



# Marylebone Association

Newsletter August 2023

Dear {Contact\_First\_Name},

## Seymour Centre Goes Ahead



Westminster's planning committee passed the Planning Application and Listed Building Consent Application for the refurbishment of the Seymour Centre on 11th July.

Cllr David Boothroyd, Cabinet Member for Finance and Council Reform at Westminster City Council, said: "Transforming Seymour Leisure Centre will provide first-class facilities for the Westminster community. The improved site will include an open-plan gym, refurbished swimming pool and contemporary library with accessibility throughout."

The council has indeed engaged extensively with the local community through a series of events and surveys. Since 2021, council officers have spoken to more than 500 local people and received more than 800 survey responses. This feedback has resulted in several positive changes to the scheme, most notably in

convincing the council that the swimming pool should be kept to its present size.

Central to the plans is to bring the Marylebone Library into the Centre, creating a library space over two floors. The ground floor library will house a dedicated space for children as well as a new café, and there will be additional space for a children's soft play area, buggy parking, and bookable community spaces. The first-floor library will include ICT facilities and quiet reading spaces.

However, many Marylebone residents have reservations about placing the library so far over to the west of the area and regret the lost opportunity to incorporate it more centrally when the Moxon Street site was put out to tender. This is on the other hand tempered by some relief that after the decade-long wait, we are finally to actually get a library.

The plans also include an open-plan gym space on the lower ground floor creating a new and accessible space for gym users. The air circulation and ventilation of the gym will also be improved, although there is no indication of how the secondary glazing in the sports hall roof light will operate to alleviate the overheating problem that occurs in summer.

There will be a new range of studios for spin, aerobics and other classes will also be provided. The upgrade to the five-court sports hall will see new flooring installed to make it more accessible for wheelchair users. The spa on the lower ground floor will also be improved, and all changing rooms will be improved and modernised with new male, female, gender-neutral and accessible changing areas provided. The Centre's popular climbing wall will also receive a refurbishment.

Westminster City Council, having announced a climate emergency, have a commitment to reach net zero emissions by 2030, and this has been factored into the plans. Improvements to heating, temperature and ventilation in the refurbished Centre will see a reduction in carbon emissions.

However, perhaps there has been a missed opportunity to produce something with a grander vision on this site. There could have been more commitment shown to improve the environmental performance of the building. The alterations have a BREEAM target of "Excellent" rather than "Outstanding". We feel that this could be more of a showpiece to guide other developers as to what more can be achieved.

WCC claims that upgrades to the building's solid fabric will not be possible due to heritage concerns. This is not convincing, as similar buildings have been successfully retrofitted.

Elsewhere the application lacks detail on the secondary glazing and double glazing, likewise on the use of air source heat pumps

As currently designed, it seems there will be a significant requirement for mechanical ventilation in most of the building but there doesn't seem to be any detail as to how this is being provided.

## Sustainable City Charter





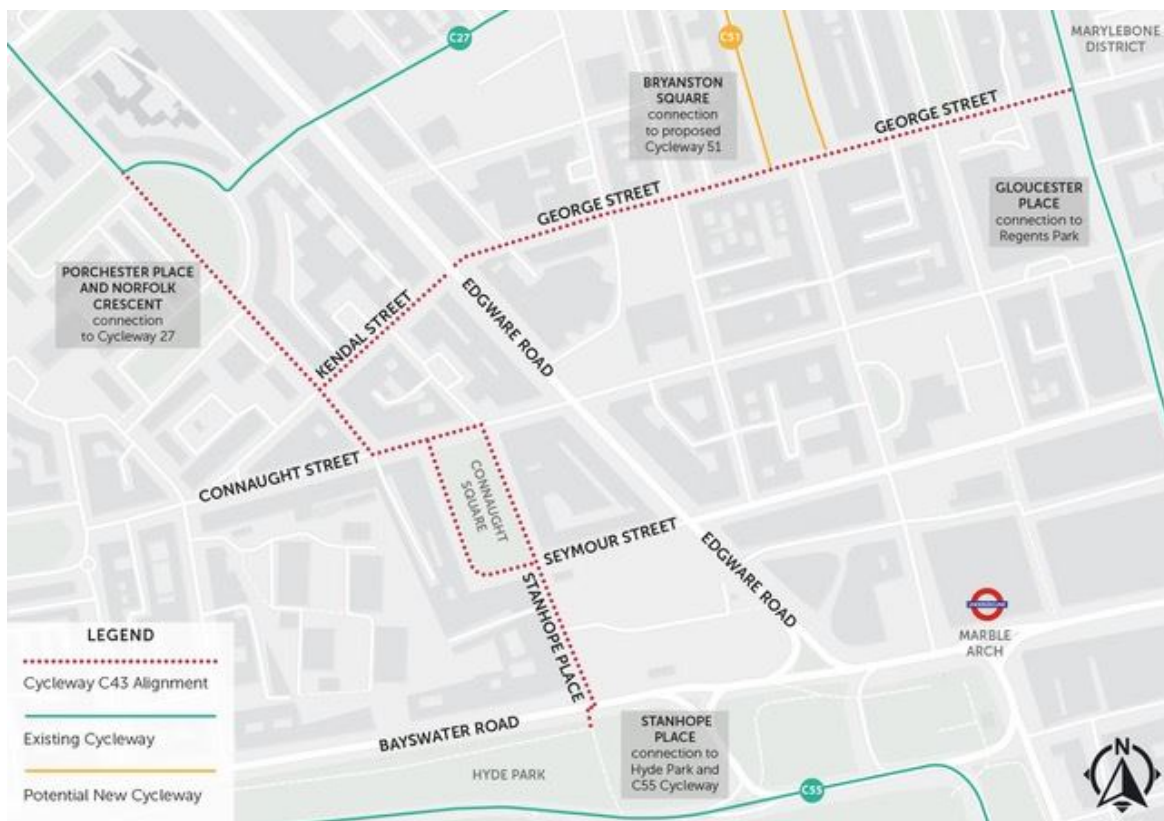
Meanwhile, on the subject of more sustainable buildings - more than 30 West End businesses and institutions have signed a charter to reduce emissions from Westminster's buildings and help the borough to become a net zero city by 2040.

The sustainable city charter includes prioritising sustainable fit-out and refurbishment of commercial properties and adopting 'green' leases which mandate data-sharing on energy usage.

Westminster City Council and Westminster Property Association said the first round of signatories to their pact - which was launched in November - include those that collectively own, manage and occupy buildings with a floor area spanning 15.5 million square feet. That is equivalent to the size of Hyde Park.

Among those taking part are real estate consultancy Gerald Eve, Covent Garden landlord Shaftesbury Capital and Premier Inn-owner Whitbread.

## C43 George Street Cycleway Update





Public consultation took place between 15th May and 25th June following a period of 'pre-engagement' with key local stakeholders including local Ward Councillors and Residents Associations.

The consultation received a massive amount of feedback, over 1400 responses following promotion via local leaflet drop, in-person and online Q&A sessions, lamp column wraps along the route and social media & e-newsletter engagement. How much of the feedback has actually been from the most affected group - the local residents - is not yet known.

But the local response would have no doubt been higher had the area of leaflet dropping not been cut to 50 metres back on streets from the proposed cycleway route. The last time this area was consulted for a cycle lane it went 100 metres back and considering how badly the mews areas off George Street will be affected by this, it is surprising that not all the homes there were leafleted.

Also, it is always difficult to ensure leafleting in large residential blocks is effective and gets to the right people. There are many such blocks around George Street, and those in them will all lose access to parking and loading/unloading. But how many of the residents there will even now be aware of these proposals?

