

Public notice

Healthy school streets – St. George the Martyr C of E Primary School: experimental introduction of a pedestrian and cycle zone with timed prohibition of motor vehicles

The Camden (Moving Traffic Restrictions) (Great Ormond Street, Millman Mews, Millman Street and Rugby Street) (No. 1) Experimental Traffic Order 2026

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') on 17 September 2026 have made the above Experimental Order under sections 9 and 10 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended.
2. The general nature and effect of the Order, as part of the Council's 'Healthy school streets' programme, will be to experimentally introduce a pedestrian and cycle zone in the vicinity of St. George the Martyr Church of England School, John's Mews, comprising the following roads and lengths of roads: GREAT ORMOND STREET (between its junction with Millman Street and its junction with Lamb's Conduit Street), MILLMAN MEWS, MILLMAN STREET and RUGBY STREET.

Motor vehicles will be prohibited from entering into or proceeding in the pedestrian and cycle zone between the hours of 8.30 am and 9.30 am and between the hours of 3.00 pm and 4.00 pm on Monday to Friday inclusive.

Note: it is expected that the traffic signs indicating the above restriction will be displayed and take effect during school term time only.

3. Exemption from the restriction will be provided for: vehicles registered to residents, access (including for persons providing care to residents, and buses providing 'Plus Bus door to door' and 'Dial-a-ride' services to residents) and vehicles being used to transport disabled persons to or from premises in the pedestrian and cycle zone, or disabled pupils to or from St. George the Martyr Church of England School, John's Mews), emergency services, maintenance vehicles, and such other vehicles as are authorised by the Council.
4. Copies of the Order, which will come into force on 28 September 2026 and may remain in force for up to 18 months, of plans indicating their effects, and of other related documents may be obtained by contacting traffic.orders@camden.gov.uk or inspected either: online at camden.gov.uk/recently-advertised-proposals or by prior appointment, in person at 5 Pancras Square, London, N1C 4AG during normal office hours.
5. The Council will consider in due course whether the provisions of the Experimental Order should be continued in force indefinitely by means of an Order made under sections 6 and 124 of and Part IV of Schedule 9 to the 1984 Act. Any person may object to the making of an Order for the purpose of such indefinite continuation within a period of six months, beginning from the date on which the Experimental Order came into force or, if the Experimental Order is varied by another Order or modified pursuant to section 10(2) of the 1984 Act, beginning with the date on which the variation or modification or the latest variation or modification comes into force. Any objection or representation must

be in writing, quoting reference '**TMO2627-0010**' and giving reasons for any objection and stating the grounds on which it is made, and sent to the e-mail address above or by post to 'FREEPOST LBC TRANSPORT STRATEGY', to be received by the end of 29 March 2027.

6. Any person desiring to question the validity of the Order or of any provision contained therein on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder has not been complied with may, within 6 weeks of the date on which the Order was made, make application for the purpose to the High Court.

Peter Mardell - Head of Parking Operations

17 September 2026

Statement of reasons

Healthy school streets – St. George the Martyr C of E Primary School: experimental introduction of a pedestrian and cycle zone with timed prohibition of motor vehicles

The Camden (Moving Traffic Restrictions) (Great Ormond Street, Millman Mews, Millman Street and Rugby Street) (No. 1) Experimental Traffic Order 2026

[We Make Camden](#) is our joint vision for the borough, developed in partnership with our community.

The proposals for a trial Healthy School Street scheme for St George the Martyr Church of England Primary School Healthy School Street help meet key objectives of We Make Camden by helping create clean, vibrant, and sustainable places and making it easier for people to travel by active and sustainable modes of transport. Through encouraging and enabling active travel (particularly walking, wheeling, scooting and cycling) these proposals also contribute to the strategic ambition that Camden communities support good health, wellbeing and connection for everyone so that they can start well, live well and age well.

The Way We Work is the Council's response to We Make Camden. The proposals in this report meet a key ambition that Camden should be a green, clean, vibrant, accessible, and sustainable place with everyone empowered to contribute to tackling the Climate Emergency.

Enabling walking and cycling in the borough are key strategic outcomes for the Council. The [Camden Transport Strategy \(CTS\)](#), adopted in 2019, has seven objectives, three of which are directly aligned with the proposals for this scheme as outlined below:

- Objective 1: To transform our streets and places to enable an increase in walking and cycling.
- Objective 2: To reduce car ownership and use, and monitor traffic levels in Camden.
- Objective 4: Substantially reduce all road casualties in Camden and progress toward zero killed and seriously injured (KSI) casualties.

The proposed HSS scheme is within the [Climate Action Plan 2026-2030](#) and aligns with the Council's policy commitment to 'deliver timed road closures and other safe and healthy street interventions outside schools across Camden through our Healthy School Streets programme'. The scheme also contributes to the [Camden Clean Air Strategy and Clean Air Action Plan](#) and the [Mayor's Transport Strategy \(MTS\)](#) 2018 (revised 2022).

The proposed St George the Martyr CoE Primary School Healthy School Street Scheme also contributes to the key objectives of the Healthy School Streets programme. The scheme forms part of the wider [Holborn Liveable Neighbourhood project](#).

The proposed 18-month Experimental Traffic Order (ETO) at this location is required to provide a trial Healthy School Street timed motor vehicle restrictions between 8:30 – 9:30 and 15:00 – 16:00, Monday to Friday, during school term time only, on

- Millman Street (including Millman Mews) between Guildford Street and Rugby Street
- Rugby Street, between Millman Street and Lamb's Conduit Street
- Great Ormond Street, between Millman Street and Lamb's Conduit Street

The aim of the scheme is to reduce traffic volumes and improve road safety and air quality in the vicinity of St George the Martyr Church of England Primary School, as well as encourage pupils and parents/carers to walk, cycle or scoot to school (sustainable, active, healthy travel) without causing undue adverse effects and to improve pedestrian accessibility and climate resilience.

The reduction in traffic could have associated positive impacts on road safety and walking, cycling and scooting conditions for residents, school children, workers, and visitors to the area, and could help to improve air quality in these local streets.

Residents living on the lengths of streets subject to the Healthy School Street restrictions will be able to apply for an exemption to the scheme so that they can still access their properties by motor vehicle at all times. Penalty Charge Notices will not be issued to anybody driving out of the scheme area. Deliveries and visits from friends/relatives will need to be scheduled outside of the operational hours of the scheme.

Plus Bus Door to Door and Dial A Ride services will be exempt, and exemptions will be available for Blue Badge holders that require access to an address within the Healthy School Street and for carers and residents that are reliant on door-to-door transport.

The ETO for the scheme will be in place for up to 18 months. Monitoring data will be collected during this time to understand the impacts of the scheme on streets within the scheme area. The decision regarding whether or not to make the scheme permanent at the end of the trial will be based on monitoring data, feedback received during the trial period, Council policy and strategies.

