CITY OF WESTMINSTER – CITY MANAGEMENT AND COMMUNITIES

DELEGATED AUTHORITY REPORT 7355

TRAFFIC ORDERS – MARYLEBONE LANE

INTRODUCTION OF A LOADING BAY AND "AT ANY TIME" WAITING AND LOADING RESTRICTIONS, AND REMOVAL OF RESIDENTS' PARKING

(Drawing Nos. 7355/PJ/EX and 7355/PJ/PR)

(Marylebone High Street Ward)

Background Information

On 18th July 2014, the then Cabinet Members for Built Environment, Sustainability and Parking, and City Management, Transport and Infrastructure made an executive decision approving public realm improvements in Marylebone Lane, funded under a section 278 agreement with Howard de Walden Management Ltd.

The improvements include widening the footway along Marylebone Lane between its junctions with Marylebone High Street / Thayer Street and Wigmore Street to facilitate pedestrian movement. In order to maintain traffic flow along Marylebone Lane as a result of the footway widening it was necessary to relocate the parking places from this road to adjacent side roads and introduce a number of lengths of double yellow line "at any time" waiting and loading restrictions. Four loading bays were proposed to be introduced in Marylebone Lane to provide dedicated servicing areas for local businesses and residents.

On 18th November 2014, the then City Commissioner of Transportation approved the commencement of the required Traffic Order consultation on the traffic management proposals, including the incorporation of minor amendments to the design made subsequent to the Cabinet Members' decision (refs. 7043 and 7111).

Following the publication / posting of press and street notices and consultation with frontagers and other key stakeholders in November / December 2014, the City Council decided that the proposed measures should be implemented with some further minor revisions, two of which were subject to further consultation.

The Traffic Orders for the proposed measures in Marylebone Lane and its adjacent roads lying to the north of Hinde Street / Bentinck Street were made in February and October 2015. However, the works in Marylebone Lane to the south of Hinde Street / Bentinck Street are not expected to be completed until March 2018. The provisions of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 require that Traffic Orders are made within two years of when the notice of their proposal was first published. It is therefore necessary to re-advertise the proposals for the measures affecting Marylebone Lane between its junctions with Hinde Street / Bentinck Street and Wigmore Street, incorporating the amendments that were approved following consideration of the responses to the original consultation.

WSP, Palace Gardens Suite, 27th Floor, Portland House, Bressenden Place, London, SW1E 5RS; T 020 3116 5997

The remaining measures requiring re-consultation entail:

(a) the removal of the residents' parking place opposite Nos. 31 to 35 Marylebone Lane;

(b) the introduction of double yellow line "at any time" waiting and loading restrictions throughout Marylebone Lane, between Hinde Street / Bentinck Street and Wigmore Street, except:
   (i) on the east side, opposite Nos. 33 and 35, where only double yellow line "at any time" waiting restrictions would be introduced; and
   (ii) outside Nos. 64 and 66 (see paragraph (c) below); and

(c) the introduction of a loading bay outside Nos. 64 and 66 Marylebone Lane, operating "at any time" and with a maximum stay of 20 minutes and no return within 1 hour.

Recommendations

It is recommended that Traffic Orders are made to facilitate the implementation of the measures described above and shown on Drawing Nos. 7355/PJ/EX and 7355/PJ/PR.

Given that the measures requiring re-consultation have been previously approved for implementation following consultation with frontagers and consideration of their responses (refs. 7043 and 7111), it is considered that only the statutory minimum level of consultation on the Traffic Orders is necessary on this occasion.

Statement of Reasons

The introduction of double yellow line "at any time" waiting and loading restrictions in Marylebone Lane, between its junctions with Hinde Street / Bentinck Street and Wigmore Street, will prevent obstructive parking and improve traffic flow, sightlines and pedestrian accessibility as part of public realm improvements to this road.

A 10-metre length of double yellow line "at any time" waiting restrictions will be introduced opposite Nos. 33 and 35 Marylebone Lane and a loading bay will be introduced outside Nos. 64 and 66 Marylebone Lane to provide opportunities for residents and businesses to carry out loading / unloading activities.

I agree / do not agree to the above recommendations and statement of reasons and give the following authorisations:

(a) that procedural steps be taken with a view to Traffic Orders being made under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984;

(b) that subject to no objections being received as a result of public notices and consultation, such Traffic Orders be made as proposed; and

(c) that in the event of objections being received, they be referred to me for consideration and reported to the Cabinet Member(s) if I consider it to be necessary in accordance with City Council procedure, following which I will decide whether or not the Traffic Orders should be made, with or without modification.

Signed [redacted] Date 15/11/17

Programme and Contract Manager
City Management and Communities

Signed [redacted] Date 15/11/17

Head of Road Management
City Management and Communities

City of Westminster

MARYLEBONE LANE (PHASE 2)

EXISTING LAYOUT

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SCALE	1 : 500
DATE	13/11/2017
DRAWING No.	7355/PJ/EX
DRAWN BY	PJ

City of Westminster

MARYLEBONE LANE (PHASE 2)

PROPOSED LAYOUT

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