Further, George Street is regularly used for bus diversions from Oxford Street whenever it is closed for some reason or other. Indeed there will soon be extensive closures and diversions during the forthcoming Oxford Street work which will no doubt last for at least a couple of years. The introduction of segregated lanes at this particular point then could turn out to be unfortunate in its timing.

The street itself also appears to be subject to near-constant road works - utility works and bus diversions. These two factors will make the narrowing of lanes problematic, leading one to ask - is this really worth it?

All things considered, the disruption appears disproportionate to the need. Other cycle routes are available nearby - and other options have been proposed. We can only hope that the council's claims that they will act in the interest of residents will be honoured - but will it?

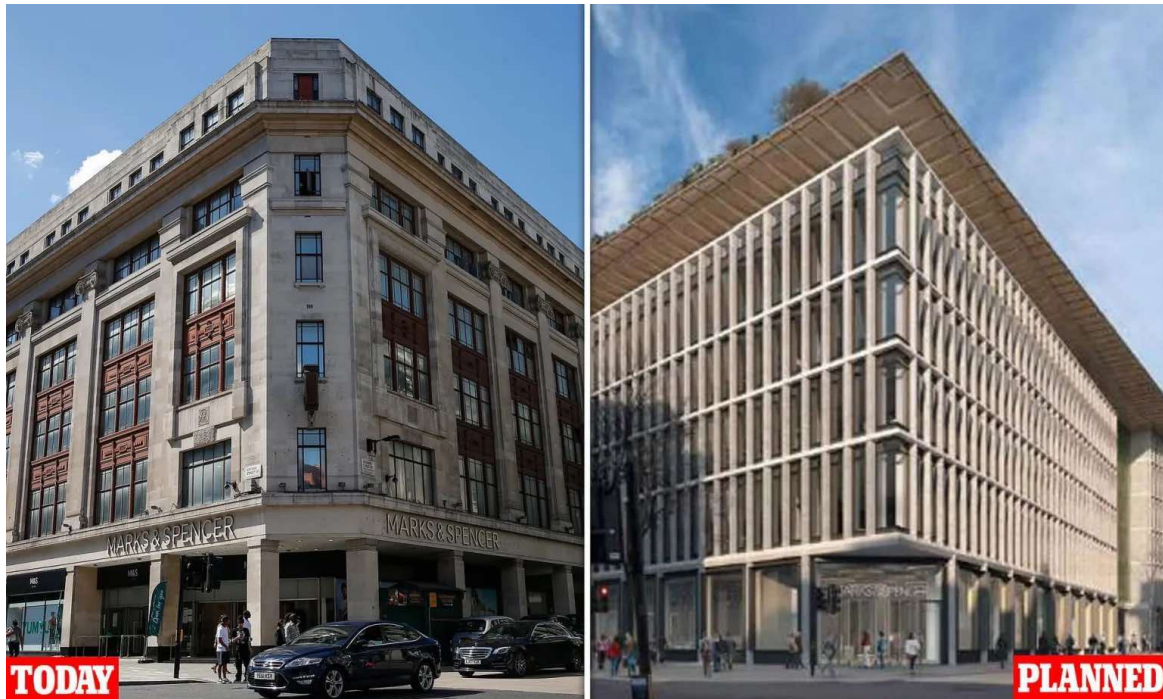
There certainly is some local concern that if TfL wants this, and is prepared to fund it, then it will go ahead anyway. It might, for instance, be justified on overall response numbers alone. This is worrying as it is expected that many responses will have been received from members of lobby groups with an ideological agenda and they could drown out the voices of those who live in the area and who will be most affected by the scheme.

Worries on this score were not alleviated by the cabinet member in charge of this, Cllr Paul Dimoldenberg, recently telling a full council meeting that "we will give equal weight to all representations from wherever they have come."

On being asked if priority will be given to the views of local residents- he said WCC did not indicate they would be giving preference to any particular respondent. They will be "giving weight to all residents, workers and businesses who have made their views known... to the issues that have been raised by residents." He went on to say that issues raised by residents will be treated "very carefully indeed" and concerns will be given "very high/strong consideration." He however refused to say that they would be given priority.

At the last consultation on a cycle lane in George Street the residents' views were given priority- which is why it didn't happen.

## M&S Refused



Marks & Spencer has been refused permission to knock down its flagship store on Oxford Street, known as Orchard House - their plans being rejected on a variety of grounds by the Secretary of State.

As readers will recall, Marks and Spencer had wanted to demolish their original Art Deco building and build a new shop, along with offices, a cafe and a gym. However, following significant opposition from heritage and environmental campaigners, the decision was last year eventually called in by the Communities Secretary, Michael Gove, who launched an a public inquiry.

Planning Inspector David Nicholson RIBA IHBC then held this inquiry from 25 October to 4 November 2022 in which the views of many local and national planning, conservation, experts and architects were given, nearly all of whom were against demolition and in favour of a retrofit solution.

The Planning Inspector felt that, on the face of it, the proposals would generally impede the UK's transition to a zero-carbon economy; but nevertheless came to the conclusion that the harm to all the affected heritage assets, individually and collectively, but particularly to the setting of Selfridges and through the loss of Orchard House, would be outweighed by the public benefits, particularly to Oxford Street and the West End of London. He therefore approved the application.

This explains the delay in the Secretary of State's decision, as he has now published a ruling reaching the opposite conclusion and has determined that the public benefits do not outweigh the harm to nearby landmarks, including the Selfridges department store situated across the road.

He has concluded that although Orchard House did not meet the listing criteria at the time it was considered for listing in 2021, it has significant value in its own right and in its context. He attached substantial weight to its complete loss. And therefore it would "overall fail to conserve the heritage assets in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of existing and future generations."

Also, the Secretary of State was not sufficiently convinced that M&S had wholeheartedly pursued the options to complete demolition, as they were now required to do, at least the evidence was not there to show it.

Further, the scheme's carbon footprint and its failure to reuse existing resources, including the conversion of existing buildings, were also cited as a reason for refusal. Thus the scheme in the end failed on both sustainability and heritage grounds, but the primary ground does appear to be non-compliance with heritage

policies.

Considering the building was neither listed nor in a conservation area this might appear to indicate something of a turning point for the future preservation of the city's heritage but it needs to be remembered that Orchard House's main salvation lay in its proximity to a prominent listed building which enabled the Secretary of State to rely on S 66 of the Planning (Listed Buildings and Conservations areas) Act 1990 - preserving the setting around a listed building. It may well be that for the average non-listed heritage asset that increasingly tight development plan policies around total demolition will offer greater protection.

Cllr Geoff Barraclough, Westminster City Council's Cabinet member for planning and economic development, chose to concentrate on the sustainability part of the decision and said: "The Marks & Spencer application had significant implications for the environment so it was right that the case should be tested robustly. The Council's position is to encourage landowners to refurbish buildings, not demolish them."

Of course, readers will recall that was not always the council's position. Westminster Council, under a different administration, had approved plans to let the retailer demolish the entire building, and it is only by virtue of it being "called in" that we are not now looking at a pile of rubble sitting next to Selfridges.

Councillor Barraclough went on to say: "Clearly this is a disappointing day for M&S but we hope they return with a revised scheme which meets the new tests presented by the climate emergency. Footfall on Oxford Street is improving and with our exciting plan for an overhaul of Oxford Street just launched, M&S can remain a powerful presence."

