

City of London Corporation Committee Report

Committee(s): Streets & Walkways Sub-Committee	Dated: 24 February 2026
Subject: Fleet Street Area Healthy Streets Programme – Update Report	Public report: For Decision
This proposal: Delivers Corporate Plan 2024-29 outcomes:	<ul style="list-style-type: none"> • Leading Sustainable Environment • Vibrant Thriving Destination • Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Executive Director, Environment	
Report author: Maria Curro – Project Manager, Transport & Public Realm, City Operations	

Summary

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

The Fleet Street Area Healthy Streets Plan (HSP), adopted in November 2023, outlined a number of projects and priorities to improve streets 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 crossings, cycling infrastructure and the introduction of trees and other greening.
Deliverable 2	Fleet Street Area short to medium-term projects: A range of short and medium-term projects, focusing on improving the public realm 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 will 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, Cool Streets and Greening programme, 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. Approve the allocation of £30k for staff costs and £10k for fees 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.
3. Note that the Temple Avenue Improvement project Gateway 3 report (Authority to start work), will be presented to the Environment Portfolio Board in spring 2026, with the recommendation for a dedicated cycle lane design (Option 1).

Main Report

Background

1. The Fleet Street Area Healthy Streets Plan (HSP), adopted in November 2023, provides a framework for the transformation of the streets and public spaces within the Fleet Street area, to 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 will deliver the projects identified in the plan. It also 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 in collaboration with the FSQ BID. These projects include the Fleet Street Courts and Lanes project and Holborn Viaduct Lighting project. The FSQ BID have also contributed funding to the Transforming Fleet Street project.
 4. 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

5. Transforming Fleet Street is the priority project within the Programme. The project responds to and seeks to catalyse change across the area and is noted as a key project within the Fleet Street HSP and the FSQ BID's Public Realm Strategy.
6. 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
7. 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.

8. Since the last Programme report update in February 2025, City Officers have successfully undertaken the following:

- Ongoing highway and traffic modelling of the two preferred highway design options, developed in conjunction with TfL. Modelling outputs suggest that both highway design options are feasible.
- Completion of the RIBA Stage 2 concept designs for the project area, whereby the concept designs focused on the development of greening, seating, wayfinding and historical interpretation
- Stakeholder identification, noting all local businesses that front Fleet Street, as well stakeholder grouping, such accessibility groups, transport groups, heritage groups, etc.
- Stakeholder engagement: Three engagement sessions were held in September–October 2025 with Fleet Street–fronting businesses, including two workshops attended by 60 businesses and FSQ BID representatives and a drop-in session; stakeholders provided feedback on draft public realm designs and servicing needs via discussion and survey, with overall positive responses to the proposals.
- Ward Member briefing: Ward Member briefing session was held in November and December 2026. Members from Castle Baynard, Farringdon Within and Farringdon Without were invited to attend the Ward Member briefing sessions.

9. A Gateway report, to progress to the detailed design phase and undertake public consultation, was approved by the Streets & Walkways Sub-Committee in December 2025. The Gateway report can be found in Background Documents.

10. Following the approval of the December Gateway report, City Officers are working through the following tasks:

- Continue to work with TfL to finalise the traffic modelling
- Continue to develop the public realm concept designs and commission the RIBA Stage 3 design. Develop feasible design options for the soft and hard landscaping.
- Continue to engage with businesses within the project area to assess and understand servicing and operational needs

- Carry out a comprehensive public consultation exercise on the proposed highway design options. Consultation is proposed for Spring 2026.

11. It is anticipated that a Gateway 2 report (under the new project management procedures) will be submitted in autumn 2026, following the public consultation phase.
12. The Transforming Fleet Street project is primarily funded by the City Corporation. City Officers secured £9m in funding, in 2024, through the City CIL funding. The FSQ BID have committed to £500k of funding to the delivery of the project.

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

13. There are several short and medium-term projects within the Programme that will be delivered within the next five years. Details of these are provided below.
14. There are also a number of longer-term projects including improvements to Tudor Street and Chancery Lane. These projects are currently unfunded and will be delivered when funding is available.
15. Vision Zero funding to explore high-level design options for Holborn Circus has been secured. Holborn Circus has been identified as a junction in the wider area where a number of collisions occur resulting in injuries to the public and throughout 2026 traffic design options will be developed to mitigate the safety issues.
16. These longer-term projects are included in the City's draft infrastructure delivery plan. Bids for CIL or OSPR funding will be submitted at a future date.

