outside Nos. 2 and 4 West Street.
6. Copies of the proposed Orders, plans indicating the proposals, and other related documents may be obtained by contacting [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or inspected either: online at [camden.gov.uk/recently-advertised-proposals](https://camden.gov.uk/recently-advertised-proposals) or by prior appointment, in person at 5 Pancras Square, London, N1C 4AG during normal office hours. Any person wishing to object or make representations in respect of the proposals should send comments in writing, quoting reference '**TMO2526-0021**' and giving reasons for any objection, to the e-mail address above or by post to 'FREEPOST LBC TRANSPORT STRATEGY', to be received by the end of 11 November 2025.

**Peter Mardell** – Head of Parking Operations

16 October 2025

# Statement of reasons

## Monmouth Street public realm improvements

*The Camden (Prescribed Routes) (Monmouth Street) (No. \*) Traffic Order 202\**  
*The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. \*) Order 202\**

Enabling walking and cycling is a key strategic outcome for the Council as set out in multiple strategy documents. The [Camden Transport Strategy](#) (CTS), adopted in 2019, has 7 objectives, 3 of which are directly aligned with the proposals for this scheme (objectives 1, 2, & 3). The proposed scheme also aligns with the CTS delivery plan for 2022/2023 to 2024/2025, [here](#).

The proposals, as outlined in Section 2 of the [decision report](#) for the project, include public realm improvements at the existing road closure point on Monmouth Street, between Tower Street and Shelton Street. It includes additional footway space, a dedicated cycle track through the closure point, seating, planting, upgraded paving and a new loading bay on Shelton Street to provide space for vehicular deliveries/loading. The proposals also include a restricted zone on Tower Street and Monmouth Street that restricts waiting and loading at any time and introduction of 'at any time' waiting and loading restrictions in Shelton Street.

The [Camden Transport Strategy](#) (CTS) and accompanying [Cycling Action Plan](#) aim to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets our objectives, policies, and measures for achieving this goal. Our priorities include:

- increasing walking and cycling
- improving public transport in the borough
- reducing car ownership and use
- improving the quality of our air
- making our streets and transport networks safe, accessible, and inclusive for all

The proposals meet the objectives of [We Make Camden](#) by helping create clean, vibrant, and sustainable places and making it easier for people to travel by active modes of transport, which would help to encourage residents and visitors to cycle more instead of driving motor vehicles or using public transport. This would in turn contribute to improving air quality and lowering carbon emissions in the borough. The proposals also meet the objectives of We Make Camden by responding to the impacts of climate change.

The above proposals meet the objectives of the Camden Transport Strategy by:

- helping to facilitate an increase in walking and cycling.
- reducing the dominance of motor vehicles.
- helping to facilitate improving the quality of our air.
- making our streets and transport networks safe, accessible, and inclusive for all.

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

202\* No. \*\*\*

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The Camden (Prescribed Routes) (Monmouth Street) (No. \*) Traffic Order 202\*

Made: \*\*\*\*\* 202\*

Coming into force: \*\*\*\*\* 202\*

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The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>1</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

### Citation and commencement

1. This Order shall come into force on \*\*\* 202\* and may be cited as the Camden (Prescribed Routes) (Monmouth Street) (No. \*) Traffic Order 202\*

### Interpretation

2. (1) In this Order:-
  - "causing" includes "permitting";
  - "Council" means the Council of the London Borough of Camden;
  - "enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;
- (2) 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.
- (3) Any reference in this Order to a named street or part thereof shall be construed as a reference to such a street so named or part thereof as lies within the boundary of the London Borough of Camden.

### Prescribed routes

3. (1) No person causing a vehicle other than a pedal cycle to proceed in that length of Monmouth Street that lies south of the northern kerb-line of West Street shall, upon reaching its junction with that length of Monmouth Street that lies north of the northern kerb-line of West Street, cause that vehicle to enter that length of Monmouth Street that lies north of the northern kerb-line of West Street.

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<sup>1</sup> 1984 c.27  
LBC 202\*/\*\*\*

- (2) No person causing a vehicle other than a pedal cycle to proceed in that length of Monmouth Street that lies north of the southern kerb-line of Tower Street shall, upon reaching its junction with that length of Monmouth Street that lies south of the southern kerb-line of Tower Street, cause that vehicle to enter that length of Monmouth Street that lies south of the southern kerb-line of Tower Street.