For more information visit;

<https://camden.moderngov.co.uk/documents/s131348/Report - HLN STARter Project St George the Martyr CofE Primary School Healthy Streets.pdf>

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER
2026 No. 034

The Camden (Moving Traffic Restrictions) (Great Ormond Street, Millman Mews,
Millman Street and Rugby Street) (No. 1) Experimental Traffic Order 2026

Made: 17 September 2026

Coming into force: 28 September 2026

Expires: 27 March 2028

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 9 and 10 of the Road Traffic Regulation Act 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation, commencement and expiry

1. This Order may be cited as the Camden (Moving Traffic Restrictions) (Great Ormond Street, Millman Mews, Millman Street and Rugby Street) (No. 1) Experimental Traffic Order 2026, shall come into force on 28 September 2026 and will expire on 27 March 2028.

Interpretation

2. (1) In this Order:-

“causing” includes “permitting”;

“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 2026, which depicts the moving traffic restrictions designated, provided or imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular moving traffic restriction, and, if appropriate, certain of its 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 moving traffic restriction is depicted on the map based schedule, that moving traffic restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

¹ 1984 c.27

“map schedule legend” means the map schedule legend attached to the Order of 2026 which, when used in conjunction with the map-based schedule, identifies the specific type of moving traffic restrictions designated, provided or 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;

“motor vehicle” has the same meaning as in section 136 of the Road Traffic Regulation Act 1984;

“the Order of 2026” means the Camden (Moving Traffic Restrictions) Consolidation Order 2026²; and

“pedestrian and cycle zone” has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016³.

- (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 2026 shall have the same meaning as in that Order.

Moving traffic restrictions – pedestrian and cycle zone

3. (1) The following roads or lengths of roads shall comprise a pedestrian and cycle zone:-
 - (a) Great Ormond Street, between its junction with Millman Street and its junction with Lamb’s Conduit Street;
 - (b) Millman Mews;
 - (c) Millman Street; and
 - (d) Rugby Street.
- (2) Whilst this Order remains in force, no person shall cause any motor vehicle to enter into or proceed in the aforementioned pedestrian and cycle zone between the hours of 8.30 am and 9.30 am and between the hours of 3 pm and 4 pm on Monday to Friday inclusive.

Exemptions to restrictions

4. (1) Without prejudice to the provisions of Article 16 of the Order of 2026, Article 3 of this Order does not apply:-
 - (a) in respect of any vehicle being used for ambulance, fire brigade or police purposes; or

² LBC 2026/023

³ SI 2016/362

- (b) in respect of 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; or
- (c) in respect of anything done with the permission or at the direction of a police constable in uniform or a civil enforcement officer.

Provided that the physical layout or design of the road, or of any structure or other feature or item of street furniture located in relation to that road, allows for such usage or passage of vehicles or such action without danger to other road users, or to the fabric of the road or such surrounding structures or features.

- (2) Without prejudice to the provisions of Article 16 of the Order of 2026, Article 3 of this Order does not apply in respect of a vehicle entering into or proceeding in the pedestrian and cycle zone if the vehicle is being used:-

- (a) for the purpose of collecting refuse; or
- (b) in connection with the removal of any obstruction to traffic; or
- (c) in connection with the maintenance, improvement or reconstruction of any road; or
- (d) in connection with the maintenance, improvement or construction of any street furniture including bus stop infrastructure; or
- (e) in connection with any building operation or demolition; or
- (f) in connection with the laying, erection, alteration or repair in or near that length of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network, providing the vehicle cannot be used for that purpose without entering into or proceeding in a length of road subject to a prohibition or restriction and in so far as that activity is not prohibited by the provisions of any other Order;

Provided that the physical layout or design of the road, or of any structure or other feature or item of street furniture located in relation to that road, allows for such usage or passage of vehicles or such action without danger to other road users, or to the fabric of the road or such surrounding structures or features;

or

- (g) by or on behalf of the Council in the pursuance of its statutory duties, or which is otherwise so authorised by the Council.

- (3) Without prejudice to the provisions of Article 16 of the Order of 2026, Article 3 of this Order does not apply in respect of a vehicle entering into or proceeding in the pedestrian and cycle zone, being a pedestrian and cycle zone implemented as part of the Council's 'Healthy School Streets' programme) if the vehicle is:-

- (a) registered to a person resident at premises either located in a road or length of road within said pedestrian and cycle zone, or only

accessible therefrom; or

- (b) being used to transport a person who is a disabled persons badge holder resident at premises either located in a road or length of road within said pedestrian and cycle zone, or only accessible therefrom, provided the vehicle displays in the relevant position a valid disabled persons badge; or
- (c) being used to transport a disabled pupil to or from a school either located in a road or length of road within said pedestrian and cycle zone, or only accessible therefrom; or
- (d) being used for the purposes of gaining access to premises either located in a road or length of road within said pedestrian and cycle zone, or only accessible therefrom, including - for the avoidance of doubt - for the purpose of providing care to residents at said premises, or a bus providing a 'Plus bus door to door' or 'Dial-a-ride' service to residents at said premises.

Substitution of map tiles

- 5. (1) Whilst this Order remains in force and 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 2026 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 suspending any provision designated or provided or imposed by a previous version of that map tile and not incorporated into the latest version.

Power to modify or suspend the provisions of this order

- 6. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, either the Council's Director of Regeneration and Planning, Supporting Communities Directorate, or any person authorised in that behalf by them, if it appears to them or that person essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, may modify or suspend the Order or any provision therein, save that no modification shall make an addition.

