
Marylebone – 16th May 2011

Ward Budgets

Councillors are currently seeking ideas about how to spend this year's ward budgets. If you would like to find out about how ward budgets were spent last year, please go to www.westminster.gov.uk/wardbudgets To find out which electoral ward you are in, please visit www.westminster.gov.uk/wardfinder or contact the team.

Suggestions can be emailed to areaforums@westminster.gov.uk.

Olympic Route Network

Key Points

- **Congestion**
- **Disruption**
- **Safety**
- **Information**
- **Penalties**

Residents had a number of general, and irreconcilable complaints about the disruption the Olympics would cause e.g. "Why not just do everything at one site?" But also some interesting points about the structure of the route and how it could be improved.

Many residents thought that the Olympic route lasting a hundred days was excessive.

Residents also thought that the disruption caused around Lords was going to be disproportionate given that it was all for a hundred or so archers. Also concerns about congestion in Marylebone.

Concerns were raised about the removal of zebra or pelican crossings from certain parts of the route. A lot of concern about the issues this would bring for less able bodied persons.

Residents wanted to know how long provisions would last and many were confused because some lasted for longer in certain areas than they did in others. Complaints that they had not received information yet. Some did not know that there would be Olympic test events for example.

Consensus among residents that it was unnecessary to have Lisson Grove restricted to cyclists.

Particular concern about Russia's 2014, Sochi promotion at Marble Arch and the disruption this might cause.

Some residents were worried about enforcement of the Olympic route. Thought it might be especially onerous to receive a fine for straying into the lane, especially after the disruption already suffered.

Concern over whether traffic light changes would be permanent or temporary.

Conclusion

Residents at the forum were not particularly happy about the Olympics occurring in the first instance, and determined to minimise the disruption it would cause to them thereafter. Residents complained mostly about a lack of information and the poor

strategy employed to decide the Olympic route. Council officers attempted to reassure residents that they were doing everything in their power to minimize inconvenience.

Licensing

James Armitage outlined what the service provides and some background to what is being done at present.

- Tables and chairs are licensed under the licensing scheme which issues temporary street licences for 6 months at a time.
- Applicants have to have planning permission before they can apply for the temporary street licence
- All applications are assessed by the licensing and environmental health teams
- No licence is needed if the tables and chairs are on a private forecourt
- The team are doing audits in each ward to check for licences for all the tables and chairs which are placed. Where premises do not have a licence they are asked to make an application and are provided with the application packs. If they do not then make a subsequent application enforcement action is taken.
- Across the city since this project started 70 letters and packs have been given out to unlicensed premises; 5 have followed up; there are 7 hearings pending and 2 applications been submitted.
- A resident commented that it took 11 months for one premises to be dealt with. The officer agreed this was too long and that most cases are not this long.
- The Licensing team try to prevent public nuisance from premises by putting restrictions on the licences. These can range from placing restrictions on the number of people outside to any supervisions required
- More stringent conditions are usually put on licences where there have been problems in the past
- Anyone can object to a licence if there is a public nuisance but there must be good evidence to back up the objection
- It is important to report any nuisance so that all is recorded and a picture can be made up of the situation. Residents should call the Environmental Action Line on 020 7641 2000
- Not all shisha bars have a premises licence which means that they can't be enforced against. The new Licensing Act only applies to premises serving hot food and drink after 11pm and alcohol; most shisha bars only serve cold food/drink and no alcohol
- The shisha problem is a very local problem, which is not even Westminster-wide which means that it is difficult to lobby to change the laws on this
- Residents also brought up an issue of braziers on the street and the mis-use of hot coals

- The team can take action against temporary structures (gazebos etc) under the 50% rule
- Q: could premises have a note in their window which says whether they have a licence A: this is not a requirement but residents can ring the Council to check licences or look on the website under the Council's Licence Register.
- Q: What is a forecourt? A: it is the space outside a premises and it is either privately owned or is part of the public highway.
- Q: How can residents find out if the forecourt is privately owned? A: Ask your local councillor, or get the information from the Land Registry (at a charge).
- Q: If a business changes hands does the licence carry over to the new owner A: Licences are only issued on a short-term 6 month basis, but the officer would check about the handover of licences
- Q: What is the cost of a licence? A: This can range as tables and chairs are costed separately, as a estimate a table would be about £50 and a chair £26
- Q: What happens if tables and chairs go over the forecourt area? A: This is a job for the Wardens and the Licensing Inspectors; this and overhanging the areas are an offence
- Q: Do you have to have a licence for shisha pipes? No, these are governed by health legislation
- Q: What licence covers the erection of gazebos etc A: These should be covered by planning enforcement
- Q: Is there any way to measure the smell nuisance from the shisha bars? A: This is quite difficult as the officers need to be party to the nuisance to take any action