### **Exemptions**

4. Nothing in Article 3 of this Order shall apply in relation to:-
- (a) any vehicle being used for ambulance, fire brigade or police purposes; or
  - (b) anything done with the permission or at the direction of a police constable in uniform; or
  - (c) any vehicle being used by or on behalf of the Council in the pursuance of its statutory duties, or which is otherwise authorised by the Council;
  - (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

**Dated this \*\* \*\*\*\*\* 202\***

**Peter Mardell**

**Head of Parking Operations**

## **EXPLANATORY NOTE**

(This Note is not part of the Order)

This Order introduces a 'no entry except pedal cycles' restriction at two points in Monmouth Street, as part of a scheme of public realm improvements in the Monmouth Street area, in the London Borough of Camden.

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

202\* No. \*\*\*

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The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. \*) Order 202\*

Made on \*\* \*\*\*\* 202\*

Coming into force on \*\* \*\*\*\* 202\*

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The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>1</sup>, and of all other powers thereunto enabling, hereby make the following Order:

### Citation and commencement

1. This Order may be cited as the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. \*) Order 202\* and shall come into force on \*\* \*\*\*\* 202\*.

### Interpretation

2. (1) In this Order:

“Council” means the Council of the London Borough of Camden;

“map based schedule” means a map tile attached to this Order, to be read in conjunction with this Order and the Order of 2025, which depicts the parking places or loading places designated by this Order, and the waiting or loading or stopping restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place or loading place or length of waiting or loading or stopping restrictions, and, if appropriate, certain of their governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map based schedule and where a parking place, loading place or waiting or loading or stopping restriction is depicted on the map based schedule, that parking place, loading place or waiting or loading or stopping restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

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<sup>1</sup> 1984 c.27

“map schedule legend” means the map schedule legend attached to the Order of 2025 which, when used in conjunction with a map tile, identifies the specific type of parking places or loading places designated by this Order, and the waiting or loading or stopping restrictions imposed by this Order, to which the provisions of this Order apply, and, where appropriate, certain of their governing provisions;

“map tile” means an individual map with a specific tile reference, being part of the map based schedule attached to this Order;

“the Order of 2025” means the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025<sup>2</sup>.

- (2) Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment.
- (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2025 shall have the same meaning as in that Order.

### **Substitution of map tiles**

3. (1) Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2025 shall have effect as though for the map tiles attached to that Order there were substituted the map tiles similarly referenced and attached to this Order.
- (2) The substitution of any map tile referred to in paragraph (1) of this Article will have the effect of revoking or omitting any provision designated or imposed or applied by a previous version of that map tile and not incorporated into the latest version.

### **Designation of parking places or loading places and application of the Order of 2025 thereto**

4. (1) Each area on a street identified in a map tile as a parking place or loading place and, where applicable, by way of the map schedule legend as an area marked out or signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2025 in relation to that type of parking place or loading place, as the case may be, is designated as a parking place or a loading place.
- (2) Unless otherwise so identified, a parking place or loading place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place as specified in the Traffic Signs Regulations and General Directions 2016<sup>3</sup>.

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<sup>2</sup> LBC 2025/023

<sup>3</sup> SI 2016/362

- (3) The provisions of the Order of 2025 shall apply to an area designated as a parking place or loading place by this Order as if in those provisions any reference to a parking place or loading place, as the case may be, included a reference to an area designated as a parking place or loading place by this Order.

**Waiting restrictions, loading restrictions and stopping restrictions and application of the Order of 2025 thereto**

5. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2025 shall have effect as though:-
  - (a) any waiting restriction or loading restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a waiting restriction or a loading restriction shall be construed as through it were a restricted street referred to in the Order of 2025; and
  - (b) any stopping restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a stopping restriction shall be construed as through it were a stopping restriction referred to in the Order of 2025.

**Placing of traffic signs, etc.**

6. The Council shall:
  - (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of each parking place or loading designated by, or each length of waiting or loading or stopping restrictions imposed by, this Order; and
  - (b) carry out such other work as is reasonably required for the purpose of the satisfactory operation of such parking place, loading place, or length of waiting or loading or stopping restrictions.

