

# City of London Corporation Committee Report

<b>Committee(s):</b> Streets & Walkways Sub-Committee – For Decision Projects and Procurement Sub Committee - For Information	<b>Dated:</b> 04 February 2025 04 February 2025
<b>Subject:</b> Fleet Street Area Programme – Update Report	<b>Public report:</b> For Decision
<b>This proposal:</b> <b>Delivers Corporate Plan 2024-29 outcomes:</b> <ul style="list-style-type: none"> <li>• <b>Leading Sustainable Environment</b></li> <li>• <b>Vibrant Thriving Destination</b></li> <li>• <b>Flourishing Public Spaces</b></li> </ul>	
<b>Does this proposal require extra revenue and/or capital spending?</b>	NA
<b>If so, how much?</b>	NA
<b>What is the source of Funding?</b>	NA
<b>Has this Funding Source been agreed with the Chamberlain’s Department?</b>	NA
<b>Report of:</b> Executive Director, Environment	
<b>Report author:</b> Maria Curro – Project Manager, Transport & Public Realm	

## Summary

This is the first update report on the delivery of the Fleet Street Area Programme.

The Fleet Street Area Healthy Streets Plan (the Fleet Street HSP), adopted in November 2023, outlined a number of projects and priorities to create an improved street environment for people walking, wheeling and cycling alongside an enhanced public realm. The Fleet Street Area Programme (the Programme) is the delivery mechanism for these projects, and supports the objectives of the City’s Transport Strategy, the Climate Action Strategy, City Plan 2040, the Corporate Plan and Destination City.

The Fleet Street Area Working Group oversees the delivery of the Fleet Street Area Programme, providing direction and scrutiny of the priorities and projects. Working Group members include Ward Members, local developers, the Fleet Street Quarter Business Improvement District (FSQ BID), and City Officers.

The programme consists of the following three key deliverables:

**Table 1: Fleet Street Area Programme Deliverables**

Deliverable 1	Transforming Fleet Street: This is the priority project within the Programme. The project will act as a catalyst for regenerating the Fleet Street area, creating an enhanced public realm through widened pavements, improved crossing-points, cycling infrastructure and the introduction of trees and other greening.
Deliverable 2	Fleet Street Area Short to Medium-Term Projects: Additional projects within the Programme include a range of short and medium-term projects, focusing on improving the pedestrian-environment and introducing greening and planting.
Deliverable 3	Section 278 Funded Projects: There are several Section 278 funded projects within the Fleet Street area that complement the objectives set out in the Fleet Street HSP. These projects seek to adapt the highway to mitigate the impact of the developments and also enhance the public realm.

The Fleet Street Area Programme has an estimated cost of between £18m and £20m for the delivery of projects between 2024 and 2030. Funding sources include CIL funding, Section 106 (S.106) contributions, Section 278 (S.278) funds and other external funding, primarily from the FSQ BID.

## **Recommendation(s)**

Streets and Walkways Sub-Committee Members are asked to:

1. Note the update on the Fleet Street Area Programme and Delivery Plan, as set out in this report.
2. Agree that the remaining Section 106 funds of £76,855.95 from the Bream's Buildings and Cursitor Street projects, which are complete, are reallocated to the Fleet Street Area Programme, to be used over the six-year delivery phase, including any interest accrued.
3. Approve the allocation of £25k for staff costs from the Section 106 funds allocated to the Fleet Street Area Programme towards the development and management of the Programme over the next 12 months, as set out in Appendix 3. This takes the Programme budget to £25k.