Dated this 17 September 2026



Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

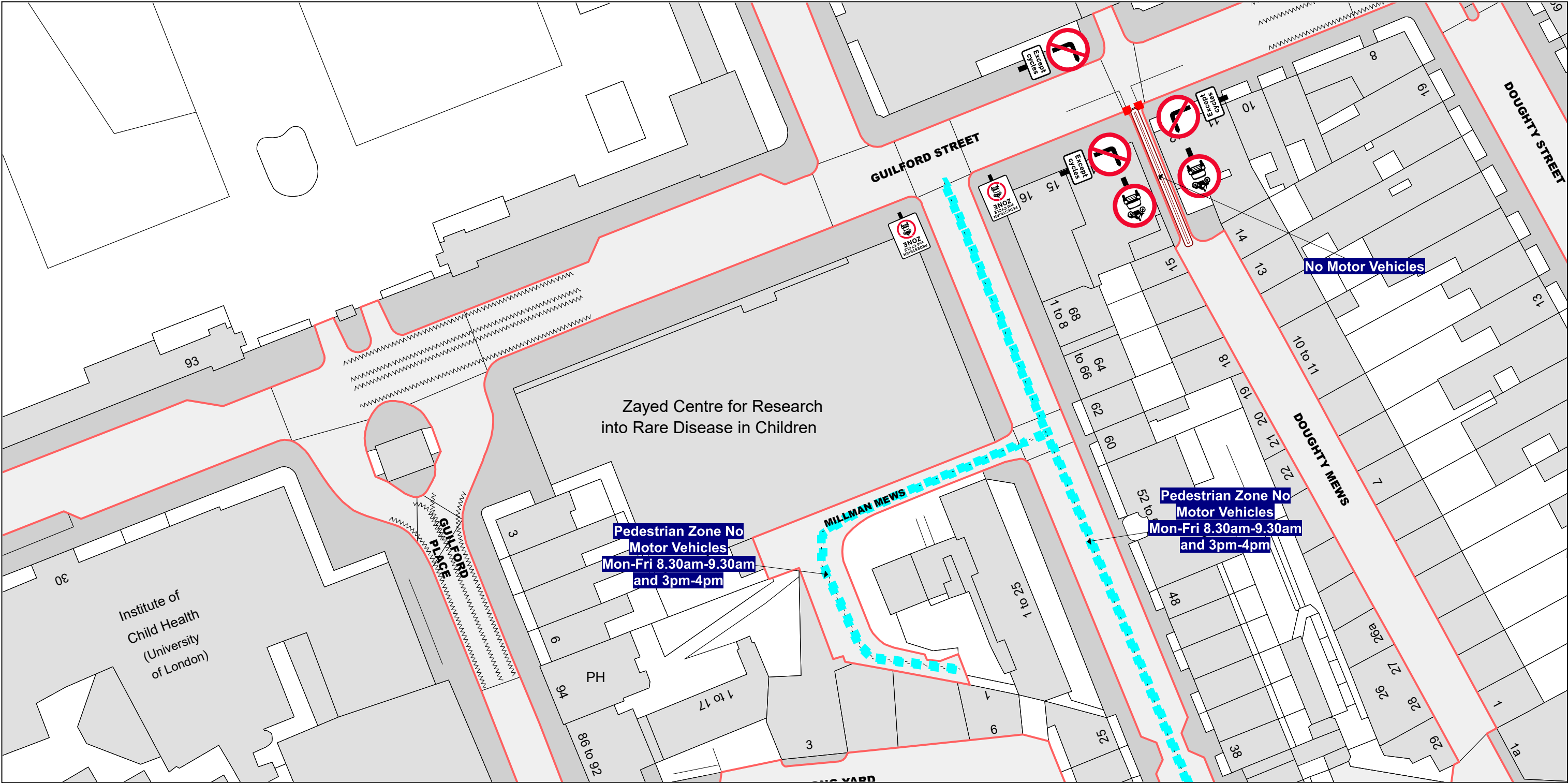
(This Note is not part of the Order)

This Order, as part of the Council's 'Healthy School Streets' programme, experimentally introduces a pedestrian and cycle zone in the vicinity of St. George the Martyr Church of England School, John's Mews, comprising the following roads and lengths of roads: GREAT ORMOND STREET (between its junction with Millman Street and its junction with Lamb's Conduit Street), MILLMAN MEWS, MILLMAN STREET and RUGBY STREET.

Motor vehicles will be prohibited from entering into or proceeding in said pedestrian and cycle zone between the hours of 8.30 am and 9.30 am and between the hours of 3.00 pm and 4.00 pm on Monday to Friday inclusive.

Note: it is expected that the traffic signs indicating the above restriction will be displayed and take effect during school term time only.

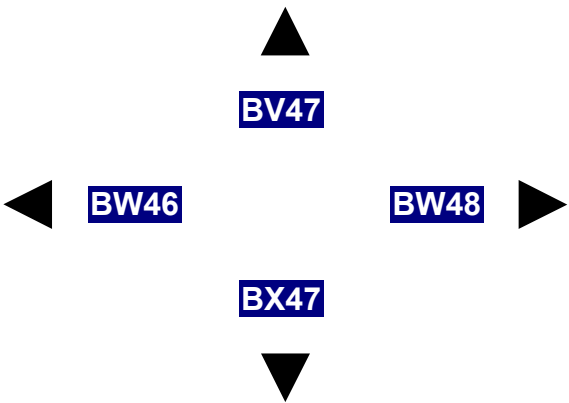
Exemption from the restriction will be provided for: vehicles registered to residents, access (including for persons providing care to residents, and buses providing 'Plus Bus door to door' and 'Dial-a-ride' services to residents) and vehicles being used to transport disabled persons to or from premises in the pedestrian and cycle zone, or disabled pupils to or from St. George the Martyr Church of England School, John's Mews), emergency services, maintenance vehicles, and such other vehicles as are authorised by the Council.



SCALE - 1 : 625 at A3 size
NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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LB Camden
Licence No: 100019726 2026

- Key to Restriction Types Displayed**
- 20mph
 - No Left Turn Except Cycles
 - No Right Turn Except Cycles
 - Pedestrian Crossing
 - Pedestrian Zone No Motor Vehicles Mon-Fri 8.30am-9.30am and 3pm-4pm
 - No Motor Vehicles
- Labels:**
- Confirmed item
 - Confirmed experimental or temporary item