M&S chief executive Stuart Machin may have other ideas however - he certainly appeared disappointed, to put it mildly. He had previously threatened to pull the company out of the street altogether if the decision went against them. He has not so far changed his tune - accusing the Government of "ignoring" experts. "We have been clear from the outset that there is no other viable scheme - so, after almost a century at Marble Arch, M&S is now left with no choice but to review its future position on Oxford Street on the whim of one man. It is utterly pathetic." Ironically, at around the same time, Westminster City Council were unveiling their latest plans for a £90 million rejuvenation of Oxford Street (see below).

Machin branded the decision "particularly galling" as there were "17 approved and proceeding demolitions in Westminster and four on Oxford Street alone, making it unfathomable why M&S's proposal to redevelop an aged and labyrinthian site that has been twice denied listed status has been singled out for refusal."

But Matthew Fraser, on behalf of the campaign group Save Britain's Heritage, ventured that the retailer's "threat" to leave the area was "not the constructive attitude of a retailer committed to the future of Oxford Street."

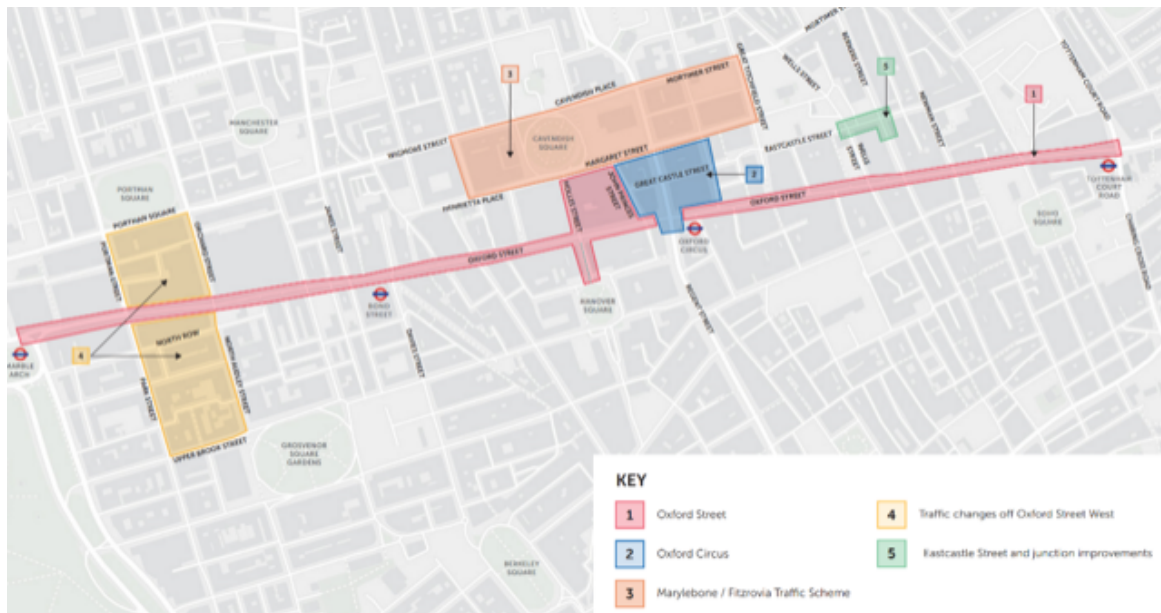
The story may not yet be concluded as M&S have six weeks in which to decide whether to apply to the High Court for a statutory review of the Secretary of State's decision, and the planning inspector's report will certainly leave his decision more open to challenge.

But at present the clear message is that the days of demolishing unlisted heritage assets simply on the grounds that they will be replaced by a more efficient building which better utilises the given space are numbered.

## Have your say on Oxford Street - Again!







Once again we are being asked to have our say on Oxford Street - with or without Marks and Spencer's, and if numbers at the July public consultations were anything to go on, a certain amount of consultation fatigue has set in. Or perhaps there is just not too much to worry about in the latest OS Scheme iteration?

Anyway, the plans have now been unveiled for a £90 million rejuvenation that will largely leave the traffic as it is. The programme aims "to create a dynamic and sustainable environment and an enhanced public realm that strengthens the global status of the street."

The proposals focus on wider footways, better seating, more trees and other planting, attractive lighting, clearer signage and a certain amount of traffic direction changes on local roads.

The Oxford Street Programme public consultation includes 5 projects in total:

- Oxford Street
- Oxford Circus
- Fitzrovia/Marylebone Traffic Scheme
- Eastcastle Street Junction Improvements Scheme
- Oxford Street West Traffic Scheme

The key takeaway for residents is that Oxford Street is to remain open to the traffic that will be allowed to go down there and the threats of displacement that came with the previous schemes have dissipated. They are not entirely gone because various "improvements" such as the removal of the remaining bus lay-bys mean that buses will stop in the middle of the road, blocking and slowing down traffic, encouraging those that can to use alternative routes through Marylebone and Fitzrovia.

The argument is that traffic has been reduced on Oxford Street and that there will be little displacement, and this may be true at present. However, these proposals are based on current levels of traffic on Oxford Street which, for a variety of reasons, is at an historic low. It is dangerous to predicate a massive permanent infrastructure change on the presumption that this will continue to be the case. We are therefore lobbying for at least the removal of lay-bys to be revised so that traffic is not brought to a halt every time a bus stops.

Perhaps the continued squeezing out of traffic from Oxford Street explains why, in tandem with these plans, there are also various road changes proposed to the parallel route through Marylebone and Fitzrovia. The idea is to introduce two-way traffic on Mortimer Street and along Cavendish Place and Cavendish Square North. This will in effect create a parallel east-west route to Oxford Street -all the way from Edgware Road in the west to Goodge Street in the east.

This admittedly will bring with it a certain rationalisation to traffic routes

This admittedly will bring with it a certain rationalisation to traffic routes, particularly around Cavendish Square which at present boasts some quite onerous and unnecessary diversions - traffic wanting to turn right at the bottom of Harley Street for instance has to negotiate a particularly circuitous route. However the worry is, it will also act as a safety valve so that if Oxford Street does get clogged up they will just switch traffic through Marylebone - on roads that are already about three times as congested as the present Oxford Street.

Another question that needs to be asked is who stands to benefit from all this? WCC say the Oxford Street Programme aims to "ensure that Oxford Street is a great place for shoppers, tourists, workers and local residents through the creation of a dynamic and sustainable environment and an enhanced public realm that strengthens the global status of the street."

However, it is, in reality, a legacy project primarily for the benefit of local businesses, inherited from the previous administration. In spite of the claim, there is little positive in it for local residents, who are mainly grateful only that the more harmful parts of the previous plans have been, in the main, removed.

While it is understandable that the council should want Oxford Street to be restored to health and redeem some of its previous prestige as an iconic shopping destination, it is less understandable why WCC should be forking out £90 million to help achieve this.

There are plenty of businesses with very deep pockets who stand to gain a lot from this scheme; these businesses made large amounts of money from the street over the good times. It is difficult to see why they should be bailed out now. WCC claims it is looking at obtaining a 50% contribution from businesses towards all this - but as they are the ones to benefit, it surely should be a great deal more.

You can view and comment on the full proposals [here](#).

Click here to visit the [website](#) to find out more and complete the [questionnaire](#) between 17th July-31st August 2023

August Drop-in to one of our events The Salvation Army (Regent Hall), 275 Oxford Street London W1C 2DJ

- Wednesday 2nd August 9am-5pm
- Wednesday 9th August 9am-5pm

There will be formal presentations on 2nd August and 9th August and at 4pm and 6.30pm Outside of these times, feel free to drop in and have a look at the maps and plans, or speak to the design team.