## **Main Report**

### **Background**

1. The Fleet Street Area HSP (adopted in November 2023) provides a framework for the transformation of the streets and public spaces within the Fleet Street area, manage the projected growth within the area and mitigate the impact of new developments. The public consultation on the Fleet Street Area HSP identified a range of themes which were strongly supported by stakeholders, including:

- Delivery of an improved walking and cycling environment, including accessibility and safety
  - Rebalancing streets to reflect the needs of those walking, wheeling and cycling, as well as other road users
  - Providing streets and spaces that are vibrant, attractive and include greening
2. Following the adoption of the Fleet Street Area HSP, the Fleet Street Area Programme was initiated. The Programme focuses on delivering the key projects from the plan which includes street and public realm enhancements and measures to reduce and respond to the impact of climate change. The Programme further takes into consideration and includes several key priority projects set out in the FSQ BID's Public Realm Strategy.
  3. Several of the projects will be delivered jointly with the FSQ BID. These projects include the Fleet Street Courts and Lanes project and Holborn Viaduct Lighting project. The FSQ BID have contributed funding to the Transforming Fleet Street project, with the majority of funding for this project coming from City Community Infrastructure Levy (CIL) funding.
  4. The Fleet Street Area Working Group is made up of Ward Members and local stakeholders. The Working Group provides direction on the projects within the Programme and ensure that the local needs of local stakeholders and businesses, as well as those who work, visit and live within the area, are considered and reflected in project design and outcomes. The Fleet Street Area Working Group membership is noted in Appendix 2.
  5. The Fleet Street Area Programme will be delivered over a period of six years, 2024 – 2030. The location of projects within the Fleet Street area are shown in Appendix 1.

## **Current Position & Progress to Date**

### ***Deliverable 1: Transforming Fleet Street***

6. Transforming Fleet Street is the priority project within the Programme. The project is a central catalyst for change across the area and is noted as a key project within the Fleet Street HSP and the FSQ BID's Public Realm Strategy.
7. Key objectives of the Transforming Fleet Street project include:
  - Widening pavements to provide more space for people walking and wheeling

- Enhancing existing crossings and including new crossing points, where feasible
  - Amending the City of London Police checkpoints to narrow the carriageway and facilitate the widening of pavements
  - Improving safety and perceptions of safety of people using Fleet Street
  - Improving cycle safety and cycle infrastructure for people cycling on Fleet Street
  - Improving and managing on-street loading facilities
  - Introducing seating, trees and other planting
8. The objectives of the project align with the delivery of the Transport Strategy, Climate Action Strategy and Destination City. In delivering the Transforming Fleet Street project, City Officers will work closely with the FSQ BID to ensure the needs of local businesses are taken into consideration.
9. In summer 2024, City Officers submitted a bid for City CIL funding. The bid was successful, with the project being awarded £9m. The FSQ BID have also committed to providing £500k towards the project. A Gateway 1/2 report to initiate the project was approved by the Streets & Walkways Sub-Committee in November 2024.
10. Following the initiation of the project, City Officers are working through the following tasks:
- Commissioning traffic modelling and surveys
  - Development of communication strategy and identification of stakeholders to be consulted on throughout the lifecycle of the project, including Transport for London (TfL) Buses and Traffic Management Teams, FSQ BID, local businesses and developers, Westminster City Council, etc.
  - Development of timeframes and coordination with other developments along Fleet Streets, such as the Salisbury Square Development
  - Development of concept designs for carriageway and pavement layouts
11. It is anticipated that a Gateway 3 report will be submitted in late 2025.

## **Deliverable 2: Fleet Street Area Short to Medium-Term Projects**

12. There are several short and medium-term projects within the Programme that will be delivered within the next five years.
13. There are also a number of longer-term projects including improvements to Holborn Circus and Tudor Street and Ludgate Circus and Chancery Lane. These projects are currently unfunded and will be delivered at a later date

when funding is available. Vision Zero funding to explore high-level design options for Holborn Circus has been secured and design options will be developed throughout 2025.

### ***Fleet Street Area Programme Projects: Short-Term Projects***

#### *Fleet Street Courts and Lanes*

14. A Gateway 1/2 report to initiate this project is also on this Committee agenda.
15. The Fleet Street Courts and Lanes project aims to deliver public realm, lighting, wayfinding and greening improvements to the courts and lanes off Fleet Street. These routes and spaces are currently underused, and the project will aim to encourage greater use by delivering public realm, lighting and wayfinding enhancements across several Fleet Street lanes and alleyways, as well as the activation of Johnson's Court and Gough Square through the introduction of greening, planting and seating.
16. The Fleet Street Courts and Lanes project will be delivered by the City Corporation, working closely with the FSQ BID. The FSQ BID have confirmed match-funding for the delivery of this project. It is expected that the concept designs will be finalised in early 2025, followed by engagement with stakeholders to help form further design.