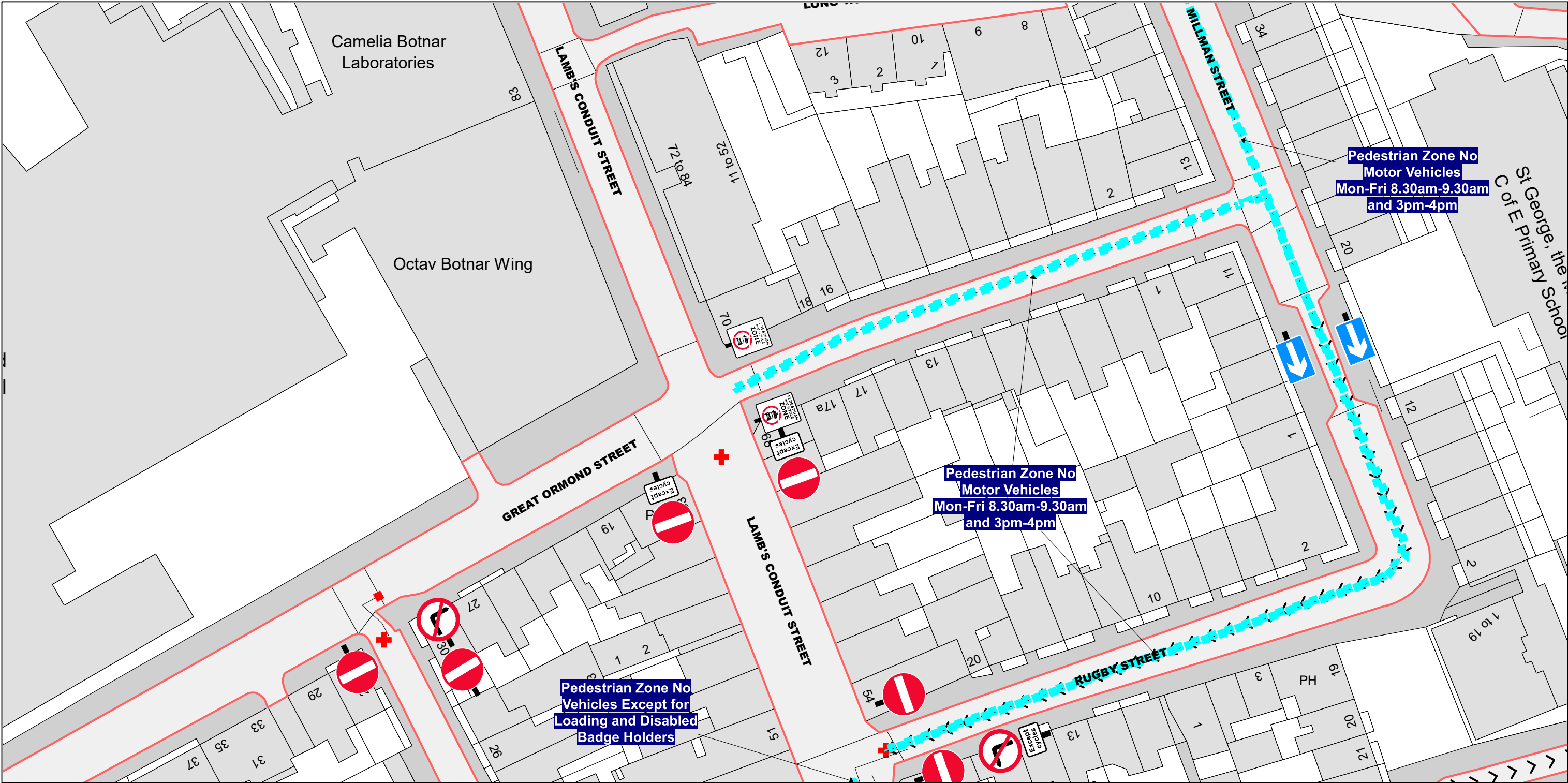


Status: CONFIRM

Map Tile Reference: Tile Ref: BW47

Sheet Revision Number: 1

Sheet Active From: 28/09/2026



SCALE - 1 : 625 at A3 size
NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

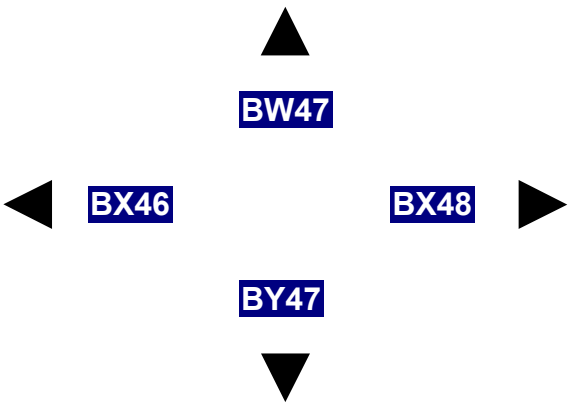
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LB Camden
Licence No: 100019726 2026

Key to Restriction Types Displayed

- 20mph
- No Entry
- No Left Turn Except Cycles
- No Right Turn
- One Way
- Pedestrian Zone

Labels:

- Confirmed item
- Confirmed experimental or temporary item

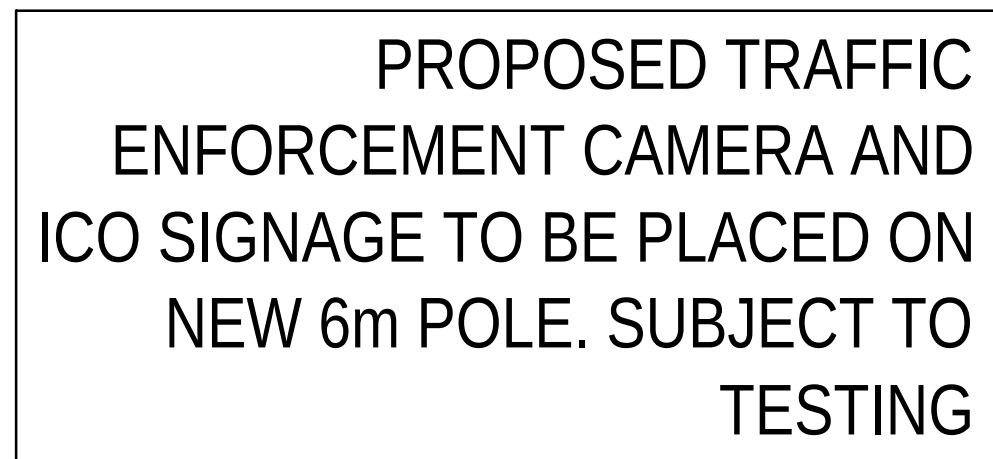


Status: CONFIRM

Map Tile Reference: Tile Ref: BX47

Sheet Revision Number: 1

Sheet Active From: 28/09/2026



PROPOSED HEALTHY
SCHOOL STREET FOLDING
SIGNS TO BE PLACED ON
NEW 5m SIGNAGE POLES
WITH CCTV SIGN BELOW

PROPOSED TRAFFIC
ENFORCEMENT CAMERA AND
ICO SIGNAGE TO BE PLACED ON
EXISTING LIGHTING COLUMN.
SUBJECT TO TESTING

1. ALL SIGNAGE TO HAVE MINIMUM 450mm HORIZONTAL CLEARANCE FROM CARRIAGEWAY EDGE
2. ALL SIGNAGE TO HAVE MINIMUM 2.1m GROUND CLEARANCE UNLESS OTHERWISE STATED
3. DO NOT SCALE OFF OF THIS DRAWING
4. ASK ENGINEER IF ANYTHING IS NOT CLEAR

Key

- Existing lighting column
- Existing Pupil Entrance
- Proposed Signage Pole
- Proposed Signage
- Proposed Timed Road Closure Area

Rev	By	Date	Amendments

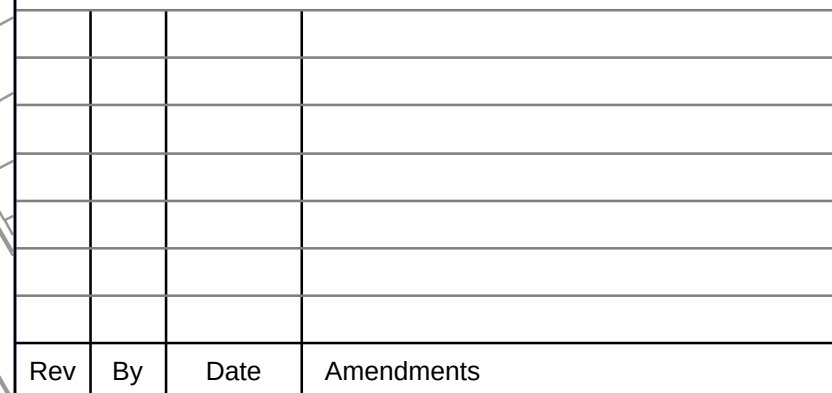
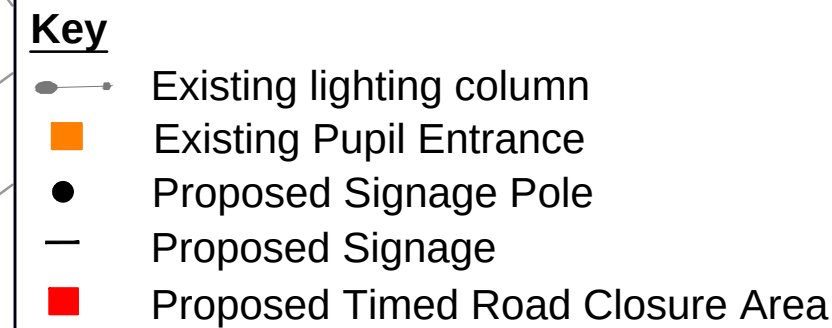