Consultation closes 23.59 on 31st August

## Regent Street Consultation







From 6th of July through to the 30th of August there are a series of engagement activities “to inform a new vision for this world-renowned London destination”.

Westminster City Council is the local highways authority, and The Crown Estate is the landowner of the buildings on Regent Street. Together, they are working in partnership to “consider the future of Regent Street.”

This apparently is “the start of a conversation on Regent Street and its surroundings, to help inform the right solutions that stand the test of time and create the very best experience for everyone.” It is already clear however that this particular conversation is designed to have only one outcome- the permanent widening of the pavements here to the benefit of the shop owners. But there is far less willingness to have “a conversation” about the unnecessary clogging up of the traffic introduced by this scheme, and the resulting queues into Marylebone and Soho as a result. On the contrary, there is total denial about this, with claims that this has not in fact occurred.

The Council had also worked in partnership with the Crown Estate during the pandemic to install a temporary scheme “in the interest of public safety.” This included adding 5,000 square metres of increased pedestrian space, 330 planters, 60 new trees, accessible seating and 1.2km of cycle lanes.

We were always very suspicious at just how temporary all this would prove to be, and sure enough, although the claimed public safety concerns that brought it over the Covid period have gone - the changes remain. Crown Estates having obtained all this extra space from the highway are now determined to hang on to it and make the “temporary” changes permanent. The fact that the value of their London property portfolio fell by £500m in a year due to a revaluation of the commercial property market has no doubt increased their determination not to relinquish the gains achieved over Covid.

However, this is a major strategic north/south route to which there are no viable alternatives - it should not be taken over merely for the benefit of Crown Estates rent roll.

We would advise members to try and get along to one of the pop-up workshops to have their say and act as some balance to the views of the businesses and shoppers. But don't expect an easy ride - there is a large and well-trained cohort at these sessions dedicated to the corporate vision which will put almost anything on the street that isn't traffic and is most adept at helping the public to that conclusion. Those expecting any sort of forensic objectivity at these workshops are in for a disappointment.

There is also a [link here to the Regent Street consultation survey](#). Likewise, members should take a few minutes out to individually respond to this - as it looks at present that we are heading for permanent pavement widening down there.

## Air Quality Improving

Westminster has for some time now had an Air Quality Action Plan and for reasons more likely linked to wider changes in traffic, air pollution levels across Westminster continue to improve. WCC report that the annual legal objective levels for particulate matter (PM) are now met at all automatic monitoring stations whilst for those monitoring stations that measure Nitrogen Dioxide (NO<sub>2</sub>), that have records, the five-year trend shows an overall reduction in annual mean NO<sub>2</sub> of 45%.

The council further state that the five-year trend for nitrogen dioxide (NO<sub>2</sub>) shows an overall reduction in the annual mean of 45%. The largest reductions were seen at the Strand and Marylebone Road sites, with a 60% and 51% reduction in NO<sub>2</sub> levels respectively.

For the same 2018-2022 five-year period, annual Particulate Matter (PM) emissions also reduced across Westminster, although at a smaller rate than NO<sub>2</sub>. There was an average 18% reduction in PM<sub>10</sub> emissions for monitors covering this five-year period, and an 8% reduction in PM<sub>2.5</sub> emissions (albeit from a sample size of only two monitors for PM<sub>2.5</sub>).

While not directly comparable, a study produced by the GLA in 2021 showed that overall, London's NO<sub>2</sub> levels decreased by 21% in the five-year period 2016-20. It is estimated that NO<sub>2</sub> concentrations are 21% lower than they would have been in inner London (and 46% in central London) without the ULEZ[LD2] .

Nationally, Defra produces statistics showing overall UK trends. For the comparable five-year period 2018-22, national NO<sub>2</sub> levels in urban areas were reduced by an average of 25%, and national PM<sub>10</sub> levels in urban areas have reduced by an average of 7.5%. This shows that reductions in pollution levels in Westminster far exceed those being seen on average across the UK.

WCC are currently producing a new Air Quality Action Plan, for the next five years which will go to public consultation in the autumn.

While continuing to focus on emissions from transport, the built environment, and from construction and development, the new Action Plan will include new areas of focus, from reducing commercial cooking emissions to tackling indoor air quality, and finding new ways to engage with communities, businesses and schools.

## McDonalds Appeals





McDonalds on Edgware Road had applied for the extension of hours of their late-night refreshment licence which would enable them to effectively operate 24 hours a day. This would bring in its wake no doubt a torrent of anti-social behaviour through the small hours and much disturbance to those living nearby. The Premises is situated in a Special Consideration Zone (previously it was a Cumulative Impact Zone). The application attracted representations from residents, the Police, and Environmental Health.

The Licensing Committee refused McDonalds' application to vary their Premises Licence on 9th March 2023 and McDonalds appealed to the Westminster Magistrates' Court. The Case Management Hearing took place on 6 July and the hearing will take place at the City of London Magistrates' Court over three days on 21, 23 and 24 November 2023.

Meanwhile, over in Leicester Square Greggs PLC applied for a premises licence to permit the late-night supply of hot food and drinks from 23:00 hours to 05:00 hours the following day, seven days a week in the heart of Leicester Square.

The Licensing Committee refused to grant the application on policy grounds stating that the Appellant had failed to demonstrate exceptional reasons as to why the application would not have a negative impact on the West End Cumulative Impact Zone and the promotion of the licensing objectives.

Greggs appealed this decision but in subsequent negotiations with WCC they agreed to a substantial compromise which gave them a late-night refreshment licence allowing them to sell hot drinks (but not hot food) on Sunday to Wednesday from 23:00 hours to 00:00 and on Thursday to Saturday 23:00 hours to 02:00 hours. The licence is also subject to significant conditions which include the installation of CCTV at the premises, the use of door supervisors and the clearing of litter outside the premises.

This decision gives some hope that the McDonalds appeal may also fail, although unfortunately Edgware Road has lost its Cumulative Impact Zone status, which may make the comparison less pertinent.

## Historic Public Participation in Council

On the 28th June, history was made at Westminster Council- at the Ordinary Full Council meeting at Old Marylebone Town Hall. For the first time in 58 years, Westminster residents had a say in a council meeting. This was achieved through the new petitioning scheme.

The new regime allows questions to be submitted via an online petition form - petitions must reach 100 signatures before they can be considered.



If successful the petitioner has up to two minutes to present their petition before the full council and the relevant Cabinet Member or Committee Chair then has up to two minutes to respond.

The very first petition to be heard concerned Marylebone - it was from Marco Toschetti whose campaign for a dog park has been previously reported on in this newsletter. He asked that the Council amend the by-laws and related signage to reflect the designation of Paddington Street Gardens North as a dedicated dog park; a designated area for off-leash dogs, for the use of dogs and their handlers and friends.

He felt that, despite widespread dog ownership, there is a fundamental lack of a suitable dog-friendly space in Marylebone, the only alternatives being open spaces and parks that carry considerable risks for the safety and security of dogs, owners and other users alike. 138 people signed this ePetition.

Councillor Paul Dimoldenburgh responded to the petition and promised to look into the issue although sounded a note of caution due to the various issues involved.

If anyone is interested in getting to speak on their pet subject before full council, the next submission window will open on Wednesday 30 August at 9am and close on Wednesday 13 September at 2pm. This will be for the Council meeting on Wednesday 20 September. Details available on Westminster Council [website](#)

## Corruption in Soho

In what was more reminiscent of a Martin Scorsese script than real life, a jury at Southwark Crown Court have just spent twelve weeks listening to evidence of wholesale corruption, bribery and sleaze within the Metropolitan Police licensing group in Soho.