**Dated this \*\* \*\*\*\* 202\***

**Peter Mardell**

**Head of Parking Operations**

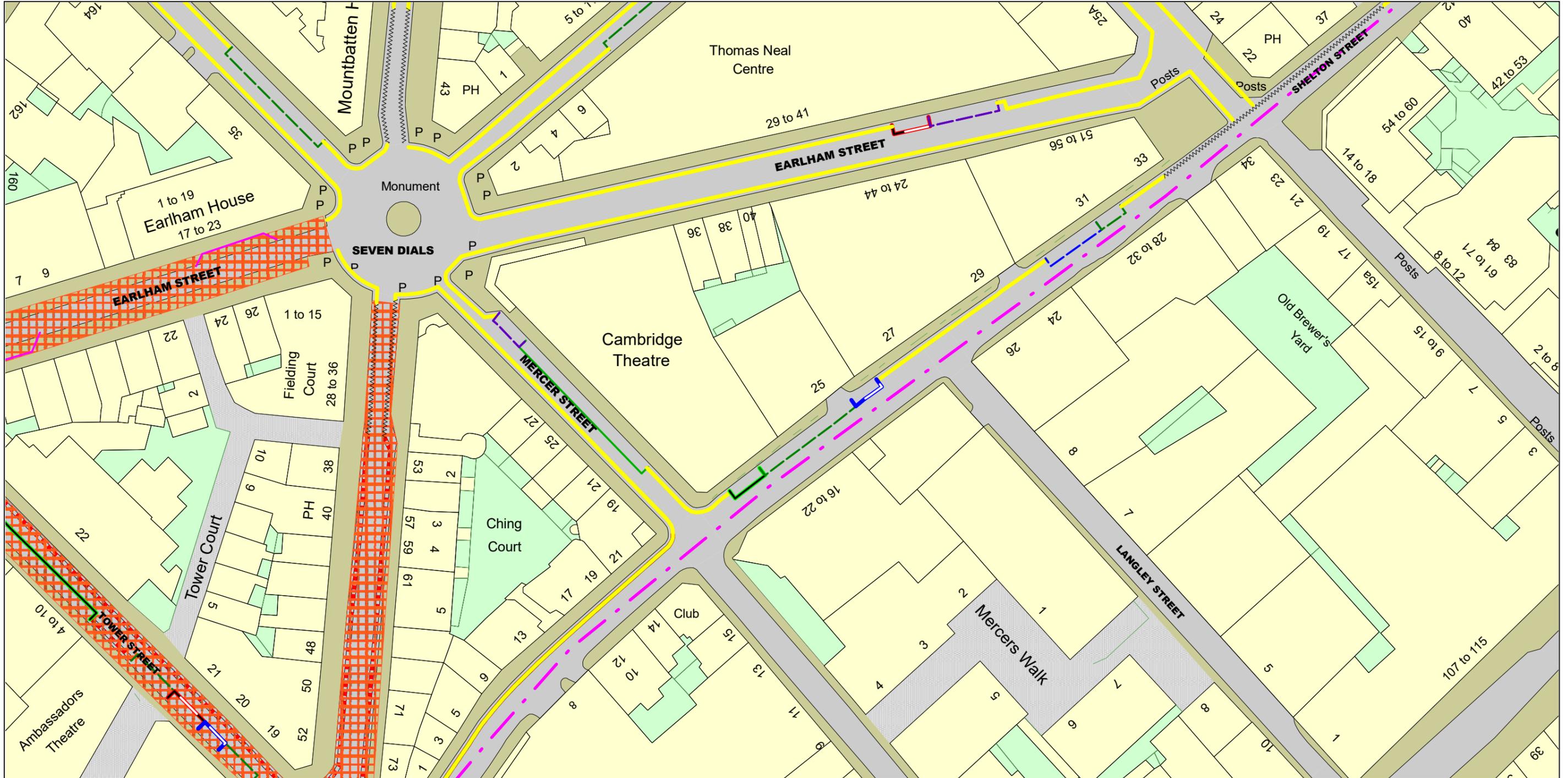
## EXPLANATORY NOTE

(This Note is not part of the Order)

This Order amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 so as:

- (a) to provide a restricted zone in Monmouth Street (between its junction with Tower Street and its junction with Seven Dials) and Tower Street, in which waiting and loading would be restricted 'at any time' except within the existing marked bays;
- (b) to provide 'at any time' loading restrictions in Monmouth Street, across the southern end of a proposed no entry point at the northern kerb-line of West Street, between its junction with West Street and its junction with Shelton Street; and
- (c) in Shelton Street, on the north-west side:
  - (i) to provide 'at any time' loading restrictions: (A) between its junction with Monmouth Street and a point 23.2 metres south-west of the south-western wall of No. 1 Shelton Street; and (B) between the south-western wall of No. 1 Shelton Street and a point 16 metres south-west of that wall; and
  - (ii) to provide a loading bay operating 'at any time' (maximum stay 40 minutes, no return for 1 hour), between a point 16 metres south-west of the south-western wall of No. 1 Shelton Street and a point 23.2 metres south-west of that wall.

as part of a scheme of public realm improvements in the Monmouth Street area, in the London Borough of Camden.