Design Team
Transport Strategy Service
London Borough of Camden
5 Pancras Square
Tel 020 7974 5551, Fax 020 7974 6952
DX 2106 Euston, Minicom 020 7974 6866

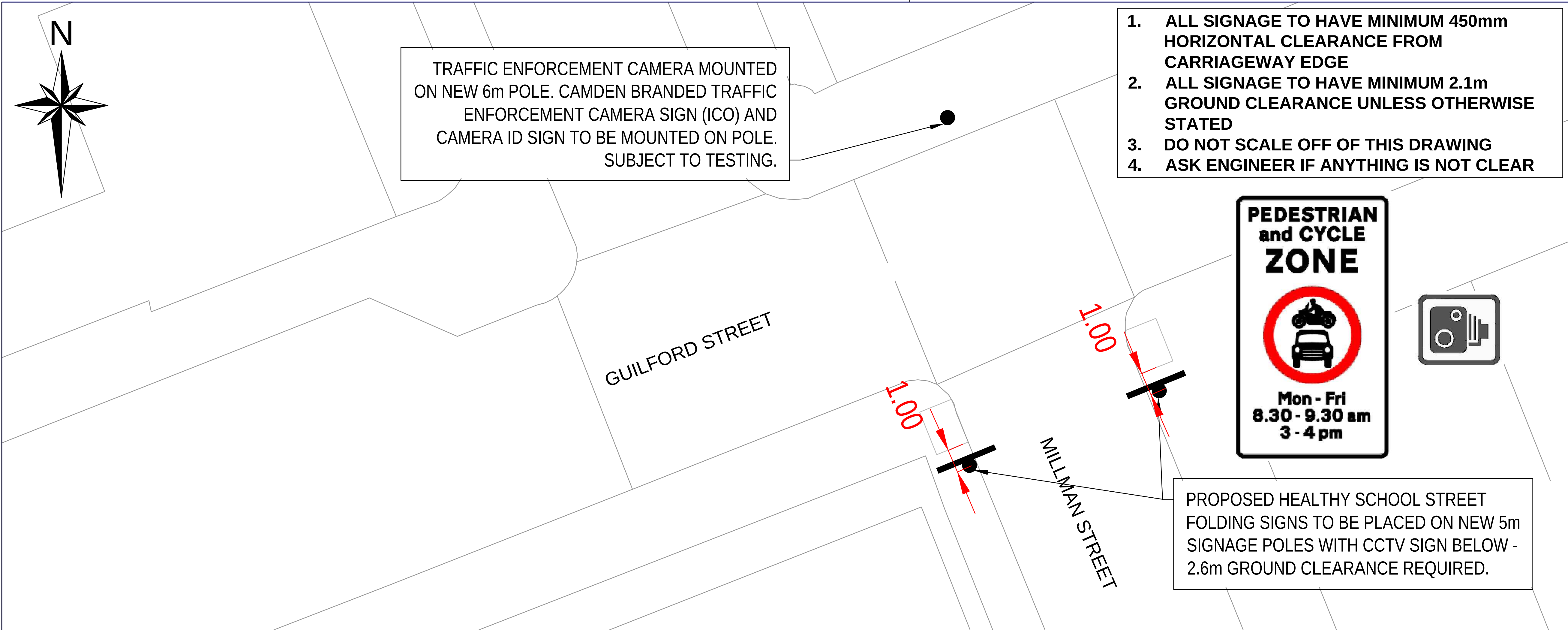
Project	St George the Martyr CofE Primary School
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Drawing Title	HEALTHY SCHOOL STREET DETAILED DESIGN SHEET 01 OF 05
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Drawn By DS		File Ref -
Checked By PA		Dwg Name
Drawing Location -		
Drawing Number -		Rev. A

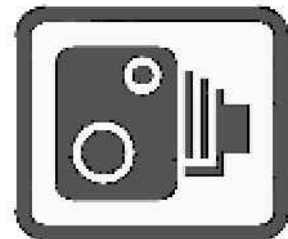


Scale NTS @ A1	Date FEB 26
Drawn By DS	File Ref -
Checked By PA	Dwg Name
Drawing Location -	
Drawing Number -	Rev. A



TRAFFIC ENFORCEMENT CAMERA MOUNTED
ON NEW 6m POLE. CAMDEN BRANDED TRAFFIC
ENFORCEMENT CAMERA SIGN (ICO) AND
CAMERA ID SIGN TO BE MOUNTED ON POLE.
SUBJECT TO TESTING.