#### *Ludgate Broadway*

17. The Ludgate Broadway proposals include replacing the current temporary 'parklet' with a permanent design comprising a widened pavement, a raingarden and tree planting. Essential space for on-street loading has also been retained.
18. The scheme also includes raising and resurfacing the carriageway along the entire length of Ludgate Broadway in granite setts, to create an accessible and more comfortable street environment for people walking and wheeling and to reflect the local conservation area and heritage.
19. Greening in this location was strongly supported in the recent consultation on the Fleet Street HSP where comments were also made about encouraging a 'public space' feel in the street.
20. The designs have been approved by committees and the construction planning and traffic order process are now underway.
21. A Gateway 5, via delegated authority, is expected to be submitted in early-2025. Construction is planned to start on site in mid-2025.

#### *St Andrew's Hill*

22. The St Andrew's Hill proposal incorporates a raingarden, a tree (subject to trial hole) and a widened pavement on the western side, along with the re-positioning of cycle racks. The location of the interventions is in the central section of the street adjacent to the existing motor vehicle closure point. The raingarden will extend into an existing parking bay, which will be relocated to the northern part of St Andrew's Hill, thereby providing the space needed for the raingarden whilst still retaining space for

loading/unloading. The proposal also retains pedal cycle access for the length of St Andrews Hill.

23. The designs have been approved by Committees and the construction planning and traffic order process are now underway. Additional consultation was undertaken to address any outstanding stakeholder concerns.
24. A Gateway 5, via delegated authority, is expected to be submitted in early-2025. Construction is planned to start on site in mid-2025.

#### *Holborn Viaduct Lighting*

25. The Holborn Viaduct lighting project aims to develop and deliver an architectural lighting scheme to celebrate the heritage of the Grade II Listed Holborn Viaduct, while enhancing the environment for people walking and wheeling along Farringdon Street. The initiation of the project was approved at the November 2024 Streets & Walkways Sub-Committee.
26. The FSQ BID, who are proposing to fully fund the design development, works and long-term maintenance, are working in partnership with City to enhance this structure. The Holborn Viaduct lighting project will be delivered in 2026/2027.

#### *Temple Avenue*

27. This project seeks to rebalance the streetscape to provide additional space on pavements with the integration of SuDs, planting and seating. This scheme is looking to improve the overall quality of the street environment, by adjusting parking and loading provision, while maintaining the current north/south cycling route.
28. Feasibility work is being undertaken which will inform the scope of the project and determine where greening and tree planting can be considered. The next milestone is development of concept designs and stakeholder engagement ahead of a Gateway 3/4 report in mid-2025.

#### *Breams Buildings (west)*

29. Due to the presence of TfL's cycle hire docking station, it was determined by City Officers that there was limited scope to develop a larger-scale greening project here and the design was adapted accordingly. Four trees were successfully planted in November 2024 and the paving was also upgraded to new York stone. This project is now complete. The underspend from the S.106 funds is recommended to be put back into the Fleet Street Area Programme to deliver other projects in the area which fall within the scope of the S106 funds.

#### *Ludgate Hill Crossing Improvements*

30. The Ludgate Hill crossing scheme seeks to improve the crossings at its junction with Old Bailey and Pageantmaster Court as part of the vision

zero programme to reduce fatal and serious casualties on our streets. A feasibility study which included concept designs of the junction improvement and initial traffic modelling was completed in April 2024. A City OSPR funding bid to deliver the junction improvement was approved in July 2024 and the Vision Zero Programme Gateway 2 report was approved in October 2024, which consists of several road safety improvement projects one of which is Ludgate Hill / Old Bailey / Pageantmaster Court, was approved to progress the delivery of the project. It is expected that the Ludgate Hill crossing scheme will be complete in late 2026/early 2027.