Short-Term Projects

Fleet Street Lanes and Courts Improvements

17. The Fleet Street Lanes and Courts project aims to deliver public realm, lighting and greening improvements to the courts and lanes off Fleet Street, as well as the activation of Johnson's Court and Gough Square through the introduction of greening, planting and seating.
18. The Fleet Street Lanes and Courts Improvements project is being delivered by the City Corporation, working closely with the FSQ BID. The FSQ BID have confirmed £250k funding for the delivery of this project, with the City Corporation committing £410k in funding.
19. Since the initiation of the project in February 2025, the following has been successfully undertaken by City Officers:
 - RIBA Stage 2 and 3 concept designs for the project area, with a focus on enhancing the lanes and alleyways, as well as Johnson's Court and Gough Square through the introduction of greening, seating and lighting improvements

- Stakeholder identification, noting all local businesses, landowners, cultural institutions, etc. within the project area
- Data collection and engagement exercises to understand the usage of the two disabled bays within Gough Square
- Stakeholder engagement: An exhibition-style session and a drop-in session were held in early September, inviting local stakeholders to comment on draft public realm designs for Johnson's Court and Gough Square; stakeholders identified a preferred design option to progress, and overall feedback was positive

20. A Gateway 2 report (Options appraisal), to progress to the detailed design phase and to undertake public consultation in March 2026, was approved by the Environment Portfolio Board in January 2026.

21. Following the approval of this Gateway report, City Officers are working through the following tasks:

- Undertake a public consultation and further engagement with local stakeholders and occupiers in March 2026
- Finalise detailed design for the improvements of Johnson's Court and Gough Square, following the public consultation
- Finalise the locations and the number of planting pots and benches within the lanes and alleyways, following the public consultation
- Begin to prepare the information required for the construction phase of the project
- Ongoing engagement with stakeholders regarding usage of the disabled bays at Gough Square to conclude if a change of use for one disabled bay is appropriate

22. It is anticipated that a Gateway 3 report (authority to start work) will be submitted to Environment Portfolio Board in summer 2026, following the public consultation phase and finalised design.

Ludgate Broadway

23. 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.

24. 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.

25. Greening and public realm in this location was strongly supported in the consultation on the Fleet Street Area HSP.

26. Construction commenced on 12 January 2026 and will be delivered in four phases. Local occupiers will receive a notification letter prior to the commencement of each phase with updated accessibility arrangements and temporary traffic changes. The construction programme is scheduled to last approximately six months.

St Andrew's Hill

27. 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.

28. A Gateway report for Authority to start work, via delegated authority, was approved on 14 August 2025. The construction is planned to start in early March 2026. The construction planning and traffic order process are now underway.

Holborn Viaduct Lighting

29. The Holborn Viaduct lighting project is a high priority for the FSQ BID and 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. A successful lighting trial was undertaken in autumn 2025.

30. The FSQ BID, who are proposing to fully fund the design development, works and long-term maintenance, are working in partnership with City to develop the project which will be delivered in 2026/2027.

Temple Avenue Improvements

31. The project includes the provision of a high-quality public space in the southern section of Temple Avenue, between Tallis Street and Victoria Embankment, and to create a green corridor between the new Bazzalgette Embankment (Thames Tideway) public space to the south and the emerging transformation of Fleet Street to the north. The project includes the following elements:

- Public realm, accessibility, and walking improvements to include the removal of vehicle traffic at the southern end of the street, the creation of a new public space and provision of raised crossing points where feasible.
- Relocation of disabled parking bays and a motorcycle bay to a nearby location to provide space for trees, planting, and seating.
- Cycle access through the street will be maintained.

32. A public consultation on the proposals was undertaken in November 2025, with two options presented as follows:

- Option 1: The proposal includes a 3-metre-wide dedicated cycle lane at carriageway level, clearly defined by a kerb. This design delivers a separation between people walking and cycling.
- Option 2: This option would establish a pedestrian-priority public space with no separation between people walking and cycling.