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

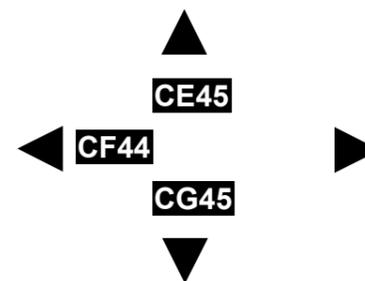
**SCALE - 1 : 625** at A3 size

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**Key to Restriction Types Displayed**

- Dockless Cycle Hire
- Loading Place
- Permit Holders Only MKT Mon-Sat 8.30am-6.30pm
- Paid Parking Only Mon-Sat 8.30am-6.30pm Max Stay 2hrs No Return Within 1hr
- Paid Parking Only (Solo Motorcycles)
- Permit Holders Only CA-C
- Resident Permit Holders Only CA-C
- No Waiting At Any Time
- Pedestrian Crossing
- Restricted Zone
- Disabled Blue Badge Holders Only Sun and Mon-Sat midnight-8.30am and 6.30pm-midnight Loading Only 40 mins

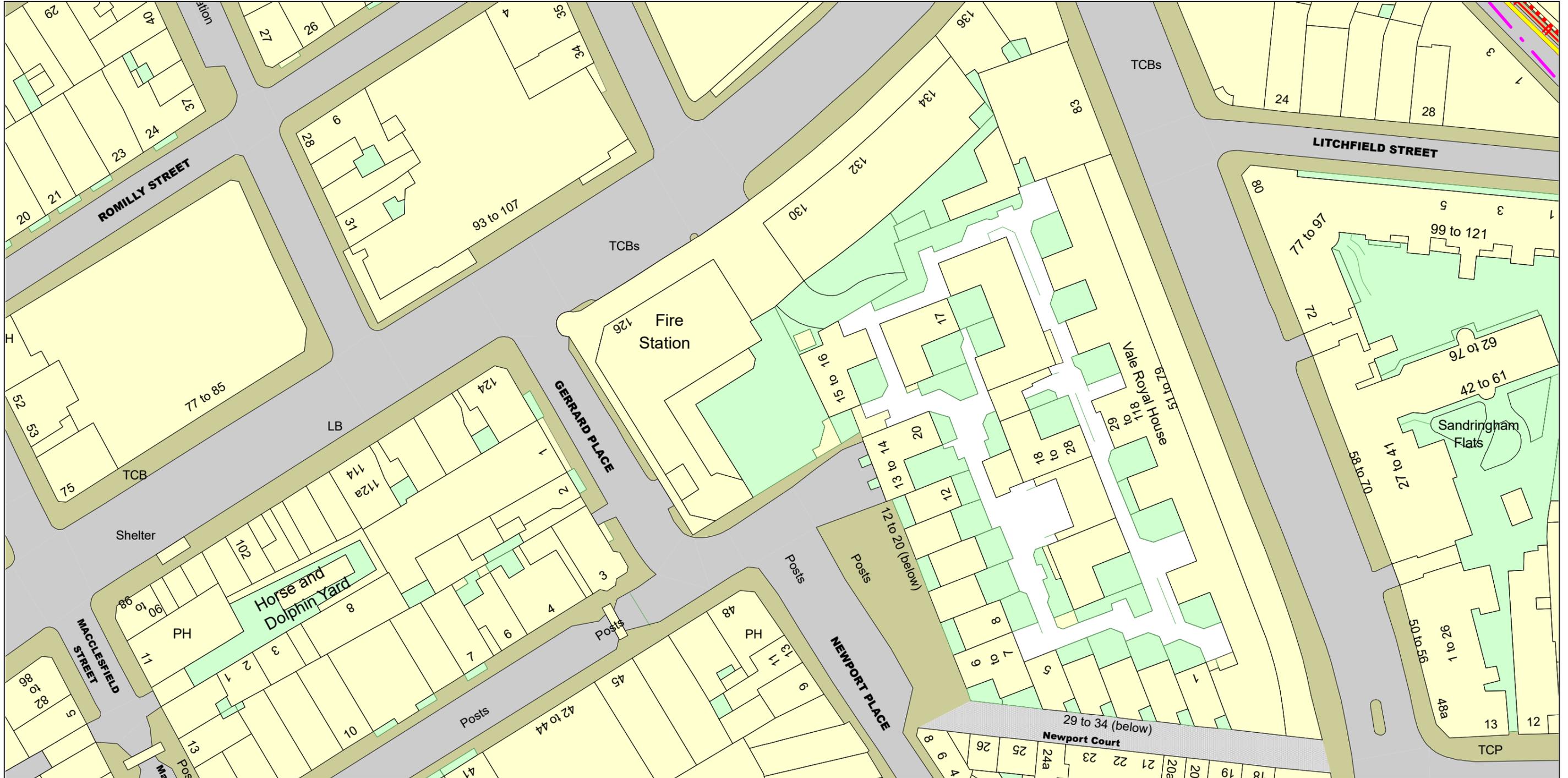


Status: PROPOSE

Map Tile Reference: Tile Ref: CF45

Sheet Revision Number: 2

Sheet Active From: 21/09/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

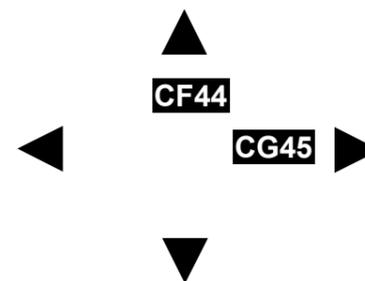
**SCALE** - 1 : 625 at A3 size

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**Key to Restriction Types Displayed**

-  No Loading At Any Time
-  No Waiting At Any Time



Status: PROPOSE

Map Tile Reference: Tile Ref: CG44

Sheet Revision Number: 2

Sheet Active From: 21/09/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

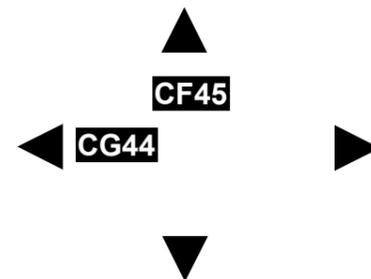
**SCALE** - 1 : 625 at A3 size

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**Key to Restriction Types Displayed**

-  Loading Only 40mins No Return Within 1hr
-  No Loading At Any Time
-  Resident Permit Holders Only CA-C
-  No Waiting At Any Time
-  Restricted Zone No Waiting Or Loading At Any Time Except in Signed Bays



Status: PROPOSE

Map Tile Reference: Tile Ref: CG45

Sheet Revision Number: 2

Sheet Active From: 21/09/2025



Except cycles

|               |                    |