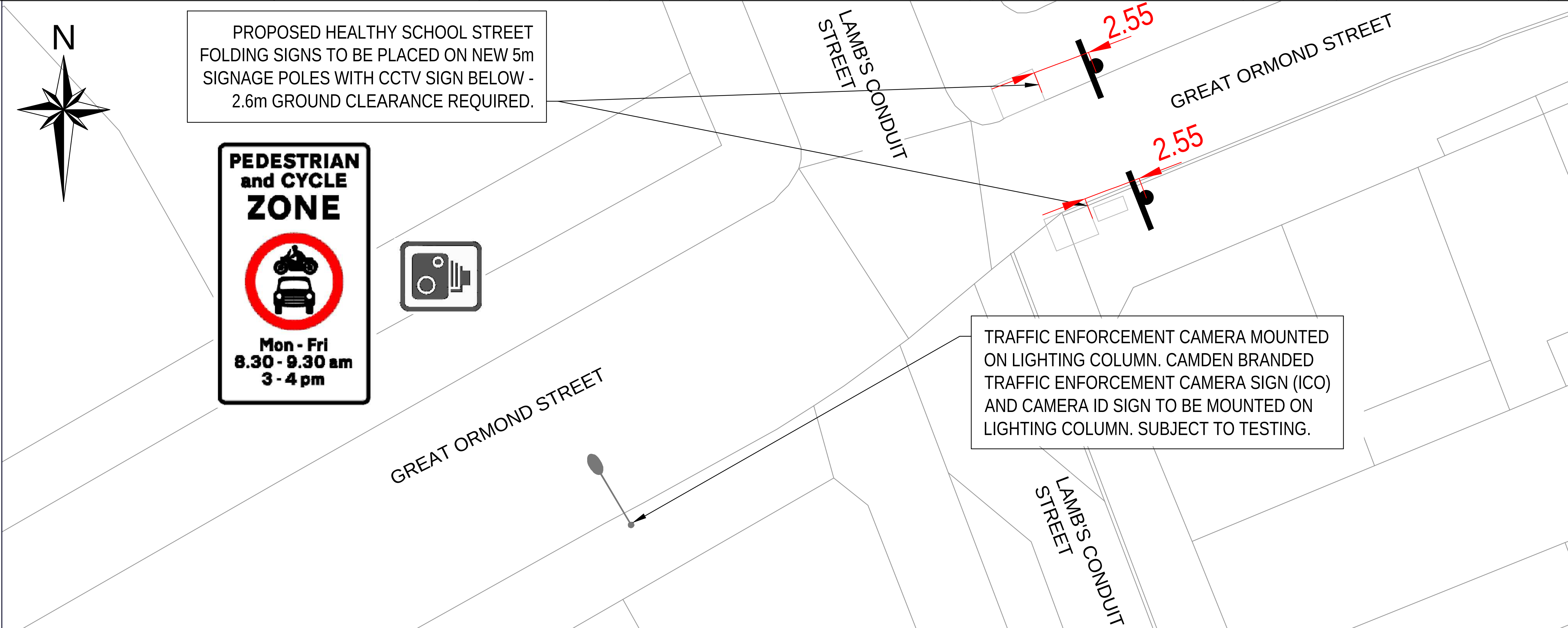
1. ALL SIGNAGE TO HAVE MINIMUM 450mm HORIZONTAL CLEARANCE FROM CARRIAGEWAY EDGE
2. ALL SIGNAGE TO HAVE MINIMUM 2.1m GROUND CLEARANCE UNLESS OTHERWISE STATED
3. DO NOT SCALE OFF OF THIS DRAWING
4. ASK ENGINEER IF ANYTHING IS NOT CLEAR



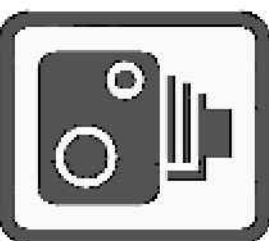
PROPOSED HEALTHY SCHOOL STREET
FOLDING SIGNS TO BE PLACED ON NEW 5m
SIGNAGE POLES WITH CCTV SIGN BELOW -
2.6m GROUND CLEARANCE REQUIRED.

GUILFORD STREET

MILLMAN STREET



PROPOSED HEALTHY SCHOOL STREET
FOLDING SIGNS TO BE PLACED ON NEW 5m
SIGNAGE POLES WITH CCTV SIGN BELOW -
2.6m GROUND CLEARANCE REQUIRED.



TRAFFIC ENFORCEMENT CAMERA MOUNTED ON LIGHTING COLUMN. CAMDEN BRANDED TRAFFIC ENFORCEMENT CAMERA SIGN (ICO) AND CAMERA ID SIGN TO BE MOUNTED ON LIGHTING COLUMN. SUBJECT TO TESTING.

GREAT ORMOND STREET

LAMB'S CONDUIT
STREET

Key

-  Existing lighting column
-  Existing Pupil Entrance
-  Proposed Signage Pole
-  Proposed Signage
-  Proposed Timed Road Closure Area

Rev	By	Date	Amendments



Design Team
Transport Strategy Service
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DX 2106 Euston, Minicom 020 7974 6866

Project	St George the Martyr CofE Primary School
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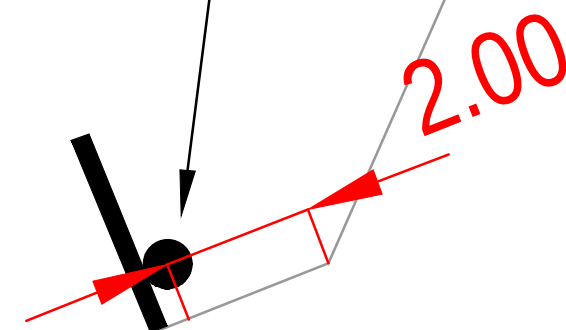
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HEALTHY SCHOOL STREET
DETAILED DESIGN - HSS SIGNS
SHEET 03 OF 05

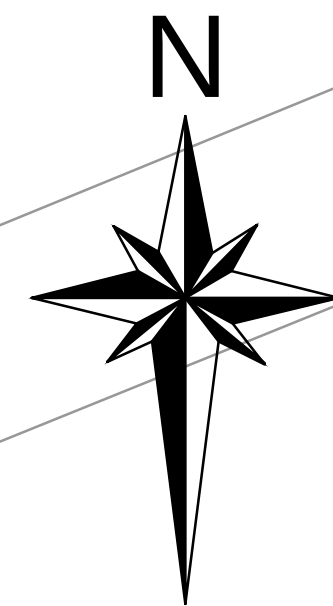
Scale 1:100 @ A1	Date FEB 26
Drawn By DS	File Ref -
Checked By PA	Dwg Name
Drawing Location -	
Drawing Number -	Rev. A



AWS 1 - DIRECTIONAL AVANCED
WARNING SIGN TO BE PLACED ON
NEW 4m SIGNAGE POLE AS SHOWN



GUILFORD STREET



AWS 2 - DIRECTIONAL AVANCED
WARNING SIGN TO BE PLACED ON
NEW 4m SIGNAGE POLE AS SHOWN



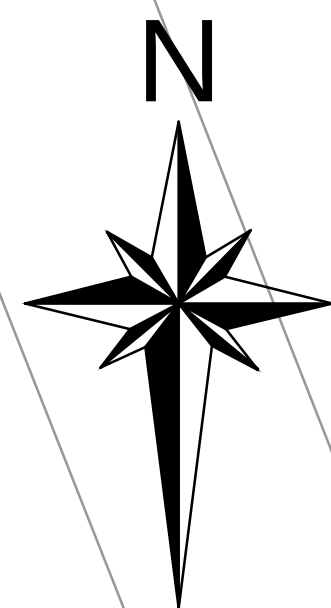
GUILFORD STREET

DOUGHTY MEN'S

13

11

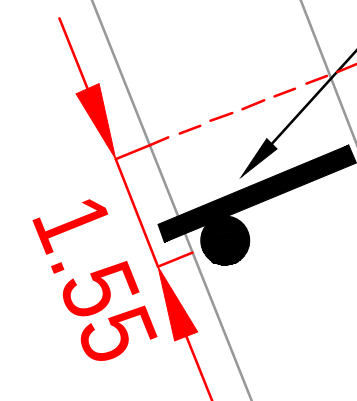
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82