Parking Policy Review

Hugh Brennan, Principal Transport Planner, City Planning, Built Environment
Liam Brooker, Policy Analyst, Member Services

Hugh Brennan advised the Workshop about the 9th May Cabinet report and Background Papers/research reports and informed attendees that the consultation on the Cabinet's recommendations had begun informally and that it would close on 23rd June. He then informed them that a report would go back to Cabinet in July recommending final policy proposals for implementation. Liam Brooker advised that attendees should make every effort to complete a consultation response.

Hugh Brennan then referred to the eight draft policy proposals and requested feedback with regard to their support or otherwise:

- 1) Introduce extended Hours of Control in the West End on Weekday Evenings (Zones E & G) on an experimental basis. Consider options where resident permit holders and blue/white badge disabled drivers only can continue to park on single yellow lines during these extended hours of control
- 2) Introduce controlled parking in the West End on Saturday and Sunday (Zones E, G & F3) on an experimental basis. Consider options where resident permit

holders and blue/white badge disabled drivers only can continue to park on single yellow lines during these extended hours of control

- 3) Work will take place in the West End with private hire/taxis to improve provision through marshalled taxi ranks/hubs
- 4) To increase charges for second, third or more residents' parking permits within the region of 100% increase for second, third and subsequent permits granted
- 5) To provide a mechanism to permit the review of controlled hours in other areas of the City. The council proposes, where there has been a change in traffic management, development etc within a neighbourhood to review zone boundaries in consultation with individuals, Amenity Societies, Local Businesses etc
- 6) To introduce a Visitor Permit Scheme, where residents may be able to issue scratchcard permits to their visitors to park in resident bays
- 7) To improve loading and waiting provision in the West End Zones F and G; and finally
- 8) To review the provision of Green Transport schemes and projects that include Electric Vehicle Charging, the Car Club and Barclays Cycle Hire Scheme

The feedback from the two workshops was as follows:

- The plan to refresh Park Right was welcomed.
- There was debate over the degree to which off-street car parking is a viable alternative to parking on-street. However it was generally felt that a more even balance between on and off street parking would be beneficial.
- Some attendees commented that public perceptions of off-street car parks as dingy and dangerous were out of date, and that changing perception might help more people use car parks.

West End

- Concerns were raised over the impact of extended parking controls on small business. It was felt that requiring people to pay for parking may reduce the number of people coming in to Westminster, and that the public transport system, particularly the Underground, must run later and be improved.
- Residents also queried the impact that extended paid-for controls would have on those people who could currently have visitors to stay overnight without having to pay for parking.
- Attendees queried whether WCC could track the impact of previous extensions in Saturday hours of control and determine historic trends
- Some residents raised particular concerns over the behavior of private hire vehicles. WCC's current approach in this area was explained.

Residents and Visitors

- There was some confusion over the difference between controlled hours in general and controlled hours for resbays in particular. Attendees felt that the system could be confusing. Some called for a single zone covering all Westminster, but in general it was felt important to tailor parking controls to the different needs and priorities of different areas.
- There was a strong call for greater 24 hour residents controls in Sub-zone F3 at weekdays in addition to weekends, and in other areas. It was generally felt that respark should be subject to greater controls, although some attendees queried the impact that this might have on their ability to receive visitors. Attendees were urged to make this point in their responses
- There was strong support for additional charges for second and third resident permits. Some residents suggested a staggered scale of charges so that the second car incurred a 50% uplift, the third 100%, and so on.
- It was also suggested that we would introduce additional shared use bays in some areas by converting Pay & Display bays so that they could be available for resident parking at night.
- Particular concern was raised over parking on the Lisson Estate, which is used by visitors to the Church Street area who then deny parking for residents.

Waiting and Loading

- There was particular concern raised by some residents over noisy waste collections, especially recycling trucks, in the early hours of the morning. It was explained that this is outside the purview of the review, but was agreed to raise the issue with the relevant department.

Green Parking

- A question was raised as to why the Council was continuing to take roll out the Mayor's cycle hire scheme and electric vehicle parking when we are also consulting on green parking.
- Queries were raised over the impact of the Cycle Hire scheme on local parking provision. It was explained that there was no net loss of resident bays
- One resident asked whether resident permits could be made compatible with car club vehicles, to improve their uptake and convenience. It was advised that this could affect the availability of cars for other scheme members, but could be worth considering if the viability made sense