|---------------|--------------------|
| Scheme Ref.   | Mon. Squ           |
| Sign Ref.     | SP1                |
| TSRGD Ref.    | S20-2-             |
| Letter colour | BLACK              |
| Background    | WHITE              |
| Border        | BLACK              |
| Mount Height  | 2300               |
| Material      | Class R3B-UK       |
| x-height      | 50.0               |
| SIGN FACE     |                    |
| Width         | 540mm              |
| Height        | 840mm              |
| Area          | 0.45m <sup>2</sup> |



Except cycles

|               |                    |
|---------------|--------------------|
| Scheme Ref.   | Mon. Squ           |
| Sign Ref.     | SP2                |
| TSRGD Ref.    | S20-2-             |
| Letter colour | N/A                |
| Background    | GREY               |
| Border        | N/A                |
| Mount Height  | 2300               |
| Material      | Class R3B-UK       |
| x-height      | 50.0               |
| SIGN FACE     |                    |
| Width         | 540mm              |
| Height        | 840mm              |
| Area          | 0.45m <sup>2</sup> |

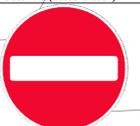


Except cycles

|               |                    |
|---------------|--------------------|
| Scheme Ref.   | Mon. Squ           |
| Sign Ref.     | SP3                |
| TSRGD Ref.    | S20-2-             |
| Letter colour | BLACK              |
| Background    | WHITE              |
| Border        | BLACK              |
| Mount Height  | 2300               |
| Material      | Class R3B-UK       |
| x-height      | 50.0               |
| SIGN FACE     |                    |
| Width         | 540mm              |
| Height        | 840mm              |
| Area          | 0.45m <sup>2</sup> |