03

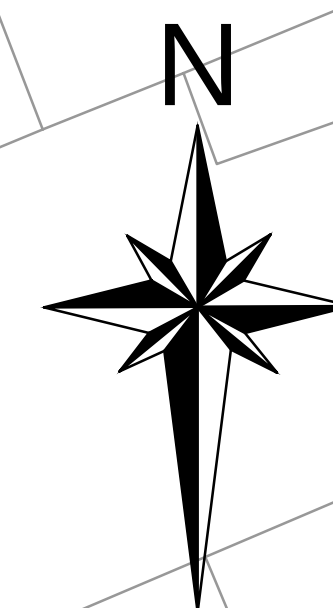
AWS 3 - DIRECTIONAL AVANCED
WARNING SIGN TO BE PLACED ON
NEW 4m SIGNAGE POLE AS SHOWN



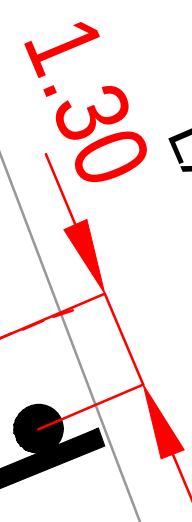
LAMB'S CONDUIT STREET

78

AWS 3



AWS 4 - DIRECTIONAL AVANCED
WARNING SIGN TO BE PLACED ON
NEW 4m SIGNAGE POLE AS SHOWN



LAMB'S CONDUIT STREET

55

59

58

59

57

55

1. ALL SIGNAGE TO HAVE MINIMUM 450mm HORIZONTAL CLEARANCE FROM CARRIAGEWAY EDGE
2. ALL SIGNAGE TO HAVE MINIMUM 2.1m GROUND CLEARANCE UNLESS OTHERWISE STATED
3. DO NOT SCALE OFF OF THIS DRAWING
4. ASK ENGINEER IF ANYTHING IS NOT CLEAR

-  Existing lighting column
-  Existing Pupil Entrance
-  Proposed Signage Pole
-  Proposed Signage
-  Proposed Timed Road Closure Area

[illegible]

Rev	By	Date	Amendments
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Design Team
Transport Strategy Service
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DX 2106 Euston, Minicom 020 7974 6866

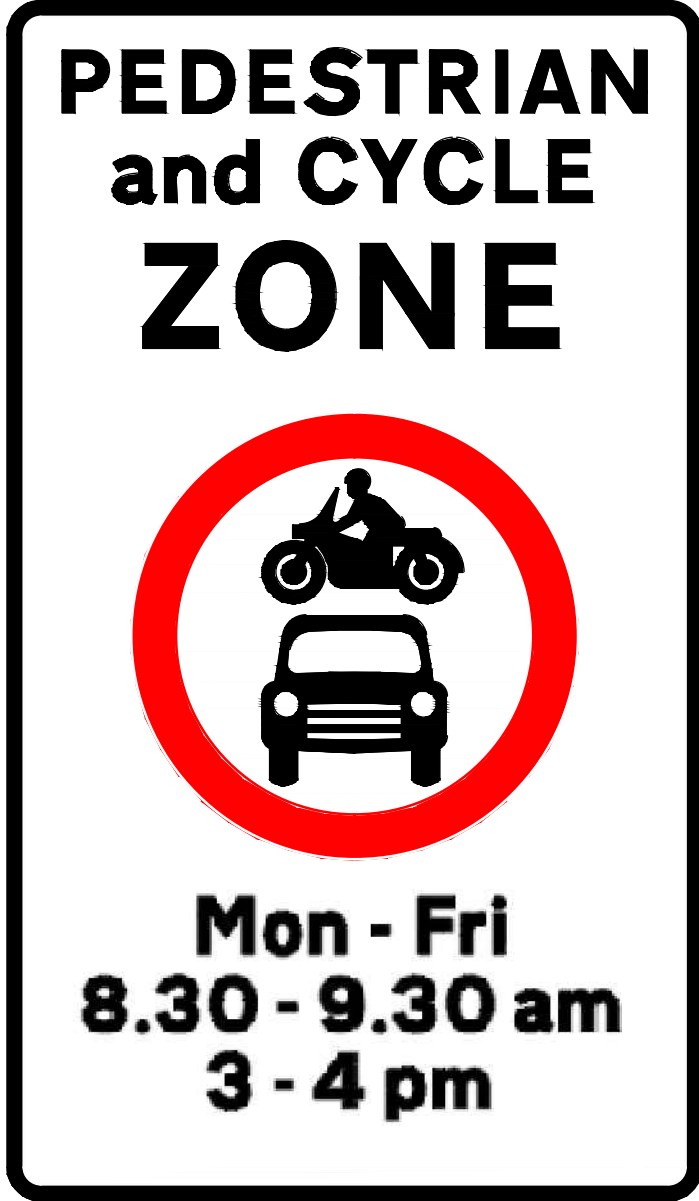
Project	St George the Martyr CofE Primary School
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Drawing Title

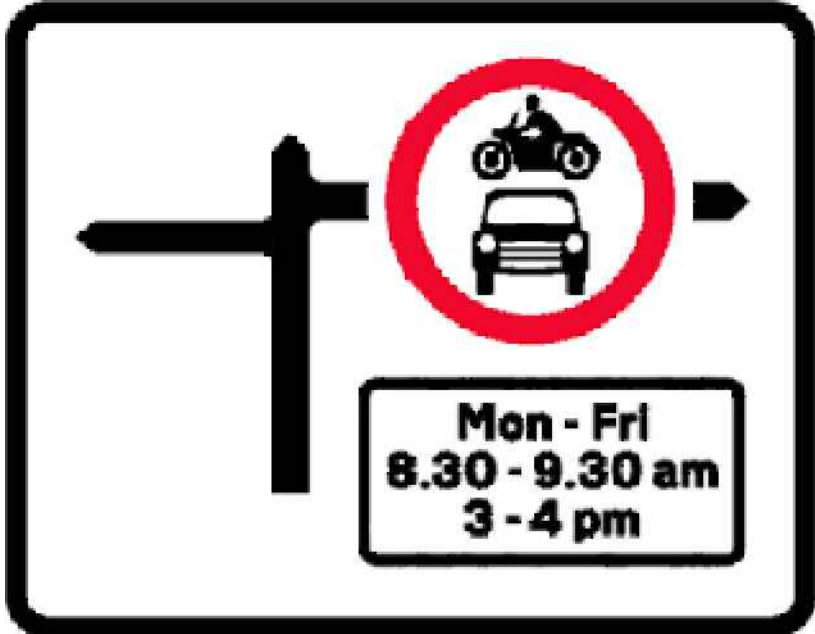
HEALTHY SCHOOL STREET
DETAILED DESIGN - AWS SIGNS
SHEET 04 OF 05

Scale 1:100 @ A1	Date FEB 26
Drawn By DS	File Ref -
Checked By PA	Dwg Name
Drawing Location -	
Drawing Number	Rev. A