33. The results of the public consultation exercise have now been assessed and 75% of the 52 people that responded to the survey supported the proposal to create a new public space and improve the environment along Temple Avenue. Option 1 (dedicated cycle lane) received slightly more support than Option 2 (shared public space). There was also a request made by a local occupier to include space for vehicles to load or drop off people, close to the junction with Tallis Street. We are exploring whether this request can be incorporated into the design without impacting the objectives of the project.

34. City Officers will now develop the detailed design of Option 1 (dedicated cycle lane), that aims to also incorporate space for loading/drop off near Tallis Street. This will include ongoing liaison with local stakeholders and Ward Members. A Gateway 3 report (authority to start work) will be submitted to the Environment Portfolio Board in spring 2026, as per new project procedure.

35. The project designs can be found in the Background Papers.

Ludgate Hill Crossing Improvements

36. 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. It is expected that the Ludgate Hill crossing scheme will be progressed in 2026.

Deliverable 3: Section 278 Projects within the Fleet Street Area

37. This section of the report provides an update on current Section 278 (S.278) projects within the Fleet Street area.

38. *Salisbury Square Development*: This project focuses on enhancing the public realm around the new His Majesty Courts and Tribunal Services and City of London Police Headquarters. Salisbury Square will be enlarged with enhanced planting and new routes to the surrounding lanes and alleyways will create connectivity for people walking, wheeling and cycling. The detailed design phase of the project is now complete, with a Gateway 5 to be submitted to the Streets & Walkways Sub-Committee in May 2026. The next phase of the project includes preparing the required construction phasing information. Works are expected to commence in Autumn 2026.
39. *120 Fleet Street*: The highway and public realm works for 120 Fleet Street includes the introduction of trees, sustainable urban drainage (SUD)s and other planting around the perimeter of the development, where feasible. The project will also deliver new seating and will explore the opportunity to narrow the carriageway on St Brides Street, to create a more pedestrian-friendly public realm.
40. In June 2024, the developer paused the development and there is not a confirmed timeframe for recommencing. A RIBA Stage 3 design has been completed for the highway and public realm works. However, the S.278 project is on-hold until further information from the developer is made available. Further advice will be sought from the City Solicitor to understand whether the Transforming Fleet Street project needs to be adapted to account for a potential delay to that section of pavement widening works adjacent to 120 Fleet Street.
41. In view of the ongoing delay to the development, it is also proposed to find an alternative public highway location for the Antony Gormely statue (resolution) that is currently in storage as a result of the development. City Officers will liaise with Antony Gormley studio to agree a location nearby and secure required approvals.
42. *1 Stonecutter Street, Stonecutter Court*: The highway and public realm improvements include reprofiling the highway to provide level access for people on the southern side of Stonecutter Street, the provision of a micromobility bay, 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 Sub Committee in March 2024. Works on site are now mostly complete, and the final stages are due to be completed in the coming weeks.
43. *100 New Bridge Street*: The highway and public realm improvements include enhanced paving and planting and new architectural feature lighting of the existing mosaic panels on Waithman Street. Authority to start work Gateway approval was granted in September 2025.

44. There are also discussions relating to newly identified requirements which may change the scope of the S.278. At present the extent of these measures are not agreed. The consequence is that not all the improvements agreed in this S.278 will be delivered to the original programme. A revised S.278 may be required and negotiations are ongoing.
45. *100 Fetter Lane*: The highway and public realm improvements were completed in spring 2025 and include enhanced paving on Brems Buildings, Fetter Lane and Greystoke Place, as well as remedial repairs to Macs Place. At the junction of Fetter Lane with New Fetter Lane and Brems Buildings a new raised junction treatment has been installed to improve the comfort and safety of people walking and wheeling.
46. *Northcliffe House*: Minor improvements to enhance pavements and crossings 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 has now been completed. The developer has also agreed to contribute towards the installation of a raised table at the junction of Bouverie and Tudor Street, which will introduce a level crossing facility where there is currently no accessible provision for people walking and wheeling. The works are currently on hold as the required closures could not be secured. Once the necessary closures can be implemented and required funding is confirmed, the works will be rescheduled accordingly.
47. *65 Fleet Street*: Redevelopment of existing building into student accommodation. A Section 106 (S.106) has been finalised with the developer, The S.278 is being prepared and works will commence in late-2027, subject to the relevant City approvals process.
48. *9 Bridewell Place*: Conversion of existing office building to hotel use. A S.106 has been finalised with the developer. The S.278 scope of works include the following: carriageway resurfacing, footway repaving, and installation of greening and planters along Bridewell Place, if feasible. It is anticipated that S.278 works will commence in late-2027.
49. *Thavies Inn House*: Thavies Inn House S.278 public realm improvements include landscape interventions across the wider project area, and a raised table crossing at St. Andrew Street, the inclusion of seating, planters and the planting of 23 trees, an enhanced Courtyard and increased permeability between the Courtyard and Fetter Lane and St. Andrew Street. The s.278 public realm works will also include repaving of surrounding carriageways and pavements. A S.106 agreement has been finalised with the developer and S.278 works are expected to commence in early-2028.