### *Tree planting*

31. As part of the City's Cool Streets and Greening programme, five successful locations have been identified within the Fleet Street area for tree planting this planting season, at Breams Buildings (mentioned above), Blackfriars Lane, Hutton Street, Bridewell Place, and Southampton Buildings. Planting will be completed between November 2024 and February 2025.

### **Deliverable 3: Section 278 Projects within the Fleet Street Area**

32. There are several S.278 projects within the Fleet Street area. This section of the report provides an update on current projects, which are expected to be delivered within the same timescale as the Transforming Fleet Street project (2024 – 2030).
33. *Salisbury Square Development*: This project focuses on enhancing the public realm post-completion of the HM Courts and new City of London Police Headquarters. Salisbury Square will be enlarged with enhanced planting and with new routes to the surrounding lanes and alleyways will create connectivity for people walking, wheeling and cycling. The detailed design phase is ongoing, with a Gateway 3 report also on the agenda of this committee.
34. *120 Fleet Street*: The highways and public realm works for 120 Fleet Street includes the introduction of trees, SuDs and other planting, where feasible. The project will also deliver new seating and will explore the opportunity to narrow the carriageway, to create a more pedestrian-friendly public realm. The Santander cycle hire docking station will permanently be relocated on Farringdon Street, creating additional spaces for greening opportunities.
35. In June 2024, the developer paused the development and at time of writing this report, there is not a confirmed timeframe for recommencing. A RIBA Stage 3 design has been completed for the highways and public realm works, the S.278 project is on-hold until further information from the developer is made available.
36. *1 Stonecutter Street, Stonecutter Court*: The highway and public realm improvements are on site and include reprofiling the highway to provide

level access for people on the southern side of Stonecutter Street, the provision of a rental e-scooter and cycle parking place, repaving of St Bride Street and Harp Alley, widening and improvements to the steps at Harp Alley including an illuminated handrail, and other improvements to the street lighting around the new building. These improvements were approved by the Streets and Walkways Committee in March 2024, and the works are programmed to be finished in March 2025.

37. *100 New Bridge Street*: The highways and public realm improvements include enhanced paving and planting where feasible and new architectural feature lighting of the existing mosaic panels on Waithman Street. Officers are currently costing the proposals. The developers have a provisional programme for handover of the areas for S.278 improvements commencing in December 2025.
38. *100 Fetter Lane*: The highways and public realm improvements are on site and include enhanced paving on Breems Buildings, Fetter Lane and Greystoke Place; remedial repairs to Macs Place. At the junction of Fetter Lane with New Fetter Lane and Breems Buildings a new raised junction treatment will be installed to improve the comfort and safety of people walking and wheeling. These improvements are programmed to be finished by the end of March 2025.
39. *Northcliffe House*: Minor improvements to enhance pedestrian amenities and increase cycle parking provision in the immediate area of the Northcliffe House development. The works were completed in Ashentree Court, Magpie Alley and Whitefriars Street. Paving of footway in Tudor Street will be completed once the developer completes changes to the development's basement areas. There is not a confirmed timescale for this at the time of writing this report.
40. *65 Fleet Street*: Redevelopment of existing building into a professionally-managed student accommodation. A S.106 is currently being finalised, with the S.278 being completed following this.

## **Programme Governance**

41. The delivery of the Fleet Street Area Programme is overseen by the Fleet Street Area Working Group. The role of the Working Group is to provide direction and scrutiny of the delivery of the programme and projects.
42. Working Group members include Ward Members, local developers, FSQ BID, and City Officers. The Transport and Public Realm Projects Team will manage the projects, working in collaboration with the Highways and Planning Divisions and City Gardens. For some projects, City Officers will deliver projects in collaboration with the FSQ BID. Close coordination and engagement with the FSQ BID and TfL is vital for the successful delivery of the programme.