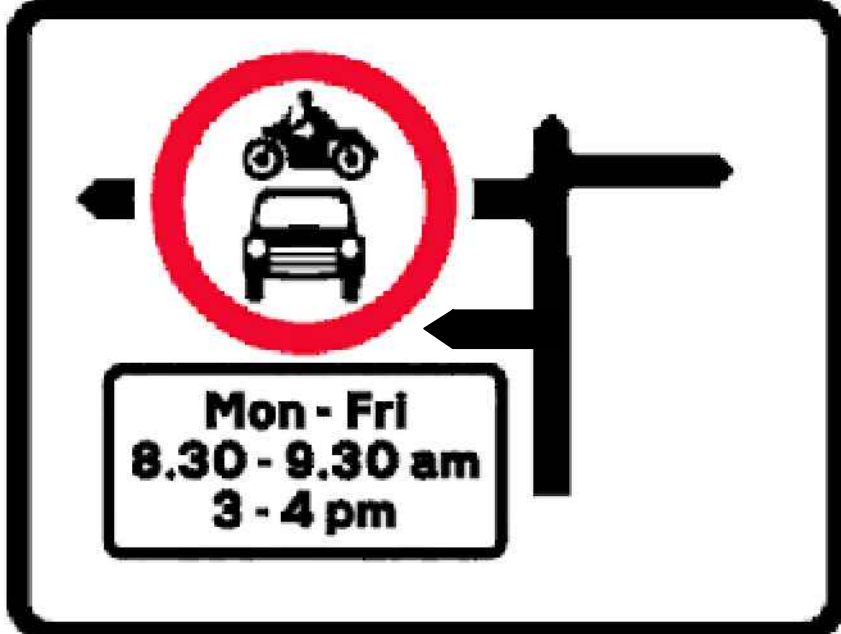
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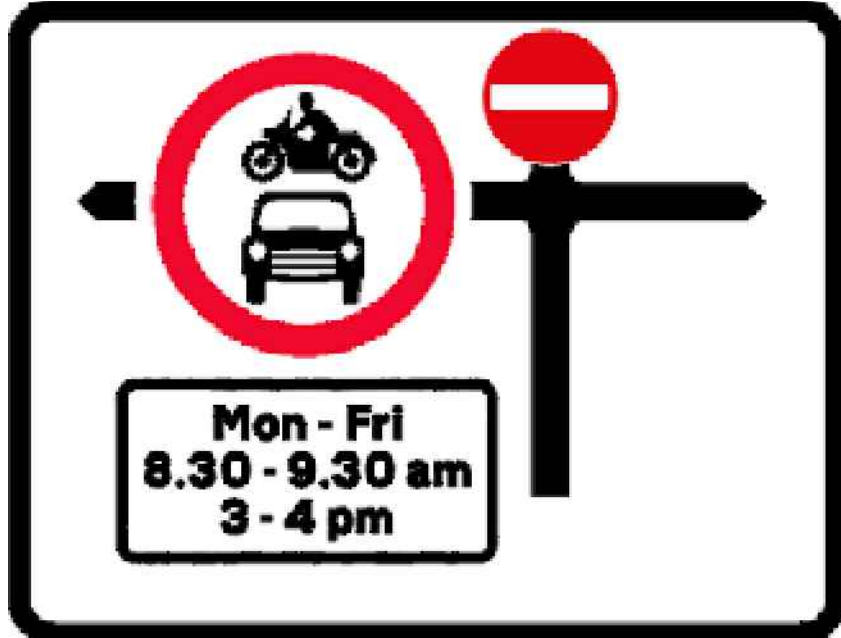
Healthy School Street Folding Sign	
TSRGD Diag	619 - 600mm
Quantity	4no.
Notes	Anti-graffiti film



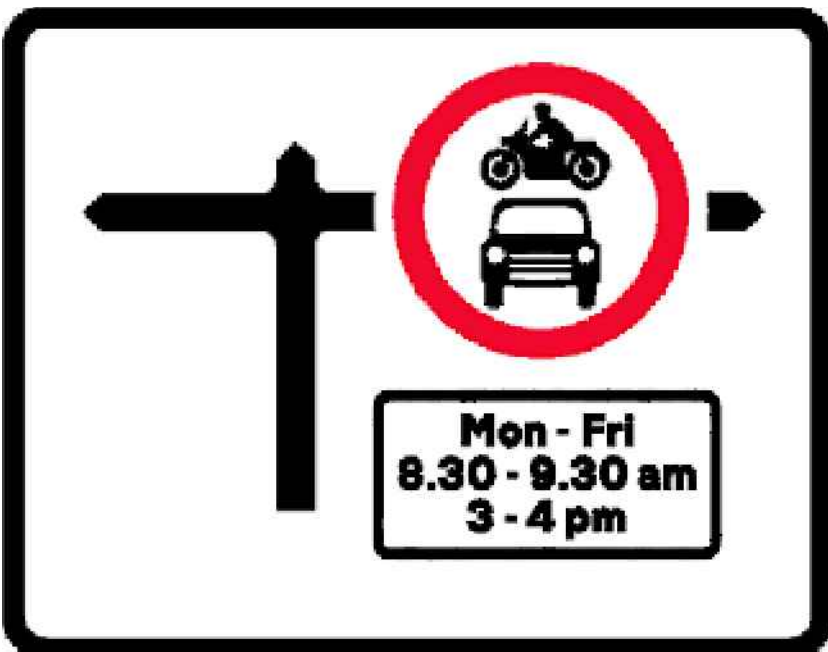
AWS 1	
x-height	50mm
Quantity	1no.



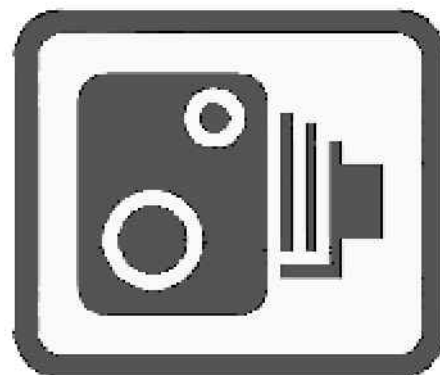
AWS 2	
x-height	50mm
Quantity	1no.



AWS 3	
x-height	50mm
Quantity	1no.



AWS 4	
x-height	50mm
Quantity	1no.



CCTV	
Dimension	520mm (w) x 450mm (h)
Quantity	4no.
Notes	Ant-graffiti film

Rev	By	Date	Amendments
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 **Camden**
Design Team
Transport Strategy Service
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Project
St George the Martyr CoE Primary School

Drawing Title
HEALTHY SCHOOL STREET
DETAILED DESIGN - SIGN SCHEDULE
SHEET 05 OF 05

Scale NTS @ A1	Date FEB 26
Drawn By DS	File Ref -
Checked By PA	Dwg Name
Drawing Location -	
Drawing Number -	Rev. A