Programme Governance

1. 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. However, final decision making remains with the Streets and Walkway's Sub Committee and the Environment Portfolio Board, depending on each projects governance route under the new P3 framework.
2. 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.
3. The Fleet Street Area Programme governance structure is shown in Appendix 2.

Corporate & Strategic Implications

Strategic Implications

1. 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.
2. 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
3. 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
4. Destination City, which includes the need to improve connectivity for people walking and wheeling to support the growth of the City.

Financial implications

5. 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- OSPR), which is specific to tree planting within the Fleet Street area, improvements to Ludgate Broadway and St Andrew's Hill and, Gough Square and Temple Avenue.
 - Vision Zero programme funded by OSPR.
 - 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.
6. The proposed Fleet Street Area Programme funding strategy is shown in Table 2, and a more detailed strategy is shown in Appendix 4.
7. 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

Funding Source	Total
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
Total	£18,851,00 - £20,851,000

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

8. Resources required for the general management and coordination of the overall Fleet Street Area Programme over the next 12 months is £40k 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

Description	Cost (£)
P&T staff costs	£30,000
Fees	£10,000
Total	£40,000

Resource Implications

None.

Legal Implications

9. 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.

Risk Implications

10. 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

Risk	Description	Response
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.	<p>The Programme will be coordinated with ongoing developments in the area.</p> <p>City Officers will ensure that a robust Programme is developed, in consultation with various CoL Highway Teams, external stakeholders, etc.</p> <p>Ongoing communication with stakeholders will ensure all delivery related challenges/risks</p>

		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.	<p>CIL funding has been secured for the Transforming Fleet Street project. Existing S.106 contributions have been secured for existing projects.</p> <p>For unfunded projects, future S.106 funding contributions will be reviewed regularly to determine suitability to these projects.</p>
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.	<p>Stakeholder engagement will be undertaken at key milestones to ensure that feedback is considered in a timely manner.</p> <p>Working Group membership ensures that all stakeholders are identified and kept up-to-date.</p>
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.	<p>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.</p> <p>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.</p>

Equalities Implications

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

Climate Implications

15. 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 for the Programme. Security implications will be considered for individual projects as required.

Project delivery

16. 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.

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

Table 5: Outline of Programme projects

Deliverable	Project	Delivery Timescales
Deliverable 1	Transforming Fleet Street	To be delivered between 2024 – 2030, in phases.
Deliverable 2	Fleet Street Courts & Lanes	2024 - 2026
	Ludgate Broadway & St Andrew's Hill	2024 – 2026
	Temple Avenue	2026 – 2027
	Holborn Viaduct Lighting	2026 – 2027
	Ludgate Hill Pedestrian Crossing	2024 – 2027
Deliverable 3	Section 278 projects	2024 - 2029
Unfunded projects	Tudor Street, Chancery Lane	2029 – onwards

Conclusion

1. 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

1. Transforming Fleet Street Gateway 3: [Agenda item - Transforming Fleet Street \(G3\) - Modern Council](#)

- Stakeholder Engagement Report: [06 Fleet St App 9.pdf](#)

2. Fleet Street Lanes & Courts Improvements Gateway 3: Available from Project Officers on request.

3. Temple Avenue Public Realm Improvements Gateway 3: [Agenda item - Temple Avenue public realm improvements \(G3\) - Modern Council](#)

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