43. The Fleet Street Area Programme governance structure is shown in Appendix 2.

## **Corporate & Strategic Implications**

### **Strategic Implications**

44. The Fleet Street area is undergoing significant change. In the coming years, the Fleet Street area will experience a significant increase in working population due to current and projected developments.

45. The City of London Corporate Plan (2024 – 2029) outcomes of relevance to the Fleet Street Area Programme are as follows:

- Corporate Outcome 2 – Leading Sustainable Environment
- Corporate Outcome 3 – Vibrant Thriving Destination
- Corporate Outcome 4 – Flourishing Public Spaces

46. The City's Transport Strategy (2024) outcomes of relevance to the Fleet Street Area Programme are as follows:

- Outcome 1: The Square Mile's streets are great places to walk, wheel and spend time
- Outcome 2: Street Space is used more efficiently and effectively
- Outcome 3: The Square Mile is accessible to all
- Outcome 4: People using our streets and public spaces are safe and feel safe
- Outcome 5: Improve the experience of riding cycles and scooters in the City

46. Destination City, which focuses on pedestrian connectivity to encourage visitors to the City.

### **Financial implications**

47. The Fleet Street Area Programme of works for 2024-2030 is proposed to be funded by:

- Existing S.278 and S.106 contributions in the area, which are specific to this location and purpose, to be used for public realm and transport improvements.
- The Cool Streets and greening Programme (City Climate Action Strategy), which is specific to tree planting within the Fleet Street area, improvements to Ludgate Broadway and St Andrew's Hill and Temple Avenue.

- Vision zero programme funded by OSPR.
- City CIL funding, awarded in summer 2024 which is specific to the Transforming Fleet Street project. CIL funding is to be drawn down over the lifecycle of the project.
- FSQ BID funding, which has contributed funding to several projects within the BID-area, including the Transforming Fleet Street project, the Courts and Lanes and Holborn Viaduct lighting.

48. The proposed Fleet Street Area Programme funding strategy is shown in Table 2 and a more detailed strategy is shown in Appendix 3.

49. The estimated total funding available for the delivery of the Fleet Street Area Programme is £18.8m - £20.8m.

**Table 2: Fleet Street Area Programme funding strategy**

<b>Funding Source</b>	<b>Total</b>
City CIL funding	£9m
Section 278 funding*	£8m-£10m
Section 106 funding**	£1.1m
OSPR (Vision Zero Funding, Ludgate Hill Crossing Improvement)	£350k
City Climate Action Strategy	£750k
FSQ BID	£1m
<b>Total</b>	<b>£18,851,00 - £20,851,000</b>

\*Estimated funding \*\*Approved by Streets & Walkways Sub-Committee in September 2023

50. Resources required for the general management and coordination of the overall Fleet Street Area Programme over the next 12 months is £25k and is shown in Table 3. Funding is further required for the preparation of Working Group and other programme-related meetings, stakeholder engagement and coordination, and the preparation of programme reports.

**Table 3: Fleet Street Area Programme management funding, 12 months**

<b>Description</b>	<b>Cost (£)</b>
P&T staff costs	£25,000
<b>Total</b>	<b>£25,000</b>

## Resource Implications

None.

## Legal Implications

51. In exercising the City Corporation's traffic authority functions, regard must be had to the duties to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) (having regard to effects on amenities) (S.122 Road Traffic Regulation Act 1984), and to secure the efficient use of the road network avoiding congestion and disruption (S.16 Traffic Management Act 2004). Regard should be had to these duties as the project moves forward and options are considered.
52. Pursuant to the Equality Act 2010 when making decisions, the City Corporation must have due regard to the need to eliminate unlawful conduct, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who do not (the public sector equality duty). An Equality Analysis will be carried out the project moves forward, and this will assist the City Corporation in discharging this duty.
53. The existing S.106 and S.278 contributions which are proposed to be used to fund the Programme are specific to this area, in scope and geography. Section 106 payments made and held for specific purposes must be spent on the purposes for which they are held and in accordance with the City's obligations under the agreement, unless these agreements are specifically re-negotiated with the relevant parties.
54. Where further consultation is required on individual projects this will be carried out as the project moves forward, in accordance with either the statutory requirements or the principles which guide general consultation.