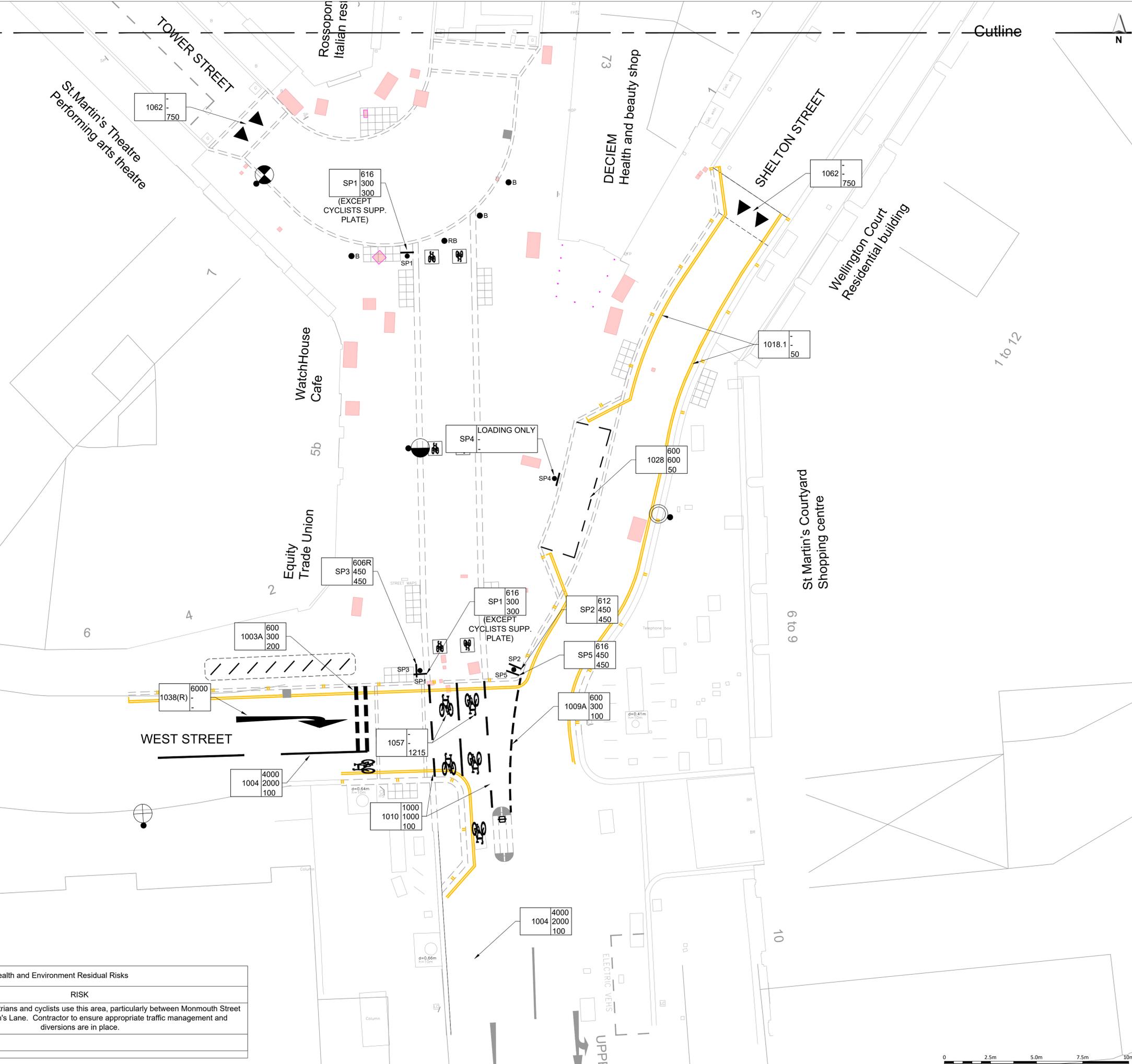
|               |                          |
|---------------|--------------------------|
| Scheme Ref.   | Mon. Squ                 |
| Sign Ref.     | SP4                      |
| TSRGD Ref.    | S20-2-                   |
| Letter colour | BLACK                    |
| Background    | WHITE                    |
| Border        | BLACK                    |
| Mount Height  | 2300                     |
| Material      | Class RA2 (12899-1:2007) |
| x-height      | 20.0                     |
| SIGN FACE     |                          |
| Width         | 310 mm                   |
| Height        | 280 mm                   |
| Area          | 0.09 m <sup>2</sup>      |



|                |                     |
|----------------|---------------------|
| Scheme Ref.    | SP5                 |
| Sign Reference | 616                 |
| Diag No.       | 616                 |
| TSRGD Ref.     | S3-2-10 & S14-2-44  |
| Height         | 450 mm              |
| Mount Height   | 2300                |
| Material       | Class R3B-UK        |
| Width          | 450 mm              |
| Area           | 0.16 m <sup>2</sup> |