The evidence given revealed the seamer side of this city and a side of life that we suspect most of our readers will have had not suspected was going on just a mile down the road from Marylebone.

On 12 July, the jury unanimously found Sergeant Partridge, formerly of the Metropolitan licensing unit, Ryan Bishti, owner of the Cirque Le Soir nightclub and security boss Terry Neil guilty of bribery, along with another man who cannot be named for legal reasons.

The now notorious and corrupt Sergeant Partridge, ironically the licensing sergeant responsible for crime and disorder, has now been sent down for seven and a half years. And he may not be the only bad apple - it was alleged that at least 2 other officers were suspected of also taking bribes from club owners in Soho.

However, it was not only the level and depth of corruption that was surprising, but the incredible length of time it took the Met to find out about it and get the case to trial. In fact, they never uncovered it themselves - they were told about it, and even then they let it go on for years.

Who knows over all this time how many licences/ extensions were granted in Soho that should not have been? To say that this was a total and massive breach of trust is understating the problem.

The proper and correct running of licensing applications is fundamental to ensuring that residents are not unduly overburdened by noise and nuisance from licensed establishments. Police evidence is always given high priority in licensing proceedings and much weight is placed on it. It is there to further the licensing

proceedings and much weight is placed on it. It is there to further the licensing objectives but instead, in Soho, these objectives were being subverted.

The knowledge that legitimate concerns have been overridden on multiple occasions in favour of the bent evidence of a corrupt police officer, only concerned with lining his own pockets must indeed be galling to the residents of Soho. This must be particularly so in the area of the Cirque Le Soir nightclub, where Partridge enjoyed lavish hospitality on a regular basis. Here at his regular table, he could expect VIP treatment, free champagne and much more.

The Cirque Le Soir, which has a late-night licence to 3.00pm for four nights a week, has persistently troubled residents with multiple noise issues. Not only has it remained immune to challenge, for reasons now apparent, but the court heard from the prosecution that Partridge had even offered Bihti an extension to the nightclub's licence on Thursday nights by text. Fortunately, he was arrested before anything more developed from this,

As well as the Cirque Le Soir, it was reported that Bishti also owns three other nightclubs in Westminster, two restaurants and a strip club. His name does not appear on any of the alcohol licences for these establishments and therefore, apparently, none of them are in any danger of losing their licences.

The Soho Society has asked the council to review all licences that may be tainted by illegality and identified in the case against Frank Partridge but reports that Westminster council officers have decided that the licences would have been granted anyway - so they will not be reviewing any of the licences involved.

Westminster Licensing Unit regulates over 3900 venues. Many of these are in the West End. These pubs, late-night bars, nightclubs and strip joints together represent central London's multi-billion pound night time economy.

You can read all about the case [here](#).

## High Crime Westminster





A review of last year's crime statistics makes for worrying reading. Rising crime in Westminster is highlighted by a 32.7% rise in the total number of recorded instances of crime compared to last year.

Westminster has the highest rate of offences by population with 253 since June, accounting for about one incident per 1,000 people, while Bromley, Kingston upon Thames and Richmond upon Thames have the lowest rates in London.

Kensington and Chelsea recorded 89 incidents, with 273 in Southwark, 113 in Greenwich and 120 in Islington.

August proved the most dangerous month across the board with 1,125 offences alone, compared to 850 in February.

Nearly a quarter of all killings and more than half of shootings in London are linked to gangs.

## Busy BIDs

In May 2023, the City Council received a proposal from the Heart of London Business Alliance (HOLBA) for an occupiers and property owners' new Business Improvement Districts (BID) in the St. James's area. This is the same BID that represents more than 600 businesses across three districts including Piccadilly, Jermyn Street; Leicester Square, Piccadilly Circus Haymarket and St Martin's. It is the same BID who, readers may recall, recently launched its Evening and Night-Time Economy Strategy for the West End proposing a smorgasbord of all-night entertainment and licences in the area- which showed little consideration for residents within it.

The new proposed BID which covers the St. James's ward boundary abuts HOLBA's existing Piccadilly & St. James's BID, as well as the Northbank and Whitehall BIDs. The proposed BID extends south of the Piccadilly & St. James's BID and westwards to Green Park from the Northbank and Whitehall BIDs respectively.

HOLBA is already a significant organisation within the West End - since its establishment in 2004 the BID has generated and invested over £45m in BID levy income into the HOLBA districts and is now seeking to increase their annual ring-fenced levy income from £5 million to £8 million.

They act as a very powerful lobby group for business and have the ear of some of the most influential people within local, London, regional and central government and they make good use of this to advocate on behalf of their member businesses.

HOLBA are also members of many business groups and boards including St James's Neighbourhood Forum, the Mayor's London Recovery Board, Westminster MP Business Advisory Group, Transport for London's Business Advisory Group, Central Activities Zone Futures Action Group, Tourism Advisory Group, Westminster City Council's Business Improvement District Group, and FSB. They have over the years significantly influenced policy changes.

Over the past five years, HOLBA have hosted over 250 networking events, creating a platform for businesses to come together creating a powerful sense of community. They have been long standing advocates of al fresco dining and street closures and no doubt St James will now be seeing rather more of this.

Meanwhile, over in Fitzrovia, the new BID there was approved by Westminster



meanwhile, over in Fitzrovia, the new BID there was approved by Westminster Council in May and was meant to be voted on in July, but has been put back. David Whittleton of Arup is the current chair of the board of directors of The Fitzrovia Partnership, and its chief operating officer is Lee Lyons.

It will offer additional street cleaning, uniformed street wardens, greening, and sign-posting. But again, its real focus is on expanding outside dining (which will include drinking),

The Fitzrovia News sums it up: “For residents in Fitzrovia West, a business improvement district will mean a change in the character of the neighbourhood — increased commercial activity, and an expansion of the evening and night-time economy which will spill over into its hitherto quieter streets”.

## Chiltern Railways Unveils HybridFLEX



More news on the carbon emissions front - Chiltern Railways have unveiled the country's first battery-diesel train, HybridFLEX at London Marylebone Station at an event celebrating the train operator's 25 years of operations.

HybridFLEX is developed under a collaboration between the engineering firm Rolls-Royce and rolling stock owner and asset manager Porterbrook. The train can deliver zero emissions while running on battery power and trim noise emissions at stations.

The HybridFLEX train is expected to commence operations in September, it will consume less fuel and will reduce carbon emissions by up to 25%, nitrous oxide emissions by over 70%, and particulate emissions by more than 90% as against the engines it replaces.

Chiltern Railways managing director Richard Allan said:

“We are proud and privileged to mark our 25th anniversary by introducing colleagues and stakeholders to the HybridFLEX train. We need to modernise Chiltern Railways and this exciting use of new technology in an older train is a potentially very significant opportunity to help us decarbonise and improve our customer experience.”

customer experience.

## New Food Waste and Recycling Service

A new 'on-demand' food waste service is also being launched at the beginning of this month. This new service is being launched in St James's, West End and Marylebone wards for residents who can only place their food bins directly onto the pavement due to a lack of external space.

This is the first time the council has operated an 'on demand' service and residents will be able to book a 2-hour slot for food waste to be directly collected from the communal front door of their property to minimise the time that bins are left out.

This is a supplement to the city-wide roll-out of a food waste collection service, now completed with 68,000 households having direct access to the service.

The on-street food waste bins are for areas where residents could not have a 'doorstep collection' and have bin collection frequencies increased to 2-3 times per week to manage the large quantities of food waste being deposited.

## Conservatives Announce Candidate for Mayor



Conservative London Assembly member Susan Hall has been selected as the party's Mayoral candidate to stand against Sadiq Khan in next May's election.

