



Transforming Fleet Street

Frequently Asked Questions

May 2026

1. What is the Transforming Fleet Street project? And what will the project deliver?

The Transforming Fleet Street project will deliver public realm improvements along the length of Fleet Street to make the street more welcoming, accessible and a place where people choose to spend time.

The project will deliver the following:

- Improved experience for people walking and wheeling, through increasing the width of the pavements
- Introduce trees and planters to green the street, providing shade and absorbing rainwater
- Implement enhanced lighting, where feasible
- Add seating and cycle parking
- Celebrate the rich history of the area by incorporating historical references into the streetscape

2. Who is leading/responsible for the project? Who do I contact if I have questions or feedback?

This is a City of London Corporation-led project. The City Corporation, as the local authority, oversees and manages the local highway network. The Fleet Street Quarter Business Improvement District (BID) is supporting the project.

To provide feedback on the proposals, complete the Commonplace survey at <https://transformingfleetstreet.commonplace.is/> from 27 May – 27 July 2026.

For any project queries, please contact the team inbox at fleetstreetarea@cityoflondon.gov.uk.

3. What are the expected project timeframes?

The project will be delivered between 2024 – 2029:

- Public consultation: 27 May – 27 July 2026
- Decision on design option being carried forward: winter 2026/2027
- Complete design: autumn/winter 2027
- Final approval to proceed: winter 2027/2028
- Start of construction: 2027/2028
- Project completion: 2029

4. Will changes to the public realm be considered?

Yes, changes to the public realm are proposed as part of the project. These will include greening, tree planting and seating. The level of public realm changes is subject to whether option 1 or option 2 are selected following the public consultation.

5. To what extent will the pavements be extended?

A central aim of the project is to create a more welcoming and accessible public realm for people who walk and wheel. Extending the pavements along Fleet Street acts as a catalyst in creating an enhanced public realm.

City Officers have investigated opportunities to maximise pavement widths along Fleet Street, whilst taking into consideration any impacts on traffic. The current pavement widths are, on average, between 1.5m to 2m wide.

Option 1 in the public consultation proposes approximately 1.5m-2m of new pavement space whilst option 2 proposes approximately 1m-1.5m of new pavement space.

6. Will bus and traffic routes be affected?

Option 1 proposals include the removal of the eastbound bus lane. To ensure there are no delays to eastbound bus journeys, a traffic restriction is required. City Corporation Officers are working closely with TfL to understand how traffic routes will be impacted, as part of the project.

a. Will bus routes be affected?

Corporation Officers have worked closely with TfL Buses to understand how the project will impact local bus routes and bus services. Whilst option 1 proposes a removal of the eastbound bus lane to maximise pavement widening, bus journey times should not be impacted due to a proposed restriction on other through traffic (except for buses, taxis and cycles).

Under Option 1, there is an expected change to bus journey times of between 0-30 secs during the morning and evening peak periods.

b. What are the existing traffic levels on Fleet Street? Will there be an increase/decrease in traffic on Fleet Street?

Existing two-way traffic flows of 541 motor vehicles. Under proposed Option 1, two-way peak hour traffic flows would be reduced to 436 motor vehicles. City Corporation Officers are working closely with TfL to understand how traffic volumes will be impacted, as part of the project.

Vehicles filtering northbound on Fetter Lane will have a journey impact of between 1 to 2 minutes depending on the final destination.

c. How wide is the existing carriageway

The existing carriageway is, on average, 12m wide. This length includes the City of London Police checkpoints, which are being removed as part of the Transforming Fleet Street project (and the Salisbury Square Development project).

Option 1 provides a carriageway width of 8.5m on average. Option 2 provides a carriageway width of 9.5m on average.

d. What are the traffic restrictions in option 1?

To facilitate the public realm enhancements associated with Option 1, an eastbound traffic restriction will be introduced. The details of the restrictions and alternative routes can be found on the Commonplace portal under 'Street design options':

<https://transformingfleetstreet.commonplace.is/>

e. What are the traffic implications for Option 2?

There are no traffic implications for option 2 and the highway remains in situ.

f. Will there be an increase/decrease in traffic on Fleet Street?

Traffic volumes may be reduced, if traffic changes are implemented. City Corporation Officers have worked closely with TfL to understand how traffic volumes will be impacted, as part of the project.

7. Will taxis be affected and are taxis being considered within the project?

Taxi access is being considered separately but alongside potential changes to traffic routes. In both options 1 and 2, taxi access is being maintained in both east and westbound directions.

8. Will access to my business be affected?

Access to your business will be maintained despite any potential changes to the public realm and highway.

a. Will I still be able to receive deliveries?

Yes, businesses will still be able to receive deliveries, as access to businesses will be maintained.

b. Will loading bays be located on Fleet Street?

There is opportunity for timed loading bays to be incorporated into the pavement. These would not reduce existing pavement space and would be part of the wider pavement when not in use.

c. Will waste management be impacted or change?

No, there will be no changes to waste collection schedules or times for residents and businesses.

9. I am resident in the area. Am I exempt from the eastbound traffic restriction?

As a local resident you will still be able to access in and out of the Temple area, but under option 1 you will not be able to exit Fleet Street, in an eastbound direction, east of Salisbury Court. This also applies to deliveries and servicing under option 1.

10. I cycle along Fleet Street – what changes will I see?

Under option 1, a new westbound cycle lane is proposed alongside a reduction in eastbound traffic restrictions to enhance accessibility and cycle safety. For both option 1 and 2, there is a cycle gate proposed on the eastbound approach to Fetter Lane to separate people cycling from motor traffic at the junction. There is also early release signals proposed for people cycling east and west at the Fetter Lane junction and the two crossings.

11. Is Ludgate Circus junction included within the project scope?

Ludgate Circus junction forms part of the TfL Road Network and is managed by TfL. As it does form part of the City Corporation highway, the junction will not be included within the project scope.

12. Will changes and improvements be made to the Fleet Street Lanes (north and south side of Fleet Street)?

- A separate project has been established to improve several of the lanes and courts on the north side of Fleet Street.
- As part of the Transforming Fleet Street project, all lanes and alleyways will benefit from the following:
 - Enhanced entryway lighting, that creates a welcoming environment to the lanes
 - Enhanced wayfinding, that improves navigation through the lanes and courts
 - Enhanced entryway paving, that may include an historical interpretation of the area