## Risk Implications

55. The key Fleet Street Area Programme risks are shown in Table 4. The Programme risks will be reviewed by the Fleet Street Area Working Group at the Working Group meetings.

**Table 4: Programme Risks**

<b>Risk</b>	<b>Description</b>	<b>Response</b>
Programme delivery timescales are delayed	Programme projects are delayed due to ongoing developments/other works within the area. This may also result in delay to Programme delivery and project costs.	The Programme will be coordinated with ongoing developments in the area.  City Officers will ensure that a robust Programme is developed, in consultation with various CoL Highway Teams, external stakeholders, etc.

		Ongoing communication with stakeholders will ensure all delivery related challenges/risks are identified at the earliest opportunity and mitigation measures developed.
Funding for subsequent programme projects is not secured	Funding for the projects, such as Tudor Street and Chancery Lane improvements, is uncertain at present. This may result in the full programme aspiration being incomplete, as not all listed projects are undertaken.	CIL funding has been secured for the Transforming Fleet Street project. Existing S.106 contributions have been secured for existing projects.  For unfunded projects, future S.106 funding contributions will be reviewed regularly to determine suitability to these projects.
Lack of stakeholder support	Lack of stakeholder support for Programme and projects may result in delays to delivery, additional stakeholder engagement and increases to overall costs or projects not being delivered.	Stakeholder engagement will be undertaken at key milestones to ensure that feedback is considered in a timely manner.  Working Group membership ensures that all stakeholders are identified and kept up-to-date.
Lack of stakeholder support from TfL	Lack of stakeholder support for the Programme may result in delays to delivery, additional engagement and increases to overall costs.	Ongoing engagement will be undertaken at key project milestones. Regular meetings will also be undertaken to ensure TfL are kept up-to-date on project objectives, output requirements and timeframes, etc.  Monthly meetings are held between the City Transport & Public Realm and TfL to ensure project coordination. A TfL Principal Sponsor for the City sits on the Working Group, ensuring coordination across the various TfL teams.

### **Equalities Implications**

None for the Programme. Each individual project will have an Equalities Analysis undertaken.

### **Climate Implications**

The Programme supports the aims for the Climate Action Strategy and helps to deliver projects set out in the Cool Streets & Greening programme.

### Security Implications

None.

### Project delivery

56. The Fleet Street Area Programme will be delivered over a six-year period, between 2024 – 2030. The three deliverables will be coordinated with current/future developments within the area.

57. An outline of the projects is shown in Table 5.

**Table 5: Outline of Programme projects**

<b>Deliverable</b>	<b>Project</b>	<b>Delivery Timescales</b>
Deliverable 1	Transforming Fleet Street	To be delivered between 2024 – 2030, in phases. Gateway 3 to be presented to Streets & Walkways Sub-Committee at end of 2025.
Deliverable 2	Fleet Street Courts & Lanes	2024 - 2025
	Ludgate Broadway & St Andrew's Hill	2024 – 2027
	Breams Building	2024 - 2025
	Temple Avenue	2026 – 2027
	Holborn Viaduct Lighting	2026 – 2027
	Ludgate Hill Pedestrian Crossing	2024 – 2027
Deliverable 3	Section 278 projects	2024 - 2029

### Conclusion

58. The Fleet Street Area Programme will deliver a range of projects across the area to create an enhanced environment for people walking, wheeling and cycling, while responding to the changing demands of the Fleet Street area.

## **Appendices**

1. Appendix 1: Fleet Street Area Programme Current Projects
2. Appendix 2: Fleet Street Area Programme Working governance structure
3. Appendix 3: Fleet Street Area Programme funding strategy

## **Background Papers**

- Fleet Street Quarter BID: Public Realm Strategy  
[3f49a6\\_ac28b112bad7489aade3eb39e8861375.pdf \(fleetstreetquarter.co.uk\)](#)

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