A Harrow councillor since 2006 and GLA member since 2017, Hall secured the nomination with the backing of 57% of Conservative Party members. Among the opening commitments from the Hall campaign were pledges to build more houses and reverse the expansion of ULEZ.

## Design Review Panel Announced

There are more than 11,000 listed buildings in Westminster, and the city is home to some of the most recognisable buildings and public spaces in the world. Ironically unlike many other councils Westminster had not up to now had a Design

unlike many other councils Westminster had not up to now had a Design Review Panel to help maintain the high quality of architectural design that makes Westminster so special.

The panel is a board of experts that will provide independent advice on major development, planning, public realm and regeneration projects in the city.

The 32 members of the panel, including three co-chairs, have been drawn from various fields of expertise including architecture, ecology, sustainability, transport, inclusive design, landscape architecture, heritage, and urban design. The panel will complement the council's in-house expertise, championing high-quality sustainable design across all development projects.

The three co-chairs are Catherine Burd, founding director of Burd Haward Architects and a conservation specialist, Damion Burrows, managing director at DMBA and broadcaster on property-related TV shows, and Vinita Dhume Director of Masterplanning and Urban Design, Savills.

Councillor James Small-Edwards, Deputy Cabinet Member for Planning and Economic Development, said:

"I am thrilled to announce Westminster's first ever Design Review Panel. This panel of experts from a broad range of disciplines will work with the council and provide independent advice on planning decisions".

Design Review Panel Co-chair, Catherine Burd, said:

"I am delighted to have been appointed to lead Westminster's new Design Review Panel. Our aim will be to ensure design quality is placed at the heart of decision-making in the City. I will bring experience gained from chairing Quality Review Panels in both Camden and the Royal Borough of Kensington & Chelsea, together with expertise of delivering residential and cultural projects in historic environments".

## The Future of Westminster Commission Concluded



One of the innovations introduced by the incoming Labour administration last year was the marshalling of external expert advice and community experience to the Council, in the form of [The Future of Westminster Commission](#).

This WCC said, was established to advise the Council on areas of policy critical to the future success of the City and central to the delivery of the Council a Fairer Westminster agenda.

There were four convenors who led the work of the 4 Review Groups. The Commission has now delivered its final report and recommendations. WCC says that it is anticipated that many of the resulting actions will now be taken forward



by Cabinet Members and senior officers as part of existing and planned programmes of work, which will in turn be monitored and reported to Policy and Scrutiny and other committees as appropriate.

## Pavement Licences Linger



There has been a delay in the consideration of the Levelling Up and Regeneration Bill which would make pavement licensing the permanent licensing regime for alfresco dining and the placement of furniture on the highway.

The Bill was now at the Committee Stage in the House of Lords and could receive Royal Assent by the Autumn of 2023.

The Business & Planning Act was currently scheduled to expire on 30 September 2023.

There are currently almost 700 Pavement Licences which will expire at the end of September.

## Dockless Bikes





At last, relief is on its way to address the growing issues caused by dockless bike clutter on our footways - as finally, Westminster Council is to introduce mandatory parking bays meaning that users will have to park their rented bikes in designated bays, rather than leaving them in the middle of pavements and roads across the West End.

Parking bays will be created for both e-bikes and e-scooters, about 250 parking bays in total, with the bike companies being expected to contribute to the cost. WCC has confirmed the parking bays will replace car parking spaces and will not be on pavements. The scheme is built upon the provision of at least one parking bay per 300m, with additional bays being implemented in higher-demand areas.

The proposal for the initial network is for between 200-220 bays to be established for both dockless bike and e-scooter parking. This will offer approximately 3,000 parking spaces for both rental e-scooters and dockless bikes, with the e-scooter capacity likely to increase from 850 to 1,200, and capacity for dockless bikes being approximately 1,800.

A two-tranche delivery is proposed with parking zones G, E, F and D (West End, St James's, Marylebone and Victoria area) - estimated to commence in operation by late August 2023, and parking zones A, B and C delivered in tranche 2, by late October 2023.

The dockless bike and rental e-scooter companies have agreed to a Memorandum Of Understanding (MOU) agreement which obliges them to contribute towards the costs of the scheme.

As with any such scheme, its success will be determined by the adequacy of enforcement: additional hire charges are to be applied to those riders who fail to follow the new parking rules and they may receive a penalty fine or be locked out of their account. This will only be a sufficient incentive to use the new bays if it is rigorously applied.

## E-Scooters - now with Beeps

Last year WCC announced they were extending the trial of rental e-scooters in response to Department for Transport (DfT) guidance which allows local authority trials to continue until 31 May 2024.

Having launched a competitive procurement process last year for operators to run the next phase of London's rental e-scooter trial, WCC has now awarded contracts to Dott, Lime and Voi. They are part of a national trial of e-scooters – approved by the Department of Transport.

Among certain new innovations these operators have been encouraged to trail are 'acoustic vehicle alerts', as though our streets are not already noisy enough - it looks like the beeps of unwanted e-scooters will now add to the cacophony.

Safety concerns also remain the central concern of most residents. Allied with this concern is the fact that there appears to be no effective age control on the hiring of these vehicles, which in theory can only be driven by those over 18. However recent data shows that fewer than 0.01 percent of trips resulted in serious injury

recent data shows that fewer than 0.01 percent of trips resulted in serious injury and 22 serious injuries were reported by operators in total with no fatalities.

Privately owned e-scooters remain illegal for use on public roads and are currently unregulated, meaning they are not currently required to meet any minimum vehicle standards - yet they appear to be used on our streets and pavements without any form of sanction.

The new contracts will begin towards the end of September and will be able to run beyond the DfT national trial term (which is currently due to end on 31 May 2024, in the event that trials are extended further

Meanwhile, residents can have their say on this in the latest consultation on this [here](#). You can give your feedback to TfL about the e-scooter trial through their Have Your Say platform or by calling their contact centre on 0343 222 1234.

For any other Westminster-specific enquiries on the trial, please contact [askhighways@westminster.gov.uk](mailto:askhighways@westminster.gov.uk)

## Nickie Aiken MP Update

Our local MP continues to spend much time lobbying on residents' behalf against various forms of nuisance. Nickie Aiken is presently calling for delivery companies to introduce a safe professional cycling certificate after years of dangerous cycling by delivery cyclists:

"Food and grocery delivery companies have a responsibility to ensure their riders are safe and ride appropriately on the road. That's why I'm calling on the likes of Deliveroo, Getir, Uber Eats and similar companies to work with me and cycling organisations to establish a simple but safe professional cycling certificate."

"I've heard from local people about delivery cyclists skipping red lights, going the wrong way down one-way streets, and riding on pavements. There have been so many near misses, and unlike van and HGV drivers, delivery cyclists - who are working professionally - do not need to go through any sort of training. Let me know your views and experiences of delivery cyclists" [here](#).

She continues with the battle against pedicab riders - who block the pavements, blare their music or charge excessive prices, sometimes hundreds of pounds for journeys of less than a mile.

Ever since arriving in Parliament, Nickie has campaigned for a pedicabs licensing scheme, cracking down on this behaviour and giving Transport for London the powers to regulate them as they do taxis and private hire vehicles.

Unfortunately, so far her attempts have been beset by a series of delays, but we are all still hopeful that pedicab regulation will finally emerge from parliament at the next session.

You can show your support for the pedicabs licensing scheme at [www.nickie.news/Pedicabs](http://www.nickie.news/Pedicabs)

## The Marylebone Diary







### **75th Anniversary of Britain's NHS**

The start of July saw the celebration of the achievements and contributions of the NHS and their staff. UCLH, the London Irish Centre, London Metropolitan University and Rankin Creative and Outernet Creative got together to create an exhibition of the diverse communities of London who work in the NHS.