Site Specific Safety, Health and Environment Residual Risks

| ITEM | RISK  |
|------|---|
| 1    | High numbers of pedestrians and cyclists use this area, particularly between Monmouth Street and Upper St Martin's Lane. Contractor to ensure appropriate traffic management and diversions are in place. |
| 2    |   |



- NOTES:
- There are existing statutory undertakers' plant in the vicinity of the works. Contractor is to confirm position of plant before commencement of the works using safe methods.
  - Do not scale from this drawing. If any discrepancies are identified they are to be brought to the engineer's attention immediately.
  - All dimensions are in metres unless otherwise shown.
  - This drawing is to be read in conjunction with all other relevant drawings. Refer to 202201101-0000-01 for drawing register.
  - This drawing is based on topographical survey drawing number SED-TOP-269-2D\_Rev2 by TopoCrew in April 2022.

- UTILITY COVER AFFECTED BY WORKS. REFER TO C2 UTILITY RECORDS AND CONSULT ASSET OWNER FOR ADVICE
- CONTRACTOR TO SUPPLY AND INSTALL
- PROPOSED KERB. REFER TO 1100 SERIES.
- SURFACE BREAK LINE.
- PROPOSED YELLOW / WHITE THERMOPLASTIC ROAD MARKINGS IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
- EXISTING LINE MARKING TO BE REMOVED.
- EXISTING LINE MARKING TO BE RETAINED.
- PROPOSED SIGN PLATE ON NEW SIGN POST (4no.).
- SP1
- STATIC BOLLARD
- REMOVABLE BOLLARD
- PROPOSED SHEFFIELD STYLE CYCLE STANDS

ROAD MARKINGS

|             |      |            |
|-------------|------|------------|
| TSRGD       | 6000 | MARK (mm)  |
| DIAGRAM No. | 1004 | GAP (mm)   |
|             | 100  | WIDTH (mm) |

SIGNS

|                     |     |                  |
|---------------------|-----|------------------|
| SIGN FACE REFERENCE | 610 | TSRGD REF        |
|                     | SP1 | SIGN WIDTH (mm)  |
|                     | 375 | SIGN HEIGHT (mm) |

|     |                    |      |      |            |
|-----|--------------------|------|------|------------|
| D03 | LOADING SIGN       | ISEG | ISEG | 30/07/2025 |
| D02 | CHANGES TO WEST ST | ISEG | ISEG | 21/07/2025 |
| D01 | Minor updates      | ISEG | ISEG | 15/10/2024 |
| D00 | Technical Review   | ISEG | ISEG | 22/07/2024 |
| REV | DESCRIPTION        | DES  | APP  | DATE       |

STATUS: DETAILED DESIGN

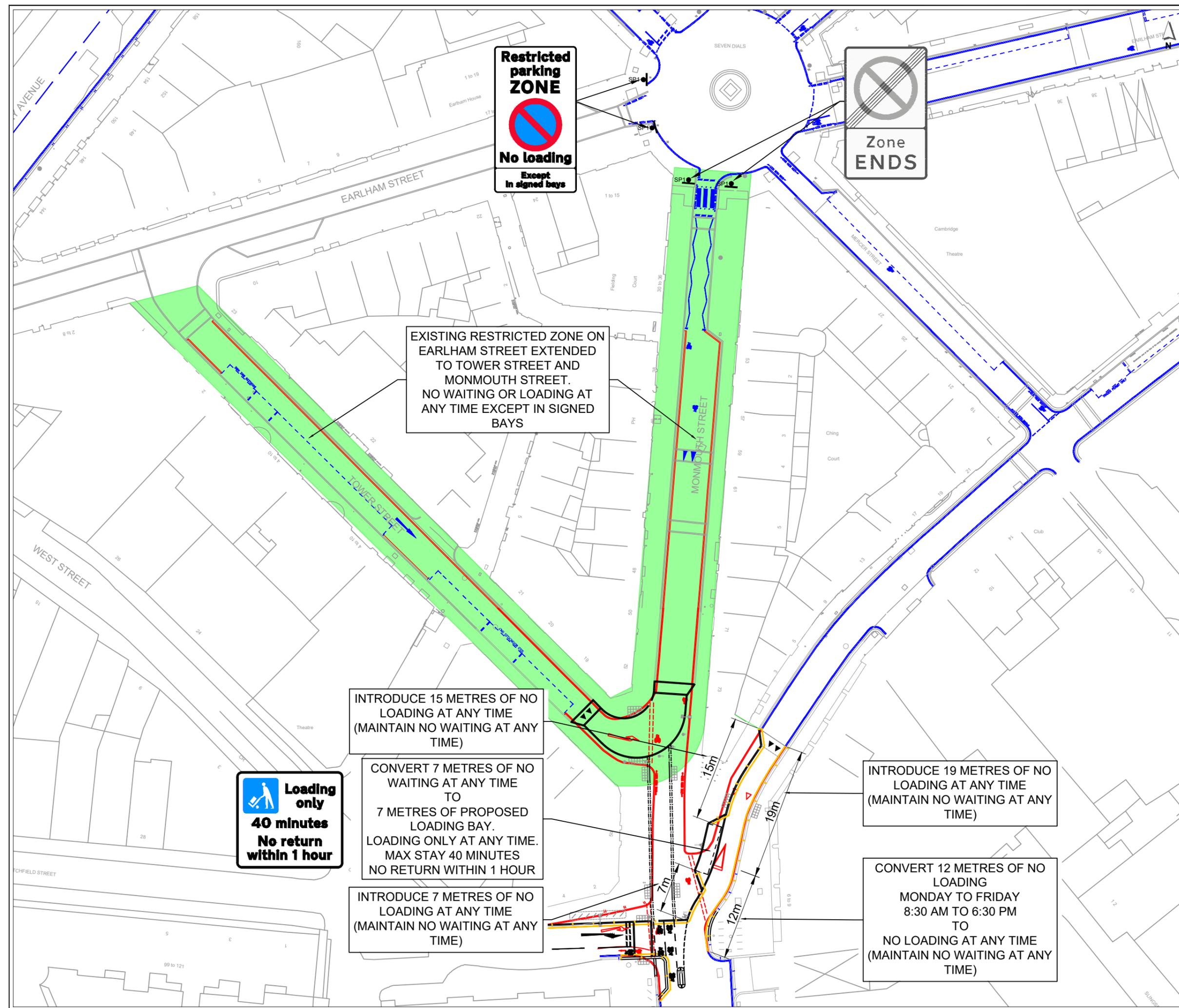
AUTHOR: ROADWAYS CONSULTING LTD  
 CLIENT: SHAFTESBURY CAPITAL

PROJECT: MONMOUTH SQUARE PUBLIC REALM IMPROVEMENTS

DRAWING TITLE: SIGNS, ROAD MARKINGS AND STREET FURNITURE PROPOSALS - SHEET 1

|                        |             |           |
|------------------------|-------------|-----------|
| PROJECT NO:            | SCALE @ A1: | REVISION: |
| RCL202201101 / LDA9999 | 1:100       | D03       |
| DESIGNED:              | CHECKED:    | APPROVED: |
| SEG                    | SEG         | SEG       |
|                        |             | DATE:     |
|                        |             | JULY 2024 |





- NOTES:
- Do not scale from this drawing.
- PROPOSED WHITE ROAD MARKING
  - PROPOSED YELLOW ROAD MARKINGS
  - EXISTING ROAD MARKING TO BE RETAINED
  - ROAD MARKINGS TO BE REMOVED
  - PROPOSED KERB LINE
  - ♣ PROPOSED SIGN

|     |               |     |            |
|-----|---------------|-----|------------|
| 03  | SIGN CHANGES  | RCL | JULY 2025  |
| 02  | SCALE CHANGES | RCL | JUNE 2025  |
| 01  | KEY ADDED     | RCL | DEC 2024   |
| 00  | INITIAL ISSUE | RCL | APRIL 2024 |
| REV | DESCRIPTION   | DES | DATE       |

STATUS:  
**CONSULTATION**

CLIENT

PROJECT:  
**MONMOUTH SQUARE PUBLIC REALM IMPROVEMENTS**

DRAWING TITLE:  
**TRAFFIC MANAGEMENT ORDER PROPOSALS**

|   |                     |                 |                   |
|---|---------------------|-----------------|-------------------|
| DRAWING NO:<br><b>202201101-5000-01-TRO</b> |                     |                 |                   |
| PROJECT NO<br>202201101                     | SCALE @ A3<br>1:500 | REVISION<br>03  | DATE<br>JUNE 2025 |
| DESIGNED<br>RCL                             | CHECKED<br>RCL      | APPROVED<br>RCL | DATE<br>JUNE 2025 |