The exhibition in Tottenham Court Road explored the role of care and migration in the NHS and was truly very special. The powerful narratives touched one's heart and offered a deeper appreciation for the unwavering dedication of our healthcare professionals.

### **Closure Le Pain Quotidien**

Many residents were sad to see the closure of Le Pain at the top of the High Street. Many of the people who worked there were very much part of the Marylebone community and were friends with the residents. Le Pain, UK arm, fell into insolvency and most of their cafes closed. We wish them all well, it is another sad loss to our community.

### **Regents Park Open Air Theatre - Robin Hood The Legend Rewritten**

It is always a treat to go to Regents Park open-air theatre. The cast is committed and energetic, the show itself is a little twisty at times but still very entertaining. Two MA committee members went and brought their children and friends and were surprised at the mock hangings, decapitation and chopping off of fingers. Maybe the age rating should be higher!

### **A Farm in Paddington Gardens!!!**

We were contacted by the dog owners of the area to express their concern about farm animals spotted in Paddington Gardens North! We do not know if the church or WCC or councillors granted permission but many people were very surprised! The dog owners wondered why their petition had not got the green light when sheep, guinea pigs and chickens were allowed on the grounds!

## **The Marylebone Interview**

This month our Chair, Julie Redmond, speaks with Andrea Harari owner of Jaggedart Devonshire Street

*Tell me about yourself and Jaggedart?*

I am originally from Argentina and moved to London in 1995 to study at Christie's. There I met, on the first day, Janeen Haythornthwaite, the other half of Jaggedart! My degree is in Literature but I have always worked in the art world, curating shows and founding and running South America's most important art fair since 1991. Then I decided to take a year off and move to London and enjoy the vibrant art scene here. And one year turned into 28!

In 2002, Janeen and I founded Jaggedart and this year we are celebrating 21 years. To mark this anniversary, we published a beautiful art book with portraits of 23 artists, insights into their studios and informative interviews that give a glimpse into their creative practice. The book has forewords by Rebecca Salter, President of the Royal Academy of Arts and Deborah Pocock, CEO of Queen Elizabeth Scholarship Trust. The book echoes what the gallery is about, dialogues between artworks and different materials, as the gallery is renowned for that.

*Tell me about some of the artists?*

Jaggedart has focused from the start on three-dimensional works and shows pieces that are made with a large variety of materials, from paper, books, maps, grasses, ceramic, wood, fabric and porcelain. The artists have a great understanding of materials and their exquisite craftsmanship results in intricate and poetic works. Kazuhito Takadoi grows grasses in his back garden and collects hawthorn twigs and embroiders with grass or uses the de-thorned twigs to make unique sculptural pieces. Thurle Wright weaves with words, using books and maps as her source material and embroiders creating fantastic fabrics. Katie Mawson uses vintage fabric book covers and scrapes them, paints them, layering colour upon colour giving the books new life. In our current show, her works dialogue with Tom Hammick's colourful woodcuts, where he combines figurative imagery with landscape where one can never be sure whether his scenes are real or imagined; they are always atmospheric and evocative, frozen in time as an event that has just happened or a story about to unfold.

*What was Devonshire Street like years ago?*

When we moved here in August 1995, 18 years ago, we had the traditional Odin's Brasserie opposite us, where politicians, writers and other celebrities used to eat. In 18 years in the area, many businesses have come and gone, we had large corporate brands and small, individual businesses, and many of those are still here. We are so central yet Marylebone is a village and it is wonderful to have so many locals who frequently come to the gallery to chat and to enjoy our shows. We are definitely part of a community, and we certainly noticed that as soon as we re-opened after COVID. We love to welcome our neighbours and chat with them and we have become a permanent presence in this area.

## Events

### A Magical Evening in the Park







What could be nicer than sitting in St John's Lodge, the 'secret garden' within Regent's Park, listening to Vaughan Williams' *Lark Ascending* on an early summer evening?

This concert, which also includes pieces by Mozart, Bizet and others, is part of the highly successful Regent's Park Music Festival, organised by volunteers. For further details of this and other musical offerings (many of which are free) go to: <http://www.regentsparkmusicfestival.org.uk/>

13 August 2023, 5.30pm

St John's Lodge Garden, The Regent's Park

Programme including:

VAUGHAN WILLIAMS: *The Lark Ascending*

MOZART: Overture from *The Marriage of Figaro*, slow movement from *Clarinet Concerto*, and *Finale* from *Horn Concerto No. 4*

SCHUBERT: *The Shepherd on the Rock*

R. STRAUSS: *Morgen!*

PUCCINI: "E lucevan le stelle" from *La Bohème*

BIZET *Danse bohème* from *Carmen*

**Orchestra for the Earth**



John Warner conductor  
With soloists:  
Isha Crichlow clarinet  
Satriya Krisna tenor  
Ellie Laugharne soprano  
William Padfield horn  
Lana Trovovsek violin

London's parks are one of the city's great joys, havens of peace and seclusion vital for our mental and physical wellbeing. What better way to soak all this up than at a concert on a beautiful summer evening? Sit back and relax with a glass in this stunning and secluded garden in Regent's Park to hear OFE alongside a star-studded array of soloists playing favourites such as The Lark Ascending and Mozart's Clarinet Concerto.

## Flowers of the Seasons: Politics, Power & Poverty

Friday 27 October, 7pm – 9pm (doors 6.30pm)

Conway Hall Ethical Society presents Electric Voice Theatre and BBC New Generation Thinker and music historian Oskar Jensen for an informal evening of songs, poetry and storytelling at Conway Hall's historic Library, celebrating the music of Eliza Flower (1803–1846).

Please follow this link to find out more [here](#).

Herbie Clarke. 07710 292681 [herbie@electricvoicetheatre.co.uk](mailto:herbie@electricvoicetheatre.co.uk)  
[Electric Voice Theatre](#)

## Shape the Future of Oxford Street

Share your views on the Oxford Street Programme today  
A message from Westminster City Council

Oxford Street is a destination for cultural vibrancy and a great place to live, work and visit. We want to make your experience even better by making it a more inclusive, prosperous and sustainable high street for everyone.

We propose an enhanced public space with wider footways, better seating, more trees and other planting, attractive lighting, clearer signage and more direct vehicle routes. The Oxford Street Programme has been developed to deliver just that.

Click [here](#) to visit the website to find out more and complete the questionnaire between 17th July-31st August 2023

The Programme includes five projects – Oxford Street, Oxford Circus, Marylebone / Fitzrovia Traffic Scheme, Traffic Changes off Oxford Street West and Eastcastle Street junction improvements. These projects will work together to deliver this vision for Oxford Street and its surrounding area.

As part of our Fairer Westminster strategy, we are undertaking extensive and varied engagement on each of these proposals with residents, businesses and visitors to Oxford Street. All stakeholder and community feedback has and will

continue to be the driving force behind the design, implementation and maintenance of the programme.

Drop-in to one of our events to find out more at:

The Salvation Army (Regent Hall), 275 Oxford Street London W1C 2DJ

- Wednesday 2nd August 9am-5pm
- Wednesday 9th August 9am-5pm

There will be formal presentations at the following times: 10am, 1pm and 4pm on the 18th July, 2nd August and 9th August and at 4pm and 6.30pm on the 19th July. Outside of these times, feel free to drop in and have a look at the maps and plans, or speak to the design team.

Consultation closes 23.59 on 31st August

## The Making of Frederick the Great



LarkeyKindred Productions are delighted to invite you to The Making of Frederick the Great at The Cockpit on EVERY Sunday in August. It opens at The Cockpit as part of the Camden Fringe.

This brand-new historical drama is based on the true-life story of the military

This brand new historical drama is based on the true life story of the military warlord and queer King and is sure to capture the hearts and minds of history buffs, romance lovers and theatregoers alike.

Tickets are under £14 & you can book via this link to our website or via The [Cockpit](#). You can also follow us on Instagram @fredthegreatplay.

## St Marylebone Church - Free Concert



St Marylebone Parish Church  
presents

# Free Lunchtime Concert

August 25 | 1.00pm-2.00pm | Held in the church gardens

**XinRu Chen**  
**PIANO RECITAL**

Highly praised & original  
reprogramming of Schumann's  
Carnaval Op.9 & Geoff King's Family  
Photos, titled 'Carnaval Eddy'

ROYAL ACADEMY OF MUSIC  
St Marylebone Church  
Changing Lives

For more information visit:  
<https://stmarylebone.org/whats-on/>  
Phone: 020 7935 7315  
Email: [events@stmarylebone.org](mailto:events@stmarylebone.org)

Talented pianist and music scholar XinRu Chen performs her exciting and original reprogramming of Schumann's Carnival Op.9 & Geoff King's Family Photos, titled: 'Carnaval Eddy'. This free Lunchtime concert takes place at 1.00pm on Friday the 25th of August in St Marylebone church gardens. Book your place here: 2023 Lunchtime Concert Series August

## Westminster Green Infrastructure

A message from Westminster Council:



We have a live online consultation for our Green Infrastructure Audit here: <https://westminster.gov.uk/green-infrastructure-audit> It closes on the 14th of August 2023, please if you have 10 minutes please fill it out.

The workshop was a significant step towards promoting sustainable practices and exploring green infrastructure solutions for our community. Your insights contributed immensely to the discussions and exchange of ideas for how Westminster will use the Green Infrastructure Audit for the development of our environmental policies and strategies.

Your ongoing support and engagement will certainly play a vital role in shaping the future of Westminster for the better. If you have any additional feedback, please do not hesitate to share them with me.

Orlagh McComish  
Principal Policy Officer (Planning Policy)  
Innovation and Change  
Westminster City Council  
Westminster City Hall, 64 Victoria Street, London, SW1E 6QP  
Phone: 07966193113  
Email: [omccomish@westminster.gov.uk](mailto:omccomish@westminster.gov.uk)

## Association Events

### **ISHTAR WINE TASTING LUNCHEON**

Sunday 6th August at 1.30pm  
Ishtar, 10/12 Crawford Street, London, W1U 6AZ

Why not join us for this lovely wine tasting luncheon? We will be presented with some summer wines, including red, white and rose with the sommelier talking us through his carefully chosen selection. The wines will be accompanied by a meze platter and a main course with a complimentary dessert. The cost for this is £45.00 per person, including service, with advance payment required. The event is arranged by Ann Marie Johnson, but to book and make payment please contact Lois German on [lois.german@marylebone.org](mailto:lois.german@marylebone.org) or telephone 0207 487 2706. Few places remaining.

### **LATE SUMMER PARTY - CHILTERN FIREHOUSE**

1 Chiltern Street, London W1U 7PA  
Tuesday 12th September at 6.30pm

This is a unique opportunity to visit the Firehouse and enjoy a late summer party in 'The Laddershed' which, in the days when this was a fire station, housed the ladders. Happily an extensive refurbishment has been undertaken since those times, and there now exists a fabulous venue for our event.

We will be served with a complimentary welcome drink followed by drinks and light bites. The cost for this is £50.00 per person including service, with advance payment required. Places need to be booked with Lois German on [lois.german@marylebone.org](mailto:lois.german@marylebone.org) or telephone

0207 487 2706. Early booking is recommended as we expect this event to be oversubscribed.

All Business and Residential members welcome.

### **COFFEE MORNING**

Wednesday 20th September at 10.30am  
The Mandeville London, Mandeville Place, London, W1U 2BE.

Following a successful coffee morning here in April last year, we are pleased to return to The Mandeville London in September. They will welcome us with coffee, tea and pastries all for the excellent price of £7.50 per person, payable to the restaurant on the day. Places need to be booked by 13th September to allow for catering, so to reserve a place please email Lois German on [lois.german@marylebone.org](mailto:lois.german@marylebone.org) or telephone 0207 487 2706.

### **MAYFAIR WALK - Lords, Ladies, Musicians and Film Stars**

Saturday 23rd September at 2.30pm

Do join us for this walk, rescheduled from March, with Janice Liverseidge, our local Blue Badge Guide, who will be sharing stories and scandal associated with Lords, Ladies, Musicians and Film Stars.

We'll be exploring three famous squares in Mayfair and learning about their history, the residents and the goings on from the 18th Century through to the current day.

Along the way we'll discover more about a mix of musicians (something for everyone!), a high society church, a hidden gem of a garden, links with America's leaders and not one but three famous or infamous hotels!

We hope you can join us for a fun and entertaining afternoon starting at 2.30pm and expected to last two hours. Cost per person £13.

Limited to a maximum 20 walkers to ensure you all enjoy this excursion.

Open to all members both Residential and Business, but places must be booked.

To reserve your place please email Lois German on [lois.german@marylebone.org](mailto:lois.german@marylebone.org) or telephone 0207 487 2706.

**A date to save for the diary!**

### **DRINKS & CANAPES RECEPTION FOR MA BUSINESS MEMBERS**

Being held on Tuesday 26th September at 6.30pm. Invitations will be issued shortly. Please save the date.

## **Regular Events**

### **BOOK CLUB**

Monday 7 August at 6.30 pm  
The King's Head, Westmoreland Street, W1G 8PJ

August's book: Act of Oblivion by Robert Harris

September's book: Frostquake: The frozen winter of 1962 and how Britain emerged a different country by Juliet Nicolson

Book Club meets on the first Monday of each month, upstairs at The King's Head pub in Westmoreland Street. All book choices are available in paperback and on e-readers. For further details – and anyone interested in joining us - please contact Liz Queenan ([liz.queenan@marylebone.org](mailto:liz.queenan@marylebone.org)) or tel: 020 7486 3709.

### **SCRABBLE CLUB**

Tuesdays 8 AND 22 August from 5.00 pm

The Duke of Wellington, 94a Crawford Street, London W1H 2HQ

The Scrabble Club normally meets in the private dining room at The Duke of Wellington pub in Crawford Street on the 2nd and 4th Tuesday of each month, from 5 until 7, with Scrabble sets and dictionaries provided – and all levels of players very welcome. Anyone interested in joining and/or wanting further information should contact [rosemary.forgan@marylebone.org](mailto:rosemary.forgan@marylebone.org) or 020 7916 9353. NB: change of dates for August only when Scrabble Club will meet on August 8 and 22.

### **PUB EVENING**

Monday 14th August at 6.30pm

The Larrik, 32 Crawford Place, London, W1H 5NN

Continuing with our regular bi-monthly pub evenings at this cosy, warm and welcoming gastro pub with great food, wines, beers and cocktails. Everybody is welcome so do come along whether you are a regular or new to our pub evenings, where you will be greeted by our hostess for the evening, Ann Marie Johnson.

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*Mailing Address: Marylebone Association, 6 Wimpole Street, London, W1G 8AL*

If you have news get in touch by emailing [news@marylebone.org](mailto:news@marylebone.org)

[Unsubscribe](#)